

Agenda Item # _____
For Council Meeting of: March 3, 2020

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: KRISTINAE TOOMIANS, SENIOR PLANNER
PLANNING AND ECONOMIC DEVELOPMENT
SUBJECT: CARITAS VILLAGE

AGENDA ACTION: ADOPTION OF ORDINANCE AND RESOLUTIONS

RECOMMENDATION

It is recommended by the Planning and Economic Development Department that the City Council: 1) by resolution, certify an Environmental Impact Report; 2) by resolution, adopt the Findings of Fact related to the California Environmental Quality Act and Statement of Overriding Considerations, for the Caritas Village project; 3) by resolution, approve a General Plan Amendment to change the land use designation from Medium Density Residential and Retail & Business Services to Transit Village Mixed Use; 4) by resolution, approve a Specific Plan Amendment to include all project parcels within the Courthouse Square Sub-Area and specify roundabout diameter widths of 80-feet at 6th & A Street and 7th & A Street intersections; 5) introduce an ordinance to rezone the subject project site to TV-M-H-SA (Transit-Village Mixed); 6) by resolution, approve a Minor Conditional Use Permit for an emergency shelter; 7) and, by resolution, approve a Tentative Map for Caritas Village.

EXECUTIVE SUMMARY

Caritas Village is a proposed project that includes the redevelopment of a city block into: a comprehensive family and homeless support services facility (Caritas Center) to be operated by Catholic Charities, and a 126-unit affordable housing development (Caritas Homes) to be operated by Burbank Housing.

The Caritas Center would consolidate the existing onsite Family Support Center and Navigation Center into a single building that would provide emergency shelter, a navigation center, transitional housing,



Figure 1: Project site is located immediately east of Highway 101 and the Highway 101 on-ramp at 7th Street.

coordinated entry, wrap-around services, health services, and administrative offices.

Caritas Homes would provide up to 126 permanent affordable housing units plus two units for onsite managers. Other ancillary improvements would include landscaping, roadway improvements, water line improvements, and pedestrian walkways.

The proposed project includes the demolition of the existing Catholic Charities facilities and residential buildings on the project site, which are located within the St. Rose Preservation District.

BACKGROUND

The 2.78-acre project site is within the west part of downtown; bordered by 7th Street to the north, A Street to the east, 6th Street to the south, and Morgan Street to the west. The project site is fully developed and consists of Catholic Charities' Homeless Services Center and Family Support Center. In addition, there are several residential dwelling units on the project site that are either vacant or owned by Catholic Charities to provide transitional housing. There is one residential dwelling unit at the project site that was recently used as a private residence, but has since been acquired by Catholic Charities. Development surrounding the project site mostly consists of single-family homes within the St. Rose Historic District, as well as some office and commercial uses such as the Santa Rosa Plaza shopping mall, Sonoma County Museum, and the St. Rose Church that is now used for professional offices. The project site is also located immediately east of Highway 101 and the Highway 101 on-ramp at 7th Street.

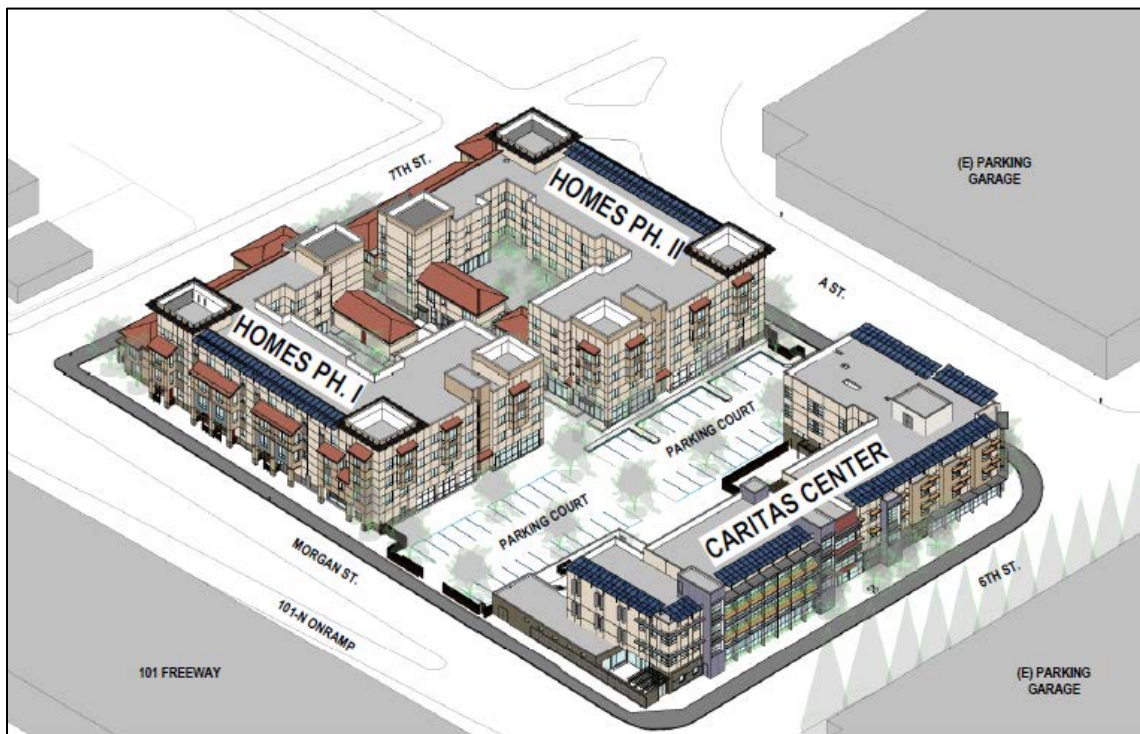


Figure 2: Caritas Village Elevations

PRIOR CITY COUNCIL REVIEW

Not applicable.

ANALYSIS

1. General Plan

The General Plan designates the parcels along A Street as Retail/Medium Residential and the parcels along Morgan Street as Medium Residential. The applicants request a General Plan Amendment to change the project site’s land use designation to Transit Village Mixed Use (TV-M), which allows higher intensity residential uses within one-quarter mile of a transit facility.

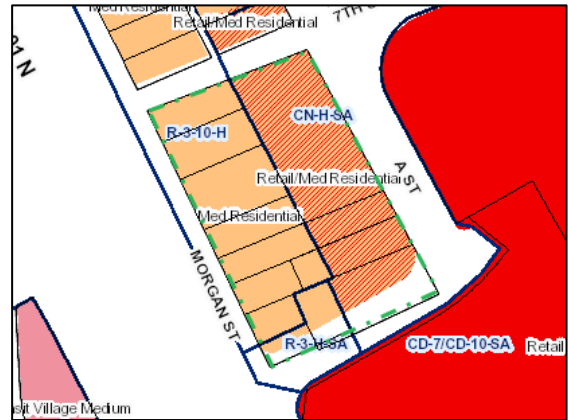


Figure 3: Project Site Zoning & General Plan Designation

The [2035 Santa Rosa General Plan](#) envisions Transit Village Mixed Use to be designed and oriented to create a central node of activity at or near the transit facility. Housing densities shall be a minimum of 40.0 units per acre; there is no maximum density requirement for this designation. As part of the project, the applicant proposes a Tentative Parcel Map to reconfigure the 2.78-acre project site, and subdivide the underlying lots into three parcels. The two proposed residential structures, each with 63 units, will be constructed on a 0.69-acre lot and a 0.68-acre lot. This will result in a density of 91.3-dwelling-units-per-acre and 92.64-dwelling-units-per-acre. The emergency shelter will occupy the remaining 1.11-acre portion of the site.

Applicable General Plan goals and policies include, but are not limited to:

Goal / Policy	Project Consistency
<i>Land Use and Livability</i>	
<p>LUL-A: Foster a compact rather than a scattered development pattern to reduce travel, energy, land, and materials consumption while promoting greenhouse gas emission reductions citywide.</p>	<p>Consistent. The proposed project would establish a high-density residential development within walking distance of the SMART Station. This would reduce travel and energy consumption and result in GHG reduction and would be consistent with this goal.</p>

Goal / Policy	Project Consistency
<p>LUL-C-1: Promote downtown as the center of the business, residential, social, and civic life of Santa Rosa by directing high intensity office uses, government, residential, and entertainment uses to locate downtown.</p>	<p>Consistent. The proposed project would establish a high-density residential development in the Downtown Station Area Specific Plan area and would be consistent with this policy.</p>
<p>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.</p>	<p>Consistent. The proposed project would exceed both City and state minimum green building requirements. It would also be GreenPoint rated and is anticipated to be certified with a LEED Gold rating.</p>
<p>LUL-E-3: Avoid concentration of large community care facilities in any single residential neighborhood.</p>	<p>Consistent. The project site is located between residential and commercial uses and therefore would facilitate transition from residential to commercial land uses. While the definition of large is subjective and not further defined in the General Plan, the proposed Caritas Center would be 46,587 square feet and does not include a full range of services such as medical services.</p>
<p>LUL-F-1: Do not allow development at less than the minimum density prescribed by each residential land use classification.</p>	<p>Consistent. Density within the Courthouse Square Sub-Area is limited by a maximum height limit of four stories. The proposed project would construct buildings ranging from two to four stories tall.</p>
<p>LUL-F-3: Maintain a balance of various housing types in each neighborhood and ensure that new development does not result in undue concentration of a single housing type in any one neighborhood. Downtown is excepted.</p>	<p>Consistent. The proposed project would result in affordable housing along with support services. The project site is in the Downtown Station Area Specific Plan area and is therefore exempted from this policy.</p>

Goal / Policy	Project Consistency
<p>LUL-L: Ensure that land uses that promote use of transit.</p>	<p>Consistent. The proposed project would provide high-density development within walking distance of the Downtown SMART Station and would be consistent with the policy of promoting transit use.</p>
<p>LUL-L-1: Establish land use designations and development standards which will result in a substantial number of new housing units within walking distance of the Downtown SMART station site.</p>	<p>Consistent. The project site would be designated TV-M to allow for high-density development within walking distance of the Downtown SMART Station and would be consistent with this policy.</p>
<p>LUL-L-2: Improve pedestrian, bicycle, and bus transit connections from surrounding areas to the Downtown SMART station site as well as between neighborhoods surrounding the SMART station site.</p>	<p>Consistent. The project site would be served by CityBus routes 1, 2B, and 10, with bus stops within 0.25 mile of the project site. The project site is also located within 0.25 mile of the SMART Station in Railroad Square and 0.30 mile of the Second Street Transit Mall. The project area is well served by sidewalks, and pedestrian connections are available for transit stops.</p>
<p>LUL-L-3: Create pedestrian friendly environments and provide convenient connections to the transit facility for all modes of transportation.</p>	<p>Consistent. The proposed plaza or mews between the two residential structures would be pedestrian friendly with shared amenities lining both sides and with landscaping features. The Morgan Street and A Street frontage would similarly be pedestrian friendly with ground level units and entry porches along majority of their façades. In addition, the project area is well served by sidewalks, and pedestrian connections are available for transit stops.</p>
<p>LUL-M: Ensure new development and streetscape projects provide pedestrian and bicycle circulation improvements.</p>	<p>Consistent. The project area is well served by sidewalks and designated bike lanes on A Street and 6th Street.</p>
<p>LUL-N-1: Ensure private development provides its fair share of funding for necessary improvements to public services and utilities in the plan area.</p>	<p>Consistent. The proposed project would pay its fair share of development impact fees.</p>

Goal / Policy	Project Consistency
<p>LUL-P: Enhance the Sixth/Seventh Street corridor in the northern downtown area.</p>	<p>Consistent. The proposed project includes plazas and landscaping to provide pedestrian-friendly frontages along 6th and 7th streets.</p>
<p>LUL-Q: Accommodate all modes of transportation along the Sixth/Seventh Street corridor (pedestrian, bicycle, automobile, and bus).</p>	<p>Consistent. The proposed project includes 32 bicycle parking spaces for the Caritas Center. Caritas Homes would provide 64 long-term bicycle parking spaces for each phase (128 total) and four short-term bicycle parking spaces for visitors. The project area is also well served by public transit and bike lanes.</p>
<p>Urban Design</p>	
<p>UD-A: Preserve and enhance Santa Rosa’s scenic character, including its natural waterways, hillsides, and distinctive districts.</p>	<p>Consistent. The project site is in the St. Rose Historic District and would be designed in accordance with the City’s design review process and in compliance with the requirements of the -H overlay combining district.</p>
<p>UD-B-2: Encourage, promote, and assist in the development of housing units within downtown for a mix of income levels and housing types including integrating housing into existing buildings as mixed use.</p>	<p>Consistent. The proposed project would develop high-density affordable housing and support services and would be consistent with this policy.</p>
<p>UD-B-4: Respect and relate the scale and character of development at the edges of downtown to the surrounding Preservation Districts.</p>	<p>Consistent. The proposed project’s architectural character would reflect existing structures in the neighborhood with simple massing to the south and variegated to the north so the proposed structures relate to the scale of existing structures within the St. Rose Historic Preservation District.</p>

Goal / Policy	Project Consistency
<p>UD-B-5: Promote street life in the downtown through attractive building designs with street level activity and façade windows, public art, trees, fountains, and other landscaping elements that are pedestrian friendly. Discourage blank parking garage or office block frontage. Implement this policy through development review and the city’s Capital Improvement and Downtown Programs.</p>	<p>Consistent. The proposed project includes active uses on the ground floor that face the streets and incorporates plazas to encourage pedestrian activity. The project would include a podium parking lot that would be concealed by the ground floor residential units facing Morgan Street and A Street.</p>
<p>UD-B-6: Require design review for all new structures and alterations to existing structures within downtown.</p>	<p>Consistent. The proposed project is subject to the City’s design review.</p>
<p>UD-G: Design residential neighborhoods to be safe, human-scaled, and livable by addressing compact development, multi-modal connectivity, and reducing energy use.</p>	<p>Consistent. The proposed project would be a compact high-density development, designed to be compatible with the surrounding land uses. In addition, the proposed project would be constructed to meet or exceed current energy efficiency standards as codified by the 2016 CALGreen + Tier 1 checklists for residential and nonresidential buildings. In addition, the proposed project would be built to comply with Title 24 standards to be “solar-ready” with appropriate roof strength and installed conduit.</p>
<p><i>Housing</i></p>	
<p>H-C: Expand the supply of housing available to lower-income households.</p>	<p>Consistent. The proposed project would develop high-density affordable housing and would be consistent with this policy. The applicant would enter into an affordable housing agreement with the City.</p>
<p>H-C-3: Require projects requesting residential General Plan amendments to rezone for General Plan consistency</p>	<p>Consistent. The proposed project is subject to a General Plan Amendment and would rezone the project site from Medium Density Residential/Neighborhood Commercial to TV-M.</p>

Goal / Policy	Project Consistency
<p>H-C-6: Facilitate higher-density and affordable housing development in Priority Development Areas (PDA), which include sites located near the rail transit corridor and on regional/arterial streets for convenient access to bus and rail transit. Implement existing PDA-specific plans—the Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan—and develop new plans, such as the Roseland Specific Plan, to encourage the development of homes that have access to services and amenities.</p>	<p>Consistent. The project site is in the Downtown Station Area Specific Plan and would be developed with high-density affordable housing.</p>
<p>H-C-15: Encourage new affordable housing development to provide amenities for residents, such as onsite recreational facilities, children’s programs (day care or after-school care), and community meeting spaces.</p>	<p>Consistent. The proposed project is a mixed-use development that includes affordable housing, support services, and amenities for the residents.</p>
<p>H-D: Provide housing for households with special needs.</p>	<p>Consistent. The proposed project would include emergency shelters and programs for people with special needs.</p>
<p>H-G: Develop energy-efficient residential units and rehabilitate existing units to reduce energy consumption.</p>	<p>Consistent. The proposed project would exceed both City and state minimum green building requirements. It would also be GreenPoint rated and is anticipated to be certified with the LEED Gold rating.</p>

Goal / Policy	Project Consistency
<p>H-G-1: Maximize energy efficiency in residential areas. Utilize the following techniques:</p> <ul style="list-style-type: none"> • Implement CALGreen Tier 1 standards; • Fund energy conservation through the Housing Authority’s rehabilitation loans; • Promote home improvement strategies for energy efficiency; • Promote energy efficiency improvements that are sensitive to the historic significance of the residential structure; and • Consider a program that would require energy efficiency improvements when a residential structure undergoes transfer of title or major renovation. 	<p>Consistent. The proposed project would be constructed to meet or exceed current energy efficiency standards as codified by the 2016 CALGreen + Tier 1 checklists for residential and nonresidential buildings. In addition, the proposed project would be built to comply with Title 24 standards to be “solar-ready” with appropriate roof strength and installed conduit.</p>
<i>Growth Management</i>	
<p>GM-A: Prevent urban sprawl by focusing growth within the Urban Growth Boundary.</p>	<p>Consistent. The proposed project is an infill development on existing developed but underutilized land and would not induce development in the area beyond that which has already been planned for as part of the General Plan and the Downtown Station Area Specific Plan.</p>
<i>Historic Preservation</i>	
<p>HP-A: Protect Native American heritage.</p>	<p>Consistent. A record search was performed at the NWIC to determine if any known Native American resources exist in the project vicinity. In addition, mitigation measures are included to reduce impacts on cultural resources. Refer to Section 3.9, Cultural and Historical Resources, and Section 3.9, Tribal Cultural Resources, for further discussion.</p>
<p>HP-B-2: Preserve significant historic structures. Consider the</p>	<p>Consistent. The proposed project includes demolishing all structures on the Morgan</p>

Goal / Policy	Project Consistency
life cycle costs when evaluating the alternatives to demolition of these structures, including the adaptive reuse of historic buildings for contemporary uses.	Street parcels. Adaptive reuse was considered as part of the No Project Alternative because it has been the ongoing practice of the project site to re-use residential structures for offices, drop-in facilities, and the former hospital facility for family support services.
HP-B-7: In establishing zoning designations for historic properties, consider historic uses and establish provisions to encourage retention of the historic use and/or setting.	Consistent. The proposed project would retain the -H overlay combining district overlay.

As shown in the table above, the proposed project would be consistent with all applicable goals and policies of the 2035 General Plan. Furthermore, the table shows that the proposed project would be consistent with the applicable goals and policies of the City’s Housing Element that focuses on providing affordable housing and support services for the homeless. As such, the proposed project would assist the City in achieving its housing goals by providing a new affordable housing development and a support services facility for the homeless.

2. Downtown Station Area Specific Plan

The project site is within the City’s [Downtown Station Area Specific Plan](#). Specifically, the parcels along Morgan Street are within the Downtown Station Area Specific Plan’s Historic Residential Sub-Area, and parcels along A Street are within the Downtown Station Area Specific Plan’s Courthouse Square Sub-Area.

The Courthouse Square Sub-Area is the commercial core of Santa Rosa and consists of a mix of retail and office uses with scattered parking throughout. This area is envisioned to be developed into a vibrant mixed-use area with new housing added to the existing office and retail uses. The Downtown Station Area Specific Plan encourages development of new high-density housing appropriate for a city center and continuous ground-floor retail uses to promote a pedestrian-friendly environment.

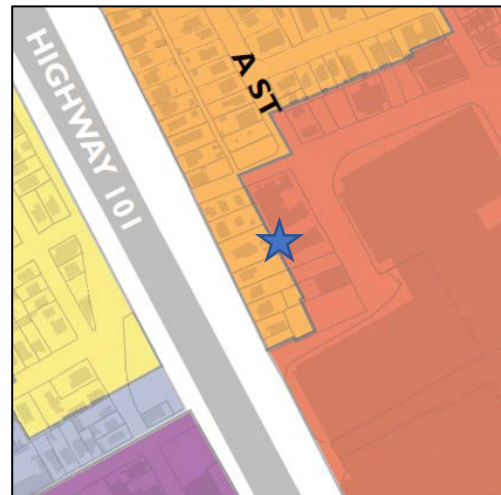


Figure 4: Downtown Station Area Specific Plan shows half of the project site within the Historic Residential Sub-Area and the other half is within the Courthouse Square Sub-Area.

The Historic Residential Sub-Area consists of four historic preservation districts. The project site is within the St. Rose Historic District. The Downtown Station Area Specific Plan envisions the maintenance and enhancement of the existing residential character of the Historic Residential Sub-Area. The proposed project would require a Specific Plan Amendment to include the parcels along Morgan Street within the Courthouse Square Sub-Area, since the density of new development within the Courthouse Square Sub-Area is limited by a maximum height limit of four stories.

A primary objective of the Downtown Station Area Specific Plan is to increase the number of residents and employees living and working within walking distance (one-half mile) of the Downtown Transit Mall and the Downtown SMART station through intensification of both residential and nonresidential land uses in the Downtown Station Area Specific Plan area; specifically, the development of 3,409 new dwelling units, 197,500 square-feet of office and institutional uses, and 296,000 square feet of retail uses within 20 years. As such, the Santa Rosa General Plan identifies the Downtown Station Area Specific Plan as a Priority Development Area (PDA) that includes the project site. PDAs are defined as areas located within the City's Urban Growth Boundary and concentrated near transit stations and along major transit corridors. The City is in the process of amending the Downtown Station Area Specific Plan to meet the projected residential and nonresidential growth for the Downtown area and to provide necessary transit supportive uses and improvements.

Roundabouts

The Downtown Station Area Specific Plan includes the provision of roundabouts at the intersections of 7th Street and A Street, and 6th Street and A Street. The Downtown Station Area Specific Plan does not include specific standards for the diameter of the roundabouts; however, the City's Northern Downtown Pedestrian Linkages Study Final Report includes a 110-foot diameter roundabout. As shown by the red dashed line in Figure 2-7, at 110-feet, the proposed roundabouts would impact the project site, and as such, the proposed project includes the modification of the Downtown Station Area Specific Plan to include the roundabouts at a specified 80-foot diameter. The reduced diameter

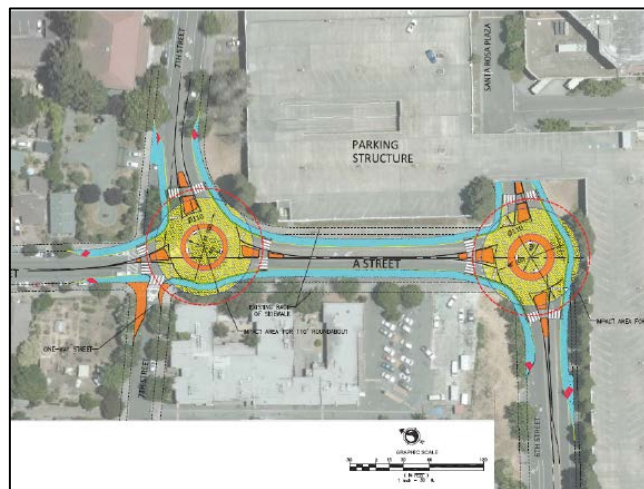


Figure 2-7: A Street 80-foot Roundabout Concepts with One-Way Street on 7th Street.

roundabouts would not impact the project site.

The Northern Downtown Pedestrian Linkages Study had envisioned full closure of 7th Street south of A Street to the alley-way to create a pedestrian plaza; however, the City has concerns with potential maintenance issues associated with a large plaza area created by the full closure, and as such, 7th Street would be changed to a one-way road to provide additional pedestrian space, but it would not create a large area that could become a potential nuisance. The A Street and 7th Street roundabout could also accommodate two-way traffic if the City opted to maintain two-way traffic. The A Street and 6th Street Roundabout would be maintained for two-way traffic.

Reducing the diameter of the roundabouts to 80 feet would allow all truck traffic to access the Downtown Plaza, but they would not be able to make a left-turn onto A Street from 6th Street or access the roundabout on A Street and 7th Street. This truck access limitation would be consistent with the pedestrian goals of the Downtown Station Area Specific Plan. Fire trucks, the largest of the City-owned vehicles, would be able to access both 80-foot roundabouts. The roundabout concepts studied in the EIR have all included converting 7th Street to a one-way road to avoid full closure of that roadway, but the roundabout concepts would also work with a two-way road at 7th Street.

Applicable Downtown Station Area Specific Plan goals and policies include, but are not limited to:

Goal/ Policy	Project Consistency
Land Use	
Goal SP-LU-1: Ensure land uses that promote use of transit.	Consistent. The proposed project would provide high-density development within walking distance of the Downtown SMART Station and would be consistent with the policy of promoting transit use.
Policy SP-LU-1.1: Establish appropriate land use designations and development standards that will result in a substantial number of new housing units within walking distance of the Downtown SMART Station site.	Consistent. The project site would be designated as TV-M to allow for a high-density development within walking distance of the Downtown SMART Station and would be consistent with this policy.
Policy SP-LU-1.3: Create pedestrian friendly environments and provide convenient connections to the transit facility for all modes of transportation.	Consistent. The proposed plaza or mews between the two residential structures would be pedestrian friendly with shared amenities lining both sides and with landscaping features. The Morgan Street and A Street frontage would similarly be pedestrian friendly with ground level units and entry porches along most of their façades. In addition, the project area is well served by sidewalks, and pedestrian connections are available for transit stops.
Goal SP-LU-2: Encourage a variety of new housing development.	Consistent. The project would construct two high-density residential structures with 126 units of

Goal/ Policy	Project Consistency
	permanent affordable rental housing, as well as two units that would be reserved for onsite managers, for a total of 128 units. The project would also construct three-story apartments along 7 th Street.
Policy SP-LU-2.1: Provide a variety of housing types and densities in the Specific Plan Area	Consistent. The project would construct two high-density residential structures with 126 units of permanent affordable rental housing, plus two units for onsite managers for a total of 128 units. The project would also construct three-story apartments along 7 th Street.
Policy SP-LU-2.3: Utilize existing City programs and policies to encourage and facilitate development of affordable housing within the Specific Plan Area.	Consistent. The proposed project would develop high-density affordable housing and would enter into an affordable housing agreement with the City.
Goal SP-LU-3: Encourage new development to incorporate sustainable building principles.	Consistent. The proposed project would target a LEED Gold sustainability rating and would be GreenPoint rated.
Policy SP-LU-3.1: Promote site and building design that improves energy efficiency by incorporating natural cooling and passive solar heating. This may include extended eaves, window overhangs, awnings, and tree placement for natural cooling, and building and window orientation to take advantage of passive solar heating.	Consistent. The proposed project would incorporate window awnings and tree placement to provide natural cooling. The proposed project would be constructed to meet or exceed current energy efficiency standards as codified by the 2016 CALGreen + Tier 1 checklists for residential and nonresidential buildings. In addition, the proposed project would be built to comply with Title 24 standards to be “solar-ready” with appropriate roof strength and installed conduit.
Policy SP-LU-3.2: Support the use of green or sustainable building materials, including recycled content materials that are consistent with the underlying architectural style and character of the building.	Consistent. The proposed project would comply with the 2016 CALGreen + Tier 1 checklists for residential and nonresidential buildings, which includes the use of sustainable building materials.
Policy SP-LU-3.3: Encourage green site design by utilizing native trees and plants where possible, incorporating permeable paving and designing resource-efficient landscapes and gardens.	Consistent. The proposed project would include a variety of trees fronting the buildings on Morgan, 6 th , and A Streets. Street frontages and setback areas would have flower plantings, garden planters, vegetated stormwater plantings, landscape walls, enhanced pavement, and sidewalk shade trees as well.
Policy SP-LU-3.4: Utilize the SR BIG Program/Green Build Guidelines or equivalent and comparable guidelines for commercial and multifamily development as comprehensive guides for achieving sustainable building design and building practices.	Consistent. The proposed project would be constructed to meet or exceed current energy efficiency standards as codified by the 2016 CALGreen + Tier 1 checklists for residential and nonresidential buildings. In addition, the proposed project would be built to comply with Title 24 standards to be “solar-ready” with appropriate roof strength and installed conduit. Implementation of

Goal/ Policy	Project Consistency
	these building design features would be consistent with the SR BIG program.
<p>Policy SP-LU-4.1: Maintain and extend the positive qualities of the downtown area’s traditional development pattern by requiring activity-generating uses such as retail at street level throughout the Courthouse Square and the Railroad Square Sub-Areas.</p>	<p>Consistent. The proposed project would include active uses on the ground floor that would face the streets and would incorporate plazas and shared mews to encourage pedestrian activity.</p>
<p>Policy SP-LU-4.2: Require new development to include activity generating uses such as retail at the street level along 6th, A, and 7th streets.</p>	<p>Consistent. The proposed project would include active uses on the ground floor that would face the streets and would incorporate plazas and shared mews to encourage pedestrian activity.</p>
<p>Goal SP-LU-5: Create identifiable places while seeking to preserve and enhance the character of existing neighborhoods within the Plan Area.</p>	<p>Consistent. The proposed project’s architectural character would reflect existing structures in the neighborhood with simple massing to the south and variegated massing to the north so that the proposed structures relate to the scale of existing structures within the St. Rose Historic Preservation District.</p>
<p>Policy SP-LU-5.1: New development shall be designed to reinforce and enhance the distinctive and unique qualities of the Sub-Area it is located within.</p>	<p>Consistent. The project would be required to comply with the City’s Core Area design guidelines, which include a set of goals to ensure that the design of new buildings is compatible with the architectural style and character of adjacent buildings and historic districts in terms of height, scale, materials, and massing. The proposed project would also be subject to the City’s Design Review process and may be subject to minor design modifications.</p>
<p>Goal SP-LU-6: Encourage development projects that will improve the quality of life in the Plan Area and draw new residents into the core of Santa Rosa.</p>	<p>Consistent. The project would involve development of a comprehensive family and homeless support services facility, and an affordable housing development.</p>
<p>Transportation</p>	
<p>Goal SP-T-1: Ensure that new development provides adequate vehicular circulation improvements.</p>	<p>Consistent. As discussed in Section 3.8, Transportation, the project would be required to implement mitigation measures TRANS-1 and TRANS-2 to ensure that adequate vehicle circulation is provided during construction and operation.</p>
<p>Goal SP-T-3: Ensure that new development and streetscape projects provide pedestrian and bicycle circulation improvements.</p>	<p>Consistent. The project area is well served by sidewalks. There are also designated bike lanes on A and 6th streets.</p>

Goal/ Policy	Project Consistency
Utilities and Public Services	
Policy SP-UPS-1.1: Ensure that private development provides its fair share of funding for necessary improvements to public services and utilities in the Plan Area.	Consistent. The proposed project would pay its fair share of development impact fees.
Goal SP-UPS-2: Ensure that adequate water supply is available to serve existing and new development in the Plan Area.	Consistent. The 2015 UWMP calculates the City's past, current, and projected water use and water supply through 2040. According to the UWMP, the future water supply would be adequate to offset future water demands from planned development during normal, single-dry, and multi-dry years through 2040.
Policy SP-UPS-2.1: Ensure that water supply capacity and infrastructure are in place prior to occupancy of new development in the Plan Area.	Consistent. The project site is currently served by two 12-inch waterlines located at A Street and 6 th Street, a 4-inch waterline located at Morgan Street, and a 6-inch waterline located at 7 th Street. The 4-inch waterline on Morgan Street would be abandoned, and a new 8-inch waterline would be installed.
Policy SP-UPS-2.2: New development and streetscape landscaping shall employ water conservation and re-use measures.	Consistent. The project would comply with the City's Water Efficient Landscape Policy, which would require the applicant to implement outdoor irrigation water conservation measures and practices.
Policy SP-UPS-2.4: New development within the Specific Plan Area shall be required to comply with the City's Water Efficient Landscape Policy.	Consistent. The project would include landscaping and irrigation systems in accordance with the requirements of the City's Water Efficient Landscape Policy.
Goal SP-UPS-3: Ensure that sewer capacity is available to serve existing and new development in the Plan Area.	Consistent. As discussed in the NOP (Appendix A), there is substantial capacity at the Wastewater Treatment Plant to serve the proposed project, and implementation of the proposed project would not exceed wastewater treatment requirements.
Policy SP-UPS-3.1: Maintain existing levels of wastewater service and provide for new development by preserving and improving infrastructure in the Plan Area, including upgrading of trunk lines.	Consistent. The project site is currently served by a 6-inch and a 15-inch sewer line located on A Street, a 6-inch sewer line on Morgan Street, and an 8-inch sewer line located at 7 th Street. No improvements are anticipated for the sewer lines. The 6-inch line along Morgan Street would be abandoned as part of this project.
Goal SP-UPS-4: Solid waste disposal needs of existing and new development in the Plan Area should be met while providing opportunities for reduction, reuse, and recycling.	Consistent. As discussed in the NOP (Appendix A), it is not anticipated that the proposed project would generate solid waste in excess of state or local standards. The landfills located in the region would have adequate capacity to serve the project.
Policy SP-UPS-4.1: Expand recycling efforts in multifamily and commercial projects in the Plan Area and continue to encourage recycling by all residents.	Consistent. As discussed in the NOP (Appendix A), the proposed project would comply with all state and local waste diversion requirements including Chapter 9-12, Refuse and Sanitation, of Santa Rosa's City Code.

Goal/ Policy	Project Consistency
Policy SP-UPS-4.2: New development requiring demolition of existing structures in the Plan Area should reuse and recycle materials to the greatest extent possible.	Consistent. The proposed project would be GreenPoint rated in accordance with the SR BIG program. Compliance with the SR BIG program requires at least 50 percent of construction waste to be recycled.
Policy SP-UPS-5.1: New development and capital improvement projects shall reduce pollution and runoff flows impacting Santa Rosa Creek by following the City's SUSMP.	Consistent. The proposed project would be required to follow the requirements outlined in the SUSMP Guidelines. As required by the SUSMP, the proposed project would include preparation of a Stormwater Mitigation Plan to address post-construction water quality impacts.
Policy SP-UPS-5.2: Require new development to upgrade and/or install storm drainage pipes as appropriate where needed. Improvements shall be designed to be consistent with the City's storm drain standards.	Consistent. The project site is currently served by 15-inch storm drains located at A Street and 15-inch, 18-inch, and 21-inch storm drains on 6 th Street. The project would include a new 18-inch public storm drain on Morgan Street. The new storm drain would be designed in accordance with the City's storm drain standards.

Approval of the Specific Plan Amendment would require the project to be consistent with the goals and policies of the Downtown Specific Plan that pertain to the Courthouse Square Sub-Area. These goals and policies build on policies already contained in the Santa Rosa General Plan, Zoning Code, and Design Guidelines. As shown in the table above, the proposed project would be consistent with all applicable goals and policies for the Courthouse Square Sub-Area.

3. Zoning

The parcels along Morgan Street are zoned Multi-Family Residential (R-3-10-H), and the parcels along A Street are zoned Neighborhood Commercial (CN-H-SA). The project site is also within the [Historic Combining District \(-H\)](#) and is within the St. Rose Historic Preservation District, which is intended to recognize, preserve, and enhance the City's locally designated historic resources. In addition, the parcels along A Street are within the [Station Area Combining District \(-SA\)](#) for the Downtown Station Area Specific Plan. The Station Area Combining District is intended to enhance and reinforce distinctive characteristics within the Downtown Station Area Specific Plan area and create environments that are comfortable for pedestrians.

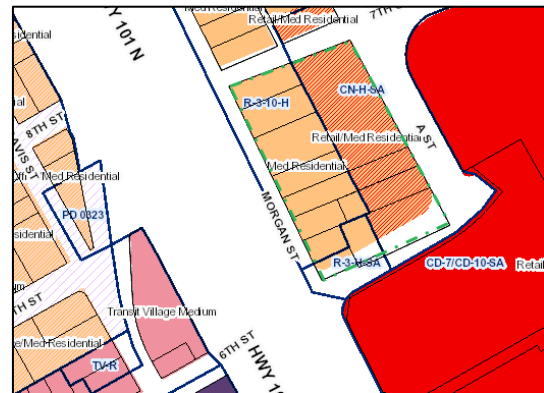


Figure 5: Project Site Zoning & General Plan Designation

The proposed project would rezone the project site to TV-M-H-SA to allow for the

proposed multi-family dwelling units. The [TV-M Zoning District](#) is applied to areas within approximately one-quarter mile of a transit facility that is appropriate for a mix of higher density residential, office and commercial uses. Development is designed and oriented to create a central node of activity at or near the transit facility. The minimum allowable density is 40 dwellings per acre, and there is no maximum density. The TV-M Zoning District is consistent with and implements the Transit Village Mixed Use land use classification of the General Plan. Per [20-23.070](#)—TV-M Zoning District standards, all new development within this area is required to be a minimum of two stories. Caritas Center is proposed at up to 3-stories, and Caritas Homes will range from 2-stories to 4-stories.

There would be no change to the Historic Combining District (-H) or Station Area Combining District (-SA) designations. Transitional housing and emergency shelter uses are allowed in the TV-M-H-SA Zoning District with approval of a Minor Conditional Use Permit, per the City's Resilient City Ordinance Code section [20-16.060](#).

4. Design Guidelines

Per Section [20-52.030\(D\)](#), a Conceptual Design Review is required for projects within the Historic (-H) Combining District. On April 19, 2018, & on October 16, 2019, Planning staff presented a concept design to a joint meeting with the Cultural Heritage Board and Design Review Board. This project will also need a Major Design Review Permit approved by the Design Review Board and a Major Landmark Alteration Permit approved by the Cultural Heritage Board.

5. Historic Preservation Review Standards

Demolition & the St. Rose Historic Preservation District

The project would include demolition of all structures on the project site. The structure on 512 Morgan Street was a private family home that has since been purchased by Catholic Charities and is unoccupied. The structure on 520 Morgan is currently used by Catholic Charities for Transitional Residency Program (TRP) residents.

The project site is located within the southernmost portion of the St. Rose Historic Preservation District. In 1989, Anne Bloomfield, an architectural historian under contract with the Cultural Heritage Board (CHB), systematically surveyed the St. Rose neighborhood and found it eligible as a historic district. Bloomfield produced a Department of Parks and Recreation 523 form in which she documented the neighborhood's current condition and history. She did not evaluate the resources in the neighborhood or the district as a whole for significance under the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR) criteria, but her Department of Parks and Recreation form states that the neighborhood was eligible for listing as a local historic district and provided photos for each property within the district.

Bloomfield also prepared a table with basic information about each building including status as a contributor or non-contributor (Table 3.4-1, below). In 1990, the City of Santa Rosa adopted the St. Rose Historic Preservation District as its first local historic district.

From 2015-2018, Brunzell Historical conducted historical resource evaluations of all 11 buildings located on the project site. The project site is characterized by historical-period residential and institutional buildings, as well as vacant lots. Additionally, it is surrounded by structures constructed outside the period of significance. The surrounding structures include the multistory parking structures to the south and east, and Highway 101 (along with its sound wall and on-ramp) to the west.

The results of the historic resource evaluations and the previous evaluation performed by Anne Bloomfield in 1989 are summarized in Table 3.4-1 in the EIR (also posted below). The significance evaluation of each building is further described in the Historical Resources Report provided in Appendix F of the EIR.

Table 3.4-1

Address	Year Built	Use	Bloomfield Survey Results	Historic Eligibility 2015-2018	Extant
437 A Street	c1915	Warehouse	Non-contributor/ not included in survey area	Ineligible (lacked significance)	No
465 A Street	1919	Hospital, homeless shelter	Non-contributor/ not included in survey area	Ineligible (lacked significance)	Yes
506 Morgan Street	c1885	Residence	Non-contributor	Ineligible (lacked significance)	Yes
512 Morgan Street	c1920	Residence	District contributor	Ineligible (lacked integrity)	Yes
516 Morgan Street	1922/ 1946*	Residence, office	District contributor	Ineligible (lacked integrity)	Yes
520 Morgan Street (Historic single-family residence)	1903/ 1946*	Residence, office	District contributor	Eligible as district contributor	Yes
600 Morgan Street	1922	Residence, office, support center	District contributor	Ineligible (lacked integrity)	Yes
608 Morgan Street (Historic four-plex)	c1920	Multifamily residence	District contributor	Eligible as district contributor	Yes
612 Morgan Street	c1940	Residence	District contributor	Ineligible (lacked significance)	No
304 7 th Street	c1940	Residence	District contributor	Ineligible (lacked significance)	No
306 7 th Street	c1940	Residence	District contributor	Ineligible	No

Address	Year Built	Use	Bloomfield Survey Results	Historic Eligibility 2015-2018	Extant
				(lacked significance)	

Notes:

*Year the building was moved to its current address.

Source: Brunzell Historical 2019

As shown in Table 3.4-1 (above), the historical resources evaluation conducted for the proposed project by Brunzell Historical identified two historical resources within the project site. The historical resources include the single-family residence at 520 Morgan Street and the historic four-plex apartment building at 608 Morgan Street, both of which are eligible contributors to the St. Rose Historic Preservation District.

The project will require an approved Major Landmark Alteration permit to allow for the demolition of the existing structures and for the construction of the new buildings within the St. Rose Historic Preservation District.

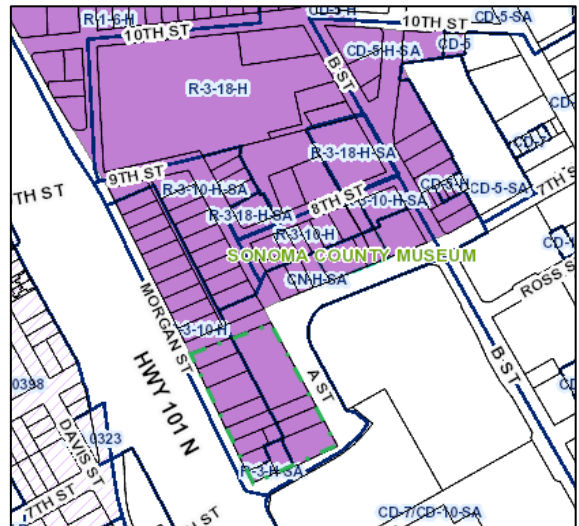


Figure 6: Boundary of the St. Rose Historic Preservation District

6. Tree Removal

Horticulture Associates inventoried 66 trees on the project site in September 2018. A total of 55 trees are proposed for removal, however only 40 of those trees would require a Tree Removal Permit. The landscaping plan for the project was updated on July 22, 2019, to include the removal of selected street trees required for aerial fire apparatus access.

7. Neighborhood Comments

On March 21, 2018, the City held a pre-application neighborhood meeting to introduce the proposed project. The meeting was well attended with approximately 50 people. There were several attendees that were opposed to the demolition of contributing structures within a Historic Preservation District, as well as the overall scale and scope of the project. Some felt strongly that the multistory structures were out of character with the neighborhood. Others supported the project and its mission to provide homeless services and affordable housing. Supporters pointed out that the proposed project will change

the landscape of a site bounded by a large mall parking garage and Highway 101, and will fulfill an important community need.

On October 12, 2018, Planning staff mailed a standard Notice of Application to property owners within 400-feet of the project site, as required by the current Code at the time.

On November 1, 2018, Planning staff mailed a revised, 4-page Notice of Application to property owners within 1,000 feet.

On January 24, 2019, a Notice of Preparation of a Draft EIR was sent to State agencies, responsible agencies, local & public agencies, trustee agencies, and other interested parties. Written comments to the Notice of Preparation are included in Appendix A of the Draft EIR.

On February 6, 2019, Planning staff held a scoping meeting to determine the scope of the required Environmental Impact Report (EIR). Scoping meeting comment summary and transcripts are included in Appendix A of the Draft EIR.

Planning staff received several comment letters in support of the proposed higher density near downtown and transit, as well as support for the homelessness services and affordable housing components of the project.

Planning staff also received several comments voicing concerns or opposition to the project. The public has voiced concerns regarding the following topics, as it relates to the project:

- Concerns with the provision of adequate parking and parking impacts of surrounding neighborhoods.

Staff Response:

Caritas Center

The applicants submitted a parking study from W-Trans Traffic Engineering Consultants, dated February 5, 2020, concluded that based on standard parking demand rates published by The Institute of Transportation Engineers (ITE), Caritas Homes would be expected to generate a peak parking demand for 49 parking spaces. The proposed parking supply of 54 parking spaces for Caritas Homes does not meet City requirements but would exceed the anticipated peak parking demand based on application of ITE rates. The parking study further stated that given the site's proximity to local and regional transit together with the availability of adequate bicycle and pedestrian facilities, it is anticipated that the proposed parking supply would be adequate to accommodate the anticipated demand for Caritas Homes.

- Concerns with security and litter

Staff Response: All project site areas other than front yard setbacks would be secured with gates and provide limited access. The parking lot at Caritas Center would have rolling gates that would be open during business hours, but then closed in the evenings and on the weekends. The courtyards at Caritas Homes would be secured with fence, and the gates would have keyed access control. Front lobbies for all of the three buildings would have controlled access either through a key card or by staff.

A lighting plan has been prepared for the proposed project. All exterior lighting would be night-sky-friendly and directed downwards to reduce spillover onto adjacent land uses. A security guard would be employed from start of construction through substantial completion for nights, weekends, and holidays.

The project would incorporate Crime Prevention Through Environmental Design (CPTED) concepts to reduce illicit behaviors associated with the homeless population such as loitering, trespassing, littering and garbage, and bathroom incivility. These CPTED design concepts include but are not limited to LED light to reduce glare and shadows, attractive screens to maintain privacy and deter graffiti, landscape rocks to deter long-term standing or resting, locked dumpsters to discourage unwanted “recycling” activity, and landscape trimming to provide increased line-of-site and natural surveillance. Each project proponent would also provide onsite security personnel and video surveillance systems to monitor the exterior and interior of their properties.

The applicant states that all residents and program participants at the project site are required to follow Catholic Charities’ “good neighbor rules,” which prohibit loitering within the adjacent neighborhoods both during the day and at night. To ensure compliance with this rule, the proposed project would implement mitigation measure HAZ-4 and incorporate environmental design features to reduce illicit behaviors such as loitering, trespassing, littering, disposal of sharps, and bathroom incivility. Furthermore, the proposed project would implement mitigation measures PS-1 and PS-2. Mitigation measure PS-1 would require the applicant to install exterior lighting systems for security purposes to provide clear visibility of the project site’s perimeter and outdoor open space areas. Mitigation measure PS-2 would require the applicant to hire a private security firm to patrol the project site and the adjacent neighborhood during the day and at night.

- Concerns with historical value of the neighborhood and the demolition of historic structures.

Staff Response: The project site contains historical resources and involves the demolition of those resources, resulting in a significant and unavoidable

impact. Mitigation for the loss of historical resources would be accomplished through the preparation of a salvage report, development of interpretive materials, and documentation of historical resources. Mitigation would not reduce the impact to a less than significant level. Because of the unique nature of cultural resources, loss of these resources cannot be replaced by other resources, and the overall development in the area could lead to significant cumulative impacts.

- Concerns with biohazardous waste, such as needles.

Staff Response: There is the potential to encounter biohazardous and medical waste (e.g., sharps, human waste) at the project site, which could expose construction workers, neighbors, and the general public to hazardous materials. If not properly handled and disposed of, exposure to these hazardous materials could result in a potentially significant impact. Prior to construction, the applicant would be required to implement mitigation measure HAZ-1 and retain a certified biohazardous waste contractor to inspect the project site and determine if biohazardous and medical waste are present. If present, the certified contractor would remediate the project site in accordance with the California Department of Public Health regulations and Cal/OSHA worker safety requirements. The proposed project would be required to comply with applicable federal, state, and local laws pertaining to the safe handling, storage, and transport of hazardous materials. Additionally, the certified contractor would transport and dispose of all biohazardous and medical waste at a certified medical waste processing facility in accordance with the California Medical Waste Management Act.

In addition, to ensure that hazardous materials are properly disposed of by residents and visitors at the project site the project would implement mitigation measure HAZ-3, requiring the applicant to obtain a Home-Generated Sharps Consolidation Point Permit from Sonoma County and will install a Sharps Kiosk at the project site. The Sharps Kiosk would be placed onsite in an area that is accessible to visitors, residents, and the public to safely dispose of hazardous waste. Once collected, these hazardous materials are regulated as medical waste. The applicant would retain a biohazardous waste contractor to collect the hazardous materials from the kiosk weekly and transport them to a certified medical waste processing facility for disposal. Installation of the Sharps Kiosk station would ensure biohazardous and medical waste is contained, transported, and disposed of in accordance with the California Medical Waste Management Act. The implementation of mitigation measures HAZ-1, HAZ-2, HAZ-3, HAZ-4, PS-1, and PS-2 would reduce the potential for illegal disposal of biohazardous and medical waste at the project site and within the adjacent neighborhood.

- Concerns with traffic and cumulative traffic.

Staff Response: The City's Downtown Station Area Specific Plan is intended to create a more opportunities for alternative transportation through walking and bicycling. The Downtown Station Area Specific Plan area contains a well-developed pedestrian bicycle network and includes the SMART multi-use path. Additional improvements are identified in the Northern Downtown Pedestrian Linkages Study. The proposed project would not result in any impacts to existing bicycle paths or pedestrian walkways. Transportation improvements to affected intersections may include signalization or roundabouts that would enhance bicycle and pedestrian safety, of which the applicant will be conditioned to pay its fair-share.

The proposed project includes bicycle storage for Caritas Homes residents and Caritas Center clients and employees. Based on past experience, the residents of Caritas Homes and clients at Caritas Center would have low private vehicle ownership. According to the Downtown Station Area Specific Plan, all residential development in the Specific Plan Area would be considered transit-supportive. Increases in ridership would be expected on Santa Rosa CityBus, Sonoma County Transit, and Golden Gate Transit. As such, the proposed project would not be in conflict with adopted policies for alternative transportation but would be considered to be supportive of alternative transportation.

- Concerns with increase in calls for service and public safety.

Staff Response:

Fire Protection and Emergency Medical Services

Since 2016, SRFD calls related to homeless activity (perhaps instead of "people") consisted of approximately 82 percent medical calls, 12 percent good intent calls, 3 percent service calls, and less than 3 percent other calls (e.g., service, fire incidents, hazardous conditions). Citywide, SRFD calls consisted of approximately 71 percent medical calls, 7 percent good intent calls, 8 percent service calls, 6 percent false calls, 3 percent null calls, and less than 5 percent other calls (e.g., fire incidents, hazardous conditions). While medical calls were higher for homeless related activity, other type of calls are comparable citywide. SRFD received approximately 157 calls from the project site in 2018. The number of calls from the project site represents approximately 8 percent of the total 1,899 service calls SRFD received citywide in 2018. The proposed project would add 622 total residents, a net increase of 410 new people over the 212 residents currently on the project site. SRFD estimates that this would result in an increase of 193 calls per year at the project site. The proposed project would include a Medical Service—Doctor's Office that may help reduce the number of calls for service by providing trained medical staff who could respond to minor incidents onsite and reduce the number of calls for service for medical needs. The exact

reduction in calls for service is unknown; therefore, the SRFD estimate for calls for service is what is evaluated. SRFD is concerned that implementation of the project would place additional demand on the fire department. While demand on fire services may increase with implementation of the project, this concern does not relate to the CEQA standard of significance. The proposed project is not anticipated to result in the construction of a new fire station or the alteration of an existing fire station.

Police Protection Services

The project site is within SRPD's Beat 9 patrol area, which encompasses most of the downtown area. Geographically, Beat 9 is the smallest beat but has a higher population density and therefore generates the most calls for service in the City. In 2018, SRPD received 941 calls for service at the project site. Based on the calls for service data provided by SRPD, other parts of the City received service calls that were comparable to the project site during 2018. These locations include the Palms Inn located at 3345 Santa Rosa Avenue, which had 700 calls, and the Santa Rosa Community Health Center located at 983 Sonoma Avenue, which had 419 calls.

While demand on police services may increase with implementation of the project, this proposed project would not result in the construction of a new police station or the alteration of the City's existing police station.

8. Public Improvements/On-Site Improvements

Improvements are being proposed in the road right-of-way as described below:

- A Street: Preserve existing sidewalks and tree wells. Eliminate existing driveway curb cuts and create two new driveway entries. Create new sanitary sewer and water laterals.
- 6th Street: Street would be restriped to reflect the loading zone in front of Caritas Center and minor curb adjustments.
- Morgan Street: Preserve existing sidewalks and tree wells. Eliminate existing driveway curb cuts and create two new driveway entries. Create new water main and lateral, new manhole, and new storm drain.
- 7th Street: Preserve existing sidewalks and tree wells. Eliminate existing driveway curb cuts. Create new sanitary sewer lateral connections.
- 7th Street: To provide room for staging, 7th Street would be subject to a 2- to 4-year closure during construction.

CITY-OWNED PARCELS

The Housing Authority will take an action approving conveyance of the Remnant Parcel, four parcels located on 6th Street between "A" Street and Morgan Street identified as Assessor Parcel Numbers 010-041-008, 010-041-009, 010-041-010 and 010-041-019,

to the City pursuant to the approvals provided by the California Department of Finance consistent with Redevelopment Law. The City Council will be asked to approve acceptance of the Remnant Parcels, reservation of the right-of-way and transfer of the remaining land to Catholic Charities for the development of affordable housing in compliance with Government Code Section 54222 that the property first be offered as a location for low- and moderate-income housing. Disposition is also consistent with AB 1486, effective January 1, 2020, that gives priority to surplus land for the development of affordable housing.

FISCAL IMPACT

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

ENVIRONMENTAL IMPACT – FINAL ENVIRONMENTAL IMPACT REPORT

1. Comments Received on the Caritas Village Draft EIR

The public review period for the final initial Draft EIR ended on December 30, 2019. The City received one public comment letter from two commenters that focused on opposition to the demolition of the existing structures on the project site.

Response to Comments

A response to the comment letter is included in Section 2.0 of the Final EIR. The Final EIR responds to all comments received on both the 2017 Draft EIR and the Revised Draft EIR, both written and oral, and makes revisions to the EIR as necessary in response to these comments.

No changes to the EIR, identified in the Final EIR (FEIR), resulted in a need to re-circulate the EIR. The response to comments on the Draft EIR together with the previously circulated Draft EIR, constitutes the Final Environmental Impact Report for the project.

2. Significant and Unavoidable Impacts

The EIR for the Caritas Village project identifies an impact to Cultural Resources that are significant and unavoidable. If the City wishes to approve the project despite these identified significant and unavoidable impacts, the City must state the reasons for its action in writing. This “Statement of Overriding Considerations” must be adopted by the City Council and included in the record of project approval.

A draft Statement of Overriding Considerations, which is summarized below, is included in the draft Planning Commission resolution recommending that the City Council adopt the Findings of Fact pursuant to CEQA.

Table ES-1—Executive Summary of Impacts and Mitigation Measures in the Final EIR identifies the following impact to Cultural Resources, which are significant and unavoidable and cannot be feasibly mitigated:

a. Cultural Resources

Impact CUL-1: The proposed Project would cause a substantial adverse change in the significance of a historical resource as defined in §15064.5. This Project would result in (1) the demolition of the structure at 520 Morgan Street; (2) the demolition of the structure at 608 Morgan Street; and (3) a substantial adverse change to the Saint Rose Historic Preservation District. Despite implementation of the proposed Mitigation Measures CUL-1, CUL-2, CUL-3, and CUL-4, these are significant unavoidable effects.

The project site contains historical resources and involves the demolition of those resources, resulting in a significant and unavoidable impact. Mitigation for the loss of historical resources would be accomplished through the preparation of a salvage report, development of interpretive materials, and documentation of historical resources. Mitigation would not reduce the impact to a less than significant level. For these reasons, the proposed project would result in significant changes to the existing ambient cultural resources environment of the Santa Rosa area. Because of the unique nature of cultural resources, loss of these resources cannot be replaced by other resources, and the overall development in the area could lead to significant cumulative impacts. While the project is not expected to contribute to cumulative impacts on historic resources, cumulative impacts to historic resources within the region are considered significant.

3. Alternatives

Section 15126 of CEQA Guidelines requires an EIR to identify and discuss a no project alternative, as well as a reasonable range of alternatives to the proposed project that would feasibly attain most of the basic objectives of the proposed project and would avoid or substantially lessen any of the significant environmental impacts.

Alternatives to the proposed project considered for analysis in this EIR are:

- No project
- Site redesign – two buildings/reduced footprint/higher density
- Partial preservation

A thorough analysis can be found in section 5.0—Alternatives to the Proposed Project in the EIR. A summary of each project alternative is provided below:

a. Alternative 1 – No Project

CEQA Guidelines Section 15126.6(e)(1) requires that the no project alternative be described and analyzed, “to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project.” The no project analysis is required to discuss, “the existing conditions at the time the Notice of Preparation is published . . . as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (Section 15126.6(e)(2)).”

The No project alternative assumes that no additional development would occur on the project site.

This alternative would continue to use the existing structures on the project site to provide family and homeless support services. Catholic Charities has undertaken adaptive reuse of all of the structures on this block for decades. The old hospital was repurposed and serves as the Family Service Center. Single-family homes along Morgan Street were repurposed to serve as the Navigation Center. Currently, an 1,811-square-foot single-family home serves as the Navigation Center for 325-425 daily visits and 1,090 clients per year.

While the no project alternative would avoid the significant and unavoidable impact to a historical resource as defined in §15064.5, it would not meet two critical project objectives: increasing services to homeless individuals and providing permanent housing to people who have been or are at risk of homelessness.

Conclusion and Relationship to Project Objectives

The no project alternative would reduce the significant and unavoidable impact to historical resources, but it would have greater impacts to GHGs, land use and planning, noise, transportation, energy, and hazards and hazardous materials. The no project alternative would not achieve the project objectives shown below:

- Orderly and systematic development of an integrated and sustainable residential community that is consistent with the goals and policies of the City of Santa Rosa General Plan and Downtown Station Area Specific Plan for this area.
- Construct new affordable housing and expanded homeless services predominately on land already owned by Catholic Charities.

- Since many of the service recipients and potential tenants do not own vehicles, construct the expanded center and housing within walking distance of the SMART Train Station and Transit Mall so clients and tenants have easy access to transportation to public services and jobs.
 - Provide onsite support services for residents of Caritas Homes.
 - Help as many people as practicable by developing the project site to the highest residential density allowed by the City's General Plan.
 - Develop transit and pedestrian-oriented affordable rental housing in downtown Santa Rosa within 0.25 mile of the SMART Train Station in Railroad Square and within 0.30 mile of Bus Route 1. Bus Route 1 is one of only two city routes that picks up passengers in 15-minute increments.
 - Reduce VMT by siting affordable rental housing at sites that can be developed with high densities near public transportation to reduce greenhouse gas emissions. This allows Burbank Housing to pursue state affordable housing and sustainable communities funding through the state's innovative cap-and-trade program. Qualifying sites for the program are rare in Sonoma County.
- b. *Alternative 2 – Site Redesign – Two Buildings/Reduced Footprint/Higher Density*

The site redesign alternative would construct two separate buildings for Caritas Center and Caritas Homes. Construction adjacent to Morgan Street would be eliminated by reducing the Caritas Center footprint adjacent to Morgan Street and 6th Street and constructing a higher density single building for Caritas Homes along A Street. The acreage for each component would be approximately 0.75 acre. For analytical purposes it was assumed that this alternative would provide approximately 75 percent of the square footage/housing units requested by the proposed project. Figure 5-1 provides a conceptual project site boundary for both project components. Surface parking may be reduced or eliminated to allow the two building footprints to be conformed to the reduced footprint. Each of the buildings would be taller than the proposed project. Caritas Homes would be a minimum of four stories in height above the ground-level podium parking. Caritas Center would be four stories in height.

This alternative would eliminate the demolition of structures adjacent to Morgan Street including the historic four-plex at 608 Morgan and the historic single-family home at 520 Morgan. The structures at 516 and 520 Morgan may continue to be used for transitional housing with constraints placed on the term of occupancy due to cancer risk impacts from air pollutants under long-term occupancy conditions. Other structures on Morgan may also to be used as site facilities such as offices or meeting space,



Figure 7: Site Redesign Layout

but potential long-term occupancy would not be permitted due to the cancer risk from air pollutants unless the HVAC system is upgraded on those structures to be able to incorporate high filtration systems with a minimum efficiency reporting value filter rating of 13 filters be installed in the buildings. The site redesign alternative would reduce the significant and unavoidable impact to historical resources.

Conclusion and Relationship to Project Objectives

The site redesign alternative would eliminate the significant and unavoidable impact under CEQA Guidelines Section 15064.5 to historic resources by preserving the historic four-plex at 608 Morgan and the historic single-family home at 520 Morgan. This alternative would have equivalent impacts compared to the proposed project on air quality, land use and planning, and transportation. The site redesign alternative would have less impacts compared to the proposed project on biological resources, cultural resources, and tribal cultural resources. This alternative would result in greater impacts to aesthetics, noise, energy, hazards and hazardous materials, and public services. The site redesign alternative would not achieve the project objective shown below:

- Help as many people as practicable by developing the project site to the highest residential density allowed by the City's General Plan.

The site redesign would require modification of the site layout and a reduction in building size and the number of housing units that can be built. As such, the project site would not be built to as high a density as possible, and fewer affordable housing units would be available.

c. Alternative 3 – Partial Preservation

The partial preservation alternative would involve the demolition of all structures on the project site except for the historic single-family home at 520 Morgan and the single-family home at 512 Morgan. 520 and 512 Morgan would be relocated to two vacant lots, 501 A Street (relocation site for 520 Morgan) and 507 A Street (relocation site for 512 Morgan), that have been used for a garden in the past and are under Catholic Charities ownership. 507 A Street would be used as a residence, and 501 A Street would be used as administrative offices by Catholic Charities staff. The partial preservation alternative would reduce the significant and unavoidable impact to historic resources by eliminating the demolition of the historic single-family home at 520 Morgan Street, however the historic four-plex at 608 Morgan would still be demolished.

Conclusion and Relationship to Project Objectives

The partial preservation alternative would have equivalent impacts to all resource areas, with the exception of energy and tribal cultural resources, which would have slightly greater impacts compared to the proposed project. The partial preservation alternative would reduce the significant and unavoidable impact to a historic resource as defined by CEQA Guidelines 15064.5 by eliminating the demolition of the historic single-family home at 520 Morgan Street and relocating it to 501 A Street; however, the demolition of the historic four-plex at 608 Morgan would still result in a significant and unavoidable impact. The partial preservation alternative would achieve all of the project objectives.

Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires an EIR to identify an “environmentally superior alternative.” The qualitative environmental effects of each alternative in relation to the proposed project are summarized in Table 5-1. To quantitatively identify an environmentally superior alternative a value has been applied to each environmental effect. Additionally, Table 5-2 provides a comparison of the alternatives with the project objectives. Accordingly, the alternative with the fewest amounts of impacts and the ability to achieve the most project objectives is the environmentally superior alternative.

The partial preservation alternative is the environmentally superior alternative because it would reduce the significant and unavoidable impacts to historic resources as defined in §15064.5 by preserving the historic single-family home at 520 Morgan and relocating it to 501 A Street, but it would not eliminate the significant unavoidable impacts to historic resources because the four-plex at 608 Morgan would still be demolished. All other resource areas would be less than significant or less

than significant with mitigation.

While, the partial preservation alternative would meet all of the project objectives and would be more consistent with the Downtown Station Area Specific Plan and Northern Downtown Pedestrian Study, it would still result in a significant an unavoidable impact.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Conceptual plans of the project were presented before a joint meeting of the Cultural Heritage Board and Design Review Board on April 19, 2018, and October 16, 2019.

As of writing this staff report, this project is tentatively scheduled for review by the Planning Commission on February 27, 2020.

Future necessary entitlements include both a Major Design Review Permit and a Major Landmark Alteration Permits.

FUTURE ACTIONS BY OTHER REVIEW AUTHORITIES

The following action will be reviewed at a joint meeting with the Design Review Board and Cultural Heritage Board, following City Council Action.

1. Density Bonus Concessions

The project includes a density bonus under Government Code Section 65915 and Santa Rosa City Code Section [20-31.030\(A\)](#), which allows up to a 35 percent density bonus pursuant to state law. Phase One of the onsite affordable housing (Caritas Homes) will have 30 units at 20% area median income (AMI), 15 units at 50% AMI, and 18 units at 60% AMI. This means that 71% of the Phase One units will be “very low income” and 28% of the Phase One units will be “low income.” Under the City code, the applicants are eligible for a total of three incentives or concessions:

Concession No.	Source	Requirement	Project
1	Specific Plan pages 5-9	Shop Front Street Type: Buildings shall step back a minimum of 6 feet above the third floor.	The façades for Caritas Homes and Caritas Village are flat and do not step back on the third or any other floor. The requested concession is to: (1) allow a ground-level residential building for Caritas Homes and ground-level service uses for Caritas Center, instead of shop front street type; and (2) avoid the requirement that the façade be stepped back at least 6 feet above the third floor.
2	Specific Plan pages 5-10 and City Code § 20-28.060(E)(1)(e)(b)	Shop Front Street Type: At the ground floor, no parking shall be allowed within 20 feet of the frontage.	The project does not meet this standard. The requested concession is to: (1) allow a ground-level residential building for Caritas Homes and ground-level service uses for

Concession No.	Source	Requirement	Project
			Caritas Center, instead of shop front street type; and (2) allow ground-level parking closer than 20 feet from the street frontage. Caritas Center has a parking lot that is only 7 feet from the Morgan Street frontage and nine feet from the A Street frontage. The residential and service uses will activate the street level.
3	City Code § 20-28.060 , Table 2-15, note (1)	Building Placement: At least 80% of the street frontage must be located on the property line.	The proposed project does not meet this standard because of PG&E's Public Utility Easement requirements. The requested concession is to: (1) allow a ground-level residential building for Caritas Homes and ground-level service uses for Caritas Center, instead of shop front street type; and (2) allow less than 80 percent of the frontage to be on the property line. The project is setback 3 feet from the property line along A Street, 7 feet along 6th Street, and 7 feet along Morgan Street and 7th Street, as PG&E requires for a public utility easement.

2. Housing Allocation Plan (HAP) Concession

Santa Rosa City Code Section [21-02.050\(B\)](#) allows for a concession when an applicant is building more than 70 units and constructs affordable housing on a project site. The applicants are building affordable units on the project site and have requested a concession for height under the City's Housing Allocation Ordinance. Code Section [20-28.040\(E\)\(3\)\(b\)](#) states that, "No structure within the -H combining district shall exceed a maximum height of 35 feet and two stories." Caritas Center is proposed at up to 3-stories, and Caritas Homes will range from 2-stories to 4-stories.

3. Parking Reduction

Caritas Center

[Table 3-4](#) of the City's Zoning Ordinance sets forth the parking requirements for Caritas Center. For emergency shelters, Table 3-4 of the City's Zoning Ordinance requires one parking space for every ten beds plus one parking space per staff person on duty for the emergency shelter use. The emergency shelter would have up to 200 beds, which would require 20 parking spaces. There would be three emergency shelter staff members onsite at any time, which would require three additional parking spaces. The Transitional Living Space would have up to 20 beds, which would require two more spaces. Thus, the total parking requirement for the residential portion of Caritas Center would be 25 parking spaces. However, the proposed Caritas Center would have 45 parking spaces, including five compact spaces and two accessible spaces. In addition, 18 minimum bicycle parking spaces would also be provided. No long-term or overnight parking for passenger vehicles,

recreational vehicles, or campers would be allowed in the surface parking lot.

Table 3-4 of the City’s Zoning Ordinance states that there is no parking requirement for nonresidential uses in the Downtown Station Area Specific Plan; therefore, there is no parking requirement for the nonresidential portion of Caritas Center.

Caritas Homes

Podium-style parking on the ground floor of each Caritas Homes building would provide 27 parking spaces per building for a total of 54 spaces, which is a ratio of 0.42 space per dwelling unit. The applicants have requested a parking reduction under Santa Rosa City Code section [20-36.050\(C\)\(1\)](#) to allow Caritas Homes to have 54 parking spaces. Table 3-4 of the City Code requires one reserved space per unit. Caritas Village is requesting a reduction from 128 to 54 parking spaces because of special circumstances associated with Caritas Homes, a component of the project. These stated special circumstances are: (a) a demonstrated low incidence of car ownership for the tenant population and (b) proximity to the Downtown Transit Mall, the SMART Train, and City Bus Route 10. The proposed parking supply is a 60 percent parking reduction, which necessitates an analysis of projected peak demand.

The applicants submitted a parking study from W-Trans Traffic Engineering Consultants, dated February 5, 2020, which concluded that based on standard parking demand rates published by The Institute of Transportation Engineers (ITE), Caritas Homes would be expected to generate a peak parking demand for 49 parking spaces. The proposed parking supply of 54 parking spaces for Caritas Homes does not meet City requirements but would exceed the anticipated peak parking demand based on application of ITE rates. The parking study further stated that given the site's proximity to local and regional transit together with the availability of adequate bicycle and pedestrian facilities, it is anticipated that the proposed parking supply would be adequate to accommodate the anticipated demand for Caritas Homes.

The table below provides a summary of the parking requirements and the number of spaces proposed by the project.

Caritas Village Parking Requirements

Land Use Type	Zoning Code	Number of Parking Spaces Required per City Zoning Code	Number of Parking Spaces Provided	Compliant with Regulation?
Emergency Shelter	One space for every ten beds provided plus one space for each staff person on duty	25	45	Yes

Nonresidential Uses	None required within Downtown Station Area Specific Plan	0	0	Yes
Caritas Homes	Studio/one-bedroom unit – one space per unit	108	54 Total	No (project includes a parking reduction)
	Two or more bedroom – two spaces per unit	20	0	No (project includes a parking reduction)

NOTIFICATION

The project was noticed as a public hearing per the requirements of [Chapter 20-66](#) of the City Code. Notification of this public hearing was provided by posting an on-site sign, publishing notice in a newspaper of general circulation, mailed notice to surrounding property owners within 1,000-feet, mailed notice to surrounding tenants within 1,000-feet, electronic notice to parties that had expressed interest in projects taking place in this geographic area of Santa Rosa, and bulletin board postings at City Hall and on the City website. Pursuant to Government Code Section 65091, where necessary, the City has incorporated notice procedures to the blind, aged, and disabled communities. These procedures include audio amplifier/assistive listening device support at public meetings, closed captioning, and optical character recognition conversion of electronic notices.

ATTACHMENTS

- Attachment 1 – Disclosure Form
- Attachment 2 – Location Map
- Attachment 3 – Plans, dated July 22, 2019
- Attachment 4 – Tentative Parcel Map, dated February 6, 2020
- Attachment 5 – Parking Study prepared by W-Trans, dated February 5, 2020
- Attachment 6 – Northern Downtown Pedestrian Linkages Study Final Report, dated April 26, 2006
- Attachment 7 – Public Correspondence
- Attachment 8 – Applicant Correspondence

- Resolution 1 – Certification of the EIR
- Resolution 2 – Adoption of Findings of Fact, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations
- Resolution 3 – Approval of a General Plan Amendment
- Resolution 4 – Approval of a Specific Plan Amendment
- Resolution 5 – Approval of a Minor Use Permit
- Resolution 6 – Approval of a Tentative Parcel Map

- Ordinance 1 – Adoption of a Rezoning

Web Resources:

- City Website link: <https://srcity.org/2910/Caritas-Village>
(Links to the Draft EIR, the Final EIR/response to comments, and Mitigation Monitoring & Reporting Program (MMRP) can be found on the City's website.)

CONTACT

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