

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
STAFF REPORT FOR THE JOINT HEARING OF
THE DESIGN REVIEW BOARD AND CULTURAL HERITAGE BOARD

August 6, 2020

PROJECT TITLE

Caritas Village

APPLICANT

Catholic Charities & Burbank Housing

ADDRESS/LOCATION

431, 437, 439, 465 A Street, and 506,
512, 516, 520, 600, 608, and 612 Morgan
Street

PROPERTY OWNER

Catholic Charities

ASSESSOR'S PARCEL NUMBERS

010-041-001, 004, 005, 008, 009, 010,
011, 013, 014, 015, 016, 017, 018, 019,
020

FILE NUMBER

PRJ18-052

APPLICATION DATE

September 9, 2018

APPLICATION COMPLETION DATE

July 14, 2020

PROJECT SITE ZONING

Transit Village Mixed (TV-M-H-SA)

GENERAL PLAN DESIGNATION

Transit Village Mixed Use

PROJECT PLANNER

Kristinae Toomians

RECOMMENDATION

Approve the Landmark Alteration and
Grant Preliminary Design Review

Joint meeting of the Design Review and Cultural Heritage Boards on August 6, 2020

CITY OF SANTA ROSA
DESIGN REVIEW BOARD AND CULTURAL HERITAGE BOARD

TO: CHAIRS KINCAID AND EDMONDSON AND RESPECTIVE BOARD MEMBERS
FROM: KRISTINAE TOOMIANS, SENIOR PLANNER
PLANNING AND ECONOMIC DEVELOPMENT
SUBJECT: CARITAS VILLAGE
AGENDA ACTION: ADOPTION OF RESOLUTIONS

RECOMMENDATION

The Planning and Economic Development Department recommends that the Design Review Board and Cultural Heritage Board approve the following: 1) Design Review Board consideration and approval of a parking reduction; 2) Design Review Board consideration and approval of Preliminary Design Review; 3) Cultural Heritage Board consideration and approval of a Major Landmark Alteration to allow for demolition of the existing Catholic Charities facilities and residential buildings on the project site, and new construction within the St. Rose Historic Preservation District; 4) Cultural Heritage Board consideration and approval of interpretive materials related to the history of the property as well as the broader St. Rose Historic Preservation Historic District; 5) Cultural Heritage Board consideration and approval of a gateway monument on the north side of the intersection of 7th and A Street and historic urban sidewalk treatments and historic benches.

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/emergency shelter (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



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

would provide emergency shelter, a navigation center, transitional housing, 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. 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.

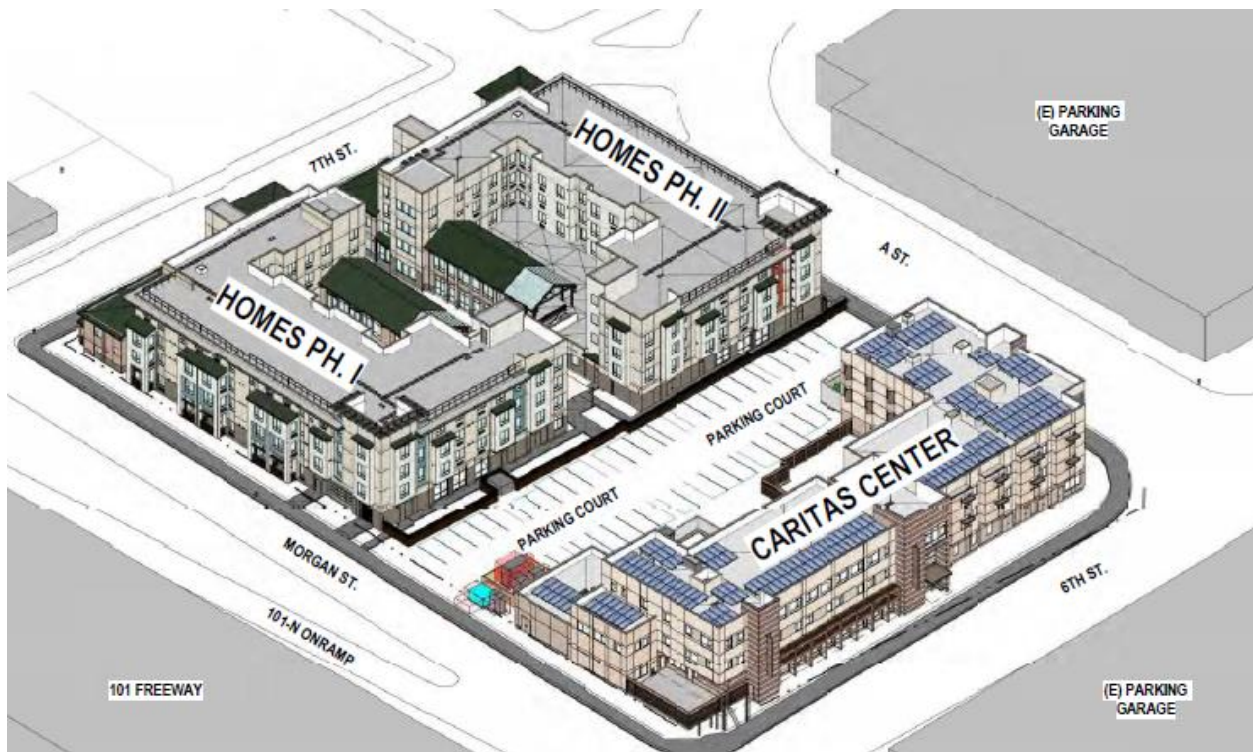


Figure 2: Caritas Village 3D Rendering

1. Project Description

Caritas Center

The Caritas Center would centralize Catholic Charities' services and programs currently located on the site by consolidating them into a single comprehensive homeless support services facility totaling approximately 48,310-square-feet and three stories in height.

Caritas Homes

There are currently no permanent affordable housing units located on the project site. Caritas Homes would provide up to 126 new units of permanent affordable rental housing in two residential structures, plus two units reserved for onsite managers for a total of 128 units. These two residential structures would mostly be built on top of ground-level podium parking for the equivalent of four-story buildings except along 7th Street. Three of the four sides of the residential structures would have active uses on the ground floor and at the shared plaza, or mews. Other common amenities would include outward facing lobbies and community rooms. Along 7th Street, the Caritas Homes structures would be two-story apartments. Along Morgan and A Streets, the buildings would have ground-floor residential units facing onto the street to conceal the internal parking garages. All ground floor units look directly onto the street that they face. Exterior doors, patios, and windows directly address the public sidewalk. Each phase of the residential construction would be composed of a building providing 64 units, totaling 61,246 square feet for a total of 128 units (126 rental units and two manager units). The residential units would be a mix of studio, one-bedroom, and two-bedroom apartments. Approximately half of these units would target people who have experienced homelessness or who are at risk of homelessness. Burbank Housing has occupancy standards and lease agreements that comply with its various funding sources as well as state and local laws. Occupancy standards include minimum and maximum number of residents based upon unit size.

2. Surrounding Land Uses

North: Residential neighborhood consisting of one- and two-story, detached residential buildings and a vacant lot along 7th Street.

South: Three-level concrete parking garage for the downtown mall that is estimated to be 28 feet high.

East: A three-story parking garage along A Street that is estimated to be 28 feet high.

West: Highway 101, an on-ramp to Highway 101, and a sound-wall along Morgan Street.

The 2.78-acre project site is located east of Highway 101 in the St. Rose Historic District. The project site encompasses a full-city block 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 developed with one- and two-story residential and public facility buildings approximately 15 to 25 feet tall and a surface parking lot.

The area immediately surrounding the project site consists of a mix of residential, commercial, and office uses, interspersed with utility and transportation infrastructure, including distribution lines, freeway, freeway on-ramps, and the three-level Santa Rosa Plaza parking garage. Mature vegetation is present throughout the streetscape. Buildings adjacent to the project site range in scale and height. Residential dwelling units are typically one- to two-stories tall with heights ranging between approximately 15 and 25 feet. Commercial uses and parking facilities are up to three stories tall and range from 28 to 44 feet in height. Local attractions near the project include the St. Rose School, a local landmark now used for professional offices, and the Sonoma County Historic Museum. These buildings are 44 feet and 41 feet in height, respectively.

3. Existing Land Use – Project Site

Catholic Charities currently operates several family and homeless support services out of the project location.

4. Project History

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 April 19, 2018, Planning staff presented a conceptual design of the project to a joint meeting with the Cultural Heritage Board and Design Review Board.

On September 10, 2018, the applicants submitted applications for a General Plan Amendment, Rezoning, Major Conditional Use Permit, Tentative Parcel Map, and Major Landmark Alteration.

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.

On October 16, 2019, Planning staff presented a revised conceptual design of the project to a second joint meeting with the Cultural Heritage Board and Design Review Board.

On November 15, 2019, City staff mailed and posted a Notice of Availability of the Draft EIR to State agencies, responsible agencies, local & public agencies, trustee agencies, and other interested parties. A 45-day public review period started on November 15, 2019 and concluded on December 30, 2019. The State Clearinghouse submitted the Caritas Village Project EIR, State Clearinghouse No. 2019012040 to selected state agencies for review and confirmed that no state agencies submitted comments by the closing date of December 30, 2019.

On February 27, 2020, the Planning Commission recommended, by Resolutions, that the City Council: 1) certify an Environmental Impact Report for the Caritas Village project; 2) adopt the Findings of Fact, Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations; 3) 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) 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) adopt a rezoning of the subject project site to TV-M-H-SA (Transit-Village Mixed); 6) approve a Minor Conditional Use Permit for an emergency shelter; 7) and approve a Tentative Map for Caritas Village.

On March 3, 2020, the City Council: 1) by resolution, certified the Environmental Impact Report; 2) adopted the Findings of Fact related to the California Environmental Quality Act and Statement of Overriding Considerations, for the Caritas Village project; 3) approved a General Plan Amendment to change the land use designation from Medium Density Residential and Retail & Business Services to Transit Village Mixed Use; 4) approved a Specific Plan Amendment to include all project parcels within the Courthouse Square Sub-Area and specified the roundabout diameter widths of 80-feet at 6th & A Street and 7th & A Street intersections; 5) introduced an ordinance to rezone the subject project site to TV-M-H-SA (Transit-Village Mixed); 6) approved a Minor Conditional Use Permit for an emergency shelter; 7) and, approved a Tentative Map for Caritas Village.

- The City Council amended Mitigation Measure CUL-4 Compatible Design that requires that the applicant provide a small gateway monument on the north side of the intersection of 7th and A Street consistent with the City of Santa Rosa Downtown Northern Pedestrian Linkage Study, element 10. Additionally, the project is required to incorporate the use of historic urban sidewalk treatments and historic benches within the project area consistent with the City of Santa Rosa Downtown Northern Pedestrian

Linkage Study, element 11. Both the gateway monument and the sidewalk treatments are subject to Cultural Heritage Board approval.

ANALYSIS

1. General Plan

On March 3, 2020, the City Council approved the applicants' request to amend the General Plan designation to Transit Village Mixed Use (TV-M), which allows higher intensity residential uses within one-quarter mile of a transit facility.

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. The applicants plan 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.

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 (DSASP)

The project site is within the [City's Downtown Station Area Specific Plan](#). On March 3, 2020, the City Council approved a Specific Plan Amendment to include all project parcels within the 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.

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.

The proposed project is 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.

3. Zoning

On March 3, 2020, the City Council introduced an ordinance to 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.

The project site is still within the Historic Combining District (-H) and 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](#).

Density Bonus Concessions

The project is eligible for 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 page 59	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 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.

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 project is eligible for 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.

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. 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)

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 concept designs to a joint meeting with the Cultural Heritage Board and Design Review Board.

The Design Guidelines, adopted in 2002, implement the design objectives of the Urban Design element of the General Plan 2035 and serve as the primary authority for design issues when used in conjunction with applicable City regulations. The Design Guidelines are organized into four sections: Neighborhood Design; Core Area; Residential, Commercial and Industrial beyond the Core Area; and Special Design Considerations. Each section includes goals and guidelines that provide direction to designers as well as establish criteria that City staff, boards and commissions, and City Council use to evaluate project proposals.

The design guidelines for the City’s Core Area apply to the proposed project. The overarching goal of the Core Area design guidelines is to encourage diverse uses that mutually reinforce each other to create a 24-hour pedestrian-friendly city center that exhibits, “Superior Design” (City 2005). The City is committed to ensuring that all new development and redevelopment is designed in such a way to revitalize the Downtown Area and Downtown Station Area. Therefore, the

Core Area design guidelines include a set of goals to ensure that the design of new buildings are compatible with the architectural style and character of adjacent buildings and historic districts in terms of height, scale, materials, and massing (City 2005).

Design related policies from the Specific Plan have been incorporated into the Core Area section of the Design Guidelines. Listed below are applicable Design Goals and Guidelines which apply to the proposed project, and are not otherwise discussed the General Plan, DSASP, Zoning Code or Historic Preservation Review Standards sections of this report.

Core Area

- 2.1.1 Encourage dense development in the downtown station area.
- 2.1.3 A Projects should be planned to minimize increased use of neighborhood streets. Where possible, parking, loading and other vehicular access should occur at mid-block or alley.
- 2.1.5 Honor the authenticity and maintain the value of old buildings by directing additions, renovation and new construction to reflect the era in which they are constructed.
- 2.1.5 A Additions, renovations, and new buildings should be designed in such a way that they do not appear to have been built earlier than they were. This does not preclude the use of materials, scale, or massing found in older buildings.
- 2.1.6 A Development in the Downtown should respond to adjacent historically zoned buildings and avoid creating awkward or incompatible design solutions.
- 2.1.6 B Compatible design need not be created through historic replication, but should reflect a consideration of the materials, scale and massing of the adjacent historic buildings.
- 2.1.7 A Roofs should be designed and constructed in such a way that they acknowledge their visibility from other buildings in the downtown. Mechanical equipment should be screened when visible from the street or from other nearby buildings.
- 2.1.8 Control onsite surface parking.
- 2.1.8 C Locate building entrance at the street sidewalk and not adjacent to the parking lot.
- 2.2.2 Provide generous street-level windows.
- 2.2.10 Promote the continued planting of trees.
- 2.3.4 C Primary building entrances should be accentuated. These entrances should be designed so that they are not easily confused with entrances to ground level businesses.
- 2.3.5 B Care should be taken to avoid nostalgic reproductions and use the

materials in a meaningful manner.

- 2.3.6 C Above ground parking should be designed in such a way that neighboring buildings are not adversely affected by headlights.
- 2.3.7 C Use high quality, durable and low maintenance materials in downtown buildings. This is particularly true of the first floor, where heavy use can damage materials and finishes. Preferred materials include: tile, brick, split faced concrete block, concrete cementitious horizontal siding, masonry veneer, and powder coated aluminum or traditional wood storefronts.
- 2.4.1 Design buildings to be sensitive to the neighborhood with regard to scale, architectural style, use or materials, bulk and historic context. This is especially important in designated historic districts.
- 2.4.2 Design new development in historic preservation districts to be compatible with existing structures.

Multi-Family Residential

- 3.2 I D Encourage multi-family projects which are safe, contribute to safer neighborhoods, and support Police and Fire Department efforts to promote public safety.
- 3.2 II A 5 When existing public amenities such as parks or school playgrounds are in the immediate vicinity, provide pedestrian access to take advantage of these features.
- 3.2 II B 4 Integrate multi-family developments with surrounding neighborhoods as opposed to isolating this housing. Include vehicular connections between new projects and adjacent neighborhoods in an indirect pattern.

Building Design

- 3.2 III A 1 Break up the mass of larger structures with articulation of the form, use of color and the use of multiple materials.
- 3.2 III A 4 Avoid dressing up fronts of building with higher quality materials and switching to less expensive siding material on the sides and back. Design all four sides of buildings.
- 3.2.III A 5 Within mixed income developments, provide the same level of detailing and materials on the affordable units as on the market rate units.
- 3.2 III C 1 Incorporate features such as balconies, cantilevers, dormers, bay windows, patios, entries, accent materials, etc. to provide articulation and interest.
- 3.2.III E 2 Locate garages so as to minimize their impact from the public street. The main building should be the dominant visual statement along the public street.

- 3.3 II B 13 In a development with a large off-street parking area, clearly demarcate entrance to the parking area. Where there is a high traffic density, provide sufficient number of entrances and exits to avoid traffic bottlenecks, but at the same do not provide an excessive number of entrances which may have a negative impact on pedestrian and bicycle traffic.
- 3.3 II D 2 When residential uses are combined with commercial uses, care should be taken to ensure adjacent uses will be compatible.
- 3.3 III A 5 For facades greater than 50 feet in length, incorporate significant wall plane projections or recesses to reduce the massive and uniform look typical of these types of projects.
- 3.3 III A 11 Include features that articulate upper floor wall plane, such as windows, balconies, and awnings.
- 3.3 III A 15 Develop a sense of architectural continuity, but all elevations need not be identical.

Historic Districts

- 4.7 A Preserve Santa Rosa's historic heritage.
- 4.7 E Assist property owners and designers in developing plans for historic properties and to encourage the compatibility of new structures in historic districts, and having those plans approved by the City.

On April 19, 2018, Planning staff presented a conceptual design of the project to a joint meeting with the Cultural Heritage Board and Design Review Board. On October 16, 2019, Planning staff presented a revised conceptual design of the project to a second joint meeting with the Cultural Heritage Board and Design Review Board.

The proposed project would be consistent with the Design Goals and Guidelines, and its applicable policies that pertain to preserving and strengthening the downtown area as a vital and attractive place. The project would articulate the proposed buildings to respect and relate to the scale and character of the adjacent development, including the structures within the adjacent residential neighborhood part of the St. Rose Historic Preservation District. This would be accomplished by constructing two-story townhomes along the south side of 7th Street. The townhomes would provide a visual transition between the existing buildings that are one to two stories tall and the new buildings proposed at the project site that would be four stories tall, fostering harmonious visual transitions between the proposed buildings and single-family homes with stepping down of forms, spacing, and landscaping. Furthermore, the proposed townhomes would face 7th Street and would be designed to incorporate front porches, small front yards, pitched roofs, and similar window proportions so their appearance is compatible with the existing visual character in terms of scale, height, and mass.

In addition, the proposed project would redevelop the existing streetscape and the underutilized parcels with construction of a high-density development with

residential and support service uses that contain active uses at the ground floor and shared plazas or mews. The proposed buildings would be constructed with a combination of stucco, cement panels, metal panels, and wood materials. Bay windows would be placed along the façade of the buildings overlooking the surrounding area. The Caritas Homes buildings would also have ground floor residential units facing Morgan and A streets to conceal the internal podium parking from the street frontages of Morgan and A streets. The frontages of Morgan and A streets would similarly be pedestrian-friendly by providing the ground-level units with entry patios. Landscaping elements such as plantings, landscape walls, and sidewalk shade trees would also be provided throughout the project site to provide a pedestrian-friendly frontage throughout the project site.

The overall project design would be consistent with the visual character of the surrounding area in scale and architectural style, as defined by the City's Core Area Design Guidelines.

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 project site is located on the southern edge of the St. Rose Historic Preservation District, which is located south of the central portion of the district and its concentration of contributing properties. Additionally, the project site is located directly north—adjacent to the main downtown core of Santa Rosa

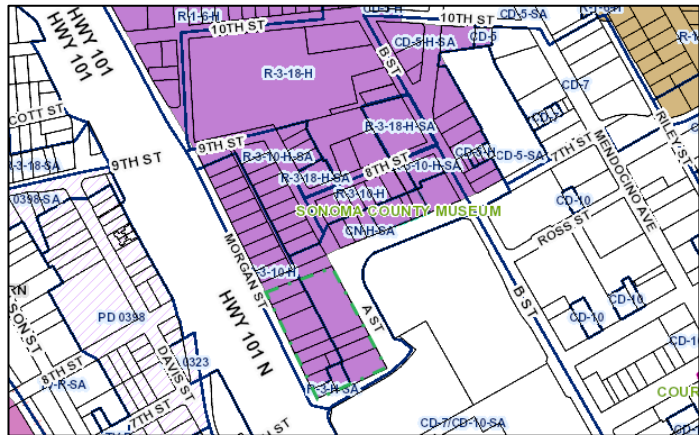


Figure 3: Boundary of the St. Rose Historic Preservation District

and is surrounded on three sides by large-scale buildings and structures constructed outside its period of significance: Highway 101 (including its on-ramp and soundwall); and multilevel parking structures. These large structures are incompatible with the historic district and have significantly compromised the historical setting of the project area. Furthermore, when the historic district was evaluated in 1989, six of the seven parcels located within the project site held buildings that qualified as district contributors. Additional alterations to the historic district in the immediate vicinity of the project area have also taken place over the three decades since the original survey. District contributors at 507 A Street and 411 7th Street have been demolished, and at least four new buildings have been constructed within 500 feet of the project site and within the historic district.

The 2019 Historical Resources Report prepared by Kara Brunzell for the

Environmental Impact Report (Appendix F, certified by the City Council on March 3, 2020) for the proposed project identified two historical resources within the project site: 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 report determined that the existing family services center located in the former hospital is not a contributor to the St. Rose Historic Preservation District, and it was not historically eligible due to lack of significance. The single-family residence at 506 Morgan was also a noncontributor to the St. Rose Historic Preservation District and was also historically ineligible due to lack of significance. The remaining structures on the project site were considered contributors to the St. Rose Historic Preservation District but were not historically eligible due to lack of significance.

The proposed project involves the demolition of the historically eligible single-family residence and the historically eligible four-plex at 520 and 608 Morgan, respectively. Although these properties are in the southernmost portion of the Historic District, which has suffered a loss of contributing properties and overall historical integrity since the District was first identified in 1989, they are both still considered contributing properties to the St. Rose Historic Preservation District. As such, the loss of this historical material from the demolition of these two buildings would perpetuate the loss of contributors in this area and overall degradation of historical integrity of the St. Rose Historic Preservation District. Therefore, the demolition of the historic single-family and four-plex qualify as a substantial adverse change per CEQA Guideline 15064.5 (b)(2)(B), which outlines that the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources. While the demolition of these two contributors would not result in the loss of the district as a whole, the alteration to the district would result in a substantial adverse change to the St. Rose Historic Preservation District. The Historical Resources Report recommends the preparation of a public report and interpretive materials for the historic resources for review and approval by the Cultural Heritage Board. However, based upon the Design Guidelines and other City documents, the mitigation measures presented in the Historical Resources Report do not satisfy the requirements outlined for the City when addressing the potential demolition to historical resources. As such, additional mitigation measures were prepared to further address the significant and unavoidable impacts per the City's guidance. Although implementation of mitigation measures CUL-1 through CUL-4 would partially mitigate the negative impact to the historic resources these mitigation measures would not fully reduce the impact below the level of significance. As such, demolition of the two historic structures at the project site would result in a significant and unavoidable impact to both 520 and 608 Morgan Street.

On March 3, 2020, the City Council determined that the benefits of providing more homeless services to more homeless families, providing affordable housing

sited near the Downtown Transit Mall and SMART Station, and supporting the creation of new jobs, outweigh the risks and adverse environmental impacts of the project, and determined that the project's significant unavoidable impacts are acceptable. The City Council adopted a Statement of Overriding Considerations, recognizing that significant unavoidable impacts will result from demolition and construction of the project.

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 certified EIR.

Table 3.4-1 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 (lacked significance)	No

Notes:

*Year the building was moved to its current address.

Source: Brunzell Historical 2019

The project site is adjacent to nine historical resources that are contributors to

the St. Rose Historic Preservation District (Appendix F): one institutional building (Santa Rosa Museum) and eight single-family residences. These nine resources are located approximately 300 feet from the project site, outside of the project site boundary, and would not be impacted by the proposed project.

The structures will be differentiated from the older buildings within the St. Rose Historic District, and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property. The historic district-facing elevations of the proposed project and the design treatments employed throughout are both compatible, yet differentiated, within the setting of the St. Rose Historic Preservation District. These design elements outlined include the following:

- Contemporary style that will, “not mimic architectural styles and will be differentiated from the historic buildings.”
- District-facing elevations at the north end of the project site will have compatible heights of one to two stories at the street level; and taller sections of the project will be set back from the district-facing streets and placed at a distance to preserve established datum of the district.
- Common architectural forms, including hipped rooflines and regularly repeating vertical window openings, will reflect character-defining features found throughout the district and building upon compatibility.

These features of the project are also consistent with the Design Guidelines, which have clearly stated sections that address new construction within historic districts, namely Section 2.4: Historic Districts within the Downtown Area and Station Area *and* Section 4.7: Historic Properties and Districts-III.G-New Construction.

According to the project design, the district-facing elevation will feature a number of materials, namely the use of stucco as the primary cladding material, wood architectural features (fencing, trellises, and other details), aluminum-framed bronze windows, and shingle roof. Although many of these materials are contemporary, they are aesthetically similar to character-defining features found throughout the historic preservation district, particularly at the nearby Santa Rosa Museum, which features a stucco veneer throughout and metal windows and entrances. The wood architectural features are also consistent with the single-family residences within the historic preservation district, which are typically composed in Craftsman and Queen Anne styles, all of which feature decorative wood elements. This is consistent with the Design Guidelines Districts-III.G—New Construction: “Use materials and designs similar to those found throughout

the neighborhood.”

Currently the existing design of the elevation facing the St. Rose Historic Preservation District is consistent with the Design Guidelines Section 4.7: Historic Properties and Districts, III.G – New Construction, which reduces the potential for indirect impacts to adjacent historic resources, as well as the broader historic preservation district.

Mitigation Measure CUL-3 – Interpretive Materials

On March 3, 2020, the City Council, along with certifying the EIR for the project, adopted a Mitigation Monitoring Report, which included Mitigation Measure CUL-3 – Interpretative Materials. It requires that the applicant prepare at least three sets of interpretive materials related to the history of the property as well as the broader St. Rose Historic Preservation Historic District, which shall be produced and installed. The exact medium of the interpretive materials is not specified so as not to inhibit creativity, although minimal efforts include panels, signage, museum exhibits, or interactive landscape elements, such as play elements or site furnishings.

The interpretive materials shall be located adjacent to, and accessible from, the public right-of-way, and in the vicinity of the following: 1) the Catholic Charities entrance area; 2) the homes entrance area; and 3) the entrance near the parking lot. The specific historical themes reflected at each specific location should reflect on the development of the St. Rose Historic District and associated historic contexts and themes. Interpretive materials shall feature physical elements that reflect the character-defining features of the historic district, including materials, architectural forms, details, and other unifying elements. The applicants request approval from the Cultural Heritage Board of proposed interpretive material designs, including narratives for comment and approval prior to installation.

Mitigation Measure CUL-4 – Compatible Design

On March 3, 2020, the City Council amended Mitigation Measure CUL-4 Compatible Design, which requires that the developer of the project work with a historic architect or architectural historian who meets the Secretary of the Interior’s Professional Qualifications Standards to ensure that the proposed project meets the relevant requirements of the City of Santa Rosa Design Guidelines, particularly under Section 2.4: Historic Districts within the Downtown Area and

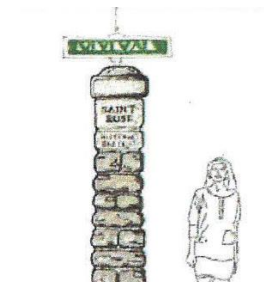


Figure 4: Proposed Gateway Monument Design

Station Area and Section 4.7: Historic Properties and Districts-III.G-new Construction.

The Applicant is also required to provide a small gateway monument on the north side of the intersection of 7th and A Street consistent with the City of Santa Rosa Downtown Northern Pedestrian Linkage Study, element 10. Additionally, the project shall incorporate the use of historic urban sidewalk treatments and historic benches within the project area consistent with the City of Santa Rosa Downtown Northern Pedestrian Linkage Study, element 11. The applicants request approval from the Cultural Heritage Board of the proposed gateway monuments prior to installation.

6. Neighborhood Comments

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: 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 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 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 conflict with adopted policies for alternative transportation but would 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 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 people, 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. The City does not anticipate that the proposed project will 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.

7. Public Improvements/On-Site Improvements

Anticipated Improvements include:

- 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.

FISCAL IMPACT

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

ENVIRONMENTAL IMPACT

On March 3, 2020, the City Council certified an Environmental Impact Report (EIR) and adopted Findings of Fact related to the California Environmental Quality Act (CEQA) and Statement of Overriding Considerations for the Caritas Village project. Pursuant to State CEQA Guidelines § 15162, no subsequent EIR is required, as there are no major revisions of the previous EIR and there are no new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

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.

On February 27, 2020, the Planning Commission recommended, by Resolutions, that the City Council: 1) certify an Environmental Impact Report for the Caritas Village project; 2) adopt the Findings of Fact, Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations; 3) 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) 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) adopt a rezoning of the subject project site to TV-M-H-SA (Transit-Village Mixed); 6) approve a Minor Conditional Use Permit for an emergency shelter; 7) and approve a Tentative Map for Caritas Village.

On March 3, 2020, the City Council: 1) by resolution, certified an Environmental Impact Report; 2) adopted the Findings of Fact related to the California Environmental Quality Act and Statement of Overriding Considerations, for the Caritas Village project; 3) approved a General Plan Amendment to change the land use designation from Medium Density Residential and Retail & Business Services to Transit Village Mixed Use; 4) approved a Specific Plan Amendment to include all project parcels within the Courthouse Square Sub-Area and specified the roundabout diameter widths of 80-feet at 6th & A Street and 7th & A Street intersections; 5) introduced an ordinance to rezone the subject project site to TV-M-H-SA (Transit-Village Mixed); 6) by resolution, approved a Minor Conditional Use Permit for an emergency shelter; 7) and approved a Tentative Map for Caritas Village. The City Council amended Mitigation Measure CUL-4 Compatible Design that requires that the applicant provide a small gateway monument on the north side of the intersection of 7th and A Street consistent with the City of Santa Rosa Downtown Northern Pedestrian Linkage Study, element 10. Additionally, the project is required to incorporate the use of historic urban sidewalk treatments and historic benches within the project area consistent with the City of Santa Rosa Downtown Northern Pedestrian Linkage Study, element 11. Both the gateway monument and the sidewalk treatments are subject to Cultural Heritage Board approval.

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.

ISSUES

There are no remaining issues with this project.

ATTACHMENTS

Attachment 1 – Disclosure Form
Attachment 2 – Location Map
Attachment 3 – Project Description
Attachment 4 – Design Narrative
Attachment 5 – Response to DRB Comments
Attachment 6 – Design Compatibility Memo
Attachment 7 – Plans
Attachment 8 – Landscape Plans
Attachment 9 – Historic Consultant Qualifications
Attachment 10 – Historic Descriptive Narrative 520 Morgan
Attachment 11 – Historic Descriptive Narrative 608 Morgan
Attachment 12 – Interpretive Materials
Attachment 13 – Caritas Monument Detail
Attachment 14 – Northern Pedestrian Linkages Study
Attachment 15 – Parking Study
Attachment 16 – Public Correspondence
Attachment 17 – Applicant Correspondence
Attachment 18 – 04/19/18 CHB-DRB Conceptual Plans
Attachment 19 – 10/16/2019 CHB-DRB Conceptual Plans
Attachment 20 – Appendix F – Kara Brunzell Historical Resources Report, 08/27/2019

Major Landmark Alteration Resolution
Major Design Review Resolution
Exhibit A

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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