

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The project involves the construction of a full city block of development that includes a comprehensive family and homeless support services facility (Caritas Center) to be operated by Catholic Charities, and an 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, 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 project requires the following entitlements: general plan amendment, Downtown Specific Plan amendments, rezoning, parcel map, conditional use permit (CUP), housing allocation plan concession, density bonus (with concessions and waivers), parking reduction, landmark alteration permit(s), design review, tree removal permit, and a request for “reserve A allotments.” Allotments for residential units are handled under City of Santa Rosa Municipal Code 21-03.070 requirements for allotments. “Reserve A” refers to the 50 percent of new allotments that become available in any calendar year. Reserve A allotments may be reserved for and may only be allotted to accessory dwelling units, units in mixed use projects, qualifying units and units that are affordable to very-low- or low-income households. The project intends to request a total of 128 Reserve A allotments in two different calendar years.

2.1.1 Project Location

The project is located within the City of Santa Rosa in Sonoma County, California (See Figure 2-1). Specifically, the project site is located at 431, 437, 439, 465 A Street and 506, 512, 516, 520, 600, 608, and 612 Morgan Street in the City of Santa Rosa (See Figure 2-2). The project site is bordered by A Street, Morgan Street, 6th Street, and 7th Street. The project site is approximately 2.78 acres and comprises the following 15 Sonoma County Assessor Parcel Numbers:

| | |
|--------------------------|--------------------------|
| 010-041-001 | 010-041-014 |
| 010-041-004 | 010-041-015 |
| 010-041-005 | 010-041-016 |
| 010-041-008 (City owned) | 010-041-017 |
| 010-041-009 (City owned) | 010-041-018 |
| 010-041-010 (City owned) | 010-041-019 (City owned) |
| 010-041-011 | 010-041-020 |
| 010-041-013 | |

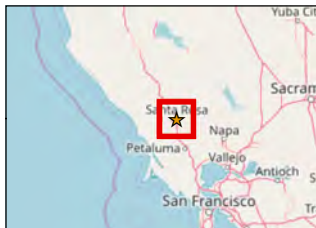
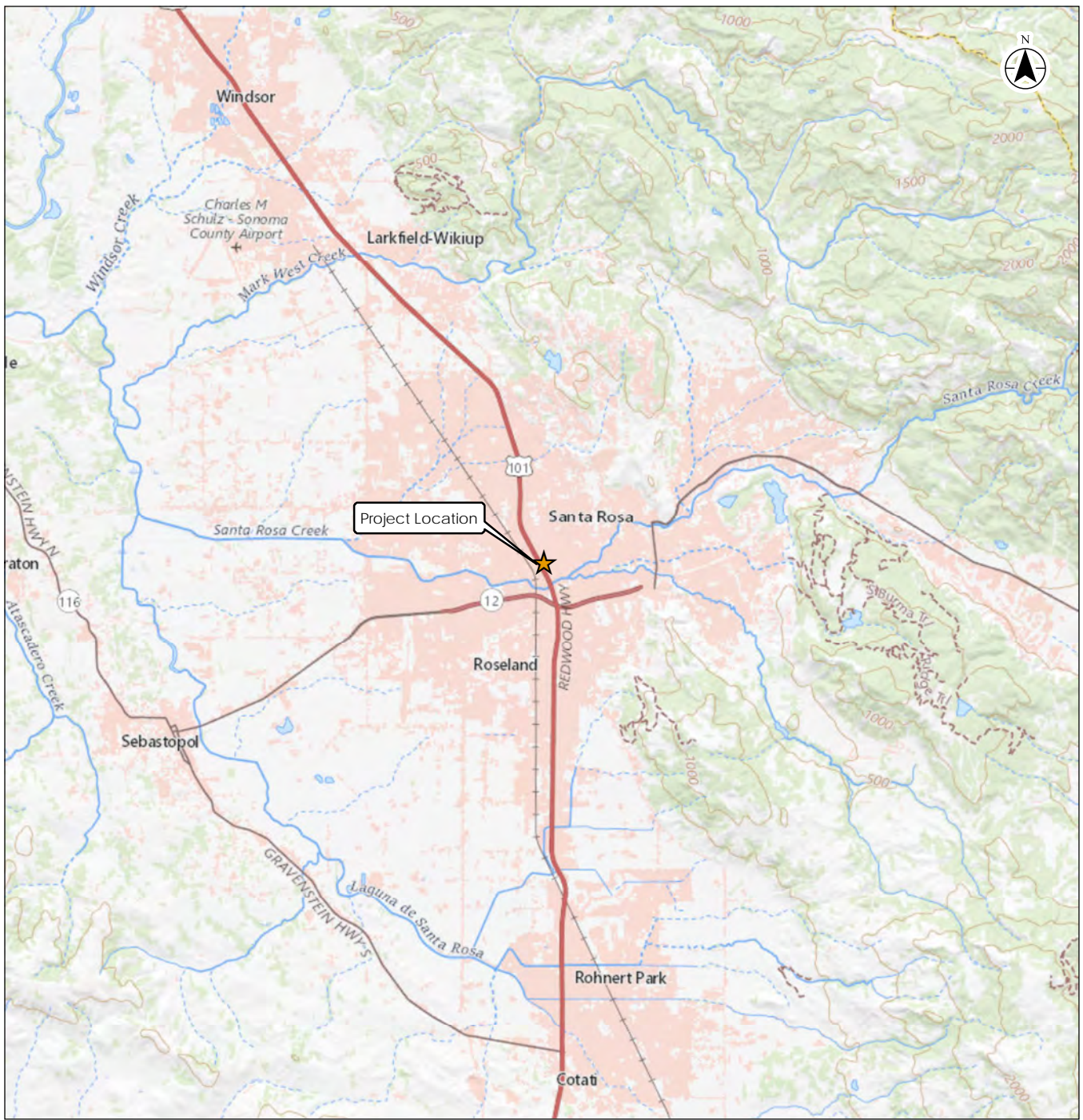
2.1.2 General Plan and Zoning

Table 2-1 provides a summary of the current and proposed General Plan land use and zoning designations.



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 ★ Project Location

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Project Location
 T.07N, R.08W Section 23
 USGS 7.5-minute Quadrangle
 Santa Rosa

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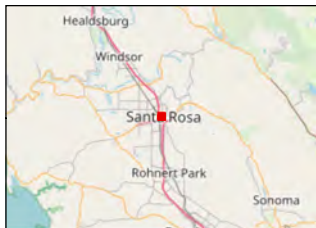
Figure No.
2-1
 Title
 Regional Location Map


Notes
 1. Coordinate System: NAD 1983 StatePlane California II
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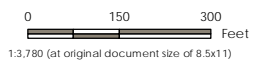
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Legend
 Project Site



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Figure No.
 2-2

Title
 Local Vicinity Map

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Table 2-1: General Plan and Zoning

| Item | Current | Proposed |
|---------------|---|---|
| General Plan | Medium Density Residential (Morgan Street and A Street parcels) Retail and Business Services (A Street parcels) | Transit Village Mixed Use |
| Specific Plan | Courthouse Square Sub-Area of the Specific Plan (A Street parcels) Historic Residential Sub-Area (Morgan Street parcels) | All parcels would be in the Courthouse Square Sub-Area and the applicants have requested 80-foot diameter roundabouts at 6 th and A Street and 7 th and A Street intersections. |
| Zoning | Residential R-3-10-H (along Morgan Street) Commercial Neighborhood CN-H-SA (along A Street) | Transit Village Mixed (TV-M) *There is no change to the existing "H" overlay. |

General Plan

The City of Santa Rosa’s 2035 General Plan (General Plan) designates the parcels along A Street as Retail/Medium Residential and parcels along Morgan Street as Medium Residential. The General Plan defines these land uses as the following:

Medium Density

Housing densities from 8.0 to 18.0 units per gross acre. This designation permits a range of housing types, including single family attached and multifamily developments, and is intended for specific areas where higher density is appropriate. New single-family detached housing is not permitted except in historic preservation districts and historic neighborhoods where single family detached units are allowed.

Retail and Business Services

The General Plan allows retail and service enterprises, offices, and restaurants. Regional centers, which are large complexes of retail and service enterprises anchored by one or more full line department stores, and destination centers, which are retail centers anchored by discount or warehouse stores, are allowed. Large grocery stores are expressly permitted in community shopping centers and in the downtown area only and may be considered on other commercial sites with a CUP.

The General Plan amendment will change the project site’s land use designation to Transit Village Mixed Use to include at least 40 housing units per gross acre (City 2009). The General Plan defines this land use as follows:

“This classification is intended to accommodate a well-integrated mix of higher intensity residential, office and commercial uses within one-quarter mile of a transit facility. Development is designed and oriented to create a central node of activity at or near the transit facility. Housing densities shall be a minimum of 40 units per acre; there is no maximum density requirement for this designation.”

The project site is also part of the Downtown Specific Plan. Portions of the project site along Morgan Street and “A” Street are located within the Downtown Specific Plan’s Historic Residential Sub-Area and Courthouse Square Sub-Area, respectively. The project would extend the Courthouse Square Sub-Area by one-half block to encompass the project site via a Downtown Specific Plan Amendment. The



Courthouse Square Sub-Area is, “envisioned to be developed into a vibrant mixed-use area with new housing added to the existing office and retail uses.” Density within this sub-region is limited by a maximum height limit of four stories (City 2007a). The project does not include any retail uses.

Zoning

The Santa Rosa City Code identifies the parcels along Morgan Street as a zoning designation of Multi-Family Residential (R-3) and the parcels along A Street as Neighborhood Commercial (CN) (City 2018). The project would rezone the project site as TV-M to allow for the proposed multi-family dwelling units on the upper stories of proposed buildings. The proposed emergency shelter and transitional housing would require a Minor CUP under the City’s Resilient City Ordinance (City Code section 20-16.060).

2.1.3 Density Bonus

The project includes a density bonus under GC 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:

Table 2-2: Concessions Being Requested

| 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, subd. (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 |



| Concession No. | Source | Requirement | Project |
|----------------|----------------------|---|---|
| | | | service uses will activate the street level. |
| 3 | 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. |

Phase Two of Caritas Homes will also be 100% affordable, but the levels of affordability have not been determined yet.

2.1.4 Housing Allocation Plan 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.

2.1.5 Existing Site Conditions

The project site is in a highly developed area and currently has structures on most of the Morgan Street parcels. Most of these structures used to be dwelling units; however, one was converted to the Navigation Center (600 Morgan Street) approximately 28 years ago; two are vacant (the four-plex at 608 Morgan Street is not habitable); two are used as transitional housing (516 and 520 Morgan Street); and, one was used as a private residence but is no longer occupied (512 Morgan Street). There are currently 154 residents on the project site, consisting of 138 emergency shelter residents, 12 Transitional Residency Program (TRP) participants, and 4 private individuals. Table 2-3 summarizes the existing uses shown on Figure 2-3.

Table 2-3: Existing Site Uses

| Parcel | Assessor Parcel Number | Street Address | Existing Use | # of residents |
|--------|------------------------|----------------|-----------------------|-------------------------|
| 1 | 010-041-020 | 465 A Street | Family Support Center | 138 temporary residents |
| 2 | 010-041-004 | 439 A Street | parking lot | 0 |
| 3 | 010-041-005 | 437 A Street | parking lot | 0 |



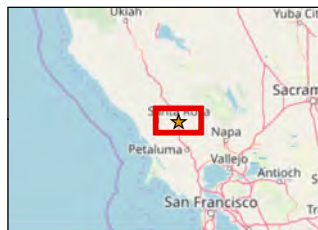
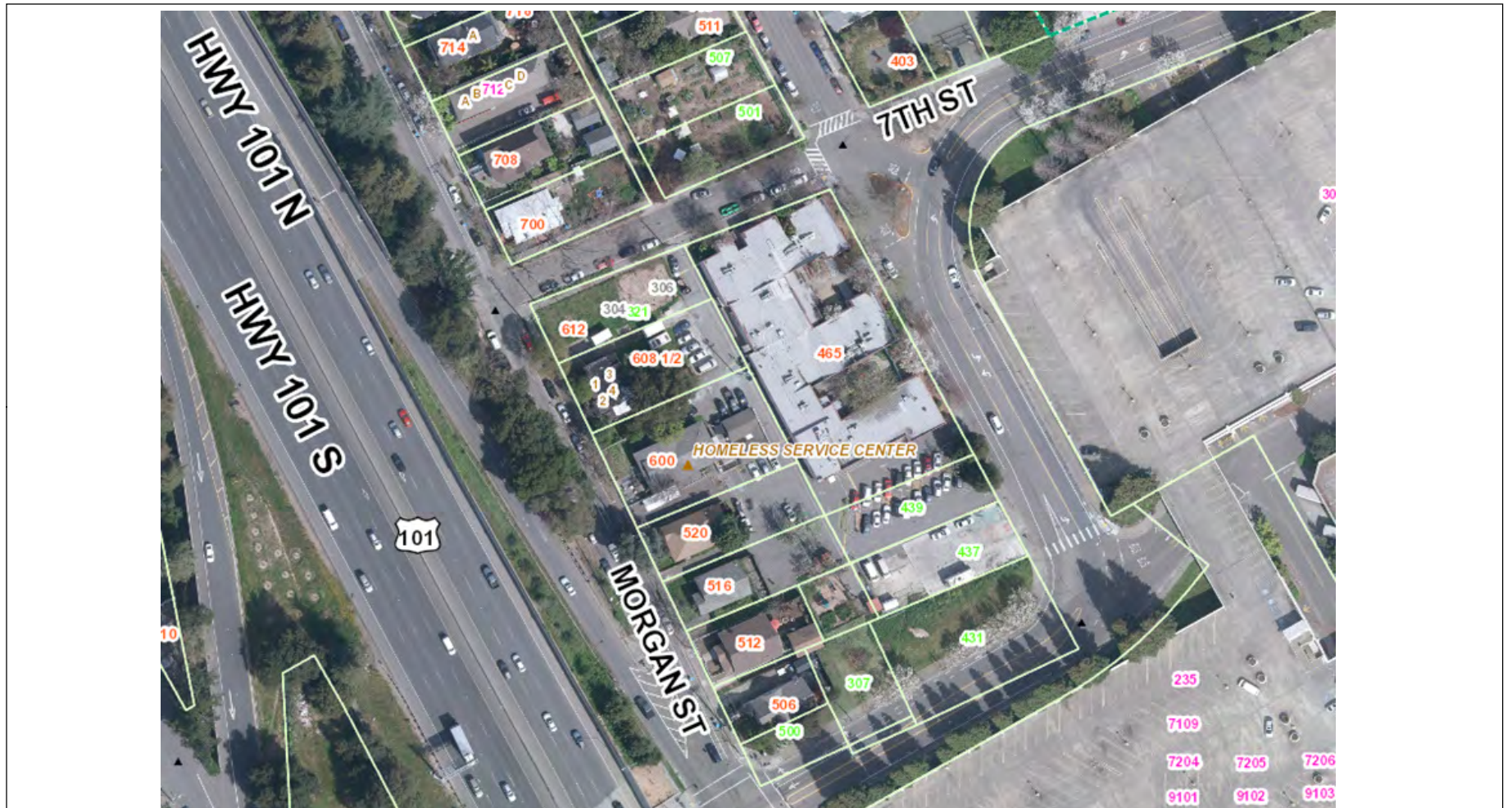
Project Description

| Parcel | Assessor Parcel Number | Street Address | Existing Use | # of residents |
|--------|------------------------|---|--|-----------------------|
| 4 | 010-041-019 | 431 A Street | vacant lot | 0 |
| 5 | 010-041-008 | 307 6 th Street | vacant lot | 0 |
| 6 | 010-041-009 | 498 Washington Street | public street | 0 |
| 7 | 010-041-010 | 500 Washington Street | vacant lot | 0 |
| 8 | 010-041-011 | 506 Morgan Street | Catholic Charities office | |
| 9 | 010-041-017 | 512 Morgan Street | family home | 0 |
| 10 | 010-041-018 | 0 Morgan Street Interior lot, not an address | vacant lot | 0 |
| 11 | 010-041-013 | 516 Morgan Street | Catholic Charities transitional housing | 6 temporary residents |
| 12 | 010-041-014 | 520 Morgan Street | Catholic Charities transitional housing | 6 temporary residents |
| 13 | 010-041-015 | 600 Morgan Street | homeless services/ drop-in day center | 0 |
| 14 | 010-041-016 | 608 and 608 ½ Morgan Street | Vacant 4-plex and vacant lot | 0 |
| 15 | 010-041-001 | 612 Morgan Street | vacant lot | 0 |

Note:

At the time of the issuance of the Notice of Preparation, 512 Morgan Street was being used as a private family residence with four residents. Catholic Charities has since purchased the property and it is currently vacant.





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 City of Santa Rosa
 Caritas Village Project
 Environmental Impact Report

Figure No.
 2-3

Title
Existing Uses

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2.1.6 Surrounding Land Uses

The project site is surrounded by the following land uses:

- North: Residential neighborhood consisting of one- and two-story, detached residential buildings and a vacant lot along 7th Street.
- East: A three-story parking garage along A Street that is estimated to be 28 feet high.
- South: Three-level concrete parking garage for the downtown mall that is estimated to be 28 feet high.
- West: Highway 101, an on-ramp to Highway 101, and a sound-wall along Morgan Street.

2.1.7 Existing Operations

Catholic Charities currently operates several family and homeless support services out of the project location. A summary of each activity is provided below.

Emergency Shelter – Family Support Center

The Emergency Shelter – Family Support Center operates out of the former Santa Rosa General Hospital at 465 A Street. The Emergency Shelter – Family Support Center has been in operation since 1989. This facility is approximately 16,532 square feet. The facility includes a 138-bed emergency shelter for families experiencing homelessness and acts as the base of operations for the entire Shelter and Housing Department for Catholic Charities. Coordinated entry services for families, and housing navigation/stabilization/location services for families are offered out of this facility. In addition, the facility provides office space for some Catholic Charities administrative services (e.g., purchasing, facilities, payroll, etc.) for Catholic Charities Shelter and Housing.

There are approximately 46 employees on the site who work in or out of the Emergency Shelter – Family Support Center. These employees work as Program Managers (Housing Navigators, Housing Locators, Housing Stabilization Case Managers), administrative staff, maintenance workers, and cooks. There are 18 Case Managers who typically come and go from the site an average of three times per day. There are 21 Housing Locators, Stabilization, and Navigation staff that leave the site an average of 2.5 times per day. The maintenance workers and cooks are typically onsite for the duration of their shifts.

The Family Support Center is currently managed with 24-hour staffing 7 days a week to ensure safety and security for all participants. Participant advocates work in two shifts: 8 AM to 4 PM and 4 PM to 12 AM. Program aides also work the 12 AM to 8 AM shift. An onsite coordinator is responsible for supervising staff and reports to a Catholic Charities shelter staff manager. Additionally, each family is assigned a Case Manager who helps the family with their housing goals as well as any behavioral issues. Case Managers help with housing location, landlord negotiations, financial assistance, and referrals.

The Emergency Shelter – Family Support Center has 138 beds and is currently full. Families currently reside in the Center and stay in the Center for a period of between 4 and 6 months.



Annual Homeless Survey

The Emergency Shelter – Family Support Center is the base of operation for the “Annual Sonoma County Point-in-Time Count.” This activity has 150 volunteers convene on the project site to receive homeless survey assignments. The volunteers are then dispersed throughout the county to conduct comprehensive counts of the local homeless populations to measure the prevalence of homelessness in the Sonoma County region.

Emergency Shelter – Navigation Center

The Navigation Center operates out of the 2,554 square-foot home at 600 Morgan Street. This facility was converted from a private residence to a Navigation Center in 1991 and has been in continuous operation since this conversion. The facility is a daytime drop-in service center and does not offer overnight accommodations. The Navigation Center is primarily for single adults living on the streets. Individuals may take showers, do laundry, get mail and messages, and use the phone. The Navigation Center is the hub for Catholic Charities’ engagement efforts to link individuals to long-term, safer housing solutions. The Navigation Center serves an average of 200 people per day. Demand for services has been greater in 2019 compared to 2018. Many of the same people use the Navigation Center several times a week.

Transitional Residency Program (TRP)

Catholic Charities operates its TRP out of two structures located at 516 Morgan (910 square feet) and 520 Morgan (1,146 square feet) Street. Each of those homes has six beds and accommodates a total of 12 individuals. The length of stay for the TRP is limited to 8 months. The TRP has been in operation since 1992.

Coordinated Intake Program

The existing Coordinated Intake Program provides centralized waiting list, light case management, and community referrals for families on a waiting list until housing, shelter, or housing intervention becomes available. Clients access the Coordinated Intake Program by calling or visiting the drop-in locations at the Navigation Center or the Family Support Center.

Catholic Charities Office

The 1,027 square-foot home at 506 Morgan Street is currently used by Catholic Charities as an office for five employees. These staff members work as coordinated entry case managers. The office hours for this location are 8:30 AM to 5:00 PM, 7 days a week.

512 Morgan Street

At the time of the public review of the Notice of Preparation, the 1,203 square-foot home at 512 Morgan Street was used as private single-family residence. Since then, Catholic Charities purchased this property in May of 2019, and the home is now unoccupied.

Existing Clients Served

There are two types of clients served onsite. The first are residential clients. Residential clients include families staying in the Family Support Center or participants in the TRP. These clients live onsite until



more permanent housing is procured. The second is daily clients, who are only onsite during the day. Tables 2-4 and 2-5 provide a summary of the clients served by the above existing facilities on the project site.

Table 2-4: Existing Onsite Residents

| Clients - Residents | Baseline | Description |
|--|-----------------|---|
| Family Support Center | 138 | This an emergency shelter where families stay. On average, families stay here for four to six months. An estimated 20 percent of these families have a car. |
| Transitional Living Space/Transitional Residency Program (TRP) | 12 | This is where formerly homeless individuals reside on site and volunteer in the Navigation Center. An estimated 10 percent of these volunteers have a car. |
| Clients – Residents | 150 | |

The Notice of Preparation, included as Appendix A of this EIR, previously disclosed that there were 120 existing residents on the project site. That estimate has been revised to account for more of the beds being occupied in the Emergency Shelter within the Family Support Center.

Table 2-5: Existing Day Clients Served

| Clients - Daily (no. residents) | Baseline | |
|--|----------------------------|---|
| Navigation Center | 200 average 325 maximum | This is a day facility open five days per week where homeless individuals can obtain dignity services, such as showers, using a phone, doing laundry, checking mail, etc. Many people use the Navigation Center several times per week. |
| Coordinated Intake Program | 12 | Provides centralized waiting list, light case management, and community referrals for families on a waiting list until housing, shelter, or housing intervention becomes available. Clients access the Coordinated Intake Program by calling or visiting the drop-in locations at the Navigation Center or the Family Support Center. |
| Clients – Daily | 212 | |



Existing Staffing

Table 2-6 provides a summary of existing staffing onsite.

Table 2-6: Existing Staffing

| Existing Use | Existing Employees | | |
|-----------------------|--------------------|----------|----------|
| | Day | Swing | Night |
| Family Support Center | 4 | 1 | 1 |
| Navigation Center | 15 | 0 | 0 |
| Other | 46 | 0 | 0 |
| Total Staffing | 65 | 1 | 1 |

Good Neighbor Practices

As part of acceptance into the program, each participant signs a program agreement that outlines expected behaviors, prohibited activities, and responsibilities, including good neighbor rules that are enforced by Catholic Charities staff to ensure that participants are not loitering in the neighborhood (both during daytime and after nighttime program operation hours). Catholic Charities maintains 24-hour onsite staffing, maintains a 24-hour phone line, and holds quarterly outreach meetings with the St. Rose Neighborhood residents, business leaders, and the public. Catholic Charities strives to respond to neighborhood concerns in a way that respects the needs of the neighborhood, programs, and program participants.

2.1.8 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 46,587 square feet¹ and three stories in height (See Figure 2-4). Caritas Center would offer a range of services, including:

- **Emergency Shelter** (up to 45,885 square feet): The emergency shelter would include emergency housing for families (typically limited to occupancy of 6 months or less) and a Navigation Center to deliver homeless services as follows:
 - The increased emergency housing would expand shelter for homeless families with children in their care and would include a residential lobby, up to 50 private family residence rooms, two living/kitchenette areas, a communal dining/multipurpose meeting room, a commercial kitchen, bathrooms, laundry, and children's play areas.
 - The Navigation Center (approximately 3,487 square feet) would increase in physical size and would not increase its maximum daily clients, or 325 per day. The project proposes to relocate the Navigation Center and continue to provide a central location for homeless outreach and initial delivery of homeless services, including a dedicated reception/lobby, offices for the Coordinated

¹ This number includes 990 square feet of miscellaneous vertical circulation (stair towers, elevators) that was excluded from the floor area calculations by program area, which is why this number is 990 square feet higher than the sum of the program areas' square footages.



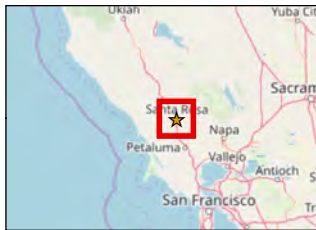
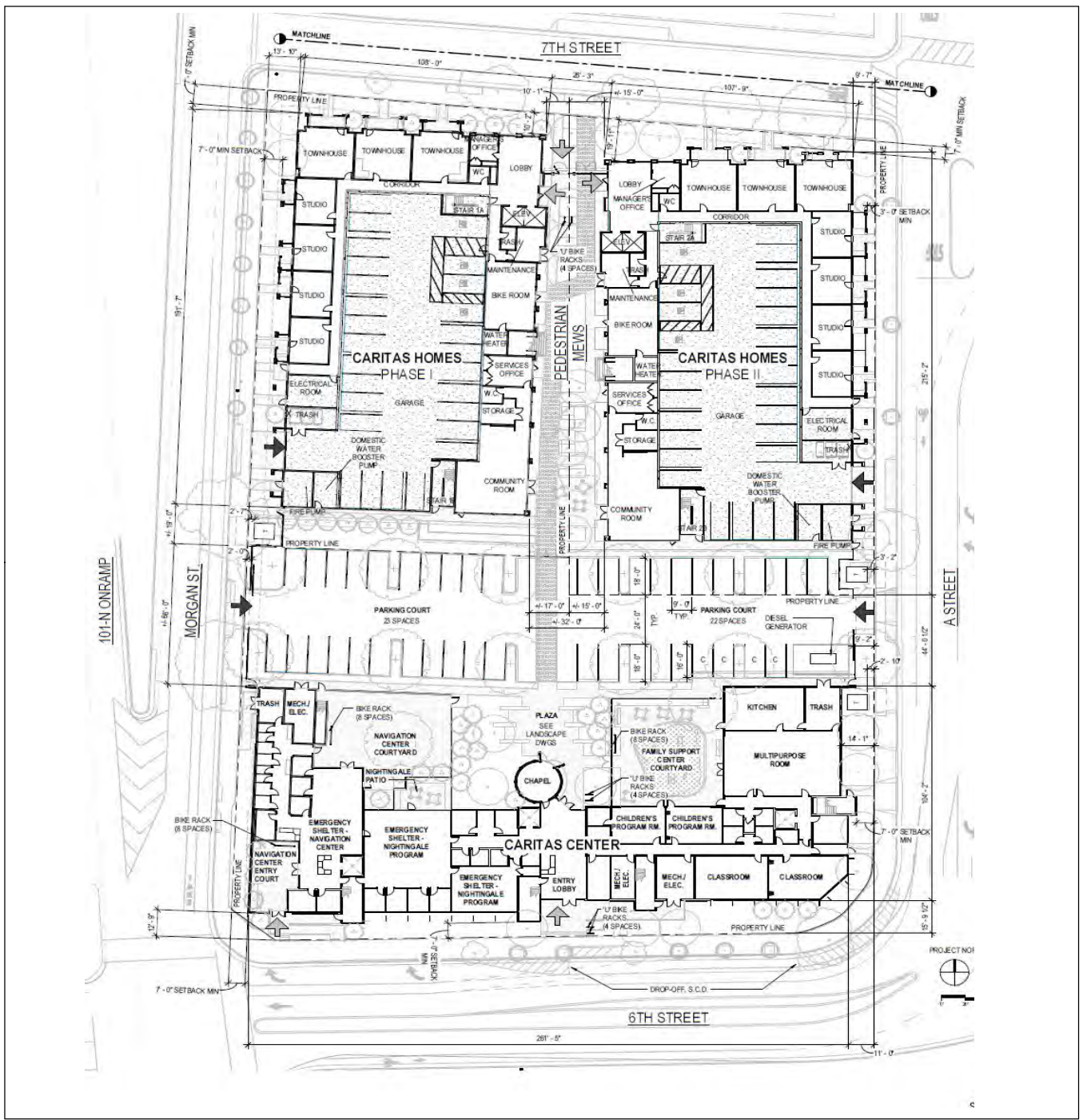
- Entry and Homeless Outreach Services Team, client mail facilities, lockers, showers, laundry, and bathrooms.
- Relocated wraparound services (approximately 2,253 square feet) would be provided with reception for the provision of case management, resource connection, housing counseling, classes and training, and would include a lobby, private and shared staff offices, meeting rooms, a staff lounge, bathrooms, and chapel facilities.
 - The Nightingale Shelter would be added to the site as part of the emergency shelter. It would offer a recuperative care program for the homeless people being discharged from local hospitals. Although a medical care provider would provide these services, the services are the same as what a family member would offer if the patient had a home. The Nightingale Shelter is affiliated with the Nightingale Program. The Nightingale Program is a program to help people who need very minor assistance with medications, mobility, and similar items. The Nightingale Shelter would not be open to the public. The Nightingale Shelter is an extension of Catholic Charities Nightingale Medical Respite Program, which is a regional program providing temporary housing, care, and services for homeless individuals being discharged from local hospitals or who otherwise need a safe place to recuperate from illness or injury. Catholic Charities has partnered with Sonoma County, Kaiser Permanente, Santa Rosa Memorial Health, and Sutter Santa Rosa Regional Hospital to transform the way that Sonoma County's three largest hospitals treat homeless people, because medical services and the Nightingale Clinic, emergency shelter, and Navigation Center will be onsite.
 - Administrative offices/meeting space (approximately 8,840 square feet) would be provided for leadership staff of onsite programs as well as some agency administrative staff.
 - Medical Services – Doctor's Office (approximately 2,389 square feet): The emergency shelter would add a doctor's office to provide outpatient physical and mental health services to children and adults. The clinic's primary patient population would be adults experiencing homelessness who are also receiving other services through Caritas Center. Based on a similar operation at the Brookwood Campus in Santa Rosa, the doctor's office would serve up to 90 patients per day with two-thirds of the patients coming from onsite and one-third offsite. Of the one-third coming from offsite, approximately 6 will arrive by car.
 - **Transitional Residency Program (TRP)²** (approximately 2,099 square feet): The project would include transitional housing integrated with other social services and counseling programs to assist in the transition to self-sufficiency. The transitional housing units would expand to allow for up to 20 participants in Catholic Charities' Transitional Residency Program, through which participants would develop work experience and increase social skills by assisting with Navigation Center operational duties, such as greeter, receptionist, and administrative and technical support with showers and laundry.

² This use falls within the term "transitional housing" as the City Code defines it.



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Project Location
 T.07N, R.08W Section 23
 USGS 7.5-minute Quadrangle
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Figure No.
 2-4

Title
 Conceptual Site Layout

- Notes
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Design Concept

The Caritas Center includes a progression of private walled gardens, allowing privacy for user groups, and offering off-street sheltered spaces for gathering. Wooden trellis elements, as well as metal armature and raised planter boxes, provide vertical garden opportunities. There is a clear hierarchy between the lobby entries (at the middle of 6th and 7th streets) and the intimately scaled apartment patios (lining 7th, A, and Morgan streets).

Hours of Operation

The hours of operation at the Caritas Center would remain the same as the existing Family Support Center, with 24-hour staffing 7 days a week. Participant Advocates would work in two shifts: 8 AM to 4 PM and 4 PM to 12 AM. Program Aides would also work the 12 AM to 8 AM shift. An onsite coordinator would be responsible for supervising staff and would report to Catholic Charities' Shelter Staff Manager. Additionally, each family would be assigned a Case Manager who would help the family with their housing goals as well as any behavioral issues. Additional staffing would include participant advocates, outreach workers, and intake staff.

Population

Catholic Charities would expand its emergency family housing, with 50 family units accommodating up to four people per unit (200 residents) on the project site as part of the Caritas Center; accommodate 40 Nightingale Program participants; and expand the Transitional Residency Program from 12 to 20 participants. The total population of Caritas Center would be 260 residents. There are currently 150 residents on the project site, consisting of 138 emergency shelter residents, and 12 Transitional Residency Program participants. Caritas Center would increase the number of residents by 110 people (not including the new housing units provided by Caritas Homes).

Employees and Clients

As compared to the existing services and facilities, the proposed Caritas Center would generate an additional 65 new employees, accommodate 106 additional residents, and 65 daily clients, on an annual basis.

Table 2-7: Caritas Center Employees and Clients Served Annually

| Sites | Currently Onsite | Proposed with Project | Change | Description | Notes |
|-----------------------|------------------|-----------------------|--------|---|-----------------------------|
| Residents | | | | | |
| Family Support Center | 138 | 200 | +62 | This an emergency shelter where families stay. On average, families stay here for 4 to 6 months. We estimate that 20% of these families have a car. | 50 rooms; 4 people per room |



Project Description

| Sites | Currently Onsite | Proposed with Project | Change | Description | Notes |
|--|--------------------|-----------------------|-------------------------------|--|--------------------------------------|
| Emergency Shelter - Nightingale Program | 0 | 40 | +40 | This is where homeless individuals recover when they are discharged from the hospital. On average, people stay 29 days. Typically, a taxi brings them to the Nightingale Program. They receive assistance taking medications and other lay-person care. Departing clients are typically transported offsite via car. These clients do not have cars. | |
| Transitional Living Space/Transitional Residency Program (TRP) | 12 | 20 | +8 | This is where formerly homeless individuals reside onsite and volunteer in the Navigation Center. We estimate that 10% of these volunteers have a car. | These are volunteers, not employees. |
| Residents Total | 150 | 260 | +110 | | |
| Employees – Overall | | | | | |
| Family Support Center | 6 | 11 | +5 | | |
| Medical Service - Doctor's Office | 0 | 16 | +16 | This is the maximum number of employees on site at one time for this use. | |
| Navigation Center | 15 | 23 | +8 | | |
| Emergency Shelter - Nightingale | 0 | 6 | +6 | | |
| Other employees | 46 | 76 | +30 | | |
| Employees – Overall Total | 67 | 132 | +65 | | |
| Daily Clients (no residents) | | | | | |
| Navigation Center | 200 avg 325 max | 200 avg 325 max | 200 avg No change from max | This is a day facility, open 5 days per week, where homeless individuals can obtain dignity services such as showers, using a phone, doing laundry, checking mail, etc. Many people use the Navigation Center several times per week. | |



| Sites | Currently Onsite | Proposed with Project | Change | Description | Notes |
|--------------------------------------|------------------|-----------------------|--------------|---|--|
| Coordinated Entry Program | 12 | 68 | +56 | Provides centralized waiting list, light case management, and community referrals for families on a waiting list until housing, shelter, or housing intervention becomes available. Clients access the Coordinated Entry System by calling or visiting the drop-in locations at the Navigation Center or the Family Support Center. | |
| Medical Service – Doctor's Office | 0 | 90 | +90* | This is a doctor's office helping clients. | Based on a similar office on Brookwood Avenue, this doctor's office expected to see 90 patients per day. Of the 90 daily patients, sixty (60) will already be onsite, twenty-four (24) will walk or will take public transportation from offsite locations. The applicants estimate that six (6) will arrive by car. |
| Total Average Clients – Daily | 212 | 402 | +190* | | |

Note:

* The Medical Service-Doctor's Office use will not result in 90 new trips per day. This is because sixty (60) of the patients will already be on the site, as residents of Caritas Homes or as clients of Caritas Center. Of the remaining thirty (30) patients, twenty-four (24) will use public transportation or walk, and only six (6) will arrive by private car. These estimates are based on what actually occurs at a similar clinic on Brookwood Avenue.

2.1.9 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 (See Figure 2-4). 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 three-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.

Design Concept

Caritas Homes would be podium-style construction, where a portion of the ground level would be vehicle parking with up to three stories of residential construction above the single-story parking podium. The ground floor residential units along Morgan and A Streets would conceal the internal parking garages. The 7th Street frontage would be limited to two stories. The plaza, or mews, between the two residential structures would be pedestrian friendly with shared amenities lining both sides and would include landscaping features. The Morgan and A Street frontages would similarly be pedestrian friendly with ground-level units and patios along most of their façades. There would be additional open space in the form of landscaped courtyards on top of the garage.

Population

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. Table 2-8 provides a summary of the occupancy guidelines.

Table 2-8: Burbank Housing Standard Occupancy Guidelines

| Unit Type | Minimum Occupancy [Person(s)] | Maximum Occupancy [Person(s)] |
|-------------|-------------------------------|-------------------------------|
| Studio | 1 | 2 |
| One bedroom | 1 | 3 |
| Two bedroom | 2 | 5 |

Source: Burbank Housing, personal communication, May 17, 2019

Burbank Housing uses its Standard Occupancy Guidelines unless the funding source has a more restrictive one. In those situations, the more restrictive standard would apply. The standard lease agreement for Burbank Housing units includes a section that lists all approved tenants, adults, and minors. Households that violate the agreement are subject to a 180-day notice to terminate occupancy.

Based on experience with other similar developments and the Standard Occupancy Guidelines, Caritas Homes would provide housing for up to 362 new residents. Table 2-9 provides a summary of the estimated residents by unit type.

Table 2-9: Caritas Homes – Maximum Number of Occupants Calculation

| Type | Phase 1 | Phase 2 | Total | Minimum Number of Occupants per Unit | Maximum Number of Occupants per Unit | Mid-point Number | Crossroads Actual Number of Occupants per Unit | Number To Be Used for Caritas | Total Occupants |
|-------------|---------|---------|-------|--------------------------------------|--------------------------------------|------------------|--|-------------------------------|-----------------|
| Studios | 31 | 31 | 62 | 1 | 2 | 1 | N/A | 2 | 124 |
| One-bedroom | 23 | 23 | 46 | 1 | 3 | 2 | 2.27 | 3 | 138 |
| Two-bedroom | 10 | 10 | 20 | 2 | 5 | 3.5 | 2.74 | 5 | 100 |



| Type | Phase 1 | Phase 2 | Total | Minimum Number of Occupants per Unit | Maximum Number of Occupants per Unit | Mid-point Number | Crossroads Actual Number of Occupants per Unit | Number To Be Used for Caritas | Total Occupants |
|-----------------------------|---------|---------|-------|--------------------------------------|--------------------------------------|------------------|--|-------------------------------|-----------------|
| Total | 64 | 64 | 128 | | | | | | 362 |
| Average occupancy per unit= | | | | | | | | | 2.8 |

Source: Burbank Housing, Response to RFI #3 and attachments thereto

2.1.10 512 and 520 Morgan Street

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

2.1.11 Tree Removal and Landscaping

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. Figure 2-5 shows the tree preservation and removal plan prepared by Horticulture Associates. 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. Landscaping for the project would be required to comply with the City's Water Efficient Landscape Policy.

Caritas Center

The Caritas Center would include small and large/medium trees fronting the building on Morgan, 6th, and A streets. Four outdoor courtyards would be provided. Landscaping would include plantings, vegetated stormwater planting, landscape walls, and enhanced pavement.

Caritas Homes

The Phase 1 and 2 buildings would be separated by a central plaza area that runs through the middle of the project site from the Caritas Center to mid-block 7th Street. Landscaping for this plaza area would include pavers for stormwater infiltration, native plant stormwater swales, and shade trees. These landscaping features would provide pedestrian-friendly frontages throughout the project site. Additionally, the open spaces in the permanent housing section of the project site would have planters to manage stormwater. Finally, street frontage and setback areas would have flower plantings and sidewalk shade trees.

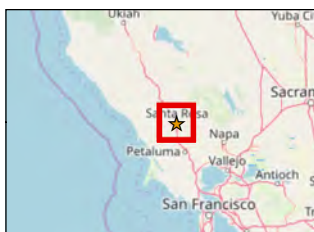
Offsite Improvements

The project would require improvements to existing utilities as described below in Section 2.1.15, Utilities, and roadway improvements. (see Section 3.8, Transportation).



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TREE PRESERVATION AND REMOVAL

-  TREE TO BE PRESERVED
-  TREE TO BE REMOVED, FOR CONSTRUCTION OR PER FIRE DEPARTMENT REQUIREMENTS
-  Tree number from Project Arborist Report Sept. 9th 2014
-  Tree species



Project Location
 T.07N, R.08W Section 23
 USGS 7.5-minute Quadrangle
 Santa Rosa

Client/Project
 City of Santa Rosa
 Caritas Village Project
 Environmental Impact Report

Figure No.
 2-5
 Title

Tree Removal and Preservation Plan

- Notes
- Coordinate System: NAD 1983 StatePlane California II
 FPS 0402 Feet
 - Service Layer Credits: © OpenStreetMap (and)

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.


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PLANTING LEGEND

-  LARGE SHADE TREE
-  LARGE/MEDIUM TREE
-  SMALL TREE
-  NEW STREET TREE - HEIGHT LIMIT 15'-0" PER FIRE DEPT.
-  EXISTING TREE TO REMAIN
-  PLANTING
-  VEGETATED STORM WATER PLANTING
-  LAWN TURF PLANTING
-  VINE PLANTING

PAVEMENT & SITE LEGEND

-  ENHANCED PAVEMENT
-  ENHANCED PODIUM PAVEMENT
-  CONCRETE PAVEMENT
-  AC PAVEMENT
-  SITE FURNISHINGS
-  LANDSCAPE WALLS
-  BIKE PARKING



CARITAS CENTER SITE LEGEND

- 13 NAVIGATION CENTER ENTRY COURTYARD
- 14 NAVIGATION CENTER COURTYARD
- 15 FAMILY SUPPORT CENTER COURTYARD
- 16 PLAY STRUCTURE (2-12 AGE RANGE)
- 17 PLAZA
- 18 NIGHTINGALE PATIO
- 19 PROPERTY LINE
- 20 DROP OFF

CARITAS HOMES SITE LEGEND

- 1 COVERED GATHERING AREA
- 2 GATHERING AREA UNDER TREE CANOPY
- 3 COMMUNAL LAWN AREA
- 4 PET RELIEF AREA
- 5 STAIRS TO PODIUM LEVEL TERRACE
- 6 RAISED PODIUM PLANTERS
- 7 PODIUM SEATING AREAS
- 8 MEWS TRELIS AND GATE
- 9 TENANT PORCH AND ENTRY
- 10 TENANT VEGETABLE GARDEN PLANTER
- 11 GARAGE ENTRY
- 12 LOADING ZONES
- 13 PROPERTY LINE



Project Location
 T.07N, R.08W Section 23
 USGS 7.5-minute Quadrangle
 Santa Rosa

Client/Project
 City of Santa Rosa
 Caritas Village Project
 Environmental Impact Report

Figure No.
 2-6

Title
 Landscaping Plan

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2.1.12 Vehicular Access

Caritas Center

Pedestrian access to the Navigation Center would be through a gated courtyard at the western corner of 6th Street. Pedestrian access to all other functions in the building would be through the main lobby located at the middle of the building facing south onto 6th Street. The project would include making the northern edge of 6th Street, immediately in front of Caritas Center, a loading zone. Other vehicular access would be from A Street or Morgan Street, with surface parking lots immediately north of the building. Visitors arriving from the parking lot could use the rear entrance of the main lobby, which faces north at the center of the building.

Caritas Homes

Pedestrian access to Caritas Homes Phases 1 and 2 would be directed through the pedestrian gate at the mews centered on 7th Street. From that secure access point, visitors would enter the building through the adjacent lobbies into either building. Vehicular access would be through the parking garages accessed from Morgan Street (Phase 1) or A Street (Phase 2).

7th Street Temporary Closure

As detailed in Section 2.2.1, Schedule, and Section 2.2.2, 7th Street would require a temporary closure of 2 to 4 years during construction to allow for staging.

Roundabouts/7th Street Permanent Partial Closure

The Downtown Specific Plan includes the provision of roundabouts at the intersections of 7th Street and A Street and 6th Street and A Street. The Downtown Specific Plan does not include specific standards for the diameter of the roundabouts; however, the City's Northern Downtown Pedestrian Linkages Study Final Report (City 2006) 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 Specific Plan to include the roundabouts at a specified 80-foot diameter. The reduced diameter roundabouts would not impact the project site.

The Northern Downtown Pedestrian Linkage had envisioned full closure of 7th Street south of A Street to the alley-way to create a pedestrian plaza; however, the City had 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 (see Figure 2-8), 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 Specific Plan. Fire trucks, the largest of the City-owned vehicles, would be able to access both 80-foot roundabouts (see Figure 2-9). The above roundabout concepts



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.

2.1.13 Parking

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 Specific Plan; therefore, there is no parking requirement for the nonresidential portion of Caritas Center.

Caritas Homes

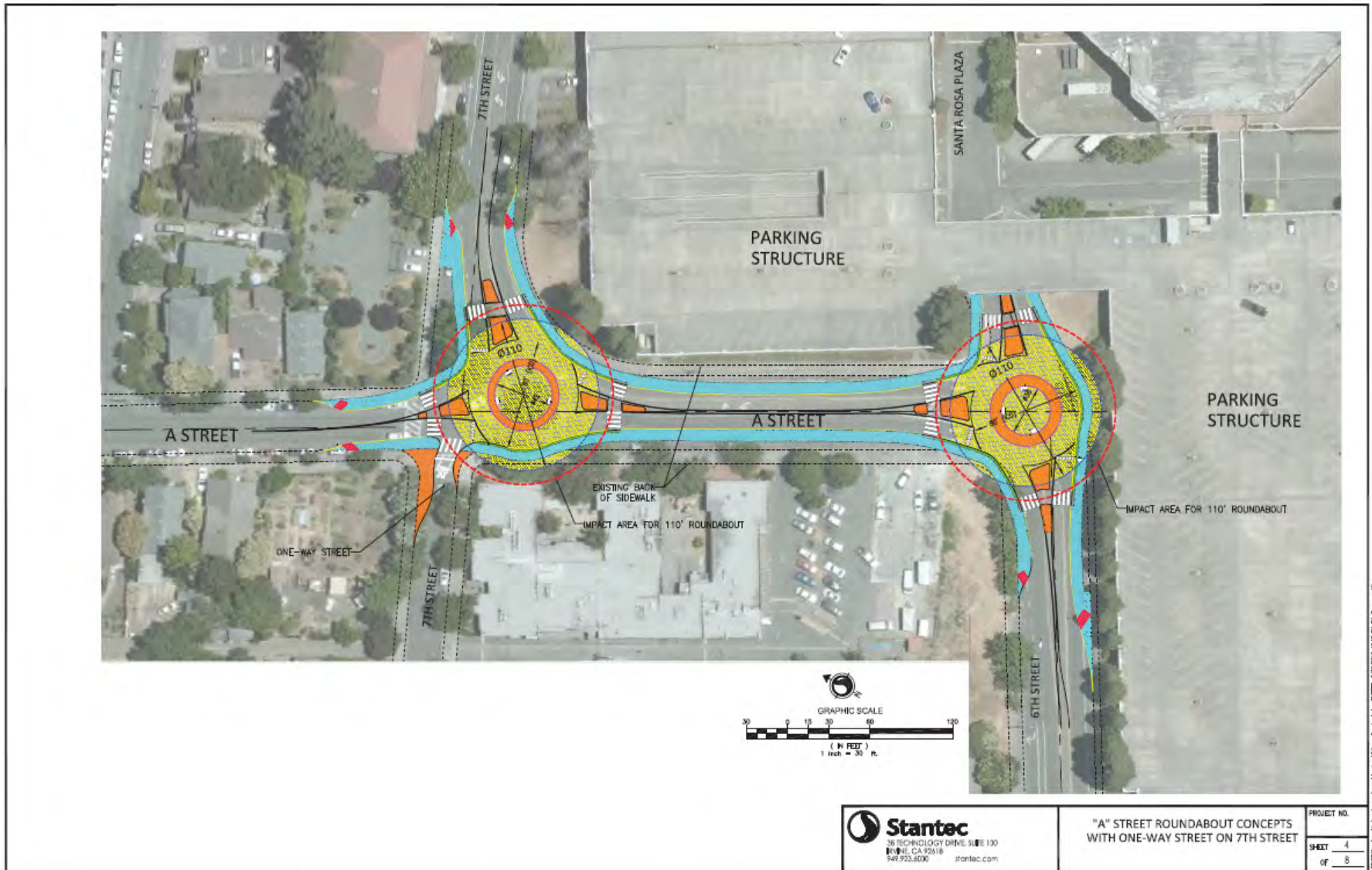
Podium-style parking on the ground floor of each Caritas Homes building would provide 27 parking spaces per building for a total of 54 spaces, which is a ratio of 0.42 space per dwelling unit. The applicants have requested a parking reduction under Santa Rosa City Code section 20-36.050.C.1 to allow Caritas Homes to have 54 parking spaces. Table 3-4 of the City Code requires one reserved space per unit.

Caritas Homes will have 128 units and 54 parking spaces, which is 0.42 space per unit. This ratio is consistent with a similar housing project, Burbank Housing's Hendley Circle community at Aston Avenue and Hendley Street in Santa Rosa that opened in the early 1990s to house homeless and at-risk persons with disabilities. Hendley Circle is 1.04 acres and contains seven buildings with a community room/office of 1,599 square feet and six residential buildings totaling 9,856 square feet. The community consists of 26 single-room occupants and one two-bedroom manager's unit that serves a similar population as what is proposed for Caritas Homes. In the Hendley Circle development, the actual vehicle ratio falls within the statutory limit of 0.3 parking space per unit for this type of housing. Given the project site's location in downtown Santa Rosa, Caritas Homes' residents would enjoy a larger variety of public transportation opportunities and many amenities that are easily accessible for pedestrians. The nearest small grocery store (Varejão Santa Rosa) is located within 0.5 mile of the project site, a larger grocery store (Grocery Outlet Bargain Market) is just over a mile away. Thus, the proposed 0.42 space per unit at Caritas Homes is adequate for onsite residential parking and exceeds the parking need for similar uses with a similar resident population.

Table 2-10 provides a summary of the parking requirements and the number of spaces proposed by the project.



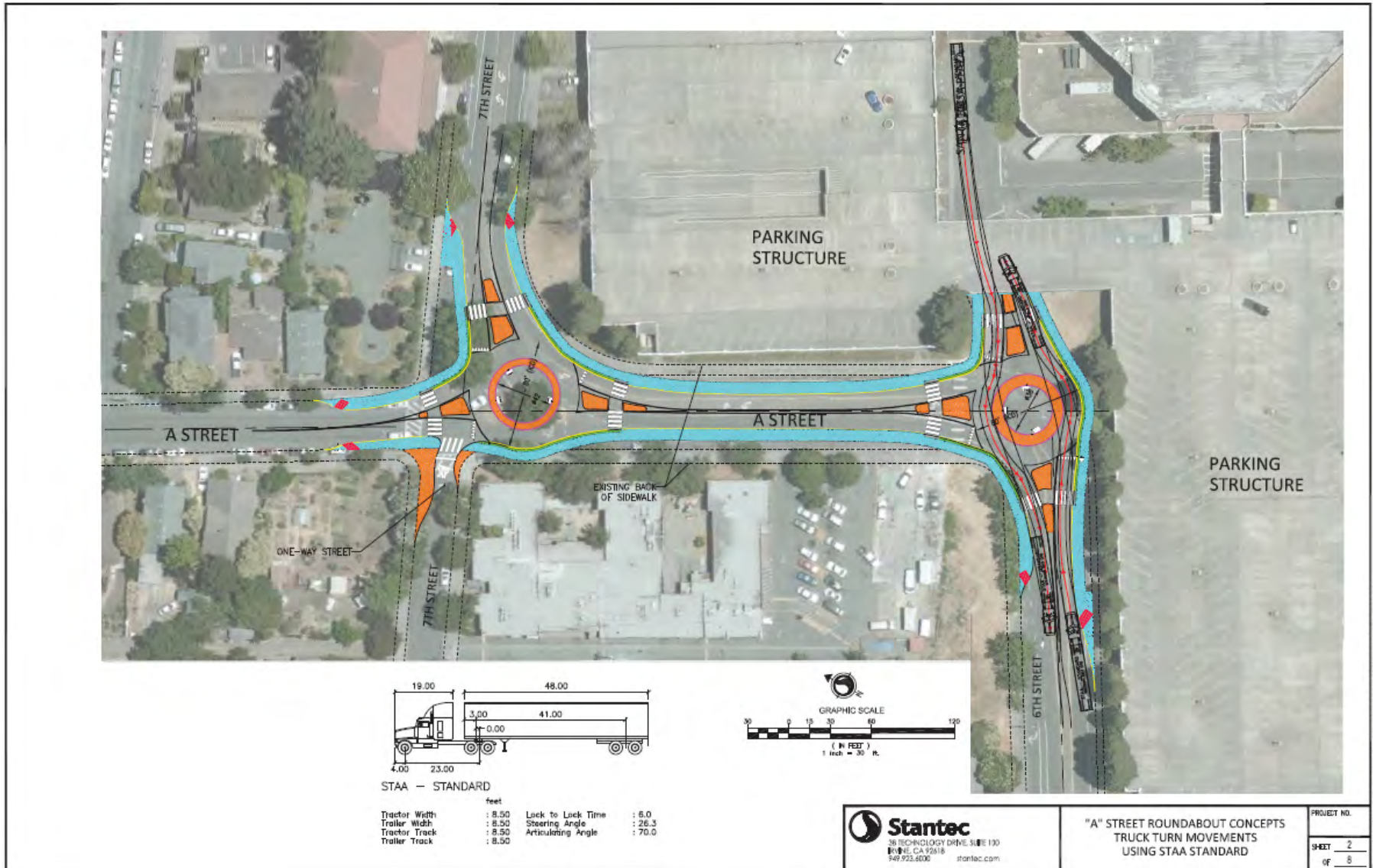
Figure 2-7: A Street 80-foot Roundabout Concepts with One-Way Street on 7th Street



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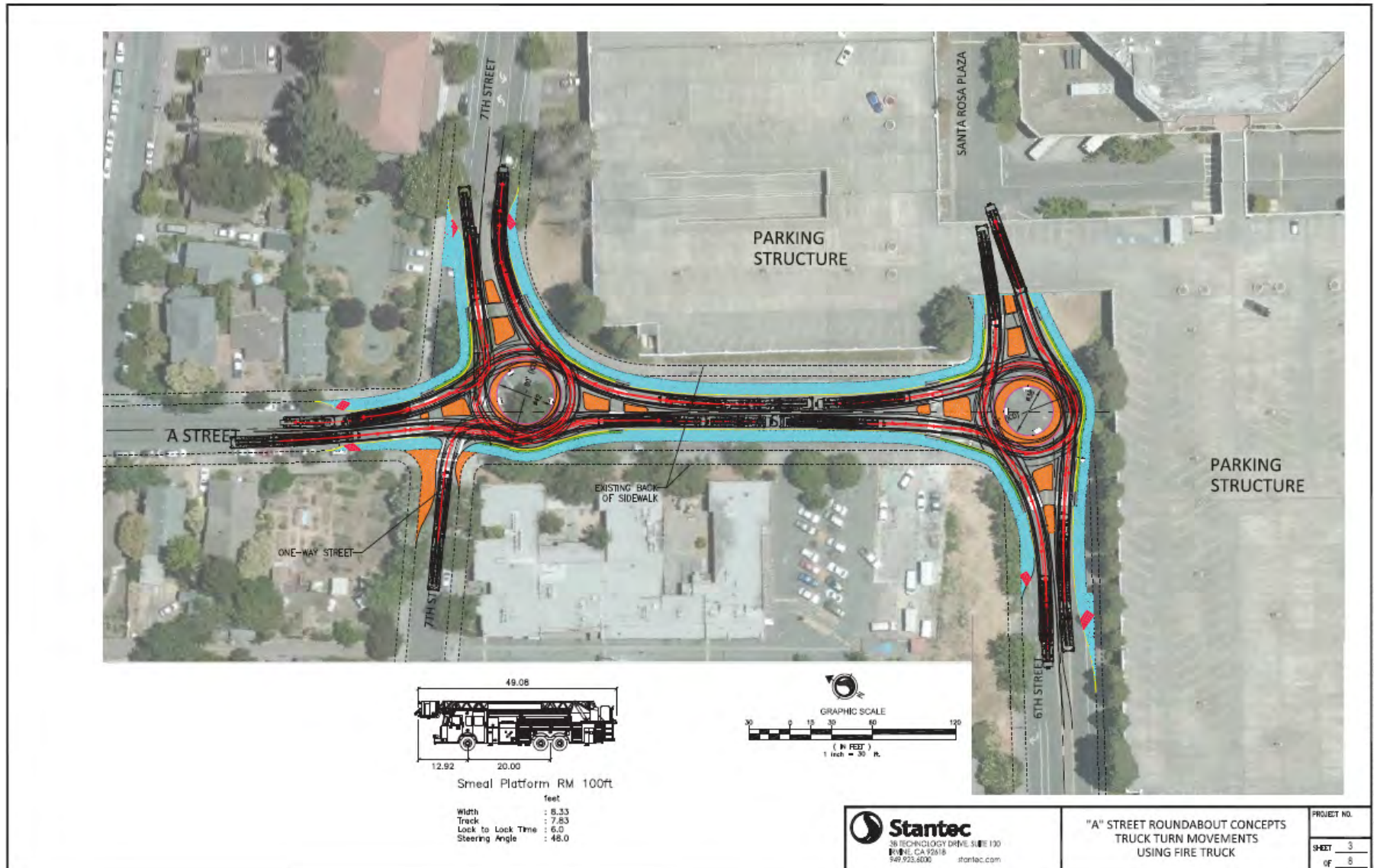
Figure 2-8: A Street 80-foot Roundabout Concepts with One-Way Street on 7th Street – Truck Access



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Figure 2-9: A Street 80-foot Roundabout Concepts with One-Way Street on 7th Street – Fire Truck Access



01/20/2018 09:58 AM - 01/20/2018 09:58 AM - 01/20/2018 09:58 AM - 01/20/2018 09:58 AM - 01/20/2018 09:58 AM



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Table 2-10: 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 Specific Plan | 0 | 0 | Yes |
| Caritas Homes | Studio/one-bedroom unit – one space per unit | 108 | 54 | No (project includes a parking reduction) |
| | Two or more bedroom – two spaces per unit | 20 | | No (project includes a parking reduction) |

2.1.14 Aesthetics and Design

The project would be designed to be compatible with the surrounding land uses. Materials most likely to be used are a combination of stucco, cement panels, ceramic tiles, metal panels, and wood. Cement board lapped siding in combination with stucco may be used along the residential edge of 7th Street. All street frontages of Caritas Homes (Morgan, 7th, and A streets) are lined with covered residential patios facing the streets. Street-facing patios would include wood details on the railings and exposed beams and rafters in their roofs so that dwelling units are compatible with nearby residential buildings. The design and architectural elements for each street are discussed below.

A Street

Approximately one-half of the length of the A Street frontage is lined with housing. Proposed housing along this street would be punctuated by living room bays looking out into the public realm for community visibility, and building heights would generally be three to four stories (stepping down at the northeast corner of the intersection with 7th Street to avoid detracting from the nearby historical residential neighborhood, which is part of the St. Rose Historic District). Ground-floor units would be framed with small private patios. The southern one-half of the A Street frontage will accommodate a gated entry to the Caritas Center parking lot and structure.

Morgan Street

The project would include trees along the east side of Morgan Street, and the building height would be between two and four stories. Similar to A Street, the four-story residential building would have bay windows to support a variety of scales. The building height would decrease to two stories near the intersection with 7th Street to be compatible with the adjacent residential neighborhood. The exterior of the



building would be a combination of stucco, cement board panels and siding, wood soffits below bay windows, and wood siding.

6th Street

This three-story primary façade of the Caritas Center would be divided into eastern and western sections, flanking the primary lobby entrance at the center. Glare at night would be reduced by projecting shading devices. The western wing would have expansive windows lined with shading devices and would be fronted by raised exterior planters. The eastern section of the façade would have exterior materials of stucco and cement panels, with bays and operable windows providing a more residential scale. The Navigation Center entrance would be located along the western edge of 6th Street.

7th Street

The residential units along 7th Street would be two stories and would have individual patios to be compatible with the adjacent residential neighborhood. Additionally, the buildings would have pitched roofs, patios, and smaller window proportions so the project reflects the smaller scale of the adjacent neighborhood. At the corner of A Street and at the mid-block opening, the building would step up to three stories. Lobbies for both Caritas Homes buildings access the mid-block mews and frame the pedestrian entrance to the residences.

2.1.15 Alternative Transportation

The project site would be served by CityBus Routes 1, 2B, and 10, with multiple bus stops 0.1, 0.2, and 0.25 mile from the project site. Routes 1 and 2 operate on a 15-minute schedule and Route 10 operates on a 10-minute schedule. The project site is also located within 0.25 mile of the Sonoma-Marín Area Rail Transit (SMART) Station in Railroad Square and 0.30 mile from the Second Street Transit Mall (City 2018). The Caritas Center would provide a minimum of 18 bicycle parking spaces, while the Caritas Homes would provide an interior bicycle room for up to 128 long-term bicycle spaces and four outdoor bicycle parking spaces.

2.1.16 Sustainability

The project would be transit-oriented because of its proximity to the SMART Station and the Transit Mall, with minimal reliance on vehicles and individual vehicle ownership. The project would also include ample space and equipment for secured bicycle parking.

Caritas Homes and Caritas Center intend to provide onsite energy generation using photovoltaic solar panels; however, the size and quantity would be dependent upon available funding opportunities. The project would be built to comply with Title 24 standards to be “solar-ready” with appropriate roof strength and installed conduit. Indoor air quality strategies would be a focused portion of the sustainability approach. The site design and mechanical systems would ensure healthy indoor air quality within all homes and would limit exposure to noise and toxic air contaminants from the adjacent freeway. Individual units and living spaces would be provided with mechanically filtered fresh air, with active filtration of fine particles, and would be fitted with zero- or low-VOC finish materials. Similarly, units near freeway noise sources would have augmented exterior wall assemblies and windows with high Sound Transmission Class ratings to ensure a comfortable living environment.



2.1.17 Utilities

The City currently provides water, sewer, and utility service to the project site and would continue to do so.

Water Supply

The project site is currently served by two 12-inch waterlines located at A Street and 6th Street, a 4-inch waterline located at Morgan Street, and a 6-inch waterline located at 7th Street. The 4-inch water line on Morgan Street would be abandoned, and a new 8-inch water line would be installed.

Stormwater

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 6th Street. The project would create 2-acres of new impervious surface. The project would include a new 18-inch public storm drain on Morgan Street which would be designed in accordance with the City's storm drain standards.

Wastewater

The project site is currently served by a 6-inch and 15-inch sewer line located on A Street, a 6-inch sewer line on Morgan Street, and an 8-inch sewer line located at 7th Street. No improvements are anticipated for the sewer lines. The 6-inch line along Morgan Street would be abandoned as part of this project.

Electricity

The project site receives electrical service from Pacific Gas & Electric. Current usage for the existing facilities on the site are 187,479 kilowatt hours (kWh) of electricity per year and 7,410 therms of natural gas per year. Section 3.10, Energy, contains detailed information on the project's energy usage.

2.1.18 Emergency Generator

The project includes one diesel-powered emergency generator for Caritas Center. The generator would be located in the southeast corner of the parking lot for Caritas Center. The unit output shall be a minimum of 300 kilowatts (kW). The generator will be under scheduled maintenance per National Fire Protection Association (NFPA) requirements and have a fuel capacity sufficient to run for 48 continuous hours. The maximum annual operation is 50 hours per year under current BAAQMD permits. The exact manufacturer is unknown at this time, but the generator model will be 2019 or later, which would correspond to a Tier 4 Final Engine, with the lowest emissions of oxides of nitrogen and particulate matter. The generator's height would not exceed 78 inches.

2.2 PROJECT CONSTRUCTION

2.2.1 Schedule

The Caritas Village would be built in three phases: Caritas Homes Phase 1 (on Morgan Street), Caritas Center, and Caritas Homes Phase 2 (on A Street). Tables 2-11 through 2-13 show the anticipated schedule based on the assumption that the construction would begin in 2020. For Caritas Homes, the



construction schedule is the same for each phase, but sequential. Caritas Homes Phase 1 and Phase 2 are identical except for the start date. It is anticipated that ancillary improvements would occur concurrently with the construction of the facilities. Any additional construction equipment for the improvements is accounted for in each construction phase.

Table 2-11: Caritas Homes Phase 1 Construction Schedule

| Task | Start Date | End Date | Workdays |
|-----------------------|------------|-----------|----------|
| Demolition | 3/23/2020 | 4/14/2020 | 20 |
| Site Preparation | 4/15/2020 | 4/20/2020 | 5 |
| Grading | 4/21/2020 | 5/1/2020 | 10 |
| Building Construction | 5/2/2020 | 3/1/2021 | 260 |
| Paving | 3/2/2021 | 3/12/2021 | 10 |
| Architectural Coating | 3/13/2021 | 3/24/2021 | 10 |

Table 2-12: Caritas Center Construction Schedule

| Task | Start Date | End Date | Workdays |
|-----------------------|------------|-----------|----------|
| Demolition | 5/18/2020 | 6/9/2020 | 20 |
| Site Preparation | 6/10/2020 | 6/20/2020 | 10 |
| Grading | 6/21/2020 | 7/2/2020 | 10 |
| Building Construction | 7/3/2020 | 7/22/2021 | 330 |
| Paving | 7/23/2021 | 8/12/2021 | 18 |
| Architectural Coating | 8/13/2021 | 9/2/2021 | 18 |

Table 2-13: Caritas Homes Phase 2 Construction Schedule

| Task | Start Date | End Date | Workdays |
|-----------------------|------------|-----------|----------|
| Demolition | 2/1/2022 | 2/23/2022 | 20 |
| Site Preparation | 2/24/2022 | 3/1/2022 | 5 |
| Grading | 3/2/2022 | 3/12/2022 | 10 |
| Building Construction | 3/13/2022 | 1/10/2023 | 260 |
| Paving | 1/11/2023 | 1/21/2023 | 10 |
| Architectural Coating | 1/22/2023 | 2/2/2023 | 10 |

Project construction and grading activities would be consistent with the City's Municipal Code and the project would be conditioned to limit construction hours to between 7 AM and 7 PM, Monday through Friday, and between 9 AM and 5 PM on Saturday. Project construction and grading activities would not occur on Sundays or federal holidays.

2.2.2 Access and Staging

Workers would access the project site from city streets and Highway 101. Materials would typically be stored onsite in the future parking lot areas. However, flooring and photovoltaic panels may be stored offsite.



The construction work is anticipated to occur as far as the centerlines of A, 6th, and 7th streets and as close as 5 feet from the west curb along Morgan Street (both along the larger block and the two lots northeast of the larger block). Furthermore, improvements are being proposed in the road right-of-way within these three streets 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.

2.2.3 Construction Equipment and Workers

Construction equipment anticipated onsite is listed in Table 2-14. No pile driving is proposed. Rammed aggregate piers would be used to reinforce the soils onsite for all the structures. Construction workers for each housing phase and Caritas Center would fluctuate between 25 and 100 workers per day, with an average of 50 workers per day.

Table 2-14: Proposed Construction Equipment

| Phase Name | Off-Road Equipment Type |
|-----------------------|---------------------------|
| Demolition | Concrete/industrial saws |
| | Excavators |
| | Rubber tired dozers |
| | Tractors/loaders/backhoes |
| Site Preparation | Graders |
| | Tractors/loaders/backhoes |
| Grading | Excavators |
| | Concrete/industrial saws |
| | Graders |
| | Rubber tired dozers |
| | Tractors/loaders/backhoes |
| Building Construction | Cranes |
| | Forklifts |
| | Tractors/loaders/backhoes |
| Paving | Cement and mortar mixers |



Project Description

| Phase Name | Off-Road Equipment Type |
|----------------------------------|---------------------------|
| | Paving equipment |
| | Pavers |
| | Rollers |
| | Tractors/loaders/backhoes |
| Architectural Coating (Painting) | Air compressors |

2.2.4 Grading and Demolition

The project would create approximately 2 acres of new or reconstructed impervious surface. Pervious surfaces would include landscape planters and vegetated stormwater planting. Soil would be exported to construct the at-grade entrances, ground-floor parking, and foundations of buildings. However, the amount of earthwork (cut/fill) would ultimately depend on the geotechnical engineer's assessment of the underlying soils, their recommendations for over-excavation/re-compaction, and the structural engineers' recommendations for the structural section and footings beneath the buildings. It is anticipated that the upper 3 feet of material would be over-excavated and re-compacted, then approximately 12,000 cubic yards of material would be moved. If the upper 1-foot of material is exported, then this would equate to approximately 4,000 cubic yards of material. This estimate does not include depth of disturbances for excavation, grading, and foundations. Soil fill is not anticipated unless it is needed to mitigate existing soil that the geotechnical engineer deems unsuitable for construction.

2.2.5 Lighting and Security

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. During construction, security lighting would be the same for all phases. From commencement through foundation, video with remote monitoring and live audio capability would be installed. 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 light-emitting diode (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.



2.3 PROJECT OBJECTIVES AND REQUIRED PROJECT APPROVALS

2.3.1 Objectives

City Objectives and Goals

The overarching goal of the proposed project is the 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 Specific Plan. A primary objective of this Specific Plan is to increase the number of residents and employees within walking distance of the proposed SMART site through the intensification of land uses in the Plan Area.

Applicants Objectives and Goals

Catholic Charities and Burbank Housing have the following project objectives:

1. Construct new affordable housing and expanded homeless services predominately on land already owned by Catholic Charities.
2. Continue to provide homeless and family support services at their existing location because the purchase funding for these parcels requires these services to be on-going.
3. Continue to provide homeless and family support services at their existing location because this is a known and familiar location for them. These services have been offered here since 1989, and the public is familiar with and expects these services to be offered at this location. Preserving homeless services at this location is of particular importance to maintain participant enrollment and for continuity of services, and ease of use by Catholic Charities' clients.
4. 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.
5. Provide onsite support services for residents of Caritas Homes.
6. Help as many people as practicable by developing the project site to the highest residential density allowed by the City's General Plan.
7. 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.
8. Reduce vehicle miles traveled by siting affordable rental housing at sites that can be developed with high densities near public transportation to reduce greenhouse gas emissions.

2.3.2 Approvals

The project requires the following approvals from the City:

- General Plan Amendment
- Specific Plan Amendment – extend Courthouse Square Sub-Area



Project Description

- Specific Plan Amendment – specify 80-foot diameter roundabouts at 6th and A Street and 7th and A Street intersections
- Rezoning of all parcels to TV-M zoning district
- Parcel Map creating three parcels
- CUP to authorize emergency shelter and transitional housing
- Density Bonus with three concessions:
 1. Removing development standard requiring 6-foot building step back for levels above the third floor
 2. Remove the restriction of parking provided within 20 feet of the frontage
 3. Remove the requirement for 80 percent of the street frontage to be located on the property line
- Parking Reduction for Caritas Homes
- Housing Allocation Plan building height concession
- Design review
- Sign Permit
- Right-of-Way Abandonment
- Tree Removal Permit
- Landmark Alteration Permit(s)
- Request for Reserve A Allotments

