

Caritas Village

City Council

March 3, 2020

Kristinae Toomians
Senior Planner
Planning and Economic Development

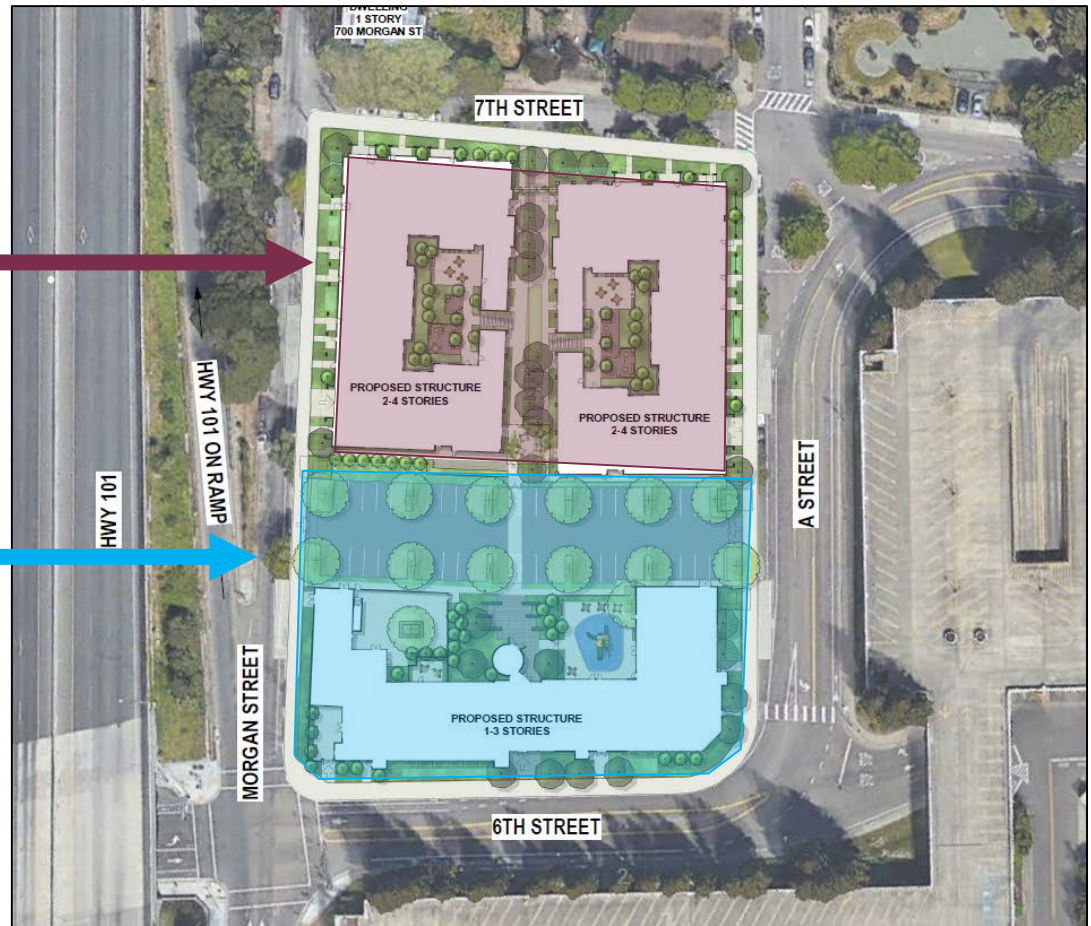
Caritas Village

- 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



Redevelopment of a city block for:

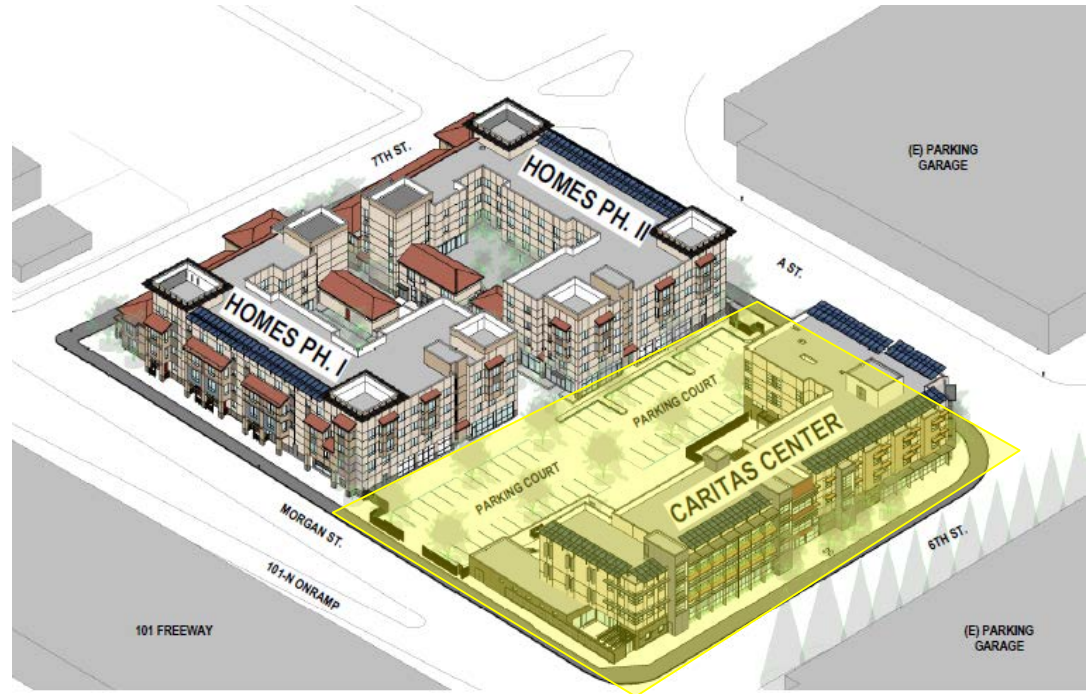
- A 126-unit affordable housing development (Caritas Homes) to be operated by Burbank Housing.
- A comprehensive family and homeless support services facility (Caritas Center) to be operated by Catholic Charities.



Caritas Center

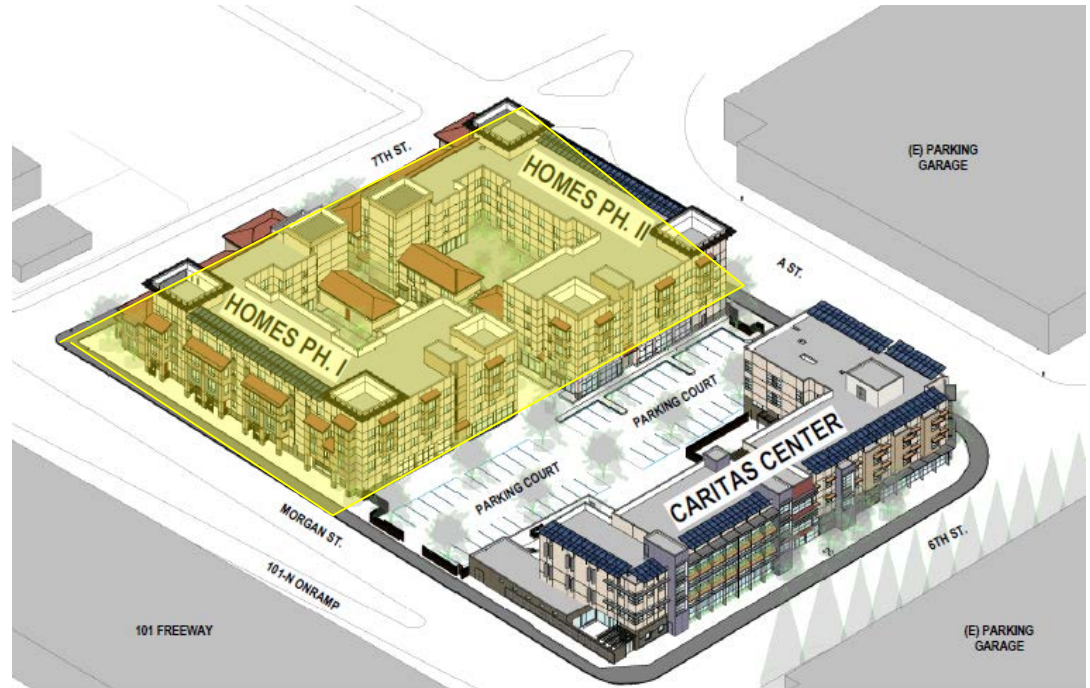
The Caritas Center would centralize services and programs currently located on the site by consolidating them into a single, comprehensive homeless support services facility totaling approximately 46,587-sqft, and three stories in height.

- Expand its emergency family housing
- Accommodate Nightingale Program participants
- Expand the Transitional Residency Program



Caritas Homes

- Caritas Homes would provide up to 126 permanent affordable housing units plus two units for onsite managers.
- 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.



- On March 21, 2018, the City held a pre-application neighborhood meeting to introduce the proposed project.
- 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, color Notice of Application to property owners within 1,000 feet (pre-dating current postcard notices).

- 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.
 - Notice was published in the Press Democrat.
 - A 45-day public review period started on November 15, 2019 and concluded on December 30, 2019.

Planning Commission - February 27, 2020

- Notices were mailed to all property owners and tenants within 1,000-feet of the project site.
 - Onsite signs were installed on each street frontage of the project site (4 signs)
 - Notice in Press Democrat

City Council Meeting – March 3, 2020

- Notices were mailed to all property owners and tenants within 1,000-feet of the project site.
 - Onsite signs were installed on each street frontage of the project site (4 signs)
 - Notice in Press Democrat

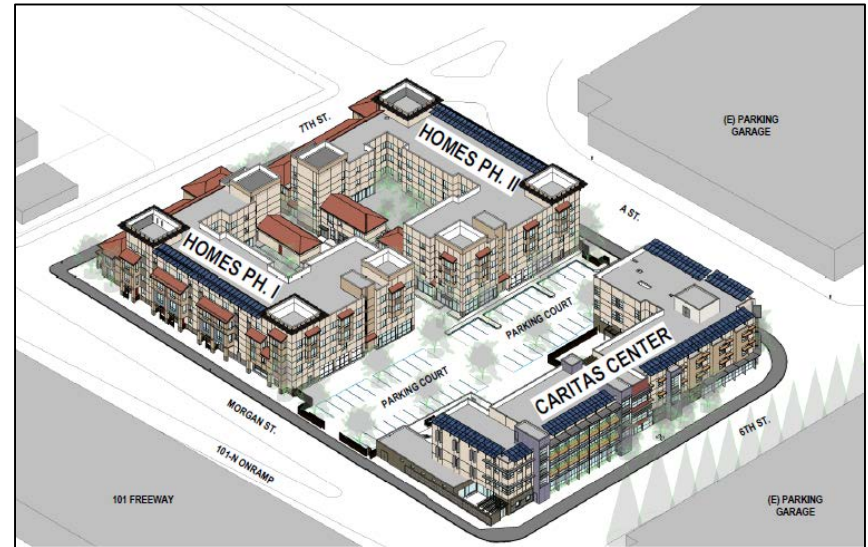
Requested Land Use Entitlements

- General Plan Amendment
- Specific Plan Amendment
- Rezoning
- Tentative Parcel Map
- Minor Conditional Use Permit

Future Required Actions

Joint Meeting with the Design Review Board (DRB) and Cultural Heritage Board (CHB)

- CHB will review Major Landmark Alteration Permit for demolition and new construction within the St. Rose Historic District
- DRB will review the Major Design Review Permit for new construction within the Downtown area, along with:
 - Density Bonus Concessions
 - Housing Allocation Plan Concession
 - Parking Reduction



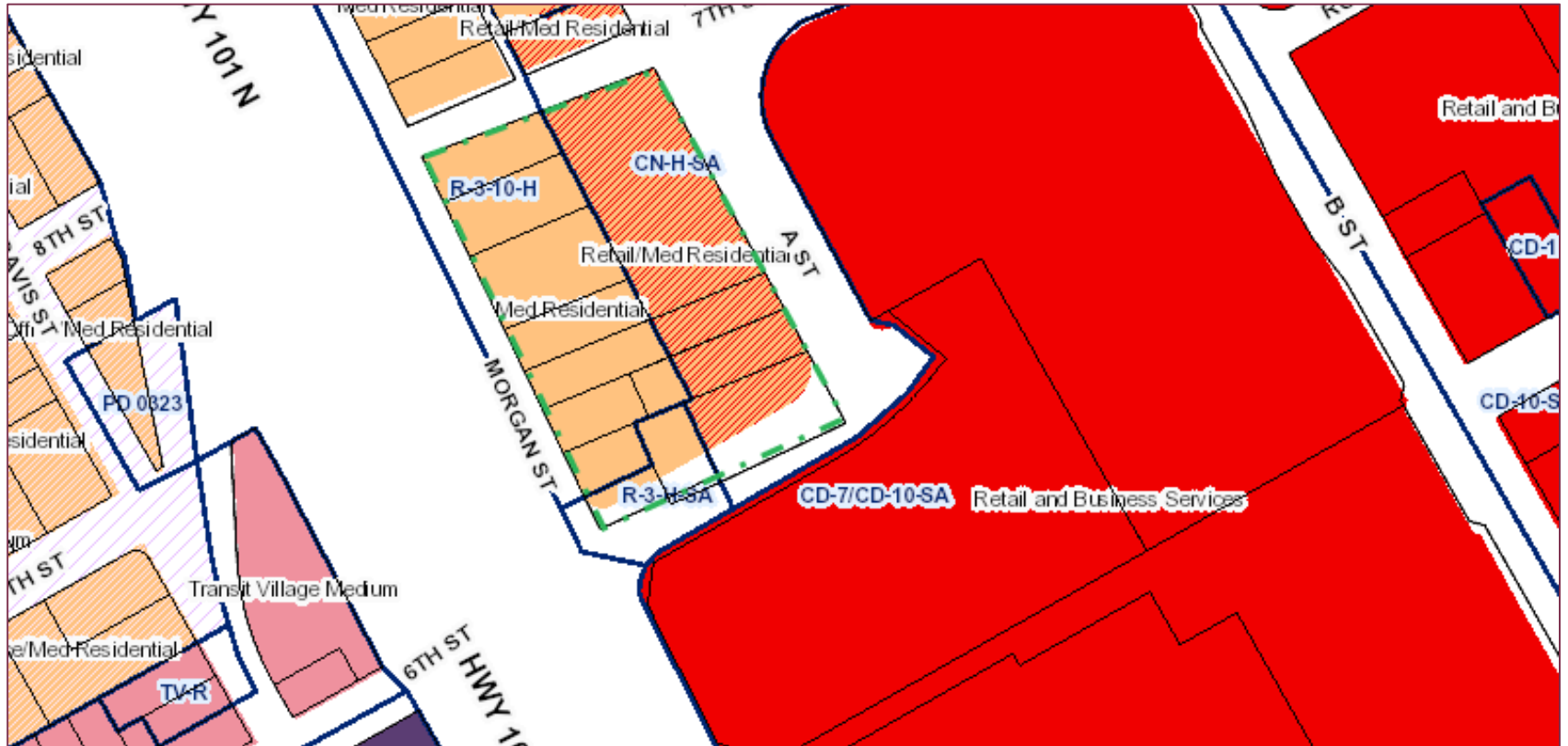
- Notices will be mailed to all property owners and tenants within 1,000-feet of the project site.
 - Onsite signs were installed on each street frontage of the project site (4 signs)
 - Notice in Press Democrat

Future Required Actions - Conveyance

- On February 24, 2020 the Housing Authority took action approving conveyance of four parcels located on 6th Street between “A” Street and Morgan Street to the City.
- The City Council will be asked to approve acceptance of the Remnant Parcels, reservation of the right-of-way and transfer of the remaining land to Catholic Charities for the development of affordable housing in compliance with Government Code Section 54222 that the property first be offered as a location for low- and moderate-income housing.

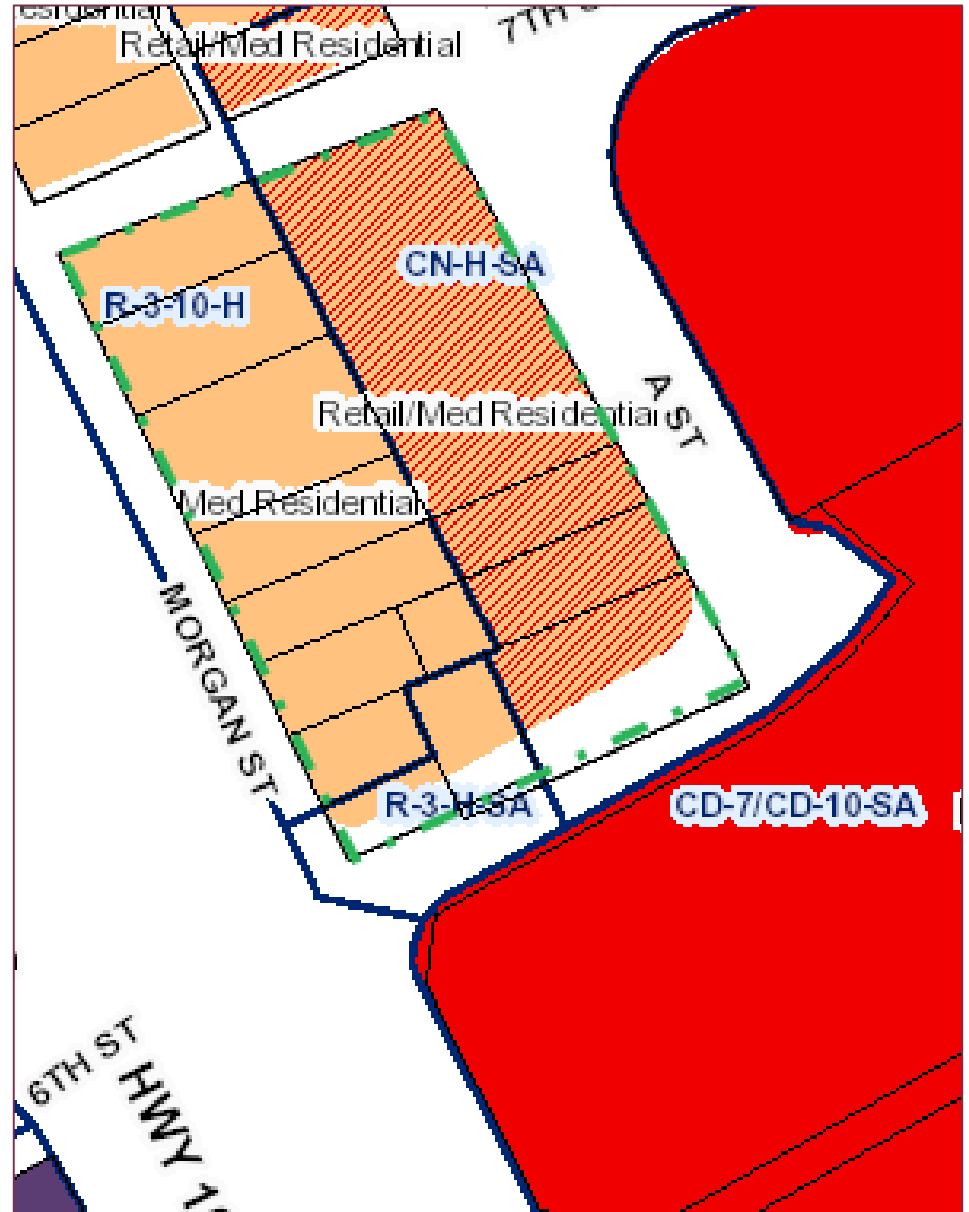


Caritas Village General Plan Amendment



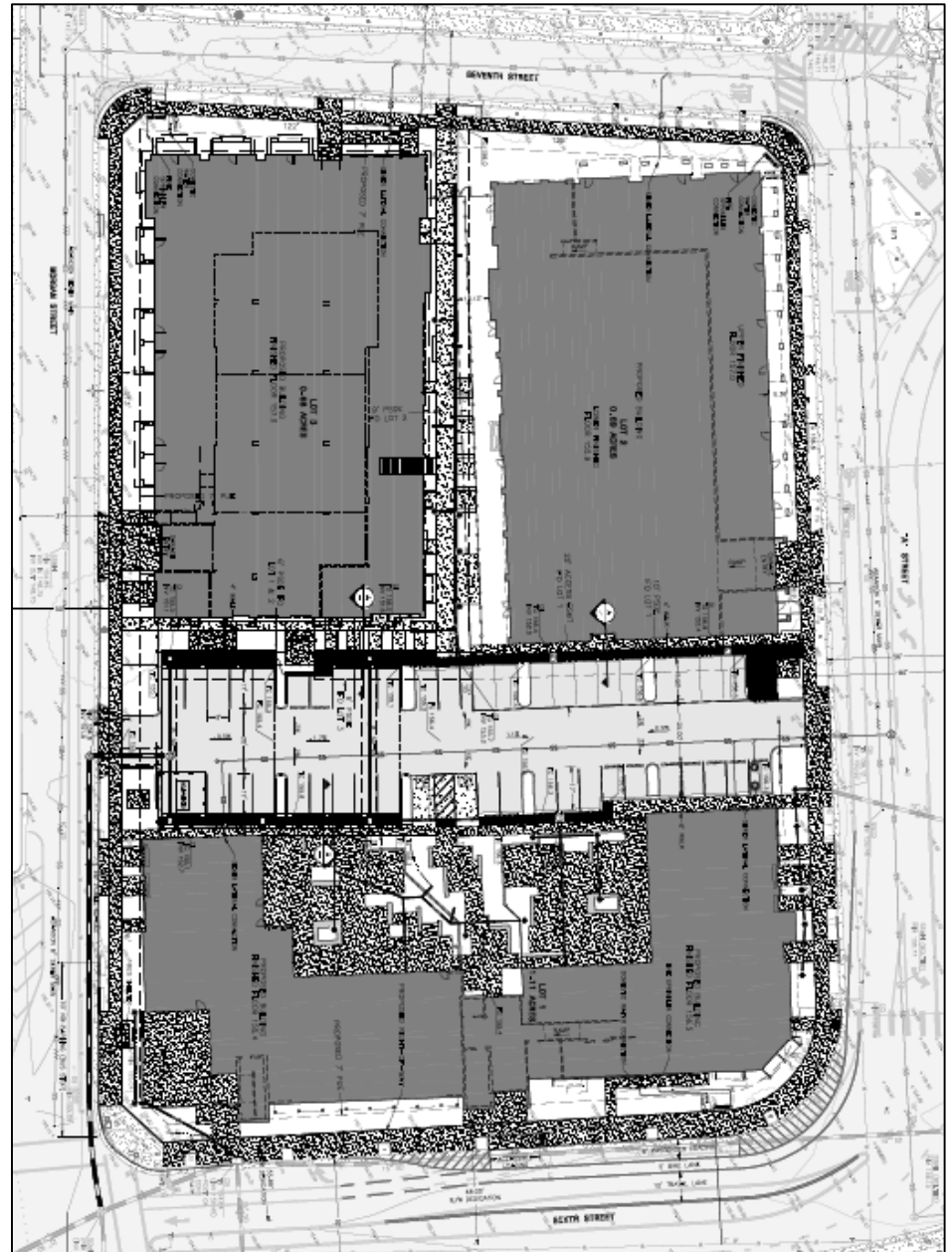
Proposed Density

- Transit Village Mixed Use – Housing densities shall be a minimum of 40.0 units per acre; there is no maximum density requirement for this designation.



Proposed Density

- As part of the project, the applicant proposes a Tentative Parcel Map to reconfigure the 2.78-acre project site, and subdivide the underlying lots into three parcels.
- The two proposed residential structures, each with 63 units, will be constructed on a 0.69-acre lot and a 0.68-acre lot.
 - This will result in a density of 91.3-du/ac and 92.64-du/ac.
- Transit Village Mixed Use is the only General Plan designation that would allow for this proposed density.



1. Why do you want the General Plan changed?

The current General Plan limits the allowable density on the site. The project site benefits from proximity to multi-modal transportation, and promotes several General Plan goals and policies to encourage dense, pedestrian oriented development in the Downtown Area.

2. What changes or events have occurred or what new evidence has arisen since the General Plan was adopted which now warrant a change?

The Downtown Station Area Specific Plan (adopted 2007) projected that the following residential development would be constructed in the Plan area by 2027:

- 3,409 new residential units
- Halfway through the planning period, the following have been realized:
 - 100 residential units developed, with an additional 275 units approved (not yet constructed)

3. Have detailed neighborhood plans or other studies revealed the need for a General Plan Amendment?

Council Priorities:

1. Recovery/rebuild
2. Comprehensive housing strategy
3. Open Government Task Force recommendations
4. Downtown housing
5. Homelessness

Tier 1 City Council Goal

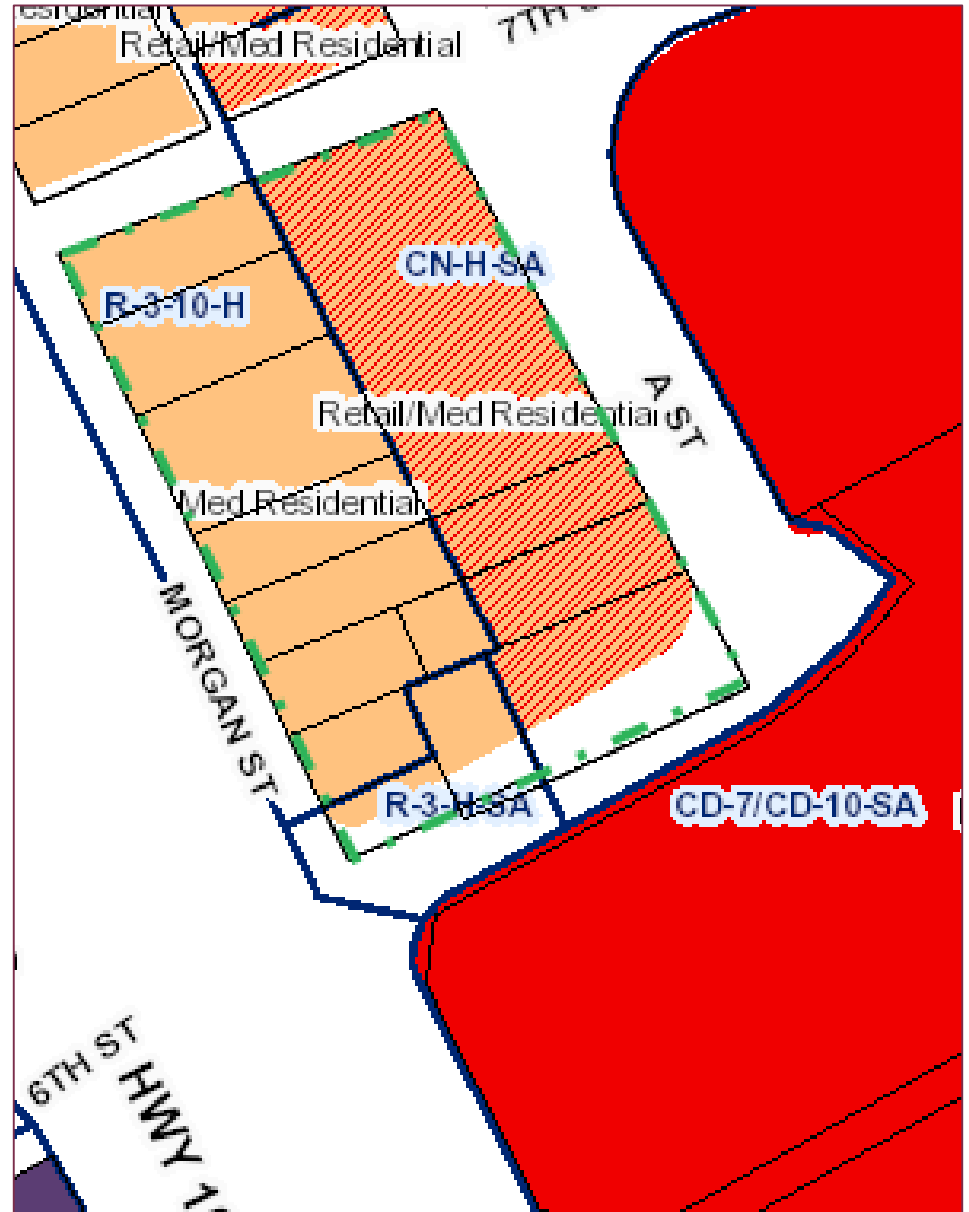
- The goal for the city is to bring a mix of affordable- to market-level transit-oriented housing to support the needs of many city residents.
- Affordable housing is of particular interest to the City of Santa Rosa.
- In addition to housing, the city is looking to meet the needs of green and sustainable living. It has identified the need to make these changes to increase walkability, reduce greenhouse gases, create a better quality of life and increase foot traffic to local businesses.

4. Describe the effect the proposed change will have on the surrounding uses. Describe how the proposed change will affect achievement of the General Plan in this and the surrounding area.

- 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 proposed General Plan Amendment will promote higher density residential development currently bordered on two sides by a three-story mall parking garage, and a tall freeway sound wall.
- The –H District would maintain additional design review for any new construction within a Historic Preservation District.

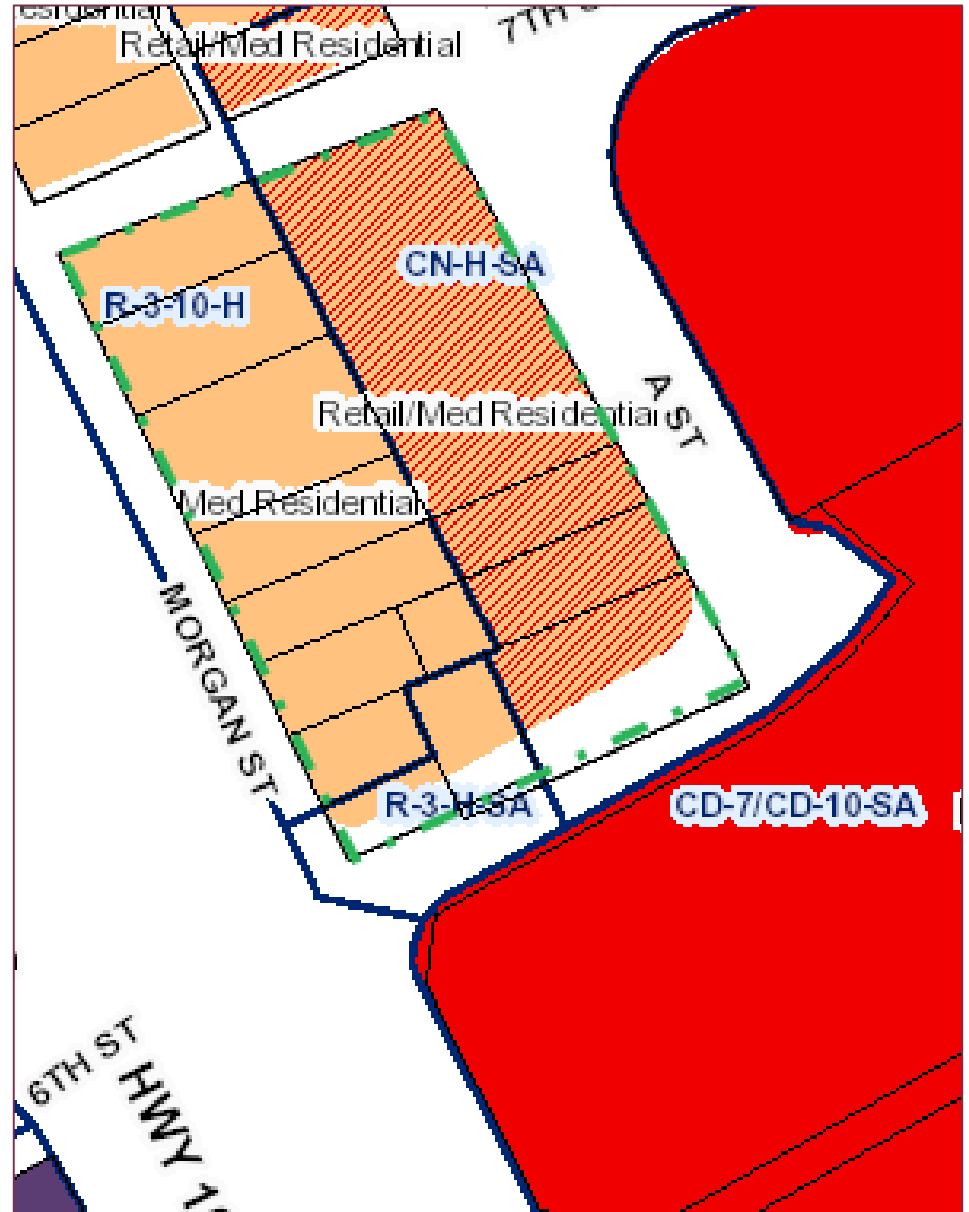
Rezoning

- The parcels along Morgan Street are zoned Multi-Family Residential (R-3-10-H), and the parcels along A Street are zoned Neighborhood Commercial (CN-H-SA).
- The proposed project would rezone the project site to TV-M-H-SA to allow for the proposed multi-family dwelling units.



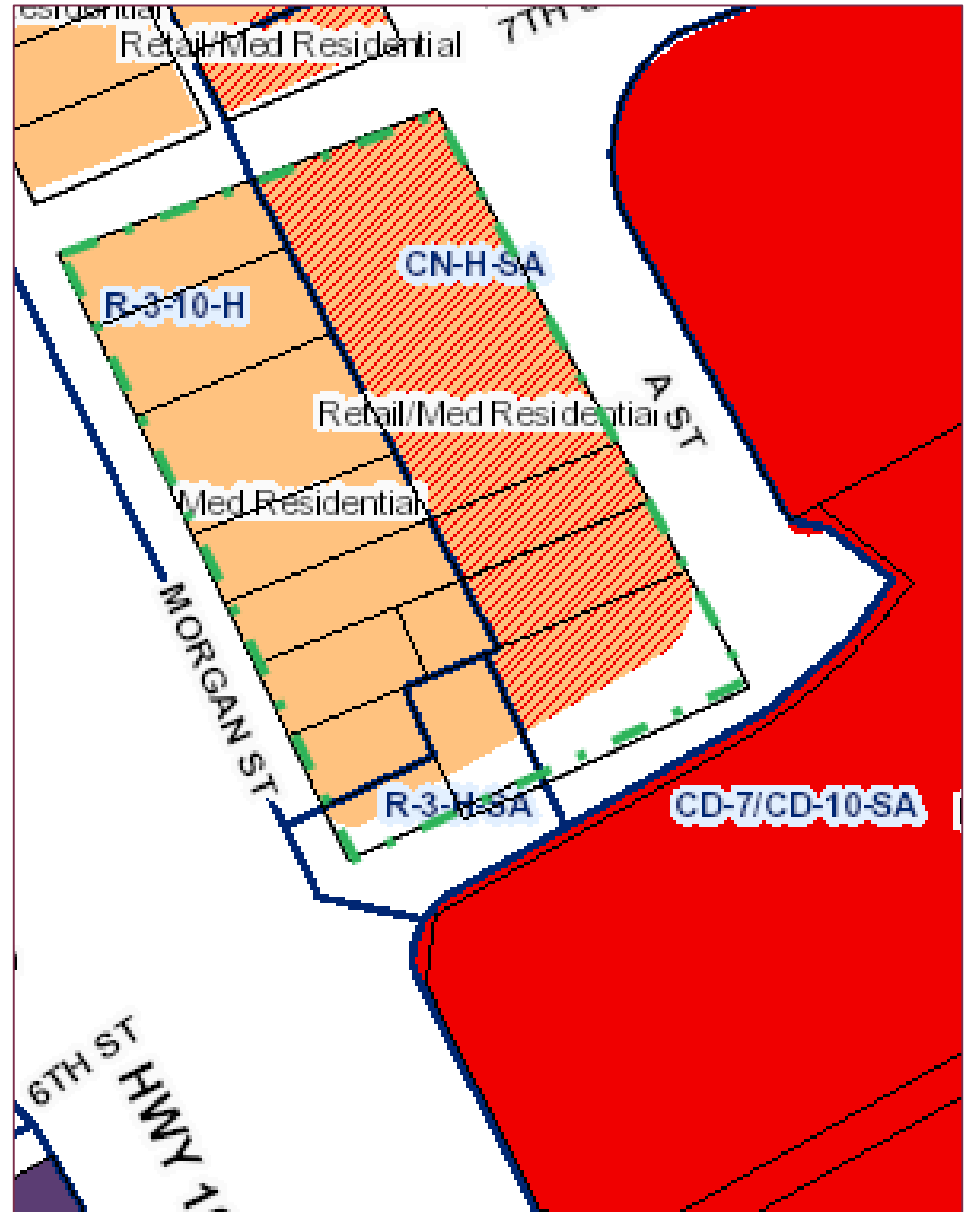
Rezoning

- 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.



Rezoning

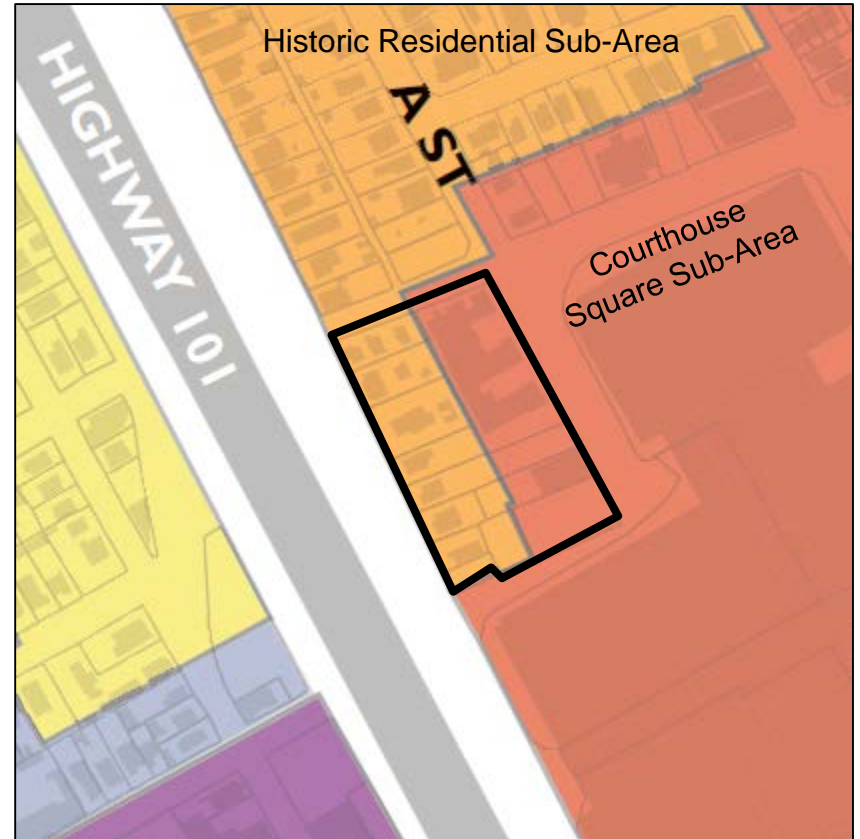
- The entire project site is also within the Historic Combining District (-H) and is within the St. Rose Historic Preservation District.
- In addition, the parcels along A Street are within the Station Area Combining District (-SA) for the Downtown Station Area Specific Plan.
 - The Station Area Combining District is intended to enhance and reinforce distinctive characteristics within the Downtown Station Area Specific Plan area and create environments that are comfortable for pedestrians.



- The TV-M Zoning District is consistent with the Transit Village Mixed Use land use classification of the General Plan. The TV-M Zoning District requires that all new development within this area 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.
- 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.

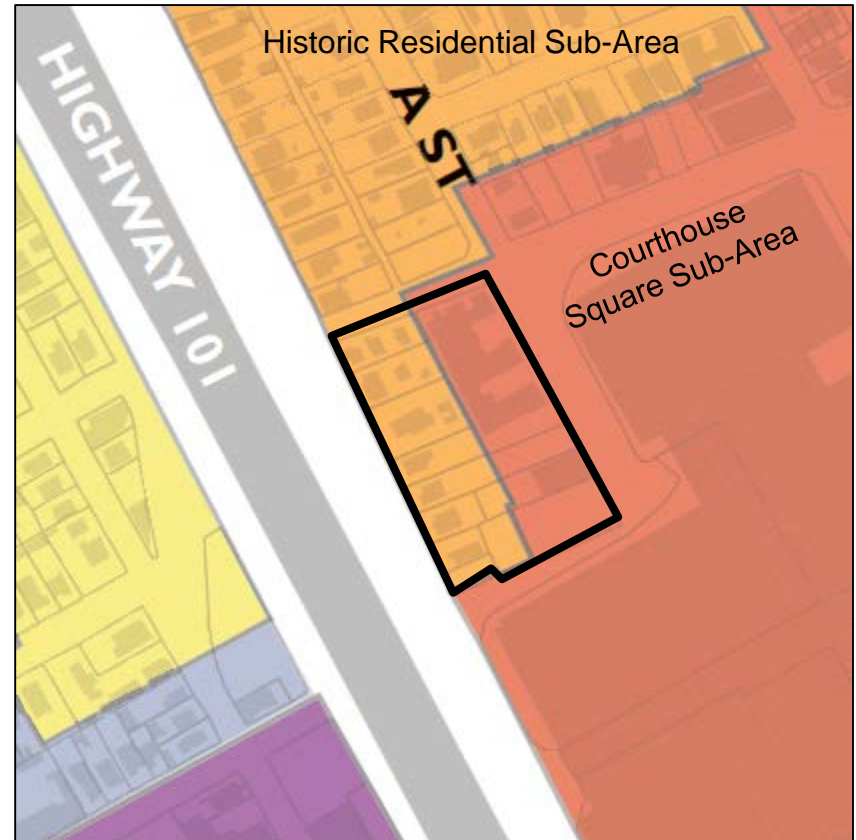
Downtown Station Area Specific Plan Amendments

- The project site is within the City's Downtown Station Area Specific Plan
 - The parcels along Morgan Street are within the Downtown Station Area Specific Plan's Historic Residential Sub-Area
 - The parcels along A Street are within the Downtown Station Area Specific Plan's Courthouse Square Sub-Area.



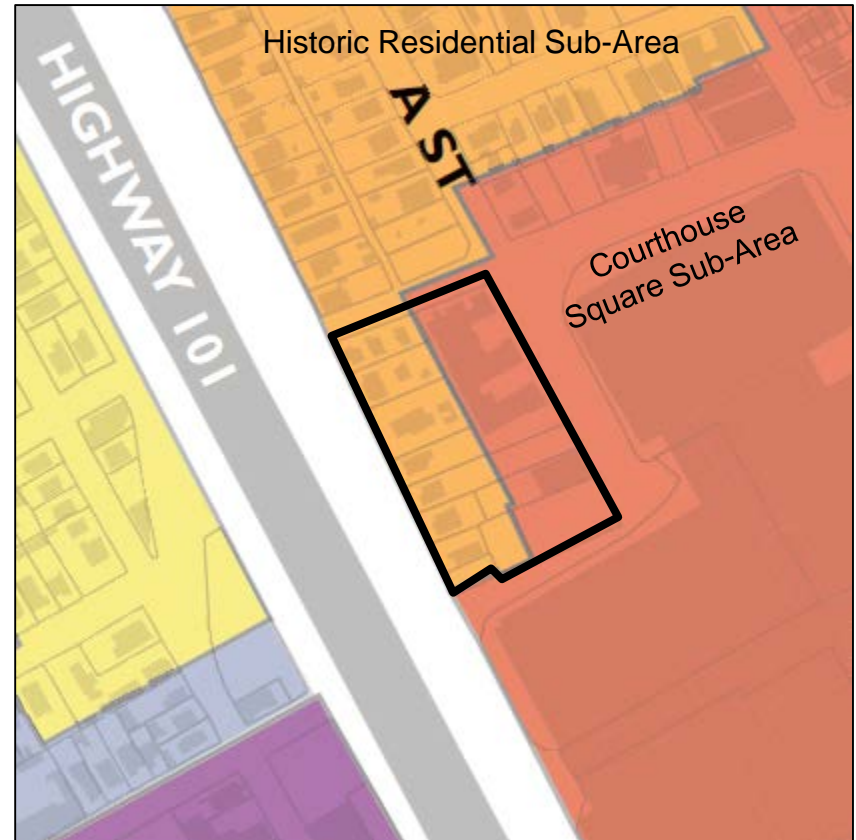
Downtown Station Area Specific Plan Amendments

- 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 Historic Residential Sub-Area consists of four historic preservation districts. The project site is within the St. Rose Historic District. The Downtown Station Area Specific Plan envisions the maintenance and enhancement of the existing residential character of the Historic Residential Sub-Area.



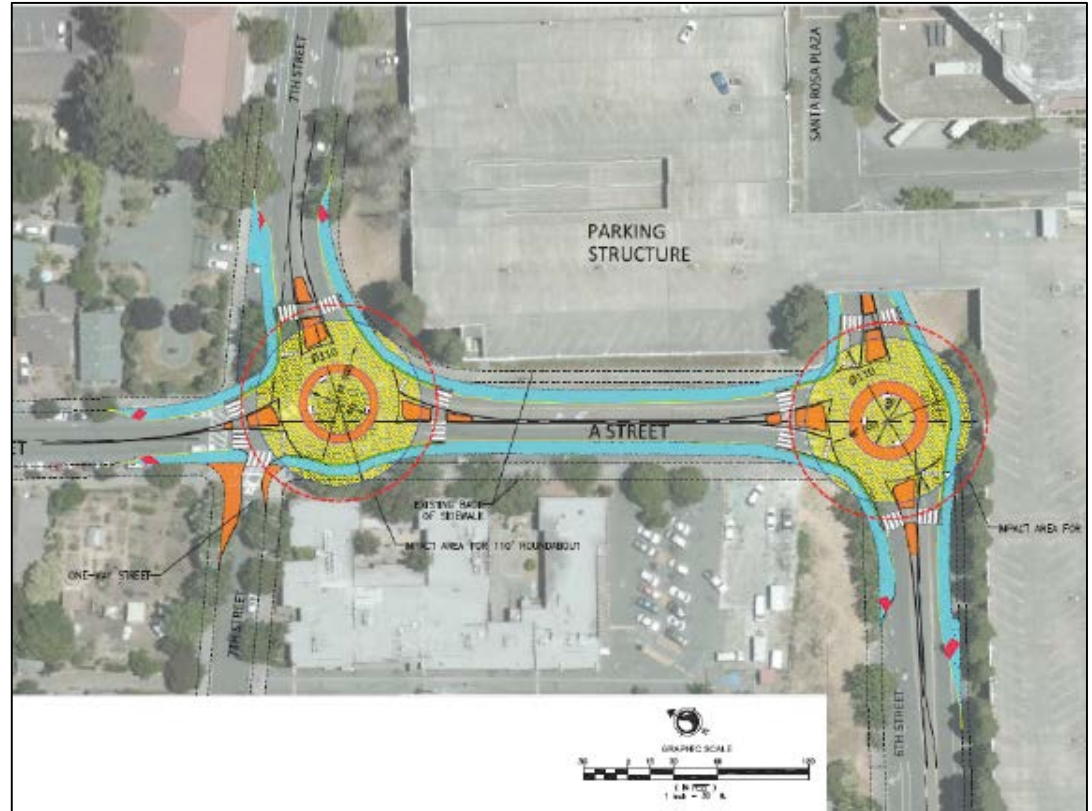
Downtown Station Area Specific Plan Amendments

- The proposed project, which will range from 2-stories to 4-stories, would require a Specific Plan Amendment to include the parcels along Morgan Street within the Courthouse Square Sub-Area, since the density and height of new development within the Historic Residential Sub-Areas is three stories.



Downtown Station Area Specific Plan

- The Downtown Station Area Specific Plan includes the provision of roundabouts at the intersections of 7th Street and A Street, and 6th Street and A Street.
- The proposed project includes the modification of the Downtown Station Area Specific Plan to include the roundabouts at a specified 80-foot diameter.



- Per City Code, a Conceptual Design Review is required for projects within the Historic (-H) Combining District.

CHB-DRB Conceptual Design Review

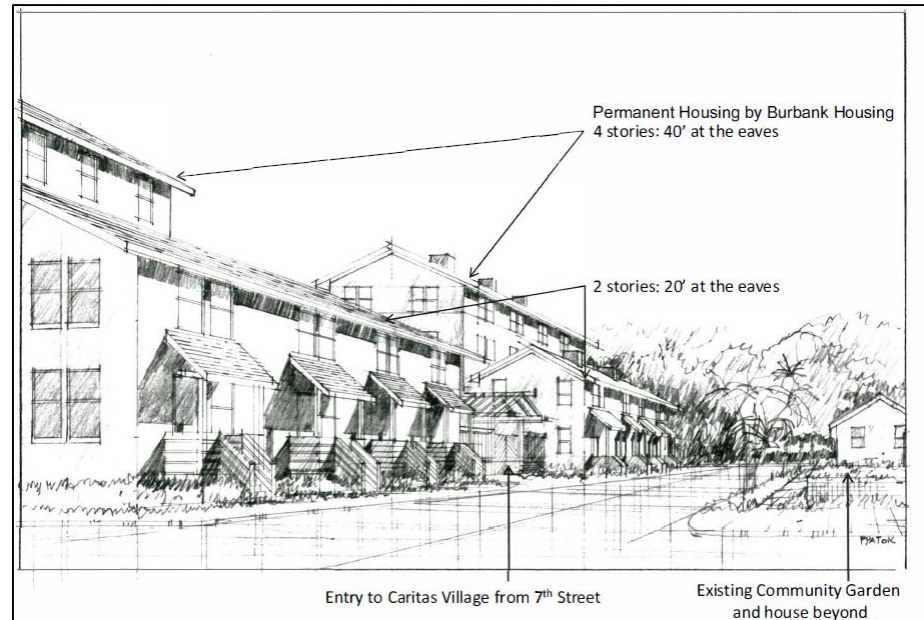
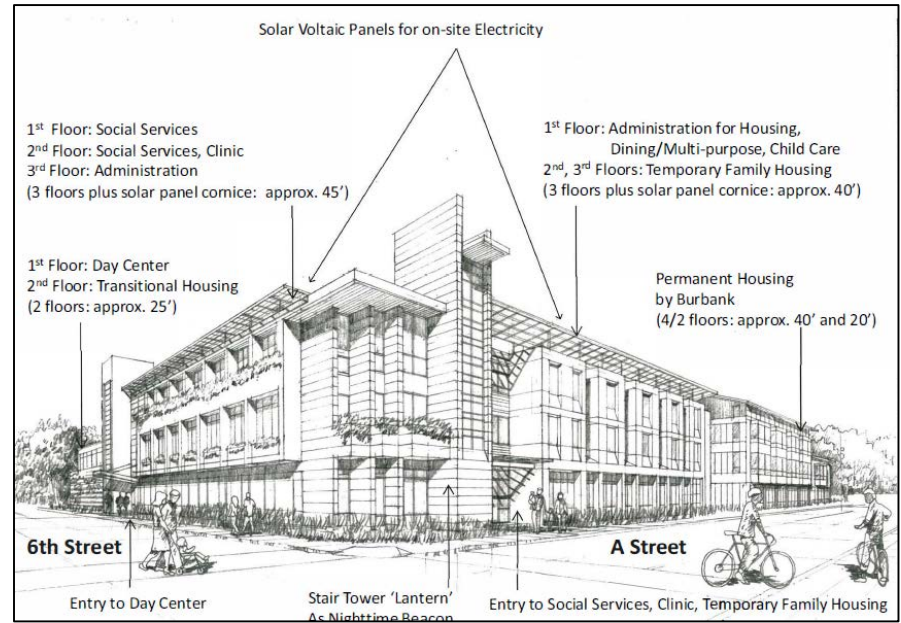
April 19, 2018

- Occurred prior to submitting for entitlements
- Initial design did not include two structures because they were not yet acquired by Catholic Charities



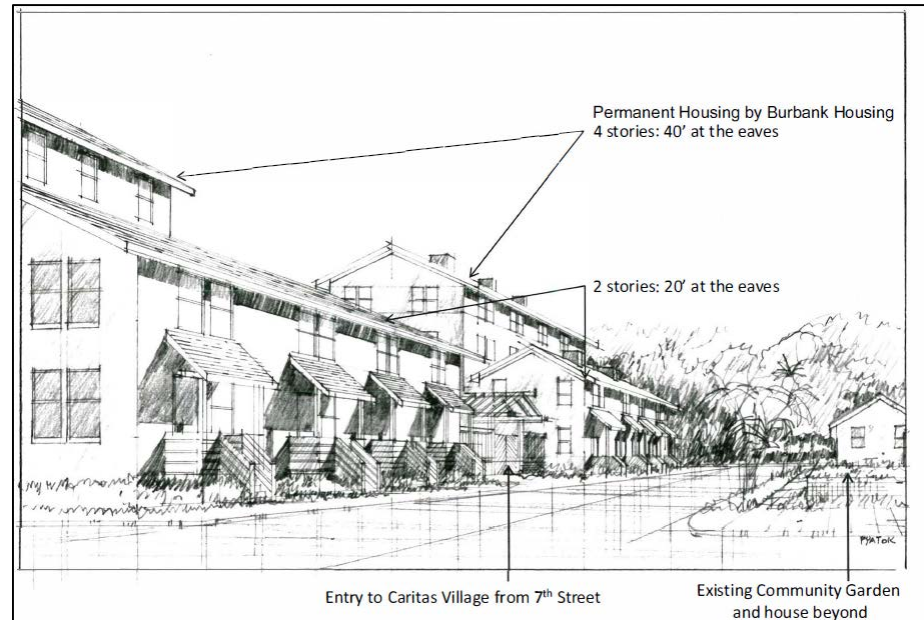
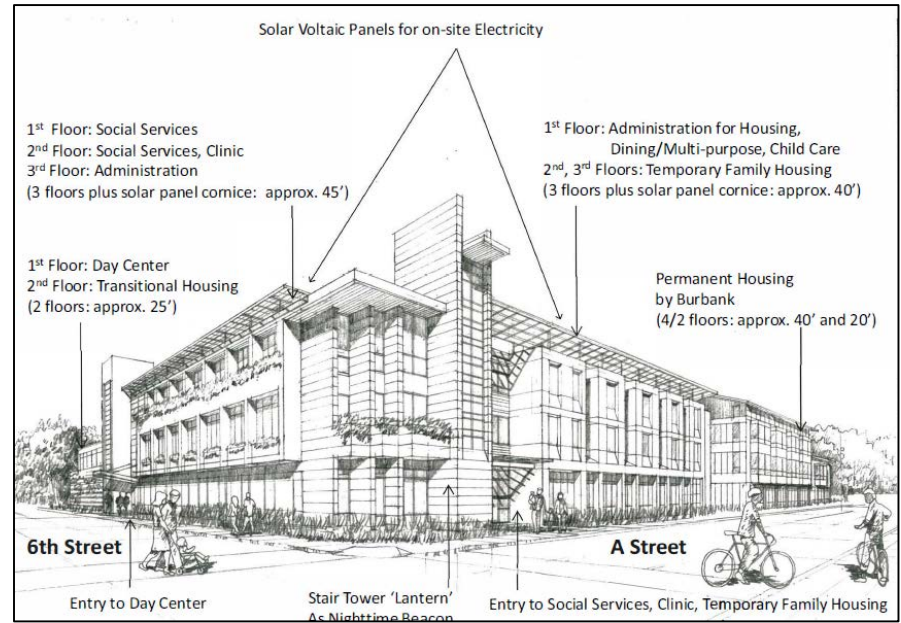
CHB Comments - Summary

- Very useful and needed project for the City.
- This has the potential to be an excellent project.
- Demolition – The primary purpose of designating Landmarks and Preservation Districts is to preserve Santa Rosa’s architectural and cultural history for future generations. The proposed demolition of Landmarks or structures located within Preservation Districts is inconsistent with this purpose and is therefore inappropriate.
- -H District imposes a height limit. Maintain the height of the District.
- Texture of neighborhood is small lots and buildings. Need to be consistent with size, height, rhythm, setbacks, roof shapes, texture of the District. Proposal is inconsistent. Difficult to reconcile mass of building with the character defining elements of the District.
- Many, many ways to look at adaptive reuse.
- Design should reflect the St Rose Neighborhood. Should look like it was always there.



DRB Comments - Summary

- Commend project for 100% affordable housing and transit oriented.
- Appreciate eyes on the street.
- Conflicted with demolition of structures.
- Liked that there's a base, middle, and top.
- Liked LEED Gold building.
- 6th & A Street—likes that building is stepped around the corner
- Liked lighted tower entry to shelter
- Explore stoop awnings
- One of the more exciting projects that happened downtown
- This project cares—way beyond barracks-style housing.
- Like the courtyards.



October 16, 2019

Review of most recent
design concept.



CHB Comments - Summary

- Revisit how the building fits in with the historic district, and how it looks from the street.
- Reflect more of other contributors than the museum and St. Rose School in the design.
- There is concern that 6 or 7 contributing structures will be demolished: a whole block. Work more with the St. Rose neighbors to gain more support.
- The Project should fit in with the historic neighborhood.
- It is possible to go taller, but needs to balance with the historic district.



CHB Comments - Summary

- The Southern part of the project is not adjacent to historic districts, is more contemporary, and is less challenging than the north part.
- Create more playful character on the north side such as the south elevation.
- Accountability with neighborhoods across 7th St is an important issue.
- There is a more institutional character going up the buildings. Consider a more contemporary design on the northern elevation with more detail work, especially as height increases. Create a less institutional, more residential character. Break up flat surfaces; the north elevation has lack of interest.



DRB Comments - Summary

- Design can be contemporary, but should be compatible in scale and materials.
- Consider bringing elements from the west, south, and east elevations of Caritas Center to the north elevation.
- Bring the Caritas Center design elements to the residential buildings, bringing the character of the Center through the entire project.
- East and west elevations of the residential are overly busy, and contain elements not on the Center.
- Make homes and the Center more outwardly-focused and interactive with the street.
- Keep the personal storage and bike rack areas to help prevent impact on neighborhood.
- Reconsider the color palette, and other accent colors besides purple. Design on homes is bland/institutional. Encourage playfulness of the center in the housing element design, integrating entire block together.



DRB Comments - Summary

- Reconsider the shading elements on the north elevation. Interior elevations on both buildings are plain and flat. Dropping transitional materials on secondary towers might help with height restrictions.
- Explore ways to provide safety and security for residents and neighbors.
- The two project components are separated by parking; a connection is needed between the Center and the homes. Find ways to draw families to the Center from the homes; create cohesion visually, such as paving treatment, vines.
- The two courtyards are adult focused; add amenities for children, such as playground areas. Create cohesion with the exterior architectural elements;
- Add liveliness of the Center to the homes.
- The screening trellis elements with as much vegetation as possible are appreciated.



Design Guidelines



CENTER ENTRANCE (6TH ST)



6TH AND MORGAN ST

Design Guidelines



6TH AND A ST



7TH AND A ST

Design Guidelines

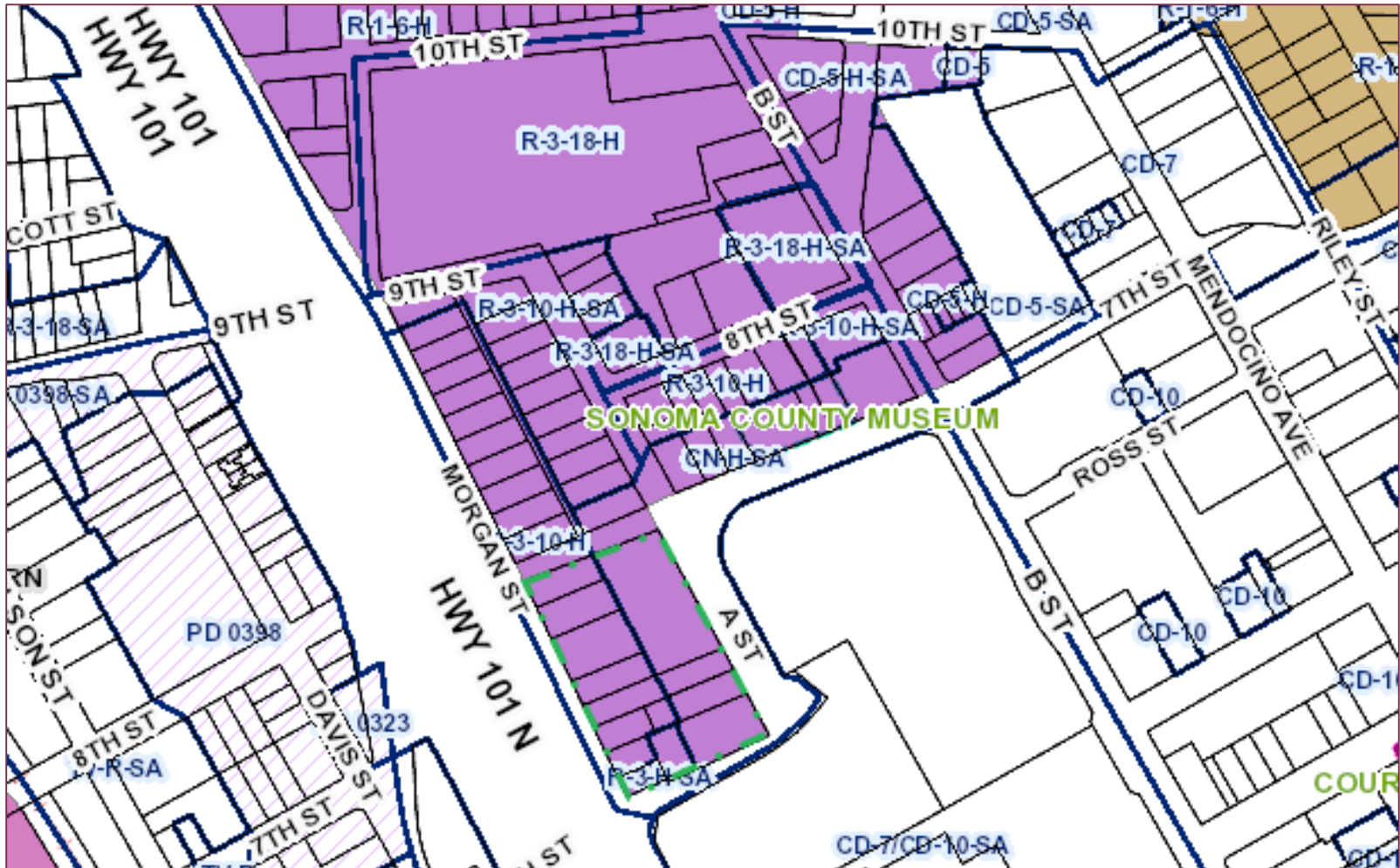


7TH AND MORGAN ST



MORGAN ST

Demolition & the St. Rose Historic Preservation District



Demolition & the St. Rose Historic Preservation District

520 Morgan Street



608 Morgan Street



Demolition & the St. Rose Historic Preservation District

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

- 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.
- 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: 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.

The parking study concluded that based on standard parking demand rates 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.

Parking Count

| 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 | No (project includes a parking reduction) |
| | Two or more bedroom – two spaces per unit | 20 | | No (project includes a parking reduction) |

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

Staff Response: The project involves the demolition of historic 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.

Concerns with biohazardous waste, such as needles.

Staff Response: The MMRP requires that the applicant ensure that hazardous materials are properly disposed of by residents and visitors by obtaining a Home-Generated Sharps Consolidation Point Permit from Sonoma County and will install a Sharps Kiosk at the project site. The applicant would also be required to 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.

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. Transportation improvements to affected intersections may include signalization or roundabouts that would enhance bicycle and pedestrian safety, of which the applicants will be conditioned to pay their fair-share.

Concerns with increase in calls for service and public safety.

Staff Response:

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 City does not anticipate that the proposed project would result in the construction of a new police or fire station nor the alteration of the City’s existing police or fire stations.

It is recommended by the Planning and Economic Development Department that the City Council:

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

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Caritas Center

- The total parking requirement for Caritas Center would be 25 parking spaces.
- Caritas Center would have 45 parking spaces.
- In addition, 18 minimum bicycle parking spaces would also be provided.

Caritas Homes

- 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 request reduction from 128 to 54 parking spaces, pending Design Review.

Parking Count

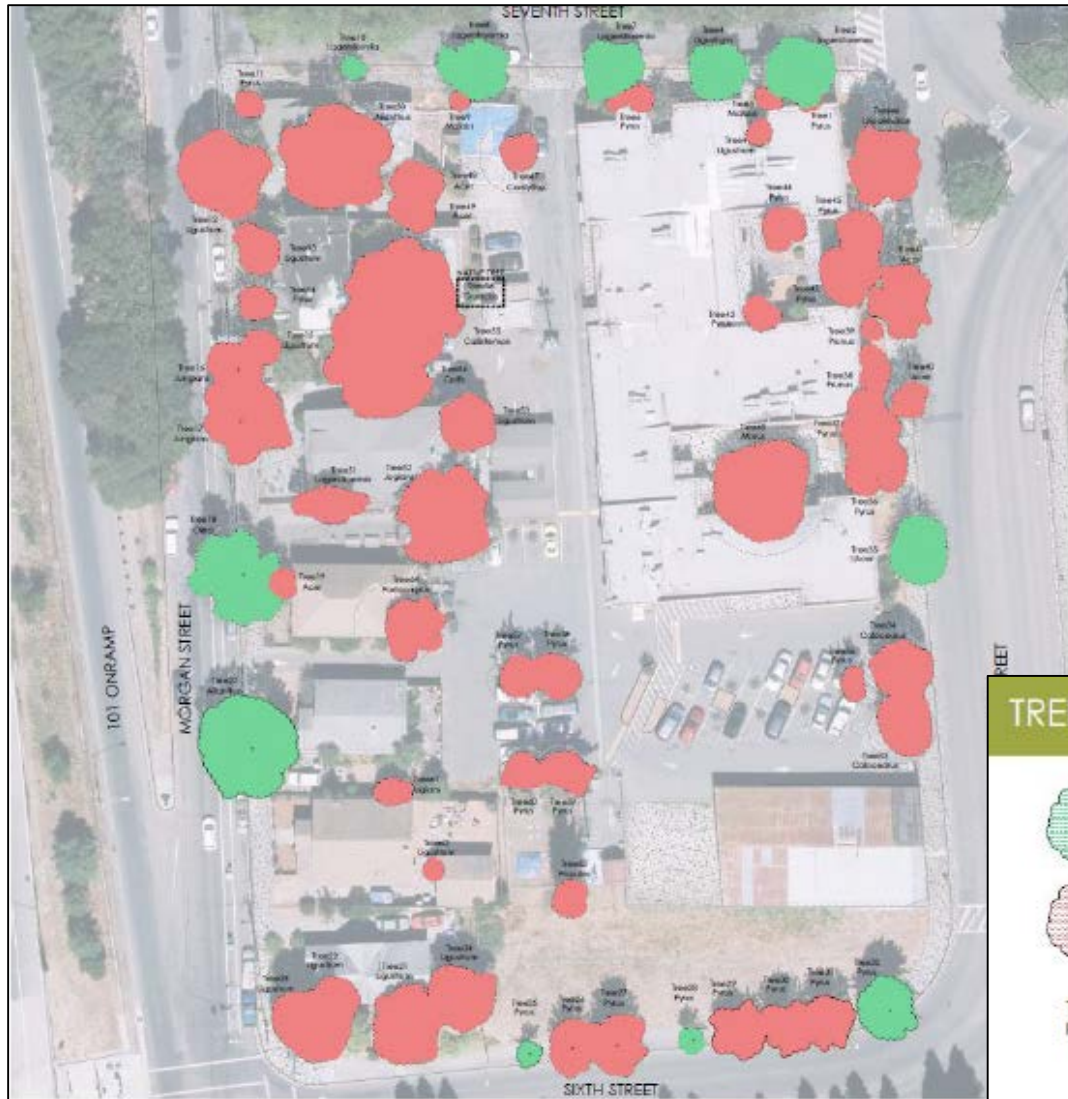
| Land Use Type | Zoning Code | Number of Parking Spaces Required per City Zoning Code | Number of Parking Spaces Provided | Compliant with Regulation? |
|----------------------------|--|--|-----------------------------------|--|
| Emergency Shelter | One space for every ten beds provided plus one space 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 | No (project includes a parking reduction) |
| | Two or more bedroom – two spaces per unit | 20 | | No (project includes a parking reduction) |

Density Bonus Concessions



| Concession No. | Requirement | Project |
|----------------|--|---|
| 1 | 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 | 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 | 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. |

- Under the City's HAP Ordinance, a project is eligible for a concession when an applicant is building more than 70 units and constructs affordable housing on a project site.
- The Historic Combining District (-H) Code states that, *"No structure within the -H combining district shall exceed a maximum height of 35 feet and two stories."*
- The applicants have requested a concession for height.
- Caritas Center is proposed at up to 3-stories, and Caritas Homes will range from 2-stories to 4-stories.

Tree Removal Plan



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
- Trees26
Pyrus
- Tree species

MM BIO-2: Tree Replanting

For each six inches or fraction thereof of the diameter of a tree which was approved for removal, two trees of the same genus and species as the removed tree (or another species, if approved by the Director), each of a minimum 15-gallon container size, shall be planted on the project site, provided however, that an increased number of smaller size trees of the same genus and species may be planted if approved by the Director, or a fewer number of such trees of a larger size if approved by the Director. Trees shall be appropriately staked and maintained in good health. A planting plan shall be submitted along with the Building Permit application. Replacement trees shall be planted prior to final inspection.

AND/OR

As an alternative, a \$100 fee per tree may be paid to the City's Tree Mitigation Fund prior to the removal of the trees. Make check payable to the City of Santa Rosa Tree Mitigation Fund, IFAS No. 001880-2184.