

CITY OF SANTA ROSA  
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
STAFF REPORT FOR PLANNING COMMISSION  
**FEBRUARY 12, 2026**

**PROJECT TITLE**

Del Valle Drive Thru

**ADDRESS/LOCATION**

2000 Sebastopol Road

**ASSESSOR'S PARCEL NUMBER**

035-113-044

**APPLICATION DATES**

July 11, 2023

**REQUESTED ENTITLEMENTS**

Conditional Use Permit

**PROJECT SITE ZONING**

General Commercial (CG)

**PROJECT PLANNER**

Sachnoor Bisla

**APPLICANT**

Pedro Martinez Navarro

**PROPERTY OWNER**

Pedro Martinez Navarro

**FILE NUMBERS**

CUP23-041 (PRJ23-008)

**APPLICATION COMPLETION DATES**

July 11, 2023

**FURTHER ACTIONS REQUIRED**

Minor Design Review

**GENERAL PLAN DESIGNATION**

Retail & Business Services

**RECOMMENDATION**

Approval

Agenda Item #11.1  
For Planning Commission Meeting of: February 12, 2026

CITY OF SANTA ROSA  
PLANNING COMMISSION

TO: CHAIR AND MEMBERS OF THE PLANNING COMMISSION

FROM: SACHNOOR BISLA, CITY PLANNER  
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

SUBJECT: DEL VALLE DRIVE THRU

AGENDA ACTION: RESOLUTION

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RECOMMENDATION

The Planning and Economic Development Department recommends that the Planning Commission, by resolution, approve a Conditional Use Permit to allow the development of a drive-through restaurant, to operate between the hours of 7:00 a.m. and 9:00 p.m., for the property located at 2000 Sebastopol Road.

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BACKGROUND

1. Project Description

The proposed project includes the construction of an approximately 850-square-foot drive-through building as an extension of the existing Del Valle Mexican Restaurant at 2000 Sebastopol Road, Assessor's Parcel No. 035-113-044. Required entitlements include a Conditional Use Permit (CUP) for drive-through service, and a minor Design Review to construct the new commercial structure.

The applicant's proposed hours of operation are Monday through Sunday from 7:00 a.m. to 11:00 p.m., with two employees working at any given time. Staff is not in support of these hours due to incompatibility with adjacent residential uses, and instead recommends a closing time of 9:00 p.m., as discussed in the "Issues" section of this report. The project description includes a 12-foot wide drive aisle and a 3-foot tall screening fence/hedge, as well as 15 new parking spaces to serve the restaurant.

Vehicles would access the drive-through entrance using the driveway off of Sebastopol Road and would exit onto Kenmore Lane. During peak hours, an

employee will actively monitor the queue length of the drive-through. As conditioned, the drive-through entrance will be closed off with a chain barrier once the queue length reaches 10 vehicles, and the employee will signal to incoming vehicles to continue south towards the retail parking or north onto Sebastopol Road. The drive-through entrance would not re-open until the queue length has been reduced to 7 vehicles.

2. Surrounding Land Uses

North: Retail and Business Services; currently developed as a commercial plaza

South: Low Density Residential; currently developed with single-family residential uses

East: Retail and Business Services; currently developed with a drive-through restaurant

West: Retail and Business Services; currently undeveloped

3. Existing Land Use – Project Site

The project site currently consists of the approximately 1,273 square-foot Del Valle Mexican Restaurant building on the eastern end of the property. The remainder of the parcel is undeveloped, where the drive-through is proposed to be located.

4. Project History

August 2, 2022	Development Review Pre-Application Meeting
January 9, 2023	Neighborhood Meeting
July 11, 2023	Application Submitted
January 19, 2024	Notice of Application Distributed
February 6, 2024	An informal neighborhood meeting was held by staff at the request of neighbors.
January 30, 2026	Notice of Public Hearing Distributed

ANALYSIS

1. General Plan

The General Plan addresses issues related to the physical development and growth of Santa Rosa and guides the City's planning and zoning functions. The project site is designated Retail & Business Services. This designation allows a wide variety of retail and service enterprises, offices, and restaurants. The

proposed drive-through retail sales land use is consistent with this designation, which allows restaurants and similar uses.

The project has been found consistent with the General Plan 2050, which was adopted on June 3, 2025. The following General Plan 2050 goals, policies, and actions are applicable to the proposed project:

<b>Land Use and Economic Development</b>	
<b>Action 2-1.2:</b> Work with developers to ensure new development and redevelopment align with the integrity and character of surrounding uses, especially when nonresidential uses are proposed adjacent to residential areas. Consider use of appropriate buffers, landscaping, and other types of screening to minimize noise, light, glare, and odor.	<b>Consistent.</b> As a condition of approval, solid fencing will be provided on both sides of the drive aisle to minimize noise, light, and glare. Furthermore, the site plan has been revised to move the drive-through entrance to the east with access from Sebastopol Road, reducing traffic impacts on Kenmore Lane.
<b>Goal 2-5:</b> Create a business-friendly, diverse, and sustainable economy through the attraction of new business, and the expansion, retention, and support of existing businesses.	<b>Consistent.</b> The proposed drive-through use would expand the existing restaurant business by providing an additional service that would attract a wider range of customers.
<b>Action 2-6.6:</b> Work with property owners, the business community, and others to support efforts to attract or expand development, redevelopment, and new business opportunities in vacant or underutilized commercial space.	<b>Consistent.</b> The proposed project allows the property owner to expand their business by utilizing the vacant space on their restaurant’s parcel.
<b>Action 2-8.1:</b> Provide a range of commercial services that are easily accessible and attractive, satisfy the needs of people who live and work in Santa Rosa, and attract a regional clientele.	<b>Consistent.</b> The proposed use would provide a convenient dining option to those who live and work in Santa Rosa, and will be easily accessible from Sebastopol Road.

The project has also been found consistent with the General Plan 2035, which was in effect at the time the application was submitted. The project is consistent with the following General Plan 2035 goals and policies:

**Land Use and Livability**

<p><b>LUL-</b>  <b>J:</b> Maintain vibrant, convenient and attractive commercial centers.  <b>LUL-J-1</b> Provide a range of commercial services that are easily accessible and attractive, that satisfies the needs of people who live and work in Santa Rosa and that also attracts a regional clientele.</p>	<p><b>Consistent.</b> The proposed project would establish a basic service, providing a convenient dining option to residents in close proximity as well as the traveling public. The proposal will provide an attractive commercial development that will satisfy the needs of people who live, work, or visit Santa Rosa due to its proximity to Highway 12.</p>
<p><b>Urban Design</b></p>	
<p><b>U-A-5:</b> Require superior site and architectural design of new development projects to improve visual quality in the city.</p>	<p><b>Consistent.</b> The attractive building design will enhance the visual quality of Sebastopol Road while providing a convenient dining option to those within and traveling through the region.</p>

2. Other Applicable Plans

The project site is also located within the [Roseland Area/Sebastopol Road Specific Plan](#), which is guided by project principles such as promoting the economic vitality of the area by maintaining and expanding small business and local services for residents. The proposed drive-through is consistent with the objectives of the Roseland Area/Sebastopol Road Specific Plan and its applicable goals and policies, which are included in the table below.

<p><b>Retail Land Use</b></p>	
<p><b>Goal RET-1:</b> Enhance access to goods and services by providing retail uses proximate to all residents.</p>	<p><b>Consistent.</b> The proposed project would provide a local-serving retail service that will accommodate the needs of those who live, work, or visit the Roseland area, and would be easily accessed by all Roseland area residents due to its convenient location on Sebastopol Road.</p>
<p><b>Policy RET-1.1:</b> Expand local-serving retail and personal services uses to accommodate the daily needs of Roseland area residents, visitors, and employees.</p>	
<p><b>Goal RET-3:</b> Retain and encourage businesses that promote Roseland's unique identity.</p>	<p><b>Consistent.</b> The proposed project involves the expansion of the existing Del Valle Restaurant, and is expected to result in increased sales and revenue for the locally run business.</p>
<p><b>Policy RET-3.2:</b> Preserve the local character and maintain existing businesses in the plan area by promoting and encouraging locally run businesses, and working with existing businesses to ensure that they remain viable and thrive.</p>	

<b>Economic Development</b>	
<b>Goal ED-1:</b> Promote economic activity that creates jobs and supports local businesses.	<b>Consistent.</b> The proposed project, located along Sebastopol Road, expands the local-serving retail services provided by the existing business.
<b>Policy ED-1.2:</b> Encourage local-serving retail, especially on Sebastopol Road.	
<b>Policy ED-1.3:</b> Continue to support existing businesses and future entrepreneurial opportunities along Sebastopol Road.	

3. Zoning

The [Zoning Code](#) implements the goals and policies of the General Plan by classifying and regulating the use of land and structure development within the City. The project site is within the General Commercial (CG) Zoning District, which allows the drive-through retail sales land use with an approved Conditional Use Permit.

As noted below, the project has been found in compliance with the required Zoning Code standards for the proposed use.

<b><u>DIVISION 2: ZONING DISTRICTS AND ALLOWABLE LAND USES</u></b>	
<a href="#">§ 20-23.030</a> – Zoning District Allowable Land Uses	Allowed with CUP approval
<a href="#">§ 20-23.040</a> – Setbacks	Complies
<a href="#">§ 20-23.040</a> – Lot Coverage	Complies
<a href="#">§ 20-23.040</a> – Building Height	Complies
<b><u>DIVISION 3: SITE PLANNING AND GENERAL DEVELOPMENT STANDARDS</u></b>	
<a href="#">§ 20-30.060</a> – Fences, walls, and screening	Complies as conditioned, subject to Design Review
<a href="#">§ 20-30.080</a> – Outdoor lighting	Complies, subject to Design Review
<a href="#">§ 20-30.110</a> – Vision triangle	Complies
<a href="#">§ 20-30.120</a> – Solid waste/recycling facilities	Complies, subject to Design Review
<a href="#">§ 20-34.030</a> – Landscape plans	Complies, subject to Design Review
<a href="#">CH 20-36</a> – Parking and Loading Standards	Complies, conditioned to include bicycle parking

Drive-through Retail and Service Facilities

The Zoning Code provides site development standards for drive-through retail and service facilities, as specified in Section [20-42.064](#):

- A. Drive-through aisles shall have a minimum 20-foot radius at curves and a minimum width of 12 feet.

**Staff Response:** The proposed drive-through aisle has a width of 12 feet, with the radii at the curves ranging from 20 to 30 feet.

- B. Each entrance to an aisle and the direction of traffic flow shall be clearly designated by signs and pavement markings.

**Staff Response:** The entrance to the drive-through aisle will have two “Drive-Thru” signs, one on each side. The pavement at both the entrance and exit will have clearly marked directional arrows.

- C. Each drive-through aisle shall be separated from the circulation routes necessary for ingress or egress from the property, or access to a parking space.

**Staff Response:** The entrance to the drive-through aisle will be accessed from the driveway off of Sebastopol Road leading towards the parking lot at 955 Stony Point Road. With implementation of the Queue Management Plan (Exhibit A to the draft resolution), as provided in the Update to the Focused Transportation Study by W-Trans, dated December 17, 2024, the entrance would not impact circulation along the driveway as the drive-through aisle will be visibly closed when at maximum capacity. Vehicles will exit the aisle via Kenmore Lane, while the parking area will be accessed from the opposite direction.

- D. The adequacy of vehicle queuing capacity of the drive-through facility and the design and location of the ordering and pickup facilities shall be determined by the review authority.

**Staff Response:** The project has been conditioned to include implementation of the Queue Management Plan, as provided in the Update to the Focused Transportation Study by W-Trans, dated December 17, 2024. The plan includes active monitoring of the drive-through queue length by employees during peak hours, and closure of the drive-through aisle entrance at 10 vehicles using a chain barrier and clear signage as shown on the site plan. The entrance would reopen once the queue length has been reduced to 7 vehicles.

- E. Each drive-through aisle shall be appropriately screened with a combination of landscaping, low walls, and/or berms to prevent headlight glare from impacting adjacent streets and parking facilities.

**Staff Response:** The project will provide solid fence screening of at least four feet in height to the north of the drive-through aisle, preventing headlight glare

from impacting Sebastopol Road. Additionally, the project has been conditioned to include a similar screening fence of at least six feet in height on the southern side of the drive-through aisle, in order to prevent headlight glare from impacting the parking area and the residences on Kenmore Lane. The exact screening method and design will be subject to Design Review.

4. Conditional Use Permit Findings

The proposed drive-through retail sales land use is permitted with a Conditional Use Permit. The review authority may approve a Conditional Use Permit only after first finding all of the following:

- 1.) The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code and the City Code;
- 2.) The proposed use is consistent with the General Plan and any applicable specific plan;
- 3.) The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and future land uses in the vicinity;
- 4.) The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints;
- 5.) Granting the permit would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located; and
- 6.) The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).

With the proposed hours of operation of 7:00 a.m. to 11:00 p.m., staff is unable to make finding number 3 above as the operating characteristics would be incompatible with the existing residential land uses adjacent to the site. Furthermore, staff is unable to make finding number 5, as the operation of the drive-through during later hours may constitute a nuisance to residential neighbors. Therefore, staff recommends a closing time of 9:00 p.m., which is included as a condition of approval in the draft resolution.

The Noise Impact Study prepared by Yorke Engineering, dated October 2025 (Attachment 6) found that noise produced by the order board and vehicles exiting the drive-through would not cause a significant change in the daily average noise levels impacting residences on Kenmore Lane. Furthermore, the project will include solid fencing along the drive-through aisle to ensure that potential noise

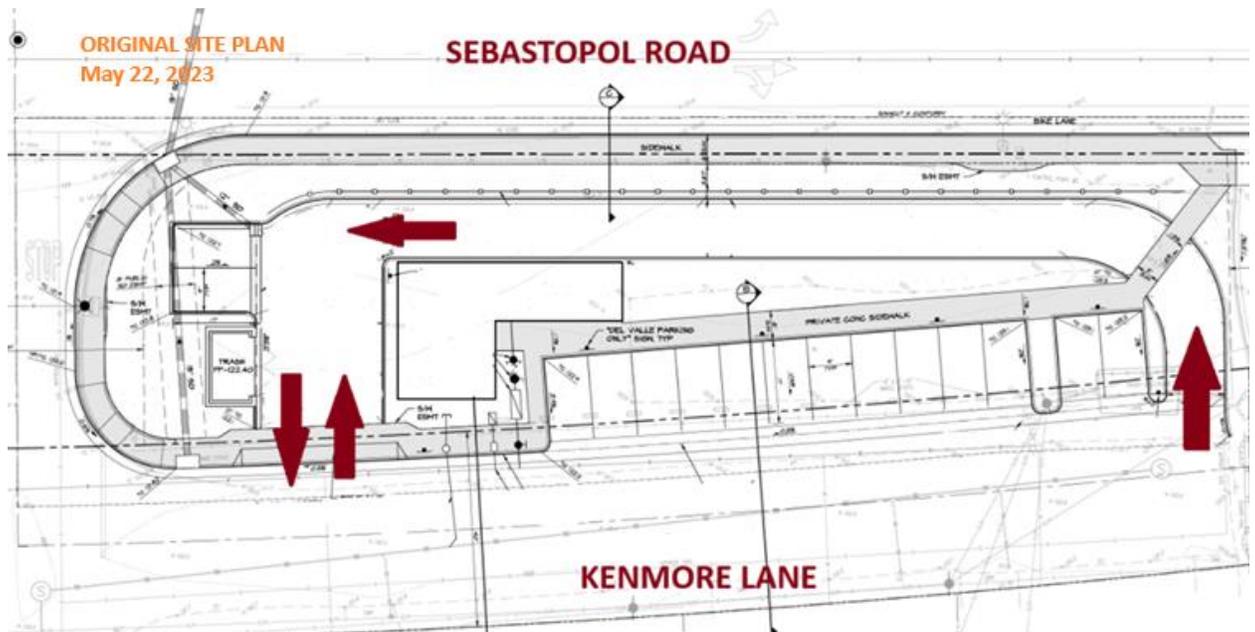
effects are minimized. The Noise Impact Study also found that service and delivery trucks may intermittently increase noise impacts to the residences; therefore, as a condition of approval, delivery and service trucks shall be limited to the hours of 8:00 a.m. and 7:00 p.m. With these conditions, as detailed in the attached draft resolution, staff is able to make all of the required findings for a Conditional Use Permit.

5. [Design Guidelines](#)

The Project includes a minor Design Review application, which will be reviewed by staff and acted upon by the Zoning Administrator following a decision on the proposed land use by Planning Commission.

6. [Summary of Public Comments](#)

On February 6, 2024, staff met with neighbors of the project site. The meeting was held at the request of the neighbors upon receiving the notice of application. Neighbors expressed concerns regarding the compatibility of the proposed drive-through use with the nearby single-family residences. The site plan under review at that time (Attachment 8, Original Site Plan) depicted site access exclusively from Kenmore Lane:

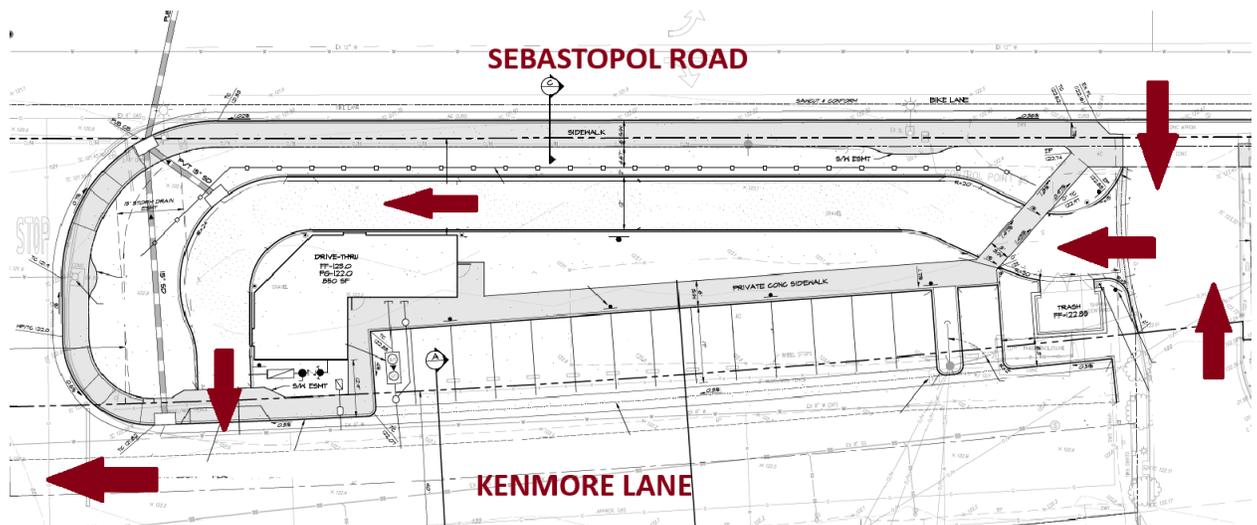


The original site plan also included two parking spaces to the west of the drive-through building, with two-way access from Kenmore Lane.

Neighbors had concerns regarding the impact of increased traffic as the Sebastopol Road and Kenmore Lane intersection is frequently used for school

pickup. Additionally, they expressed that it is not typical for drive-through access to be provided by a residential street, and that increased traffic could create issues for mail, garbage, and emergency services to access Kenmore Lane homes.

In order to address the neighbor concerns and issues raised by City staff, as discussed in the “Issues” section, the revised site plan includes access to the drive-through aisle entrance exclusively from the driveway off of Sebastopol Road. Additionally, the drive-through building location has been moved to the west, and the two parking spaces have been relocated to the larger parking area:



### FISCAL IMPACT

Approval of the Project will not have an effect on the General Fund.

### ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303, because it involves the construction of a small structure not exceeding 2,500 square feet in floor area.

The recommended action is also exempt from CEQA pursuant to CEQA Guidelines Section 15332 because it is an in-fill project, and:

1. The project is consistent with the Santa Rosa General Plan 2050 and the current City of Santa Rosa Zoning Code. The site is zoned General Commercial and drive-through retail sales are a permitted use through a Major Conditional Use Permit;
2. The project is located within the City of Santa Rosa jurisdiction, on a project site of not more than five acres substantially surrounded by urban uses;

3. The project site is partially developed with a restaurant building, and has no value as habitat for endangered, rare, or threatened species;
4. The project will not result in any significant effects relating to traffic, noise, air quality, or water quality. The Transportation Study prepared by W-Trans, dated December 17, 2024, concludes that the project would result in a less-than-significant transportation impact on vehicle miles traveled. The Air Quality and Greenhouse Gas Analysis prepared by Yorke Engineering, dated November 1, 2024, found that the temporary construction emissions and projected changes in operational emissions would be less than significant. The Noise Impact Study, dated October 2025, found that operational noise impacts would not result in a significant change in daily average noise levels; furthermore, service delivery trucks will be limited to daytime hours, and screening will be provided along the drive-through aisle to reduce noise impacts.
5. The project site is located in a developed area where it can be adequately served by all required utilities and public services.

No exceptions to the exemptions apply and there is no reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances (CEQA Guidelines Section 15300.2).

#### BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

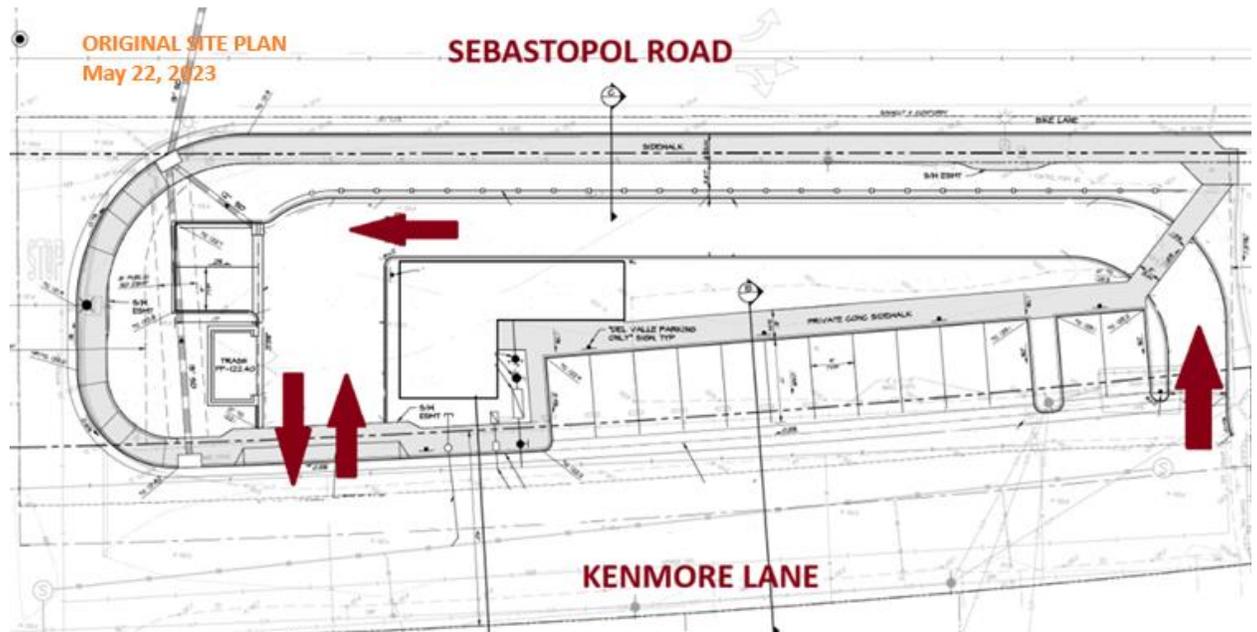
#### PUBLIC NOTIFICATION

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

#### ISSUES

1. Site Plan and Circulation

The site plan included in the initial application package, dated September 20, 2022, depicted site access exclusively from Kenmore Lane (see Attachment 8 – Original Site Plan). Vehicles would enter the site from the west, onto Kenmore Lane, and drive to the east end of the site to enter the drive-through aisle. Vehicles would then exit the drive-through from the west, back on to Kenmore Lane. Vehicles would also access the parking area from Kenmore Lane:



This site plan was found to have issues during staff review. The Traffic Division did not support the circulation plan and suggested moving the drive aisle entrance to be accessed from the driveway to the east and moving the building to the west by eliminating the two parking spaces. The project has since been redesigned to accommodate these suggestions, and the current site plan (Attachment 4) has been reviewed by the Traffic Division with no issues found.

## 2. Engineering Issues

Engineering staff provided a project issues letter, dated March 7, 2025, requesting a Preliminary Drainage Report, a Preliminary Storm Water Low Impact Development Submittal, and information relating to drainage and stormwater. These items pertain to the Minor Design Review component of the project and are not within the scope of Planning Commission's review of the Conditional Use Permit. These issues have not yet been addressed and are not required for Conditional Use Permit approval. The draft Conditional Use Permit resolution includes conditions to ensure that these issues are resolved through the Minor Design Review process.

## 3. Hours of Operation

Staff has proposed a condition of approval to limit the hours of operation to 9:00 p.m. The applicant has not agreed to the proposed condition of approval, and prefers that the approved hours of operation be 7:00 a.m. to 11:00 p.m. Staff and the applicant are requesting that the Planning Commission consider the proposed project and determine whether the condition of approval is appropriate.

The basis for staff's recommendation to limit the hours of operation to 9:00 p.m. is related to potential disturbances on the adjacent residences to the south. Although the Noise Analysis found that noise impacts would be less than significant pursuant to CEQA, staff is unable to make the findings for a Conditional Use Permit for the project as proposed, as the location and operating characteristics of a drive-through open until 11:00 p.m. would be incompatible with the existing single-family residential uses adjacent to the southern property boundary.

The applicant prefers the option to remain open until 11:00 p.m., which would allow them the flexibility to establish a closing time that is based on business demand. The applicant has referenced the operating hours of other similar drive-through restaurant uses in the vicinity and throughout the City, with many open past 12:00 a.m. However, staff's analysis has found an earlier closing time to be appropriate for this site given the close proximity of the adjacent residential uses in order to address compatibility. Other similar drive-through establishments are generally surrounded by commercial uses.

## ATTACHMENTS

Attachment 1 - Disclosure Form  
Attachment 2 - Neighborhood Context Map  
Attachment 3 – Project Narrative  
Attachment 4 – Project Plans  
Attachment 5 – Traffic Study  
Attachment 6 – Noise Study  
Attachment 7 – Air Quality & GHG Analysis  
Attachment 8 – Original Site Plan, dated May 22, 2023  
Attachment 9 – Public Comment

Resolution  
Exhibit A – Queue Management Plan  
Exhibit B – Best Management Practices

## CONTACT

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