

CITY OF SANTA ROSA  
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
STAFF REPORT FOR DESIGN REVIEW BOARD  
**JANUARY 16, 2020**

**PROJECT TITLE**

Recess Self-Storage (a Mixed-Use Development)

**ADDRESS/LOCATION**

4224 Sonoma Highway

**ASSESSOR'S PARCEL NUMBER**

032-010-005

**APPLICATION DATE**

September 4, 2018

**REQUESTED ENTITLEMENTS**

Design Review

**PROJECT SITE ZONING**

CG (General Commercial) - Prezoned

**PROJECT PLANNER**

Susie Murray

**APPLICANT**

Larry Thom, on behalf of  
American Recess LLC

**PROPERTY OWNER**

Mark Calleri

**FILE NUMBER**

PRJ18-050

**APPLICATION COMPLETION DATE**

January 17, 2019

**FURTHER ACTIONS REQUIRED**

None

**GENERAL PLAN DESIGNATION**

Retail and Business Services

**RECOMMENDATION**

Approval

Agenda Item #6.1  
For Design Review Board Meeting of: January 16, 2020

CITY OF SANTA ROSA  
DESIGN REVIEW BOARD

TO: CHAIR KINCAID AND MEMBERS OF THE BOARD  
FROM: SUSIE MURRAY, SENIOR PLANNER  
PLANNING AND ECONOMIC DEVELOPMENT  
SUBJECT: RECESS STORAGE – DESIGN REVIEW

AGENDA ACTION: THREE RESOLUTIONS

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RECOMMENDATION

It is recommended by the Planning and Economic Development Department that the Design Review Board, by three resolutions, grant Preliminary Design Review for one commercial building and two multi-family residential structures located at 4224 Sonoma Highway; File No. PRJ18-050

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EXECUTIVE SUMMARY

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The Recess Self-Storage (a Mixed-Use Development) project (Project) is a proposal to annex a two-parcel County island located at 4200 and 4224 Sonoma Highway into the City of Santa Rosa. Once annexed, the Project proposes to subdivide 4224 Sonoma Highway into three separate parcels and to construct a self-storage facility and two multi-family housing structures. No additional development is proposed at 4200 Sonoma Highway.

The Project requires the following actions:

- Mitigated Negative Declaration (adopted);
- Rezoning for Annexation into the CG (General Commercial) zoning district (approved);
- Tentative Parcel Map to subdivide a 2.68-acre lot into three separate parcels (approved);
- Hillside Development Permit (HDP) to develop on a slope greater than ten percent (approved);

RECESS SELF-STORAGE (A MIXED-USE DEVELOPMENT)  
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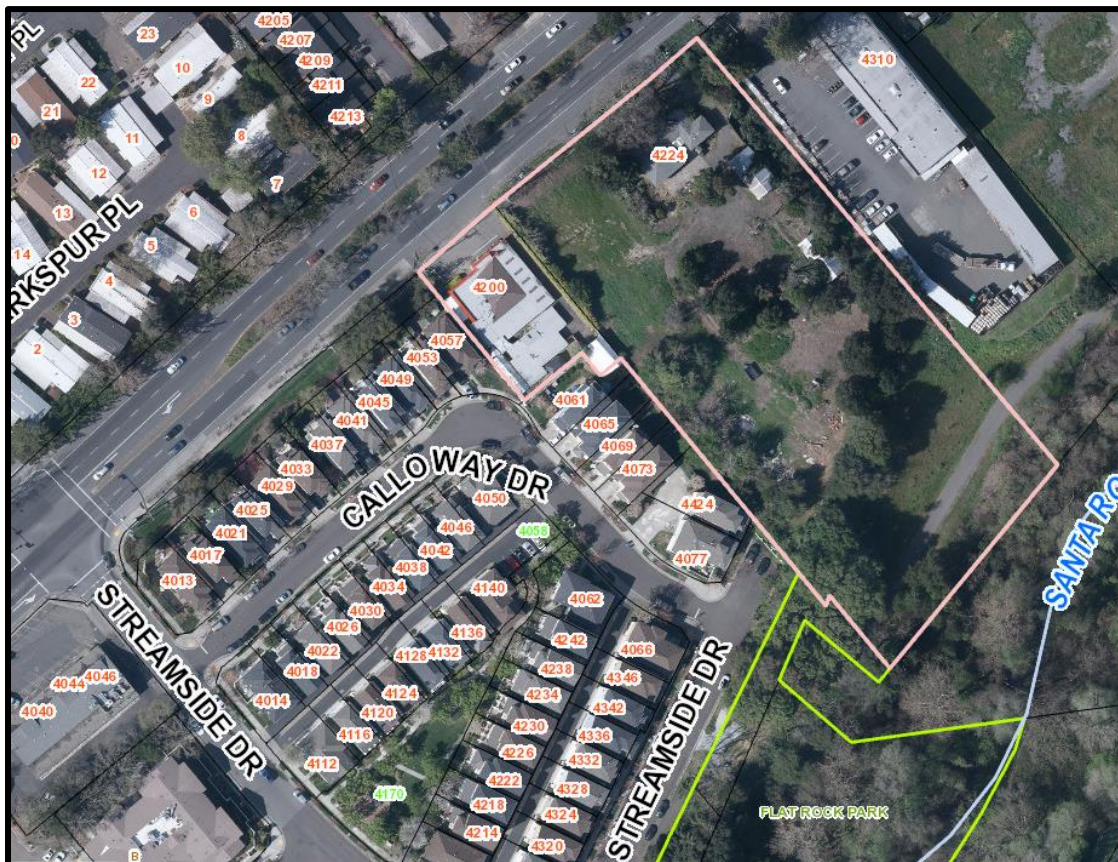
- Minor Conditional Use Permit (CUP) to operate a self-storage facility and multi-family housing (approved); and
- Design Review (Design Review Board)

The Design Review Board is being asked to act on three resolutions, one for each structure, to allow flexibility for the Board's conditions of approval.

BACKGROUND

1. Project Description

The Project site is located on the south side of Sonoma Highway between Streamside Drive and Mission Boulevard and is adjacent to the Santa Rosa Creek Trail. The site is currently developed with a single-family residence and several accessory structures.



The Project proposes to subdivide the 2.68-acre parcel located at 4224 Sonoma Highway into three individual properties. Parcel 1, located in the northeast corner of the development site, will be constructed with a four-story, 124,000-square foot self-storage facility; Parcel 2, on the south side overlooking the Santa Rosa Creek Trail, will be constructed with an eight-unit multi-family housing structure; and Parcel 3, on the west side adjacent to the homes along Calloway

Drive, will be constructed with another six-unit multi-family housing structure.

Primary access to the site for eastbound traffic will be taken from Sonoma Highway, and westbound traffic will likely access from Streamside Drive. The site plan includes the extension of Streamside Drive to Sonoma Highway, and will provide pedestrian access from the creek trail to Sonoma Highway. The site plan also dedicates easements for a City well site that will provide an emergency water source and a sanitary sewer easement for construction of a new trunk line.

2. Surrounding Land Uses

North: Medium Density Residential (8-18 units per acre); currently developed with multi-family residential uses.

South: Low Density Residential (2-8 units per acre)/Open Space; adjacent to Santa Rosa Creek and Flat Rock Park, developed with recreational uses.

East: Retail and Business Services; currently developed with retail uses.

West: Retail and Business Services, Medium Density Residential and Low Density Residential (2-8 units per acre)/Open Space; currently developed with commercial uses and multi-family residential.

3. Existing Land Use – Project Site

The site is currently developed with an unoccupied residential structure and several accessory structures. The site is vegetated with a variety of trees, shrubs and native grasses. As evidenced by debris on the site and comments from nearby neighbors, the property is also subject to homeless activities despite property line fencing and “No Trespassing” signs.

4. Project History

On November 15, 2016, a Pre-application Meeting was held with City staff, which is designed to offer applicants an interdepartmental staff review of preliminary or conceptual design applications.

On April 24, 2018, a second Pre-application Meeting was held with City staff because the project was changed significantly.

On July 19, 2018, the DRB reviewed the Project as a concept item.

On August 13, 2018, a Neighborhood Meeting was held to introduce the proposed Project to surrounding neighbors. Two people attended.

On September 4, 2018, the Prezoning, HDP, CUP and Design Review applications were submitted to Planning and Economic Development.

On January 17, 2019, the Tentative Parcel Map application was submitted to Planning and Economic Development.

On April 10, 2019, the Waterways Advisory Committee (WAC) reviewed the Project. WAC comments are discussed in the Committee Review and Recommendations section of this report.

On July 2, 2019, the 30-day public review period for the draft Initial Study/Mitigated Negative Declaration (IS/MND) commenced (State Clearinghouse No. 20198079002).

On August 8, 2019, the Planning Commission adopted an MND, recommended to Council rezoning of 4200 and 4224 Sonoma Highway into the CG zoning district, and approved a Tentative Parcel Map, Hillside Development Permit and minor Conditional Use Permit for the project.

On September 24, 2019, the Council introduced an ordinance to prezone the properties located at 4200 and 4224 Sonoma Highway into the CG zoning district. The ordinance was adopted on October 1, 2019.

#### PRIOR CITY COUNCIL REVIEW

On September 24, 2019, the City Council reviewed the project and approved the requested Rezoning for Annexation.

#### ANALYSIS

##### 1. General Plan

The General Plan land use designation for the site is Retail and Business Services which allows retail and service enterprises, offices and restaurants. Housing is also permitted. There are several General Plan Goals and Policies applicable to the project, some of which are highlighted below:

#### **HOUSING**

H-A            Meet the housing needs of all Santa Rosa residents.

#### **TRANSPORTATION**

T-K-1            Link the various citywide pedestrian paths, including street sidewalks, downtown walkways, pedestrian areas in shopping centers and work complexes, park pathways, and other creek side and open space pathways.

#### **URBAN DESIGN**

UD-C-6            Require that buildings, sound walls, and other structures highly visible from Highway 101 or Highway 12 and adjoining neighborhoods be designed to enhance and improve scenic

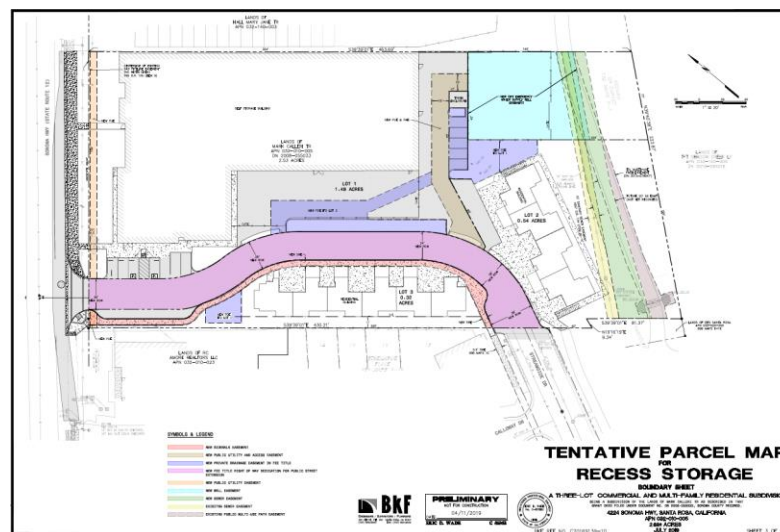
character.

- UD-G-4 Provide through-connections for pedestrians and bicyclists in new developments.

The development proposed at 4224 Sonoma Highway is less than one thousand feet from many commercial, retail and restaurant establishments. The site is in a developed area where all utilities and emergency services are available.

Site circulation includes a public street that will connect Streamside Drive to Sonoma Highway, parking, and a looped private driveway for the self-storage facility.

Site Plan



## 2. Other Applicable Plans

Not applicable.

## 3. Zoning

Zoning for surrounding properties:

North: R-3-18 (Multi-family Residential) and PD (Planned Development – Multi-family Residential) zoning district

South: PD zoning district

East: CG and RR-40 (Rural Residential) zoning districts

West: PD zoning district

The following Zoning Code sections and tables are applicable to the design of the project:



[Table 2-7](#) provides development standards for commercial zoning districts.

Setbacks – Determined by Design Review

Lot Coverage – 100 Percent

Maximum Height – 55 Feet

[Table 3-4](#) provides parking requirements. The project provides the required parking offering a total of 36 parking spaces, of which 14 will be covered and three will be in compliance with the Americans with Disabilities Act (ADA).

[Chapter 20-32](#) discusses development on hillsides with slopes greater than ten percent and requires structures to step with the slope. While most of the subject site is generally flat, the eight-unit multi-family structure overlooking the creek path is placed on a slope that exceeds ten percent. As such, the Project requires an HDP, which was also approved by the Planning Commission on August 8, 2019.

[Section 20-42.180](#) discusses self-storage facilities, which are only allowed along regional streets as designed by the General Plan. The Project meets development standards specific to self-storage facilities in that it provides a required 25-foot setback from Sonoma Highway and a street that separates it from residential uses.

#### 4. Design Guidelines

Some of the goals and implementation measures set forth in the City's Design Guidelines, that are applicable to this project, are shown below:

##### **Section 1.1 – Neighborhood Design**

- I.A To promote the development of new “neighborhoods” that incorporate a variety of uses as opposed to subdivisions that feature single-family homes exclusively.
- I.C To promote neighborhoods that feature a variety of housing types (both single-family and multiple-family) as well as a variety of price ranges.
- I.E To encourage neighborhood design that supports pedestrians, bicyclists and use of public transit as well as automobile use.

##### **Section 1.3 – Streetscapes**

- I.E/F To develop a comprehensive pedestrian/bicycle circulation system.

##### **Section 3.2 – Multi-family Residential**

- I.A Develop multi-family housing that is compatible with existing surrounding homes and other structures and provides “superior design.”
- I.D Encourage multiple-family projects which are safe, contribute to safer neighborhoods, and support Police and Fire Department efforts to promote public safety.
- I.E To provide developments with logical layouts that people can navigate through without confusion.
- II.B.3 Integrate multiple-family projects with pedestrian and bicycle circulation systems that extends to neighborhood centers, along creek corridors and to adjacent neighborhoods and shopping districts.
- II.L.7 All site features including trash enclosures, fencing, light fixtures, mailboxes, laundry and facilities utility screens, should be architecturally compatible with the main structures.
- III.A.1 Break up the mass of larger structures with articulation of the form, use of color and the use of multiple materials, including: horizontal wood, cement fiber and composite siding, vertical wood siding, stucco, wood shingles, real and cultured masonry.
- III.A.4 Avoid dressing up fronts of building with higher quality materials and switching to less expensive siding material on the sides and back. Design all four sides of buildings.
- III.B.1 Orient the main entrance of each unit, or the building to the street or to a common open area.
- III.C.2 Avoid buildings with a massive appearance. Divide buildings into segments that break down the scale.
- III.E.2 Locate garages or carports to minimize their impact from the public street. The main buildings should be the dominant visual statement along the public streetscape.

#### **Section 4.3 - Infill Development**

- II.1 Integrate new development carefully into existing neighborhoods with respect to scale, level of detailing, use of materials, landscaping, and other characteristics of the neighborhood.
- II.2 Where Santa Rosa’s General Plan calls for a change or an intensification in land use, new development should consider the character of the surrounding neighborhood or district, particularly at the edges adjacent to existing development.



- II.3 At edge conditions of infill, avoid placing structures and elements which adversely affect adjacent residents. For example, avoid placing the following directly adjacent to residences:
- a. trash enclosures, which are both smelly and noisy;
  - b. large structures which block sunlight; and
  - c. living spaces with second and third story windows that permit residents to look directly into neighbors' yards.
- II.4 In addition to what is discussed in #3 above, design infill development at its edges to:
- a. approximate the scale and mass of adjacent existing residences;
  - b. include buildings which are detailed and articulated on at least the side facing adjacent existing residences (and preferably on all four sides). Long blank back or side walls are undesirable; and
  - c. avoid blocking significant views.

The Project site is located on the southeast side of Sonoma Highway centered between Streamside Drive and Mission Boulevard. The site design includes a public street extending Streamside Drive to Sonoma Highway. The site also includes easements for a new sewer trunk line and City well site which will provide and emergency potable water source.

The mixed-use development is thoughtfully designed. The commercial use will be located at the front of the property along the Sonoma Highway corridor where it will provide a buffer from traffic noise typically associated with regional/arterial streets for the residential structures behind it. The four-story massing is broken up with a mix of exterior material and colors and landscaping.

View from Sonoma Highway



The six-unit multi-family housing structure will be placed adjacent to an existing single-family residential neighborhood providing a diversity in housing type but

constructed with similar building height and setbacks. The eight-unit housing structure is overlooking the Santa Rosa Creek Trail making the path's use safer for pedestrians and cyclists.

Parking requirements have been met for the project. Addition spaces and a trash enclosure designated for the eight-unit housing structure are tucked behind the self-storage structure. The six-unit structure provides garage and driveway parking spaces, and private trash enclosures which are located adjacent to each unit in the back yards and are easily accessed through the garage.

The building materials, which include composition roofing, a mix of metal, cementitious and wood siding, and steel/steel mesh deck rails, and plant pallet were selected to blend with the natural landscape.

View from Santa Rosa Creek Trail



#### 5. Neighborhood Comments

Two neighbors, representing the property located at 4200 Sonoma Highway, attended the Neighborhood Meeting held on August 13, 2018, and indicated support of the proposed development.

During a site visit, a Calloway Drive neighbor indicated support of "any" development at 4224 Sonoma Highway to minimize homeless activities in the area.

Staff received one call regarding the project. The caller expressed several concerns, including a four-story structure at a gateway, traffic and homelessness activities along the creek trail. The caller was encouraged to attend the meeting or deliver comments in writing.

#### 6. Public Improvements/On-Site Improvements

Improvement highlights include:

- The extension of Streamside Drive to Sonoma Highway including curb, gutter, parking and aerial fire apparatus access;
- The project has been conditioned to provide an easement for new sewer

trunk line.

- While not required, the applicant has also agreed to providing an easement for a City well site that will provide an emergency water source.

Engineering Development Services has provided a comprehensive list of required improvements which are detailed in Planning Commission Resolution No. 11974, attached to this report.

### FISCAL IMPACT

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

### ENVIRONMENTAL IMPACT

The Project has been found in compliance with the California Environmental Quality Act (CEQA). On August 8, 2019, the Planning Commission adopted a Mitigated Negative Declaration (MND) for the project. A copy of the MND is included with Planning Commission Resolution No. 11972, dated August 8, 2019, attached to this report.

### COMMITTEE REVIEW AND RECOMMENDATIONS

On April 10, 2019, the WAC reviewed the Project plans and provided the following comments:

- Provide elevations of the residential structure overlooking the creek;
- Provide details on interface between the Project and the creek;
- The building facing the Santa Rosa Creek Trail should be designed to ensure safety and provide eyes on the creek and path;
- Fencing should be transparent;
- Provide perspective of berm at back of property and how it relates to the residential units; and
- Too many trees being removed.

### NOTIFICATION

- On November 8, 2018, a Notice of Application was mailed to property owners within 400 feet of the Project boundary (both properties).
- On July 1, 2019, in compliance with CEQA, two onsite signs were posted announcing the public-review period for the draft MND.
- Pursuant to Zoning Code Chapter 20-66 (amended by Council Ordinance No. CC-ORD-2019-003, dated April 9, 2019), all required public noticing was done,

including the installation of two public hearing signs at the Project site, a mailed Notice of Public Hearing to property owners and occupants within 600 feet of the Project site, and a Notice of Public Hearing published in the Press Democrat for the August 8, 2019 Planning Commission meeting; the September 24, 2019 Council meeting; and the January 16, 2020 Design Review Board meeting.

## ISSUES

During staff's review of the project, several issues were raised involving site circulation, fire apparatus access, trash storage, parking, street lighting, fire hydrant placement and drainage. The Fire Department, Traffic Engineering, Engineering Development Services and Planning worked closely with the design team to determine a workable solution to the innovative site plan.

There are no unresolved issues.

## ATTACHMENTS

- Attachment 1: Disclosure Form
  - Attachment 2: Location Map
  - Attachment 3: Neighborhood Context Map
  - Attachment 4: Renderings, provided by applicant
  - Attachment 5: Elevations, prepared by Recess, dated October 17, 2018, Rev. May 30, 2019
  - Attachment 6: Conceptual Landscape Plan, prepared by HWA
  - Attachment 7: Tentative Parcel Map, prepared by BkF Engineers, dated July 18, 2019
  - Attachment 8: Arborist Report, prepared by Arcadis, dated May 10, 2019
  - Attachment 9: Planning Commission Minutes, August 8, 2019
  - Attachment 10: Planning Commission Resolution No. 11972 (including MND)
  - Attachment 11: Planning Commission Resolution No. 11974 (including Development Advisory Report, dated July 23, 2019, and the project's Mitigation Monitoring and Reporting Program)
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- Resolution 1: Preliminary Design Review for the self-storage building
  - Resolution 2: Preliminary Design Review for the six-unit multi-family structure
  - Resolution 3: Preliminary Design Review for the eight-unit multi-family structure

## CONTACT

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