CITY OF SANTA ROSA
DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT
STAFF REPORT FOR DESIGN REVIEW BOARD
January 21, 2021

PROJECT TITLE

Avenue 320 Apartments

APPLICANT

Avenue 320 Apartments (Nick Abbott)

ADDRESS/LOCATION

320 College Avenue &

320 Lincoln Street

PROPERTY OWNER

Avenue 320 LLC

ASSESSOR'S PARCEL NUMBERS

010-113-035

FILE NUMBER

PRJ19-028

PROJECT SITE ZONING

NMU-DSA-H (Neighborhood Mixed Use-Downtown Station Area-Historic)

Formerly CD5-H (Commercial Downtown-Historic)

GENERAL PLAN DESIGNATION

Neighborhood Mixed-Use

Formerly Retail and Business Services

APPLICATION DATE

July 22, 2019

APPLICATION COMPLETION DATE

July 9, 2020

PROJECT PLANNER

Adam Ross

RECOMMENDATION

Recommend Approval

Agenda Item #8.1
For Design Review Board Meeting of January 21, 2021

CITY OF SANTA ROSA
DESIGN REVIEW BOARD

TO: CHAIR KINCAID AND MEMBERS OF THE DESIGN REVIEW BOARD
FROM: ADAM ROSS, INTERIM SENIOR PLANNER
PLANNING & ECONOMIC DEVELOPMENT

SUBJECT: AVENUE 320 APARTMENTS

AGENDA ACTION: RESOLUTION

RECOMMENDATION

The Planning and Economic Development Department recommends that the Design Review Board, by resolution, approve Design Review for the Avenue 320 Apartments, a 39-unit multifamily housing project within the Downtown Station Area Specific Plan.

EXECUTIVE SUMMARY

The applicant requests Design Review approval of a proposed 39-unit multifamily housing project on a 0.63-acre infill site within the Downtown Station Area Specific Plan (DSASP). The project includes the adaptive reuse of an existing three-story office building into 20 multifamily units, and construction of a new 19-unit two- to four-story multifamily building within the St. Rose Preservation District. The proposed project is located on a through lot and the existing building is not within the St. Rose Preservation District. Planning and Economic Development Staff recommends approval based on the proposed project's consistency with the new DSASP development standards, zoning district, and General Plan, while incorporating Superior Design, and its consistency with applicable Design Guidelines.

1. Project Description

The project consists of the development of a 39-unit market-rate multifamily housing project on an approximately 0.63-acre parcel located on a through lot at 320 College Avenue and 320 Lincoln Street within the St. Rose Preservation District and DSASP boundary. The Avenue 320 Apartments Project (the Project) includes a residential rehabilitation of an existing three-story office building to accommodate 20 new multifamily units facing College Avenue. This building is not within the St. Rose Preservation District. A new two- to four-story multifamily

residential building housing 19 residential units facing Lincoln Street with staggered roof lines varying from 43 to 46.5 feet high would be located in the St. Rose Preservation District.

The Project proposes a total of 39 multifamily units consisting of seven (7) studio units, 15 one-bedroom units, and 17 two-bedroom units. The site is a through lot with egress and ingress available on both Lincoln Street and College Avenue. The Project includes ground level parking under both buildings with three (3) additional surface level parking spaces on the Lincoln Street side for a total of 40 parking spaces. There is an existing Live Oak tree to remain in the courtyard of the site between the existing building facing College Avenue and the adjacent single-family residential unit on the east side of the site.

2. Surrounding Land Uses

North:	Commercial
South:	Multifamily Residential (Duplex)
East:	Commercial/Single-Family Residential
West:	Commercial/Single-Family Residential

The project site is in the City's northwest quadrant within the DSASP and St. Rose Preservation District. Existing residential neighborhoods are located east, west, and south on the Lincoln Street side, and commercial uses are north, east, and west of the College Avenue side.

3. Existing Land Use – Project Site

The site is currently developed with one office building fronting College Avenue with ground floor parking and an open-air parking lot with two redwood trees and one oak tree facing Lincoln Street. Access driveways are on College Avenue and Lincoln Street. The site totals 0.63-acres.

4. Project History

March 20, 2019	Concept Design Review meeting held with the Cultural Heritage Board
May 1, 2019	Neighborhood Meeting was held
August 22, 2019	Project was submitted to the Planning and Economic Development Department
October 23, 2020	Planning Issues Letter was sent to the Applicant
August 8, 2020	Revised Material Packet was submitted to Planning Staff

PRIOR BOARD REVIEW

On March 20, 2019, the Project was reviewed as a Concept Item by the Cultural Heritage Board (CHB). The CHB provided the following comments, considerations, and recommendations:

- Across the street are near matching Spanish colonial revivals that may qualify
- Consider adding rounded elements
- Consider revisiting polychrome material
- Scale is too large, consider stepping back the 3rd and 4th story elements
- Consider lowering the building's height within the Historic District
- Include context of neighborhood in submittal
- Identify siding materials
- Identify lighting materials
- Identify windows and door samples
- Decrease scale at street line and take influence from historical style
- Consider stucco and horizontal siding elements
- Consider revising the design to reflect the St. Rose Preservation District
- Consider revising the double height entry
- Consider redesigning the tower portion
- Consider revising the sun visors
- Consider taking minimal elements to incorporate into the design

ANALYSIS

Pursuant to § 20-52.030 (Table 5-2), Major Design Review is required for any project with 10,000-square-feet or more in total floor area.

1. General Plan

   The site is designated Neighborhood Mixed Use with a Floor Area Ration (FAR) of 4 on the General Plan Land Use Diagram. The proposed FAR is 1.31 with a total density of 39 units. The surrounding area consists of Neighborhood Mixed Use, Low Density Residential, and Retail and Business Services land uses. The proposed use is within the Downtown Station Area Specific Plan. The following General Plan goals and policies are most relevant to the proposed project:

Land Use

LUL-A Foster a compact rather than a scattered development pattern in order to reduce travel, energy, land, and materials consumption while promoting greenhouse gas emission reductions citywide.

LUL-A-1 As part of plan implementation – including development review, capital improvements programming, and preparation of detailed area plans – foster close land use/transportation relationships to promote use of alternative transportation modes and discourage travel by automobile.

LUL-E Promote livable neighborhoods by requiring compliance with green building programs to ensure that new construction meets high standards of energy efficiency and sustainable material use. Ensure that everyday shopping, park and recreation facilities and schools are within easy walking distance of most residents.

LUL-E-2 As a part of planning and development review activities, ensure that projects, subdivisions, and neighborhoods are designed to foster livability.

LUL-F Maintain a diversity of neighborhoods and varied housing stock to satisfy a wide range of needs.

LUL-F-3 Maintain a balance of various housing types in each neighborhood and ensure that new development does not result in undue concentration of a single housing type in any one neighborhood.

LUL-L-1 Establish land use designations and development standards which will result in a substantial number of new housing units within walking distance of the downtown SMART station site, Downtown Transit Center, and major bus corridor.

LUL-S Develop an attractive, safe, and extensive network for pedestrian and bicyclist movements.

Urban Design

UD-G Design residential neighborhoods to be safe, human-scaled, and livable

by addressing compact development, multi-modal connectivity and reducing energy use.

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

H-A-5 Improve community acceptance of higher-density housing through community-based outreach, recognition of existing livable neighborhoods, and assurance of well-designed, high-density projects.

H-G-1 Maximize energy efficiency in residential areas. Utilize the following techniques: Implement CALGreen Tier 1 standards.

Downtown Station Area

LUL-2.7 Require new development within the Core Mixed Use, Station Mixed Use, Maker Mixed Use, and Neighborhood Mixed Use designations to achieve the mid-point or higher of the maximum FAR in all cases when FAR is established. Exceptions are allowed where parcel configuration, historic preservation or utility constraints make the mid-point impossible to achieve. On properties where no FAR is established the building height shall be limited to a maximum of 35 feet.

LU-4 A diverse range of housing opportunities suitable for people of all incomes, abilities, and stages of life.

LU-4.1 Increase the supply of residential units Downtown and expand the range of housing opportunities available.

LU-4.4 Promote the use of innovative building methods and materials and the development of alternative housing types, including co-housing, accessory dwelling units, tiny homes, single-room occupancy units, and smaller/micro units that are affordable by design.

Staff Response:

The project furthers a number of goals and policies of the General Plan and the DSASP outlined above. The Project includes adaptive reuse of an existing office building for residential units while incorporating the City of Santa Rosa's CALGreen requirements, and CalGreen Tier 1 Standards for 2020. The site's proximity to Downtown and the surrounding retail businesses increases the walkability and available multifamily housing within the City's core location. The multifamily element brings a missing housing type to the predominately single-family area. While the site does not reach the mid-range of FAR (2) as outlined in LUL-2.7, the project seeks an exception to better blend with the existing St. Rose Historic Preservation District.

2. Other Applicable Plans – Downtown Station Area Specific Plan (DSASP)

The Project is only analyzed under the new Zoning Code and Design Guidelines from the Downtown Station Area Specific Plan was adopted in October 2020 and codified in the City's Zoning Code on January 1, 2021. The Project's compliance with the new DSASP is found throughout this report.

3. Zoning

The project site is zoned NMU (Neighborhood Mixed Use), which allows multi-family and other neighborhood-scale supporting uses in all-residential or mixed-use buildings by right. The project is in compliance with all aspects of the Zoning Code.

Lot Size

All NMU zoning districts allow up to 100% of lot coverage. This project proposes 51.5% total lot coverage.

Building Height

There is no maximum building height for buildings within the NMU zoning district. However, building heights greater than 35 feet or two-stories in a Preservation District is permissible provided that:

> (1) The review authority finds that the increased height does not detract from the character of the preservation district or any adjacent contributing properties; and
>
> (2) The review authority may require conditions of approval that pertain to the placement of screens, the location and type of openings, the location and projections of sun decks, porches, balconies, patios, and similar architectural amenities, to enhance or preserve the residential privacy of the proposed structures and of any adjacent existing or anticipated residential structures or uses. (20-28.040(E)(3)(c)).

The existing structure is approximately 36 feet and the new building proposed is proposed is 43 to 46 feet, which is subject to approval from the review authority.

Setbacks

The project meets or exceeds all setbacks outlined in the Table 2-5 of Zoning Code Section 20-22.050.

Parking and Traffic

The applicant included a Focused Traffic Study (Traffic Study) by W-Trans, a licensed Traffic Engineering firm, which included review of the Trip Generation, Vehicle Miles Traveled, Site Access and Circulation, Emergency Access, Sight Distance, Alternative Modes of Transportation, and Parking. The Study concluded that the proposed use would generate nine (9) fewer AM Peak Hour trips and five (5) fewer PM peak hour trips than the existing office use. The proposed use would generate 14 and 17 AM and PM Peak Hour trips, respectively, which is well below the 50 Peak Hour trips threshold that would trigger a Traffic Impact Analysis requirement. Additionally, the project site is within screening map area identified by the Office of Planning and Research that identifies areas that achieves a Vehicle Miles Traveled (VMT) reduction by 15 percent and is therefore presumed to be a less than significant impact to VMT and corresponding greenhouse gases. The Study also concluded that the project complies with all emergency access, site distance, circulation, and queuing requirements.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing											
General Office Building	19.4 ksf	9.74	-189	1.16	-23	-19	-4	1.15	-22	-4	-18
Proposed											
Multifamily Housing	39 du	5.44	212	0.36	14	4	10	0.44	17	10	7
Net New Trips			**23**		**-9**	**-15**	**6**		**-5**	**6**	**-11**

Note: ksf = 1,000 square feet; du = dwelling unit

Parking: Table 3-4 of the City's Zoning Code sets forth the parking requirements for multi-family housing projects. While the project includes 40 parking spaces, there is no minimum parking requirement for uses within the new DSASP. Therefore, the parking supply is compliant with the City's Zoning Code and no reduction in parking is required.

For information purposes only, prior Downtown parking standards required one (1) parking space plus .5 visitor parking spaces per unit which would have required a total of 59 parking spaces. The Traffic Study concluded that the parking demand would be 50 spaces based on Institute of Transportation Engineers (ITE), which would result in a deficiency by 9 spaces. In addition, the Traffic Study incorporated a survey of on-street parking noting that on-street parking demand peaked at less than 50% of the available supply. Further, the parking demand for the site between 9:00 am and 8:00 pm was identified in the Traffic Study as 38 parking spaces. The Report Concluded that the parking supply was adequate for the site based on ITE and the demand rates surveyed around the site. While the information is for

reference only, further reading can be found Attachment 8.

4. Design Guidelines

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

Neighborhood Design

1.1. 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.

1.1.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.

1.1.I.E To encourage neighborhood design that supports pedestrians, bicyclists and use of public transit as well as automobile use.

Downtown Station Area

2.4.3 Locate entrances and upper-story windows such that they look out onto and, at night, cast light onto, sidewalks and pedestrian paths.

2.4.4 Improve the setback area along the residential street frontages with trees and planting to enhance the landscape quality and the character of the existing residential street.

2.4.7 To establish continuity between land uses, all new developments in the Downtown Station Area, regardless of size or use, should reflect a similar urban form that is human-scale and pedestrian-oriented, with strong physical and visual connections to fronting streets.

2.4.8 Surrounding buildings establish the context for the design of new buildings. Whether new buildings are detailed in a historical, contemporary or eclectic manner, incorporating similar rhythm and proportions found in adjacent buildings improves the compatibility between new and old.

2.4.13 Building façades should be constructed of high quality and durable materials such as stone, brick, tile, wood, glass, and metal. Use of stucco should be minimized and aluminum mesh is discouraged as a balcony material. Ground floor should use high quality material with texture.

2.4.16 Upper-story stepbacks should incorporate features that activate the setback areas, such as balconies, terraces, living roofs, and greenery.

2.5.1 Design new development in and adjacent to historic preservation districts to be compatible with existing structures. In terms of mass, materials, color, proportion, and spacing of windows and doors. Refer also to Section 4.7 (Historic Districts). A particular architectural style or design is not specified; however, the scale, mass and size of the building are often more important than the decorative details which are applied.

2.5.8 Infill development in the Downtown Station Area should incorporate and reflect character defining elements of the area and follow the design guidelines outlined in the City's Processing Review Procedures for Historic Properties.

2.6.1 Parking areas should generally be below grade, in a podium, or "wrapped" with uses to reduce the visual impact. Where not feasible, surface parking should be located behind buildings.

2.6.2 Wherever possible, entrances to parking lots, structures, or podiums should be located along the side of a building and accessed from an alley or a driveway along the side of the property.

Multi-family Residential (Applicable to Non Downtown Projects)

3.2.I.A Develop multi-family housing that is compatible with existing surrounding homes and other structures and provides "superior design."

3.2.I.D Encourage multiple-family projects which are safe, contribute to safer neighborhoods, and support Police and Fire Department efforts to promote public safety.

3.2.I.E To provide developments with logical layouts that people can navigate through without confusion.

3.2.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.

3.2.III.A.1 Break up the mass of larger structures with articulation of the form, use of color and the use of multiple materials, including: horizontal wood, cement fiber and composite siding, vertical wood siding, stucco, wood shingles, real and cultured masonry.

3.2.III.A.4 Avoid dressing up fronts of building with higher quality materials and switching to less expensive siding material on the sides and back. Design all four sides of buildings.

3.2.III.B.1 Orient the main entrance of each unit, or the building to the street or to a common open area.

3.2.III.C.2 Avoid buildings with a massive appearance. Divide buildings into segments that break down the scale.

3.2.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.

Landscaping

4.1 I E To develop landscaping that is easily maintained and conserves water.

4.1 II 1 Integrate landscaping into all site development.

4.1 II 2 Provide special attention to incorporation of trees in all landscape design.

4.1 II 5 Landscaping incorporated in a development should reflect or improve on the landscaping already present in the neighborhood.

4.1 II 6 Select landscape materials and plants that are appropriate in scale and function to the locations in which they are placed.

4.1 II 10 Select planting materials that are appropriate for local climatic conditions and historic continuity.

4.1 II 12 Maintainability is an important consideration in landscape design. To this end care should be taken to ensure that plants are selected which, at maturity, do not outgrow their planting site. Other factors to be considered include exposure, microclimate, soil condition and type, irrigation to be used, and the impact of plantings on pedestrian traffic.

4.1 II 13 Automatically controlled irrigation systems with multiple programs and repeat start times, are required.

Off-Street Parking

4.2 II A 1 Design parking areas to facilitate the movement of vehicles in and out, to avoid difficult turning maneuvers, and to reduce the possibility of accidents to vehicles and pedestrians.

4.2 II A 2 Do not locate parking stalls adjacent to vehicular entrances and exits where vehicles entering and exiting the parking space will be in conflicts with vehicles entering and exiting the parking lot. Provide a minimum of 15 feet behind the sidewalk to the first parking space.

4.2 II B 3 Screen parked cars from public street frontage. Screening may be of landscaping, a planted earth berm, planted fencing, or some combination of the above. The screening should be to a height of not less than 4 feet above the adjacent sidewalk (or curb if there is no sidewalk) to obscure the greater portion of each parked vehicle.

Staff Response: The Project implements a number of Design Guidelines as outlined above. Overall, the site incorporates a 39-unit multifamily design in a neighborhood consisting of single-family detached, duplex, and triplex, and multiple unit residential formats. The Project would increase the housing supply and provide additional variety in housing type in the Downtown area. The project lowers the amount of Peak Hour Trips from the previous use and provides suitable access, circulation, and pedestrian accommodations as supported by the Focused Traffic Study by W-Trans dated November 5, 2020 (Attachment 8).

The Project also incorporates Design Guidelines included in the DSASP referenced above and although not required, the Project implements Multi-family Residential Design Guidelines as well. The Project establishes visual interest with focal entrance points to both buildings that activate the street frontage while including large sized windows to help break up the massing. The new building facing Lincoln Street includes several materials used throughout the building's four-sided architecture such as plaster, fiber cement, large windows with different shapes, and steel awnings. The design incorporates steps and recesses on all sides including the upper levels while using balconies facing Lincoln Street to fill in the stepped areas.

A Historical Evaluation by completed by Mark Parry, an Historic Architect and Architectural Historian, dated August 13, 2020, concludes that the project incorporates character defining elements of the St. Rose District into the new construction's design, thus providing a well-designed, cohesive project in an established neighborhood. Additionally, the design of the Project considers the historic context of the St. Rose Preservation District while not trying to directly mimic the existing styles of the surrounding neighborhood.

All on-site parking is located on the first floor of both structures except for three (3) uncovered spaces set back 15 feet behind the curb of Lincoln Street. Additionally, parking on the ground level of the new building on Lincoln Street faces the internal driveway so not to be directly visible from the street. Landscaping will comply with the City's Water Efficiency Landscape Ordinance (WELO) as required by City Municipal Code. A proposed internal courtyard separates the existing office building from the existing residential location to the east of the site on Lincoln Street while also preserving a heritage oak tree.

Neighborhood Comments

The project public hearing has been noticed in accordance with Section 20-66.020,

including Subsections (C)(1), (2), and (3) requiring mailed notice, newspaper publication, and site posting, respectively. Several comments have been received by surrounding neighbors prior to the Notice of Public Hearing and ongoing communication between the surrounding neighbors, City Staff, and the project applicant. Correspondence can be found in Attachment 14 of this report.

Active communication between Planning Staff, neighbors, and interested parties at different phases of the Project's review included comments and concerns regarding the Project's density, the new building's height located within the St. Rose Preservation District, traffic, parking, shading to the neighboring properties, and the validity of the Historic District Project Evaluation provided by the applicant.

Staff Response: The building's density is within the allowable FAR as explained in the Zoning Section of this Report. The building height is permitted in City Code Section 20-28.040(E)(3)(c) with the approval of the Review Authority. The Project provides several supporting documents including a Traffic Study which states that the proposed residential use would result in less trips by the previous office use. There is no minimum required parking amount per Table 3-4 of the City's Parking Ordinance (20-36.040). However, additional project parking analysis was included in the Traffic Study. In the Study, the ITE parking space demand was 50 spaces, and with the inclusion of on-street parking, the actual parking demand was met for this project based on the previous minimum parking space requirements.

Previously, a solar and shade analysis was required for all properties located in the CD zoning districts and one was provided as part of the Project's submittal. However, there is no standard for such shading and therefore, the Project complied with this requirement per approval by the Review Authority. In addition, this solar and shade requirement is no longer included with the Zoning Districts within the DSASP, except those noted near Courthouse Square.

A Historic District Report authored by Mark Parry, a qualified Historic Architect and Architectural Historian, dated August 13, 2020, was included with this project. In response to neighborhood concerns with the validity of qualifications, a CV and response was provided by the applicant (Attachment 13).

5. Public Improvements/On-Site Improvements

   The project site is accessed by two driveways on West College Avenue. The existing sidewalk, curb, and gutter is to remain in the same location but brought to current City Standards. Street trees are required as part of this project. Any sidewalk in need of repair on either frontage is required to be fixed as required by the City Engineer.

FISCAL IMPACT

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

ENVIRONMENTAL IMPACT

The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and qualifies for a Class 32 exemption pursuant to CEQA Guidelines Section 15332.

The Project is consistent with the applicable General Plan designation of Neighborhood Mixed Use and all applicable General Plan polices as well as with applicable zoning designation of Neighborhood Mixed Use and regulations, in that the Downtown Station Area Specific Plan implements the General Plan and envisions residential, commercial, or mixed-use development of the site, and the development is consistent with development standards required.

The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses in that the proposed development is on a 0.62-acre parcel and the site is immediately adjacent to parcels that are developed with qualified urban uses pursuant to Public Resource Code Sections 21072 and 21061.3.

The project site was previously graded around 1977 to accommodate the existing three (3) story office building with parking lot and site improvements and is substantially surrounded by development. The project will be conditioned to perform surveys and provide any necessary exclusion zones prior to construction activity.

If tree removal activity takes place between February 1 – August 31, a survey of subject trees for nesting raptors shall be conducted no more than 72 hours prior to tree removal activities. The survey must be completed by a certified ornithologist, licensed biologist, or licensed arborist. If the survey detects the presence of nesting raptors, tree removal activities must be placed on hold until a time determined by the licensed professional.

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality in that:

A Focused Traffic Study by W-Trans assessed potential impacts to traffic in their Focused Traffic Study, dated November 5, 2020, which concluded that the redevelopment would result in an average of 29 new trips per day to the project site, with nine fewer trips during AM peak hour and four fewer trips during PM peak hour. The Study concluded that because the redevelopment would result in fewer trips during both peak hours, the project would have a beneficial impact on traffic operations in the surrounding roadway network.

The City’s Noise Ordinance requires that ambient noise levels in Office and Commercial zoning districts do not exceed 60 decibels from 7:00 AM to 10:00 PM or 55 decibels from 10:00 PM to 7:00 AM at the property line. It allows air-conditioning apparatus or similar mechanical device to exceed the ambient base noise level by more than five decibels at the property line. Ambient noise level is the level obtained when the noise

level is averaged over a period of 15 minutes without inclusion of noise from isolated, identifiable sources, at the location and time of day near that at which a comparison is to be made. Compliance with the City's Noise Ordinance is required.

Further, primary sources of project-related noise would be mechanical equipment such as unit HVACs, personal vehicles, and person-to-person conversations. These sources of project-related noise are not anticipated to exceed ambient noise levels allowed by the City's noise ordinance, and the project will be conditioned to comply with the City's Noise Ordinance.

Additionally, the Project will be compliant with the City's Climate Action Plan as demonstrated by Appendix E and a CalEEMod test (Attachment 11) was conducted by City Staff and concluded that the Project would not result in any significant impacts to air quality.

The project is required to implement permanent storm water Best Management Practices (BMP) in accordance with the City's Low Impact Development Technical Design Manual. Implementation of BMPs ensures compliance with the North Coast Regional Water Quality Control Board's NPDES Municipal Separate Storm Sewer Systems (MS4) Permit requiring Governing Agencies to implement a myriad of programs to prevent pollution, improve and protect storm water quality, reduce storm water runoff, and enhance the ecologic vitality of local creeks and waterways.

The site can be adequately served by all required utilities and public services.

The City has further determined that 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.) This determination is based on the previous grading of the proposed site, and the development primarily being located on the flat portion of the site and substantially surrounded by development.

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, electronic notice to parties that had expressed interest in projects taking place in this geographic area of Santa Rosa, and bulletin board postings at City Hall and on the City website. Pursuant to Government Code Section 65091, where necessary, the City has incorporated notice procedures to the blind, aged, and disabled communities. These procedures include audio amplifier/assistive listening device support at public meetings, closed captioning, and optical character recognition conversion of electronic notices.

ISSUES

There are no unresolved issues remaining with the project.

ATTACHMENTS

Attachment 1	Disclosure Form
Attachment 2	Site Analysis and Neighborhood Context Map
Attachment 3	Project Narrative and Design Guideline Analysis received December 17, 2020
Attachment 4	Project Plans received December 17, 2020
Attachment 5	Solar and Shade Study – Existing Conditions received November 16, 2020
Attachment 6	Solar and Shade Study – Proposed Project received July 28, 2020
Attachment 7	Historic District Report by Artisan Architects dated August 8, 2020
Attachment 8	Architectural Historian Credentials received November 5, 2020
Attachment 9	Updated Focused Traffic Study by W-Trans dated November 5, 2020
Attachment 10	Allowable Building Area Calculation dated August 14, 2020
Attachment 11	F.A.R. Analysis dated December 3, 2020
Attachment 12	Noise Assessment by Illingworth & Rodkin, Inc., dated March 30, 2017
Attachment 13	CalEEMod Air Quality Analysis dated August 6, 2020
Attachment 14	Climate Action Plan Appendix E received January 11, 2021
Attachment 15	Public Correspondence as of January 15, 2021
Resolution	
Exhibit A	Dated January 4, 2021

CONTACT

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