

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
STAFF REPORT FOR PLANNING COMMISSION
November 14, 2024

PROJECT TITLE

Lance Drive Housing Development

APPLICANT

Pacific Development

ADDRESS/LOCATION

0, 1601, 1680, 1696, and 1705 Lance Dr

PROPERTY OWNER

Gary Tesconi, Mike & Betty Bojanwosky,
Justin Neuroth

ASSESSOR'S PARCEL NUMBER

036-111-002, -009, -010, -011, -016

FILE NUMBERS

PRJ24-005

APPLICATION DATES

11/21/2023

APPLICATION COMPLETION DATES

12/27/2023

REQUESTED ENTITLEMENTS

Tentative Map and Conditional Use Permit
for Small Lot Subdivision

FURTHER ACTIONS REQUIRED

Minor Design Review

PROJECT SITE ZONING

R-3-18-SA, R-3-30-SA, CN-SA

GENERAL PLAN DESIGNATION

Medium Density Residential, Medium High
Residential, Retail and Business Services

PROJECT PLANNER

Conor McKay

RECOMMENDATION

Approval

Agenda Item # 11.3
For Planning Commission Meeting of: November 14, 2024

CITY OF SANTA ROSA
PLANNING COMMISSION

TO: CHAIR AND MEMBERS OF THE PLANNING COMMISSION
FROM: CONOR MCKAY, SENIOR PLANNER
PLANNING AND ECONOMIC DEVELOPMENT

SUBJECT: LANCE DRIVE HOUSING DEVELOPMENT

AGENDA ACTION: TWO (2) RESOLUTIONS

RECOMMENDATION

It is recommended by the Planning and Economic Development Department that the Planning Commission, by two resolutions: (1) approve a Minor Conditional Use Permit for a Small Lot Subdivision, and (2) adopt a Tentative Map for the Lance Drive Housing Development, a 98-lot small lot subdivision (8.5 acres total), two lots for multifamily residential development (14.09 acres and 10.8 acres) and one lot for general retail (0.91 acres).

BACKGROUND

1. **Project Description**

The Lance Drive Housing Development Project proposes construction of a 672-unit apartment complex, 98 single-family homes (Small Lot Subdivision), and 4,800 square feet of community-serving retail and outdoor plaza on approximately 34.93 acres ("Project"). The Project includes a mix of one-, two-, and three-bedroom units. Clubhouses and other resident amenities would be dispersed throughout the Project. 1,414 parking spaces would serve the residential and retail uses, with each single-family home providing a direct access garage. The parking ratio would be 1.79 spaces per unit for the apartments, 1.5 spaces per unit for the small lot subdivision, and 1.85 spaces per unit overall. The Project is planned to be developed in three phases, from east to west. The Project will provide interconnected pedestrian paseos, courtyards, and vehicular circulation routes, and each project phase incorporates communal, landscaped amenity areas.

2. Surrounding Land Uses

North: Single-Family Residential

South: Residential; Helen Lehman Elementary School; Jennings Park.

East: Single-Family and Multi-Family Residential

West: Single-Family Residential; Hilliard Comstock Middle School; Crosspoint Community Church; PG&E Substation

The project site is generally bounded by single-family and multi-family residences to north, east, west, and south. Other surrounding land uses include Marlow Shopping center to the south-west; Helen Lehman Elementary School and Jennings Park to the south; and Hilliard Comstock Middle School, James Monroe Elementary School, Crosspoint Community Church, and a PG&E substation to the west.

3. Existing Land Use – Project Site

The approximately 34.93-acre project site consists of two single-family homes and associated structures but is primarily undeveloped pastureland.

Approximately six people currently reside on the project site; there are no existing employees on the project site. There are 159 existing trees on the project site. Of these, 30 are heritage trees. The Project site was annexed to the City of Santa Rosa in August 2024.

4. Project History

July 31, 2012	City Council certification of the Environmental Impact Report (EIR) for the North Santa Rosa Station Area Specific Plan (Resolution No. 28187) and adopted Pre-Zoning for the Project Site
Aug. 8, 2022	Neighborhood Meeting
Apr. 4, 2024	Applications Submitted
Jan. 25, 2024	Design Review Board Concept Design Review
Aug. 7, 2024	Sonoma County Local Agency Formation Commission (LAFCO) approves Annexation
Sept. 25, 2024	Certificate of Completion for Annexation Recorded
Nov 14, 2024	Planning Commission Hearing

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 Medium Density Residential, Medium High Residential, and Retail and Business Services on the Santa Rosa General Plan 2035 (General Plan) land use diagram, all of which allow for multi-family residential development. The proposed Project will have a residential density as outlined in the table below:

<u>General Plan Land Use Designation</u>	<u>Number of Units</u>	<u>Site Area (acres)</u>	<u>Allowable Density Range</u>	<u>Proposed Density</u>
Medium Density Residential	194	13.52	8-18 units per acre	14.01 units per acre
Medium High Density Residential	576	25.74	18-30 units per acre	22.38 units per acre

The most relevant applicable General Plan goals and policies with Staff's analysis are included in the table below.

Land Use and Livability	
<p>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 more residents.</p>	<p>Consistent. The proposed mixed-use project will provide a livable neighborhood with accessible commercial and retail amenities located nearby. The project site is surrounded by existing parks and schools within easy walking distance, including Hilliard Comstock Middle School, James Monroe Elementary School, Helen Lehman Elementary School, Northwest Community Park, and Jennings Park. The proposed project will provide a connection to Hilliard Comstock Middle School, Hilliard Comstock Northwest Community Park, and the Ridley Avenue neighborhood.</p>
<p>LUL-Z: Provide for a comprehensive mix of transit-supportive land uses.</p>	<p>Consistent. The proposed project will provide a mix of transit-supportive land uses located within walking distance of the Santa Rosa North SMART light rail station, including single-family and multi-family residences, related amenities, community-serving retail</p>

<p>LUL-F: Maintain a diversity of neighborhoods and varied housing stock to satisfy a wide range of needs.</p>	<p>uses, and an outdoor plaza.</p> <p>Consistent. The proposed project will provide varied housing stock to satisfy a wide range of needs, including both single-family and multi-family residences. The proposed project would provide 672 multi-family residential units across 24 buildings and 98 detached single-family dwellings containing a mix of one, two and three-bedroom units (with adaptable ground floor units to allow for accessibility).</p>
<p>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. Downtown is excepted.</p>	<p>Consistent. The proposed project would provide single-family and multi-family residences, thereby maintaining a balance of various housing types in the neighborhood and ensuring that the project does not result in undue concentration of a single housing type. The proposed project would provide 672 multi-family residential units across 24 buildings and 98 detached single-family dwellings containing a mix of one, two and three-bedroom units.</p>
<p>LUL-G: Promote mixed use sites and centers.</p>	<p>Consistent. The proposed mixed use project would provide single-family and multi-family residences, along with approximately 4,800 square feet of community-serving retail uses and an outdoor plaza.</p>
<p>LUL-L: Ensure land uses that promote the use of transit.</p>	<p>Consistent. The proposed project would promote the use of transit by providing a pedestrian/vehicular connection to the Santa Rosa North SMART light rail station, which is located within walking distance. The Project will also provide two new bus stops on Guerneville Road (eastbound and westbound).</p>
<p>Urban Design</p>	
<p>UD-F: Maintain and enhance the diverse character of Santa Rosa's neighborhoods. Promote the creation of neighborhoods – not subdivisions – in areas of new development.</p>	<p>Consistent. The proposed project would maintain and enhance diverse character by creating a mixed-use neighborhood with 98 detached single-family dwellings and 672 multi-</p>

	family residential units across 24 buildings, and approximately 4,800 square feet of community-serving retail uses and an outdoor plaza. The project would provide interconnected pedestrian paseos, courtyards, and vehicular circulation routes, and each project phase incorporates communal, landscaped amenity areas. Some of these amenity areas incorporate one-story community clubhouses to provide social gathering and activity opportunities for community residents, further promoting the creation of a neighborhood with diverse character.
UD-G-2: Locate higher density residential uses adjacent to transit facilities, shopping, and employment centers, and link these areas with bicycle and pedestrian paths.	Consistent. The proposed project would provide single-family and multi-family residences located within walking distance to the Santa Rosa North SMART light rail station and nearby retail and commercial amenities, which are linked by interconnected bicycle and pedestrian paths.

2. Other Applicable Plans

North Santa Rosa Station Area Specific Plan

The project site is located within the North Santa Rosa Station Area Specific Plan (Specific Plan) area, which encompasses approximately 987 acres centered around the Santa Rosa North SMART station. The Specific Plan also identifies development opportunity sites with the potential to catalyze improvements in the Specific Plan area. The project site was identified as a development opportunity site because of the potential for parcel consolidation, the site's suitability for transit-supportive development, and its underutilization (e.g., vacant lands, low building-to-land-value ratio, and/or development with greater potential for change).

The purpose of this Specific Plan is to support future rail transit by increasing the number of residents and employees within walking distance of the City's SMART station by improving pedestrian, bicycle, auto, and transit connections, increasing residential density, promoting economic development, and enhancing aesthetics and quality of life. It provides for a range of land uses, including residential, retail and business services, and office uses. The proposed project would help to achieve the following Specific Plan Goals:

Land Use	
<p>LU-1: Provide for a comprehensive mix of transit-supportive land uses.</p>	<p>Consistent. The proposed project will provide a mix of transit-supportive land uses located within walking distance of the Santa Rosa North SMART light rail station, including single-family and multi-family residences, related amenities, community-serving retail uses, and an outdoor plaza. The project would also provide 213 long term, secured bicycle parking spaces and 62 short term bicycle rack spaces, in addition to street improvements (including new sidewalks) along Lance Drive, Iroquois Street, and Guerneville Road. The proposed project would also include walkable paseos along the exterior and interior of the project site as well as a new Class I bike facility along the boundary of the project site on Guerneville Road and a new Class 1, ten-foot-wide bike path along the entire Guerneville Road frontage.</p>
<p>LU-1.1: Intensify land uses and increase residential densities in the project area to support future transit improvements and ridership and provide a significant number of new residential units.</p>	<p>Consistent. The proposed project is located approximately 0.2 mile away from the Santa Rosa North SMART station. The proposed project would redevelop the 34.9-acre site, currently occupied by primarily undeveloped pastureland and two single-family homes, with up to 768 dwelling units, consisting of 672 apartments and 98 single-family residences. The project would also incorporate pedestrian and bike facilities and improvements, including a new Class 1, ten-foot-wide bike path along the entire Guerneville Road frontage. The project would also provide two new bus stops on Guerneville Road (eastbound and westbound).</p>

<p>LU-4: Promote sustainable site design.</p>	<p>Consistent. The proposed project would include a variety of efficient energy and water features, including solar photovoltaic panels, electric-vehicle charging stations, an all-electric building design, energy-efficient appliances, high-efficiency indoor and outdoor lighting, landscaping with drought-tolerant plant species, and low-flow plumbing fixtures. In addition, the proposed project would comply with California Green Building Standards Code (CALGreen) Tier 1 standards.</p>
<p>LU-4.3: Encourage green site design by utilizing native and/or drought-tolerant trees and plants where possible, incorporating permeable paving, and designing resource-efficient landscapes and gardens.</p>	<p>Consistent. The proposed project would include landscaping with drought-tolerant plant species and install low-flow plumbing fixtures. The project would also incorporate low-impact development/best management practices (LID-BMP) in treatment systems.</p>
<p>Affordable Housing</p>	
<p>AH-1: Provide a variety of housing types and densities in the specific plan area, including those affordable to lower-income households.</p>	<p>Consistent. The proposed project would construct 768 dwelling units, consisting of 672 apartments and 98 single-family residences. The proposed project will comply with the City's affordable housing requirements by providing affordable units on-site or assisting a nearby affordable housing project off-site.</p>
<p>AH-3: Create housing opportunities for a diverse population.</p>	<p>Consistent. The proposed project will provide both single-family and multi-family residences, thereby creating housing opportunities for a diverse population. The proposed project will provide 672 multi-family residential units across 24 buildings and 98 detached single-family dwellings containing a mix of one, two and three-bedroom units (with adaptable ground floor units to allow for accessibility). The proposed project will comply with the City's affordable housing requirements by providing affordable</p>

	units on-site or assisting a nearby affordable housing project off-site.
Private Realm Development Standards, Design Guidelines, and Urban Design	
UD-1: Transform the project area into a vibrant, distinct place where people want to live, work, and visit.	Consistent. The proposed project would redevelop the 34.9-acre site, currently occupied by primarily undeveloped pastureland and two single-family homes, with residential and retail uses. The proposed project would situate residential buildings around communal landscaped amenity spaces. The amenity spaces would be accessible from a network of interconnected, walkable paseos and courtyards. Private patios and balconies would provide additional living space for units.
UD-2: Create a safe, desirable, and functional environment for bicyclists and pedestrians.	Consistent. The proposed on-site amenities would include common and private open space areas; swimming pools; pet parks; courtyards; a network of interconnected, walkable paseos (or pathways); and communal landscaped amenity areas. Buildings would be located along these walkable paseos. The proposed project would include a new Class I bike facility along the boundary of the project site on Guerneville Road as well as new sidewalks along Lance Drive, Iroquois Street, and Guerneville Road. In addition, decorative low-level pedestrian lighting would be provided along pedestrian pathways. The proposed project would also provide a new Class 1, ten-foot-wide bike path along the entire Guerneville Road frontage.
Circulation Plan	
C-2: Provide parking appropriate to transit-oriented development.	Consistent. 1,414 parking spaces would be provided throughout the project site, including 1,201 surface parking spaces for the proposed apartments, 17 surface parking spaces for the proposed retail uses, and 196

	parking spaces in the connected garage associated with each single-family residence. The parking spaces provided by the proposed project would be compliance with the City's parking code requirements.
Infrastructure and Public Facilities	
PF-1: Support anticipated level of development intensity in project area with adequate infrastructure.	Consistent. The proposed project would provide on-site sewer system improvements, such as the installation of public and private sewer infrastructure, including gravity sewer pipes, manholes, and service laterals. Off-site water and stormwater improvements are also proposed as part of the project. On-site water system improvements would include the installation of public and private pipes, valves, private fire hydrants, meters and submeters, and backflow preventers to serve proposed residential and retail uses. On-site storm drain improvements would include the installation of gravity storm pipes, manholes, curb and drop inlets, LID-BMP treatment systems, and trash capture devices. The project also proposes the construction of new dry-utility service connections to existing electrical and telecommunication utilities.

Priority Development Area

Priority Development Areas (PDAs) are areas generally near existing job centers or frequent transit that the City has identified for housing and job growth. The project site is located within the North Station Priority Development Area, which reduces the review authority for small lot subdivisions and modifies the Design Review process for multifamily residential development. Pursuant to Zoning Code Chapter 20-16 (Resilient City Development Measures), the review authority for small lot subdivisions is reduced from the Planning Commission to the Zoning Administrator, and the Design Review process is delegated to the Zoning Administrator review of multifamily residential development. The North Santa Rosa Station Area PDA is centered around the Santa Rosa North SMART station with development guided by the North Santa Rosa Station Area Specific Plan.

Bicycle & Pedestrian Master Plan

The Bicycle and Pedestrian Master Plan guides City staff and the development community in building a balanced transportation system that is pedestrian and bicycle friendly and encourages residents to use these modes of transportation. It seeks to shift the community from driving single occupancy vehicles to more walking and bicycling as a normal part of daily life. The Project will include street improvements along Lance Drive, Iroquois Street, and Guerneville Road, including new curbs, gutters, and sidewalks. The Project would also include walkable paseos along the exterior and interior of the site. The proposed project would include a new Class I bicycle facility along the boundary of the project site on Guerneville Road and a new ten-foot-wide Class I bike path along the entire Guerneville Road frontage.

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. In 2012, the City approved pre-zoning to prepare unincorporated land within the Specific Plan area for annexation, including the Project site. The pre-zoning designations became the official zoning designations for the Property on October 3, 2024, the effective date of annexation.

The zoning districts adopted for the project site include Multi-Family Residential (R-3)—specifically, R-3-18-SA and R-3-30-SA - and Neighborhood Commercial (CN). The R-3 zoning district is applied to areas of the City appropriate for residential neighborhoods with medium and higher residential densities, to provide home rental and ownership opportunities, and to provide a full range of choices in housing types to improve access to affordable housing. The CN zoning district is intended for limited retail and service centers that provide for the daily needs of local neighborhoods and workplaces, and each new development is encouraged to be a mixed-use project with a residential component.

The project site is also in the North Station Area (SA) combining district, which is applied to areas within the North Santa Rosa Station Area Specific Plan boundary. For projects located in the Specific Plan area, unique regulations in the Specific Plan prevail over applicable regulations in the Zoning Code. Where the Specific Plan is silent, development projects must comply with applicable regulations in the Zoning Code.

Building Height – The Specific Plan imposes a maximum allowable building height of three stories (35 feet) for the Medium Density Residential designation and four stories (40 feet) for the Medium-High Density Residential designation. Pursuant to Table 5.3 of the Specific Plan, roof forms may project up to a maximum of 10 feet above maximum building height. The Project complies with these requirements. The maximum building height for the Project would be

three stories, or approximately 40 feet tall when accounting for roof form projections up to 10 feet above the maximum building height of 35 feet.

Parking and Loading Standards – Because the Specific Plan includes unique residential parking regulations applicable to residential uses, the minimum residential parking requirements in the Specific Plan prevail over the requirements in the Code. Pursuant to the Specific Plan, the applicable parking requirement for residential uses in the medium-high density residential land use designation is a minimum of 1.5 spaces per unit. Commercial uses require a minimum of 2.5 parking spaces per 1,000 square feet. Therefore, the Project is required to provide 1,172 parking spaces. The Project will provide 1,414 parking spaces, exceeding the minimum requirement. 212 bicycle parking spaces (approximately 60 short-term and 152 long-term) will also be provided throughout the project site.

Access Standards – Pursuant to the Specific Plan, private surface parking lots are not permitted in front of buildings. On-site parking must be located on the rear or side of the property, and access to parking should be provided through alleys and driveways. The Project will comply with this requirement. The Project will provide 1,414 parking spaces for the residential and retail uses, with a combination of surface parking and garages distributed throughout the site and located at the rear or side of the property. Each single-family home will have a direct access garage. In Phase 1, most of the parking is located internally allowing the architecture to front on Lance Drive and pedestrian paseos. In Phase 2, most of the parking is provided in 2-car garages with additional parking distributed along drive aisles. In Phase 3, parking is provided around the perimeter of the site and under PG&E power line easements that traverse the site in a north/south direction.

Solid Waste/Recycling Facilities – The Project complies with applicable Code requirements for solid waste and recycling facilities. Recology would provide solid waste, recycling, and composting services at the Project Site. Waste, recyclables, and organic matter generated by the proposed Project would be disposed of in the solid waste and recycling enclosures located throughout the project site.

Lot Coverage – The Code limits the maximum allowable lot coverage to 65% in the R-3-18 district, 75% in the R-3-30 district, and 85% for retail/service uses in the CN district. Based on the proposed development plan, the Project would comply with the required lot coverage standard.

Landscape Plans – The Project would include a landscape plan to compensate for the removal of trees and vegetation and enhance the overall development. The landscape plan would include planting on-site trees to replace trees removed during construction, in accordance with the City Tree Ordinance (Chapter 17-24). Landscaped areas would include a mix of native and drought-

tolerant plantings. Landscaping would comply with the City of Santa Rosa's Low-Impact Development Standards.

Setbacks – For residential small lot subdivisions, the side setback requirements are four feet for one-story portions of the residence, and eight feet for the second-story portion of the home. Pursuant to Zoning Code Section 20-42.140(F)(4), the review authority may approve different setbacks, if the review authority determines that the alternative approach is more appropriate to the characteristics of the site and surroundings. In this case, the Project proposes a second-story setback of four feet where eight feet is required by Zoning Code Section 20-42.140(F)(4)(B). This alternative approach is more appropriate to the characteristics of the site and surroundings because the number of lots in the small lot subdivision result in each lot having a narrow width, which inherently limits the livable space of each unit. The reduction of interior second-story side setback maintains the Project's ability to meet the minimum density of the Medium Density Residential designation of eight units per acre (11.5 units per acre) while maximizing the livable space of each unit.

Private Open Space – The standard requirement for private open space on individual lots within a small lot subdivision is 400 square feet, of which no dimension should be less than 15 feet, unless otherwise approved through the CUP process. While all lots comply with the minimum of 400 square feet of private open space, for the reasons noted in the Setbacks section above, the applicant proposes a minimum open space dimension of four feet. This request is necessary in order to maximize the livable space of each unit which would be placed on narrow lots in a small lot subdivision. The Project integrates a wide variety of shared open space both in Phase 2 and throughout the Project site, in addition to providing a direct connection to Northwest Community Park on the western Project site boundary.

Two-Story Structures – For residential small lot subdivisions, proposed two-story dwellings other than row houses and townhouses shall be designed so that: (a) the floor area of a second story is no more than 50 percent of all the roofed first floor area of the dwelling (including covered porch area and an attached garage, but not a detached garage); or (b) 25 percent of the dwelling units in the project are one-story; or (c) all two-story units have one-story elements. Pursuant to Zoning Code Section 20-42.140(F)(8), the review authority may approve different individual unit or project design alternatives. In this case, the Project proposes second-story and third-story floor area ratios that exceed these ratios in order to maximize the livability of each unit.

Pursuant to Zoning Code Section 20-42.140, a proposed residential small lot subdivision requires the approval of a Tentative Map and a Conditional Use Permit.

4. Tentative Map

Decisions on Tentative Maps are based on the four discretionary standards found in City Code Section 19-24.080(A-D). Applicable Tentative Map standards, followed by a staff analysis of the Project's compliance with the standards, are as follows:

- A. That the proposed map is consistent with the general plan and any applicable specific plans as specified in Government Code Sections 65451 and 66474.5.

Staff Response: The project site is located in an area designated by the General Plan Land Use Diagram as Medium Density Residential, Medium High Residential, and Retail and Business Services. The Medium Density Residential designation allows for 8 to 18 units per acre and the Medium High Residential designation allows for 18 to 30 units per acre. As described in the table above, the Project's residential density is consistent with these General Plan land use designations established by the North Santa Rosa Station Area Specific Plan. The proposed project is also consistent with General Plan goals and policies as described in this staff report above.

- B. That the proposed subdivision meets the housing needs of the City and that the public service needs of the subdivision's residents are within the available fiscal and environmental resources of the City.

Staff Response: The proposed project would add an additional 768 residential units, with varying unit sizes and types, further the City's goals of new housing development. Further, as part of the annexation of the Project site, City Staff has reviewed the proposed development and determined that there is adequate water and sewer capacity.

- C. That the design of the proposed subdivision has, to the extent feasible, provided for future passive or natural heating or cooling opportunities.

Staff Response: All structures have been designed with sufficient windows to allow the inflow of sunlight for natural heating, and larger tree species will be planted throughout the subdivision providing shade or cooling opportunities.

- D. That the proposed subdivision would not discharge waste into the City's sewer system that would result in violation of the requirements prescribed by the California Regional Water Quality Control Board (Ord. 3396 § 1, 1998; Ord. 2622 § 1, 1987).

Staff Response: The proposed development has been reviewed by City Staff and will be required to comply with all City Utilities and Infrastructure requirements, including required connections to City sewer and storm water systems.

5. Conditional Use Permit

The Conditional Use Permit (CUP) for the small lot subdivision (Phase 2 of the Project) is subject to Zoning Code Chapter 20-16, which reduces the review authority from the Planning Commission to the Zoning Administrator. However, the Tentative Map is subject to Planning Commission review and as such, the CUP for the small lot subdivision is subject to Planning Commission review. Decisions on Conditional Use Permits (CUPs) must be based on the findings found in Zoning Code Section 19-24.080(A-D). Applicable CUP findings, followed by a staff analysis of the Project's compliance with the findings, are as follows:

- A. 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;

Staff Response: The proposed residential small lot subdivision is allowed with Conditional Use Permit approval as regulated in Zoning Code Section 20-42.140 and complies with all other Zoning Code and City Code regulations. The project requires Planning Commission approval of modified development standards for residential small lot subdivisions related to second-story setbacks and two-story structures, as described in this staff report. These modifications would not significantly impact the project's livability and are necessary in order to maximize the development potential of the project site and provide a greater number of housing units to the City.

- B. The proposed use is consistent with the General Plan and any applicable specific plan;

Staff Response: The project site is located in an area designated by the General Plan Land Use Diagram as Medium Density Residential, Medium High Residential, and Retail and Business Services. The Medium Density Residential designation allows for 8 to 18 units per acre and the Medium High Residential designation allows for 18 to 30 units per acre. Consistent with these requirements, the proposed project will have an overall residential density of approximately 19.5 dwelling units per acre with each Project phase being consistent with the applicable density standard. The proposed project is also consistent with General Plan goals and policies as described in this staff report above. The project site is also located within the North Santa Rosa Station Area Specific Plan (Specific Plan) area, which aims to support future rail transit by increasing the number of residents and employees within walking distance of the City's SMART station by improving pedestrian, bicycle, auto, and transit connections, increasing residential density, promoting economic development, and enhancing aesthetics and quality of life. It provides for a range of land

uses, including residential, retail and business services, and office uses. The proposed project would help to achieve these Specific Plan goals and policies, as described in this staff report above.

- C. The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and future land uses in the vicinity;

Staff Response: The proposed activity is consistent with the Zoning Code and General Plan Land Use designation, which both envision residential development in this area which would include single-family residences on small lots and multi-family residences. The project site is located within walking distance to several schools and public parks. The site would be accessed by vehicles via one driveway along Guerneville Road, two driveways along Lance Drive, and three driveways along Iroquois Street. The proposed activity also respects the scale of existing residential development surrounding the project site. The site plan provides circulation, setbacks, and design features compatible with the surrounding neighborhood and similar to the surrounding residential uses.

- D. The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints;

Staff Response: The project complies with General Plan objective criteria for land use and density, as well as all site development and use standards contained in applicable Zoning Code regulations. The project site is located in a developed area that is located close to transit, has access to City services, and has been reviewed by City staff and conditioned to include improvements as necessary to support the project and its associated uses. The Project would enhance pedestrian and bicycle connectivity by constructing a 10-foot wide pedestrian and bicycle pathway along the Guerneville Road frontage. Additionally, the Project includes the relocation of an existing westbound bus stop to a more suitable location on the Project's Guerneville Road frontage and the addition of a new eastbound bus stop on the south side of Guerneville Road, opposite the relocated westbound bus stop.

- E. 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

Staff Response: The proposed scale, scope, and operations of the Project has been thoroughly analyzed and reviewed by multiple City departments, undergone significant environmental analysis, and been

conditioned to avoid potential impacts on the environment and surrounding neighborhood. The proposed street improvements along Lance Drive, Iroquois Street, and Guerneville Road would reduce any potential significant traffic impacts.

- F. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).

Staff Response: Pursuant to CEQA Guidelines sections 15168 and 15182, the City reviewed the Project for consistency with the program EIR prepared for the Specific Plan (15168) and for consistency with the Specific Plan (15182). As discussed in the Environmental Review section below, the Project has been found in compliance with CEQA. The Project and its potential environmental impacts were fully evaluated by the EIR prepared for the North Santa Rosa Station Area Specific Plan certified by the City Council on July 31, 2012 (SCH No. 2011122034).

6. Design Guidelines

The [Design Guidelines](#) are the primary design criteria under which discretionary review is conducted. The most relevant applicable Design Guidelines goals and policies include:

Design Guidelines Goal or Policy	Project Consistency
1.1 Neighborhood Design	
I.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.	Consistent. The proposed mixed-use project would promote the development of a new “neighborhood” that incorporates a variety of uses. The project would create a mixed-use neighborhood with 98 detached single-family dwellings and 672 multi-family residential units across 24 buildings, and approximately 4,800 square feet of community-serving retail uses and an outdoor plaza. The Project will also provide a vehicle/pedestrian connection to the Santa Rosa North SMART Station and a pedestrian connection to Hilliard Comstock Middle School, Hilliard Comstock Northwest Community Park, and the Ridley Avenue neighborhood.
I.I.F.: To encourage neighborhood design that supports pedestrians,	Consistent. The proposed project will provide a neighborhood design that

<p>bicyclists and use of public transit as well as automobile use</p>	<p>supports pedestrians, bicyclists, the use of public transit, and automobile use. The entire project has been organized with a hierarchy of interconnected pedestrian paseos, courtyards, and vehicular circulation routes. Each single-family residence will provide a connected garage. Short-term and long-term bicycle parking will be provided on site. The Project will provide an efficient on-site circulation plan with an interconnected network of pedestrian pathways, open space areas, and amenities to serve residents and their guests. The Project will provide a vehicle/pedestrian connection to the Santa Rosa North Station and a pedestrian connection to Hilliard Comstock Middle School, Hilliard Comstock Northwest Community Park, and the Ridley Avenue neighborhood. The Project will also provide two new bus stops on Guerneville Road (eastbound and westbound).</p>
<p>4.10 North Santa Rosa Station Area</p>	
<p>I.B.: To ensure that building designs, site layout, and building uses support a transit-friendly environment</p>	<p>Consistent. The proposed mixed-use project incorporates residential and community-serving retail uses to support a transit-friendly environment.. The proposed project would provide high-density development and commercial and retail amenities within walking distance of the Santa Rosa North SMART light rail platform and would be consistent with the policy of promoting transit use.</p>
<p>I.I.: To create a comfortable environment for pedestrians, bicyclists, and vehicles alike.</p>	<p>Consistent. The entire project has been organized with a hierarchy of interconnected pedestrian paseos, courtyards, and vehicular circulation routes, and each project phase incorporates communal, landscaped amenity areas. Vehicular circulation is provided with a network of private streets, drive aisles, and parking</p>

	<p>areas. In Phase 1, most of the parking is located internally allowing the architecture to front on Lance Drive and pedestrian paseos. A new entrance situated off Guerneville Road has been established to increase access and connectivity and to alleviate congestion on Lance Drive. The project is located with a 7-minute walk to the Santa Rosa North SMART light rail platform and with easy freeway access. The Project will provide two new bus stops on Guerneville Road (eastbound and westbound). The Project will provide a vehicle/pedestrian connection to the Santa Rosa North SMART Station and a pedestrian connection to Hilliard Comstock Middle school, Hilliard Comstock Northwest Community Park, and the Ridley Avenue neighborhood. The Project will also provide a new ten-foot-wide Class I bike path along the entire Guerneville Road frontage.</p>
<p>I.D.: To encourage buildings with active and open facades that interest those walking and biking in the area, and to create an active pedestrian-oriented streetscape</p>	<p>Consistent. The entire project has been organized with a hierarchy of interconnected pedestrian paseos, courtyards, and vehicular circulation routes, and each project phase incorporates communal, landscaped amenity areas.</p>
<p>3.2. Multiple-Family Residential</p>	
<p>I.B.: To provide a quality living environment.</p>	<p>Consistent. The project will provide a high quality, amenity rich environment for residents in the City. Each project phase will provide communal, landscaped amenity area, some of which will incorporate one-story community clubhouses to provide social gathering and activity opportunities for community residents. The project will also provide commercial and retail amenities, including 4,800 square feet of community-serving retail and an outdoor plaza.</p>

3.1. Single-Family Residential

3.1.I.F.: To promote single-family projects that include pedestrian oriented streetscapes that are not dominated by garages and street systems that are designed for pedestrians and bicyclists as well as for automobile use.

Consistent. The proposed project will provide pedestrian-oriented streetscapes that are designed for pedestrians, bicyclists, and for automobile use. The entire project has been organized with a hierarchy of interconnected pedestrian paseos, courtyards, and vehicular circulation routes. Short-term and long-term bicycle parking will be provided on site. The Project will provide an efficient on-site circulation plan with an interconnected network of pedestrian pathways, open space areas, and amenities to serve residents and their guests. The Project will also provide a vehicle/pedestrian connection to the Santa Rosa North Station and a pedestrian connection to Hilliard Comstock Middle School, Hilliard Comstock Northwest Community Park, and the Ridley Avenue neighborhood.

7. Summary of Public Comments

Public comments included support for the proposed mixed-use project, including that the Project would provide housing at many levels, as well as amenities and social space. Public comments also supported the location of the Project, which is nearby to transit. One commentor suggested that the applicant consider childcare facility uses in the proposed retail area of the Project.

Commentors were concerned about access and traffic issues on Guerneville Road and Lance Drive, and suggested considering providing an additional entrance on Guerneville Road and/or extended green light duration from Lance Drive. The Project was revised to include an additional entrance/exit on Guerneville Road in response to these comments.

Some commentors expressed that there is an overconcentration of housing projects in the area and were concerned about resulting environmental impacts. Commentors described existing noise impacts in the area and expressed concern that the Project would worsen these impacts and could result in impacts to privacy and increased crime. Commentators also asked about the impact of the proposed Project's water usage.

Other commentors expressed that the allowable density is too high and the

proposed buildings are too tall. Some commentators asked whether the number of parking spaces provided would be sufficient. One commentor suggested that the on-site retail should be removed or relocated to an alternate location, to allow for more residential units.

5. Public Improvements

Public on-site improvements would include the installation of approximately 2,200 linear-feet of 12-inch water main piping and appurtenances that would serve the proposed project. These public improvements would connect to existing water mains at Iroquois Street, Lance Drive, and Pawnee Street. All public improvements within the on-site development would be within a utility easement. On-site public improvements may also include the installation of approximately 800 linear feet of gravity sewer pipe that would collect flows from the existing Pawnee Street neighborhood that is north of the project site, which is currently fed from an existing sanitary sewer lift station. On-site storm drain improvements would include the installation of approximately 7,200 linear feet of gravity storm pipes, manholes, curb and drop inlets, low-impact development best management practice (LID-BMP) treatment systems, trash capture devices, and, potentially, low-flow pumps to convey treatment flows between the on-site storm main and LID BMP treatment systems. The proposed gravity storm pipes would be between 12 and 24 inches in diameter. Additionally, the proposed street improvements along Lance Drive, Iroquois Street, and Guerneville Road would include new curbs, gutters, and sidewalks.

For a comprehensive list of on- and off-site improvements, refer to the attached Exhibit A, provided by Engineering Development Services, dated November 6, 2024.

FISCAL IMPACT

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

ENVIRONMENTAL IMPACT

The Project has been found in compliance with the California Environmental Quality Act (CEQA). The Project and its potential environmental impacts were fully evaluated by the EIR prepared for the North Santa Rosa Station Area Specific Plan certified by the City Council on July 31, 2012 (SCH No. 2011122034). The City has determined, based upon substantial evidence contained in the record including the Environmental Checklist included as Attachment 5 to this staff report, that the project is within the scope of the Specific Plan EIR, all feasible mitigation measures in the Specific Plan EIR have been incorporated into the project and no new environmental analysis is required (CEQA Guidelines section 15168). In addition, the proposed project is statutorily exempt from CEQA pursuant to CEQA Guidelines section 15182 and Government Code 65457 as a residential project that is consistent with the Specific Plan. An Environmental Checklist

(Checklist), prepared in accordance with CEQA by ICF and dated October 2024, determined that the proposed project is consistent with the Specific Plan and there is no new information that would require subsequent review of the Specific Plan EIR. Pursuant to CEQA Guidelines Section 15182 and Government Code Section 65457, which provides for an exemption for certain residential, commercial, and mixed-use projects that are consistent with an adopted specific plan for which an EIR was certified, the project is statutorily exempt from CEQA.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

On January 25, 2024, the Design Review Board provided comments as part of Concept Design Review. The consideration and incorporation of their comments is included as Attachment 7. The Design Review Board provided comments relating to potential traffic impacts and suggestions to improve access to and from the Project site, such as providing a pedestrian connection to Hilliard Comstock Middle School and/or at Guerneville Road. The Design Review Board also provided comments and suggestions relating to the design of the proposed Phase 1 buildings and patios, and the proposed open space area and community garden.

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.

LEVINE ACT

This project is subject to the Levine Act (Gov. Code Section 84308) which prohibits city officials from participating in certain decisions regarding licenses, permits, and other entitlements for use if the official has received a campaign contribution of more than \$250 from a party, participant, or agent of a party or participant in the previous 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. Please see the attached Disclosure Form (Attachment 1) for information on individuals interested in the proposed land use action and any monetary contributions to city officials. For more information see the FPPC website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

ISSUES

There are no unresolved issues remaining with the Project.

ATTACHMENTS

Attachment 1 - Disclosure Form
Attachment 2 - Location Map
Attachment 3 – Traffic Impact Analysis
Attachment 4 – Conceptual Multifamily Rendering Sheets
Attachment 5 – Environmental Checklist with Appendices
Attachment 6 – Full Project Plans
Attachment 7 – Response to Concept DRB Comments
Attachment 8 – Tentative Map
Attachment 9 – Stormwater LID Worksheet
Attachment 10 – Phase Two Site Plan Sheets
Attachment 11 – Phase Two Narrative
Attachment 12 – North Santa Rosa Station Area Specific Plan Environmental Impact Report
Attachment 13 – Public Correspondence

Resolution 1 – CUP (Small Lot Subdivision)
Resolution 1 – Exhibit A – Development Advisory Committee Report (DAC)
Resolution 2 – Tentative Map
Resolution 2 –Exhibit A - Engineering Development Services (EDS), dated November 6, 2024

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