



May 10, 2024

Planning and Economic Development  
100 Santa Rosa Avenue | Santa Rosa, CA 95404

Project: Garden Square, 190 Sebastopol Road, Santa Rosa, CA

Dear Mike,

This letter is in regards to your comments dated March 07, 2024 regarding the above referenced project. Your comments have been incorporated into plans as follows.

1. Copyright Release Form.

RESPONSE: - Please refer attached Copyright Release Form.

2. Include additional photos of the site interior and relationship to adjacent residential areas.

RESPONSE: - Please refer attached sheet A8.0.0 showing additional photos per requirement.

3. Include existing land uses on Neighborhood Context Map.

RESPONSE: -Please refer attached sheet A9.0.0 Neighborhood context map.

4. Address comments from the Neighborhood meeting.

RESPONSE: - Please refer following responses for Neighborhood meeting comments.

**Neighborhood meeting comments: -**

1. Parking

RESPONSE: - Gross parking required are 91 spaces.

Based on the Santa Rosa City Code's parking requirements for retail uses, the proposed ground floor retail requires 28 parking spaces. Since the project is providing affordable units and is requesting a density bonus, the project is following the parking requirements in the 2019 California Government Code, Title 7, Chapter 4.3, Subdivision (p) which requires the residential portion of the project to provide approx. 51.5 parking spaces. Therefore, the project is required to provide a total of 79.5 parking spaces. The proposed parking supply of 91 parking spaces is sufficient to meet the parking required.

2. Height, privacy to residences behind. Balconies

RESPONSE: - On southern side, few balconies occur. We will increase landscaping island counts to provide large trees. In this way, sight line from balconies will be obstructed. Further balconies are recessed and provided with some sort of enclosure on their left/right sides.



3. Access

RESPONSE: - The site is proposed to be accessed by three unsignalized project driveways with two full-access driveways on Sebastopol Road and one outbound right turn only driveway on Stony Point Road.

4. Noise

RESPONSE: - Exterior wall will be provided with R-19 insulation so as to provide more STC (sound reduction) as compared to require per code.

5. Property values

RESPONSE: - It's hard to determine property values at this stage. But we are positive that property values will increase with this kind of development here.

6. Who will live there? Market rate, Section 8, Affordability level

RESPONSE: - The proposed residential units consist of four (4) affordable units and 71 market rate units. Affordable units are for low-income group only and not related to section-8 housing scheme.

7. Frontage

RESPONSE: - Frontage along Sebastopol Road. Building is at setback limit described in code. Bottom floor provided bar/retail facilities. Upper floors accommodate apartments along frontage.

8. Circulation

RESPONSE: - As mentioned above in point #3, the proposed development will be accessible through three project driveways with one along Stony Point Road and two along Sebastopol Road. Vehicles may access the parking garage on the south end of the project building. Parking spaces are also located around the perimeter of the project building. Drive aisles within the site are two-way with the exception of the short segment near Project Driveway #1, adjacent to the angled parking spaces, since this driveway is outbound access only.

9. Color of elevations, break color blocks into smaller components

RESPONSE: - Horizontal and vertical articulation provided to break the building façade which further breaks the color scheme also. Please refer sheets A2.0.0, A2.1.0 & A2.0.0A, A2.1.0A

10. Homeless encampments and status of code enforcement of vacant lot

RESPONSE: - Homeless encampments will be decreased with this kind of development.

11. Will the rest of Sebastopol Road look like this in the near future? Character of the neighborhood



RESPONSE: - Implementation will occur when an individual property owner redevelops, and the development requirement is to dedicate right-of-way and install improvements consistent with the Specific Plan.

The land use concept plan associated with the Urban Vision Plan calls for a future rearrangement of current and new land uses to include: Mixed Use, General Commercial, Medium Density Residential and Public Parks/Plaza. The overall objectives of the new concept are to:

- 1) stimulate economic revitalization of the area by providing additional opportunities for a variety of commercial and residential uses,
- 2) provide more green spaces,
- 3) facilitate pleasant and safer pedestrian connectivity within and outside the area, including a greener streetscape,
- 4) help decongest traffic by introducing alternative traffic routes, and
- 5) provide public spaces for socializing, and a large community gathering space as a town square for special events.

#### The Community Goals and Ideals

- a. Celebrate the multi-cultural ethnicity of the area. Create a unique sense of place as an international village and market place.
- b. Provide a place for a community center and a library, social services, a cultural center, extended education facility, and youth activities center. If possible, some of these should occur at the Neighborhood Center (Roseland Village Shopping Center)
- c. Assure more choices in affordable housing types, not just rentals but ownership as well.
- d. More green spaces throughout the area in the form of parks, landscaping, active parks, open space and a green streetscape, including the enhancement of the Rodota Trail.
- e. Allow for a variety of businesses while remaining small business oriented. Maintain affordability for existing small businesses. Avoid displacement of existing businesses. Avoid “strip mall” type development.
- f. Add a market/grocery store in the Neighborhood Center. This could be part of the international market place use.
- g. Assure adequate parking for the businesses.
- h. New development should respect the small scale of local businesses, and have elements of early California historic character.

#### 12. Consistency with Roseland Specific Plan

RESPONSE: - Yes, as per Sebastopol urban vision plan, this also included a goal to create a neighborhood center or “community commons” with neighborhood serving and residential uses. General commercial development is encouraged along the western portion of the Sebastopol Road corridor. The types of uses should be consistent with the both the City and County General Plan land use designations (Retail Business Service and General Commercial, respectively).

New uses proposed for the center are intended to create a mix of commercial retail, personal services, offices, residential uses, and pedestrian amenities. So our project theme complies with the specific plan.

### 13. Traffic and intersection movements

**RESPONSE:** - Based on the City of Santa Rosa's (City) Guidelines for the Preparation of Traffic Operational Analysis, for purposes of determining the worst-case impacts of traffic on the surrounding street network, the trips generated by a proposed project are estimated for the AM peak hour (between 7:00 AM and 9:00 AM), and for the PM peak hour (between 4:00 PM and 6:00 PM) on a typical weekday. Per Transportation Impact study prepared by Kimley Horn, dated January 2023; the project will generate a net new +149 daily trips, +25 trips in the AM Peak hour, and -19 trips in the PM peak hour.

There is currently an existing Class II bicycle lane along Sebastopol Road, adjacent to the project frontage, which connects to the existing Class II bicycle lane along Stony Point Road and Class I bicycle path along the Joe Rodota Trail. The bicycle lane along Sebastopol Road, adjacent to the project frontage, is proposed to be converted to a future Class IV separate bikeway. From the bicycle storage within the site, bicyclists can access these facilities using the internal drive aisles.

Sidewalks exist on both sides of Sebastopol Road and Stony Point Road. These sidewalks connect to nearby residential and retail land uses such as the retail shops to the east and west of Stony Point Road and Stony Point Plaza. Within the site, internal pedestrian facilities are provided to the east and west of the project building. These facilities connect on-site amenities, garage access, and retail access to the existing sidewalks along Sebastopol Road.

Pedestrian facilities mentioned above provide direct access to the nearest transit stop located at the southeast corner of Stony Point Road and Sebastopol Road. This transit stop serves Routes 2 and 2B and contains a bus shelter with shaded seating. A transit stop is also located at the northeast corner of Stony Point Road and Sebastopol Road. This transit stop serves Route 15 which runs along Stony Point Road.

Apart from that, per the Transportation Impact Study, for the cumulative plus project conditions, the signal timing is recommended to be modified to add green time to the Southbound Left-turn lane at Stony Point Road/Sebastopol Road Intersection.

### 14. Rooftop and Open space location

**RESPONSE:** - Approx 3600 sq.ft. open space has been provided for residents at second floor level. A minimum 40 sq.ft. private balcony for each apartment has been provided. Roof top will be used to place mech units, solar panel and condenser units etc. Please refer sheet A1.2.0. for open space.

### 15. Security

**RESPONSE:** - There is existing 6' high wrought iron fence along south and east property line. Entry to residential portion will be restricted through gated access control. Outdoor cameras will be installed. Light poles with proper illumination will be provided. Fire alarm and fire sprinkle systems will be provided.



16. Tree protection

**RESPONSE:** - Few existing trees will be removed. But we have provided approx. 54 new trees along with shrubs and grass etc.

General:

Two copies of revised plans are submitted for your review and approval. Should you have any questions, please do not hesitate to call me at (702) 396-5114.

Sincerely yours,  
ACE Engineering



Jaspal S. Sidhu, P.E.  
Principal