

From: [REDACTED]
To: [Sheikhali, Monet](#)
Subject: Re: [EXTERNAL] Largo Fresca Apartments
Date: Thursday, December 11, 2025 11:57:56 AM

Dear Ms. Sheikhali,

Thank you for taking time to respond so completely to my email.

The absence of adjacent on-street parking, not only for Apartment residents but also deliveries, will, in my opinion, create future traffic problems on Hoen Ave. and Summerfield Road.

Regards,
Jack Walton

From: Sheikhali, Monet <msheikhali@srcity.org>
Sent: Wednesday, December 10, 2025 11:01 AM
To: [REDACTED]
Subject: RE: [EXTERNAL] Largo Fresca Apartments

Good morning, Jack,

Thanks for your email and comments on the proposed project.

The project is now proposing four very low-income affordable units instead of six low-income affordable units. Under California's Density Bonus Law (Government Code [Section 65915](#)), developers who include affordable housing units in their projects are eligible for various incentives, such as waivers or modifications of development standards, including setback requirements. In this case, the applicant is providing four affordable housing units out of a total of 50 units, which qualifies them for a waiver of the building setback restriction. This setback waiver is directly tied to the provision of affordable housing units and is in line with the goals of the Density Bonus Program, which aims to encourage the development of affordable housing across the state. By utilizing California's Density Bonus Law, the applicant can maximize the site's potential, providing 50 units in total rather than being restricted to fewer units due to the setback limitation.

The project is providing 63 parking spaces on site. The reduced parking concession also comes from California state law. Under California's Density Bonus Law (Government Code § 65915), any housing development that includes a required percentage of deed-restricted affordable units is entitled to specific concessions and incentives, and reduced parking requirements are one of the concessions.

Your email from 2021 has been included in the Planning Commission meeting package for the commissioners' review, along with other emails we have received. I will also include this email in the

public record and share it with the Planning Commission. Here is the link where you can review all the documents for the upcoming public hearing: <https://santa-rosa.legistar.com/LegislationDetail.aspx?ID=7768844&GUID=75569FC9-680C-406B-A945-101F7A400BE1&Options=&Search=>

Also, you can visit the project website to review the project and see responses to some general comments raised by neighbors: <https://www.srcity.org/3774/Lago-Fresca-Apartments>

Regards,

Monet Sheikhalı | Supervising Planner

Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404

Monday through Thursday: 8 a.m. – 4 p.m. and Friday: 8 a.m. – 1:30 p.m.

Tel. (707) 543- 4698 | Fax (707) 543-3269 | msheikhalı@srcity.org



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From: [REDACTED]
Sent: Tuesday, December 9, 2025 7:42 PM
To: Sheikhalı, Monet <msheikhalı@srcity.org>
Subject: [EXTERNAL] Largo Fresca Apartments

Dear Ms. Sheikhalı,

On September 13, 2021, I sent you a letter listing the six "adjustments" (I call them variances) to existing zoning that this project then required. The project then listed six "affordable units" while the present submittal lists four. So have there been other "adjustments" to this proposal?

A real concern with the then project was the lack of on-site parking, with the city zoning requiring 107 spaces, while the project proposing 63. In some locals, underestimating on-site parking requirements may not be critical as adjacent on-street-parking is readily available, which is NOT the case here. Hopefully this parking issue has been corrected in this present proposal.

Sincerely,
Jack Walton

[REDACTED]

Santa Rosa CA [REDACTED]

From: [James Lloyd](#)
To: [PLANCOM - Planning Commission](#)
Cc: [CMOffice](#); [City Clerk](#); [CA Office](#); [Planning Shared](#)
Subject: [EXTERNAL] public comment re item 11.2 for tonight's Planning Commission meeting
Date: Thursday, December 11, 2025 11:30:01 AM
Attachments: [Santa Rosa - 2445 Summerfield Rd - HAA letter.pdf](#)

Dear Santa Rosa Planning Commission,

The California Housing Defense Fund (“CalHDF”) submits the attached public comment re item 11.2 for tonight's Planning Commission meeting, the proposed 50-unit housing development project at 2445 Summerfield Rd, which includes 4 very low-income units.

Sincerely,

James M. Lloyd
Director of Planning and Investigations
California Housing Defense Fund
james@calhdf.org
CalHDF is grant & donation funded
Donate today - <https://calhdf.org/donate/>



Dec 11, 2025

City of Santa Rosa
637 1st St
Santa Rosa, CA 95404

Re: Proposed Housing Development Project at 2445 Summerfield Rd

To: planningcommission@srcity.org

**Cc: CMOffice@srcity.org; CityClerk@srcity.org; caoffice@srcity.org;
Planning@srcity.org;**

Dear Santa Rosa Planning Commission,

The California Housing Defense Fund (“CalHDF”) submits this letter to remind the City of its obligation to abide by all relevant state laws when evaluating the proposed 50-unit housing development project at 2445 Summerfield Rd, which includes 4 very low-income units. These laws include the Housing Accountability Act (“HAA”), the Density Bonus Law (“DBL”), AB 130, and California Environmental Quality Act (“CEQA”) Guidelines.

The HAA provides the project legal protections. It requires approval of zoning and general plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. (Gov. Code, § 65589.5, subs. (d), (j).) The HAA also bars cities from imposing conditions on the approval of such projects that would render the project infeasible (*id.* at subd. (d)) or reduce the project’s density (*id.* at subd. (j)) unless, again, such written findings are made. As a development with at least two-thirds of its area devoted to residential uses, the project falls within the HAA’s ambit, and it complies with applicable local zoning code and the City’s general plan. Increased density, concessions, and waivers that a project is entitled to under the DBL (Gov. Code, § 65915) do not render the project noncompliant with the zoning code or general plan, for purposes of the HAA (Gov. Code, § 65589.5, subd. (j)(3)). The HAA’s protections therefore apply, and the City may not reject the project except based on health and safety standards, as outlined above. Furthermore, if the City rejects the project or impairs its feasibility, it must conduct “a thorough analysis of the economic, social, and environmental effects of the action.” (*Id.* at subd. (b).)

CalHDF also writes to emphasize that the DBL offers the proposed development certain protections. The City must respect these protections. In addition to granting the increase in residential units allowed by the DBL, the City must not deny the project the proposed waivers and concessions with respect to affordable unit location, parking, height, front yard setbacks, and covered parking. If the City wishes to deny requested waivers, Government Code section 65915, subdivision (e)(1) requires findings that the waivers would have a specific, adverse impact upon health or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. If the City wishes to deny requested concessions, Government Code section 65915, subdivision (d)(1) requires findings that the concessions would not result in identifiable and actual cost reductions, that the concessions would have a specific, adverse impact on public health or safety, or that the concessions are contrary to state or federal law. The City, if it makes any such findings, bears the burden of proof. (Gov. Code, § 65915, subd. (d)(4).) Additionally, the California Court of Appeal has ruled that when an applicant has requested one or more waivers and/or concessions pursuant to the DBL, the City “may not apply any development standard that would physically preclude construction of that project as designed, even if the building includes ‘amenities’ beyond the bare minimum of building components.” (*Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 775.)

Additionally, the project is exempt from state environmental review under the Class 32 CEQA categorical exemption (In-Fill Development Projects) pursuant to section 15332 of the CEQA Guidelines, as the project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable zoning designation and regulations; the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; the project site has no value as habitat for endangered, rare, or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. The project is also eligible for a statutory exemption from CEQA pursuant to AB 130 (Pub. Res. Code, § 21080.66), which was signed into law on June 30, 2025 and effective immediately (Assembly Bill No. 130, 2025-2026 Regular Session, Sec. 74, available [here](#)). Caselaw from the California Court of Appeal affirms that local governments err, and may be sued, when they improperly refuse to grant a project a CEQA exemption or streamlined CEQA review to which it is entitled. (*Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 911.)

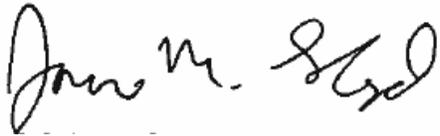
As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: by providing affordable housing, it will mitigate the state’s homelessness crisis; it will increase the city’s tax base; it will bring new customers to local businesses; and it will reduce displacement of existing residents by reducing competition for existing housing. While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the City to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)(3) non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at www.calhdf.org.

Sincerely,



Dylan Casey
CalHDF Executive Director



James M. Lloyd
CalHDF Director of Planning and Investigations

From: [Sheikhali, Monet](#)
To: "Jim McAdler"
Subject: RE: [EXTERNAL] Comment on Proposed Lago Fresca Apartments
Date: Thursday, December 11, 2025 8:30:00 AM

Good morning, Sandy and James,

Thank you for your email and for sharing your comments. I just wanted to confirm that I have received your email and that it will be shared with the Planning Commission, along with other emails we have received for their consideration as part of the public record.

You can visit this project website and see responses to comments raised by neighbors at this link:
<https://www.srcity.org/3774/Lago-Fresca-Apartments>

Regards,

Monet Sheikhali | Supervising Planner

Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA
95404

Monday through Thursday: 8 a.m. – 4 p.m. and Friday: 8 a.m. – 1:30 p.m.

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From: Jim McAdler [REDACTED]
Sent: Wednesday, December 10, 2025 5:18 PM
To: Sheikhali, Monet <msheikhali@srcity.org>
Subject: [EXTERNAL] Comment on Proposed Lago Fresca Apartments

Hello Monet,

The proposed 50-unit multifamily project at 2445 Summerfield Road and 4744 Hoen Avenue is near our home, where we have lived for the past 27 years. We are concerned that the proposed apartment complex will create a significant amount of traffic on Summerfield and Hoen, when the traffic is already heavy even during non-commute hours. In addition, a development this size will require adequate parking, and there is no on-street parking in the area. This is a major

development that does not fit in the surrounding neighborhood. Please consider a smaller-scale project that maintains the character and lower density of the surrounding neighborhood.

Thank you for your consideration of our input.

Sandy and James McAdler

[REDACTED]

Santa Rosa, California [REDACTED]

From: [Sheikhali, Monet](#)
To: "Kashy Ghazzagh"
Cc: [Annette Romios L.Ac.](#)
Subject: RE: [EXTERNAL] Lago Fresca
Date: Thursday, December 11, 2025 10:24:00 AM
Attachments: [image001.png](#)
[Exhibit A.pdf](#)
[Attachment 9 - Traffic Study.pdf](#)

Kashy,

Please see the attached "Exhibit A", which includes conditions from Fire and Traffic, along with conditions from other departments. An addendum to the traffic study dated December 1, 2025, has also been provided and reviewed by the Traffic Engineering Division. Traffic had no comments or issues with the addendum. All of these are included in the link I sent you for today's agenda.

I will be sure to share your email with the Planning Commission for their consideration as part of the public record.

Regards,

Monet Sheikhali | Supervising Planner

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From: Kashy Ghazzagh - [REDACTED]
Sent: Thursday, December 11, 2025 8:36 AM
To: Sheikhali, Monet <msheikhali@srcity.org>
Cc: Annette Romios L.Ac. [REDACTED]
Subject: Re: [EXTERNAL] Lago Fresca

Good morning Monet-

I'm not seeing any comments or documents from Traffic or Fire department. Where can I locate this?

All I see is a flawed traffic study commissioned by the developer which was done during COVID shut down era when there was less traffic, many offices closed near this project and ample parking because of it.

Please help me understand what traffic department had to say about the driveway, the lack of visibility due to set back and other safety concerns.

As you may or may not know, there have been deaths and several accidents in this area in recent times.

8:18



The Press Democrat



By **JENNIFER SAWHNEY** | Press Democrat

PUBLISHED: March 4, 2023 at 10:02 AM PST



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1.0x

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01:43

A 19-year-old female pedestrian was struck by a car Friday evening in east Santa Rosa and is in critical condition with life threatening injuries, according to the Santa Rosa Police Department.

At 6:28 p.m. Santa Rosa police were called to Hoen Avenue and Sierra Creek Lane where the woman had been hit by a white Honda Civic westbound on Hoen Avenue.

The accident was in the vicinity of the crosswalk where Atticus Pearson, a 13-year-old Santa Rosa student was hit by an eastbound car on Jan. 19. He remains in UCSF Benioff Children's Hospital in Oakland.

On Friday, the 43rd day since her son's accident, Atticus' mother, Amanda Pearson, posted on Facebook that he is still in the hospital and is undergoing rehabilitative treatment. She wrote:

Kashy

> On Dec 5, 2025, at 3:42 PM, Sheikhal, Monet <msheikhali@srcity.org> wrote:

>

> Hi Kashy,

>

> Happy Holidays as well.

>

> Fire and Traffic have reviewed the project. You can visit this website to review the project and see responses to comments raised by neighbors: <https://www.srcity.org/3774/Lago-Fresca-Apartments>

> Here is the link where you can review all the documents for the upcoming public hearing: <https://santa-rosa.legistar.com/LegislationDetail.aspx?ID=7768844&GUID=75569FC9-680C-406B-A945-101F7A400BE1&Options=&Search=>

>

> Thanks for raising the parking questions. This question comes up often with affordable-housing proposals. The reduced parking concession comes from California state law. Under California's Density Bonus Law (Government Code § 65915), any housing development that includes a required percentage of deed-restricted affordable units is entitled to specific concessions and incentives, and reduced parking requirements are one of the concessions.

>

> I will include this email in the public record and share it with the Planning Commission. Your previous emails have been added to the package for the Planning Commission meeting.

>

> Have a great weekend,

>

> Monet Sheikhal | Supervising Planner

> Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404

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>

> -----Original Message-----

> From: Kashy Ghazzagh <[REDACTED]>

> Sent: Thursday, December 4, 2025 10:14 AM

> To: Sheikhal, Monet <msheikhali@srcity.org>

> Cc: Annette Romios L.Ac. <[REDACTED]>

> Subject: [EXTERNAL] Lago Fresca

>

> Good morning Monet-

>

> Happy holidays!

> I'm reaching out to you on this project to see if this proposed complex has yet been reviewed by Fire and Traffic as of yet, and if so, to what extent. If there are comments available from them, I would be interested to know and have the opportunity to review.

>

> Another question:

> Are the project owners and designers assuming that all residents in the complex will never have any visitors?? No birthday parties, NFL games, NBL, NBA, NHL games? I see no visitor parking allocated, no I see any reason why visitors wouldn't park in other areas and other properties adjacent to this project. Who's to stop them?

>

> We have serious valid and concerns for safety issues this project brings to the table.

>

> Thank you

>

> Kashy

>

From: [Sheikhali, Monet](#)
To: [Patti Fitch](#)
Subject: RE: [EXTERNAL] Lago Fresco Apartments
Date: Thursday, December 11, 2025 10:33:00 AM

Good morning, Patti,

Thank you for your email and for sharing your comments and concerns regarding the Lago Fresca project. I just wanted to confirm that I have received your email, and your comments will be shared with the Planning Commission for their consideration as part of the public record.

Regards,

Monet Sheikhali | Supervising Planner

Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404

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From: Patti Fitch [REDACTED]
Sent: Thursday, December 11, 2025 10:08 AM
To: Sheikhali, Monet <msheikhali@srcity.org>
Subject: [EXTERNAL] Lago Fresco Apartments

Hello,

I am a 30 year + resident of Santa Rosa who lives in close proximity to the proposed Lago Fresca project on the corner of Hoen and Summerfield. I am writing this letter to you to ask that this project be reduced in size in order to remain in scale to the area. We are a single family neighborhood on three sides of the project, with some professional office sites on the fourth side. This multi family high density housing project does not fit with the surrounding area. Our infrastructure does not support the increased traffic and parking access that this

number of residents will require. I've lived in this area long enough to remember when Hoen Avenue was a four lane road with no bike lanes or center turning lane. In order to make the road more safe, it was redesigned several years ago to create safe bike lanes in both directions, and a safe turning lane in the center. This alone, while making the road safer, increased the traffic build up, especially during the work and school commute hours. During the morning school commute, traffic is often backed up for several blocks, and several signals, making it necessary to either change routes or change plans for driving anywhere during that time. Will the city eventually reduce the safety of Hoen Ave. and return to a four lane road without bike lanes or a turning lane to accommodate the increase in traffic flow with the increase of cars this project will create? I do hope we all have more sense than that. Parking will be an issue, since there are not enough parking spaces planned to support the occupants of the complex. Overflow will take place in the surrounding neighborhoods that already need the spaces for their own residents. This is not to even mention the evacuations residents in my area have now experienced due to the Tubbs Fire and the Glass Fire. During those times, Hoen was at a complete crawl to get to the freeway and on to safety.

While I realize that there is a shortage of housing in our beloved city, to build high density living in existing communities is not the answer. That vacant lot, which is an L-shape around a current business, would be better suited for a lower density model plan, such as the homes in the adjacent Sierra Creek neighborhood. I have recently returned from a visit to Southern California in the city of Irvine. What I saw was massive apartment home projects block after block. The roads down there have been expanded to eight lanes with traffic and noise from traffic that doesn't let up. I am so thankful to live in an area that cares about the beauty of its surroundings. Please don't destroy what we have. Please don't force us to have to think about relocation because of what our city is turning into.

Thank you,
Patti Fitch
Concerned Santa Rosa Resident

From: [Sheikhali, Monet](#)
To: ["Stephen Schwartz"](#)
Subject: RE: [EXTERNAL] Lago Fresca Apartments
Date: Thursday, December 11, 2025 8:46:00 AM

Good morning, Stephen,

I confirm that I have received your email and that it will be shared with the Planning Commission, along with other emails we have received, for their consideration as part of the public record.

Regards,

Monet Sheikhali | Supervising Planner

Planning and Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404
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From: Stephen Schwartz [REDACTED]
Sent: Thursday, December 11, 2025 8:25 AM
To: Sheikhali, Monet <msheikhali@srcity.org>
Subject: Re: [EXTERNAL] Lago Fresca Apartments

As per our phone conversation yesterday, I am sending you this request for denial of the Lago Fresca Apartments proposed project to be included in the record for the planning commission hearing today.

To: Santa Rosa Planning Commission
From: Stephen Schwartz, 4727 Suite A Hoen Ave. Santa Rosa CA

I am asking the planning commission to deny the request for approval of the proposed Lago Fresca Apartments.

I feel that there will be significant traffic impact from the project and disagree with the traffic analysis conducted by W-Trans in December 2023.

I have owned an office across the street for 38 years and have directly observed the traffic pattern over this time. Currently eastbound traffic on Hoen avenue when approaching Summerfield Rd. stacks up in the in the two left turn lanes during peak traffic hours. Any traffic exiting the single driveway from the proposed project will find it difficult to exit either east or west. Any traffic heading west on Hoen and turning into the project will be conflicting with the stacked eastbound cars waiting to turn left.

I am enclosing a photo taken this week showing this pattern of stacking but not even at its worst – Of course over time the condition will worsen as overall traffic on Hoen worsens. Currently at peak hour westbound traffic backs up close to the Hoen and Summerfield intersection due to the congestion at the Yulupa and Hoen intersection .

The City can deny the developer's proposed project if it poses a public safety concern. I feel that this project is a definite safety hazard.

The traffic study is now 2 years old and is not consistent with my observations. The proposed approximately 19 AM peak-hour trips, and approximately 20 PM peak-hour trips generated by 50 units does not seem realistic as well.

Even if you accept these projected peak hour numbers --the close proximity of the only entrance or exit from the project to the Hoen and Summerfield intersection is what makes this project unsafe.

I also feel the concession to allow 4 stories is out of place compared to any surrounding architecture. The waiver allowing reduced onsite parking will introduce additional safety concerns with increased off site street parking even with an added crosswalk.

Therefore, please deny this proposed project. Certainly, there can be a better proposed use for this site.

