

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
STAFF REPORT FOR PLANNING COMMISSION

August 13, 2026

PROJECT TITLE

Starbucks Drive-Through & Pick-up
Window Service Facility

APPLICANT

Frank Coda

ADDRESS/LOCATION

131 College Avenue

PROPERTY OWNER

ReelDeal LLC.

ASSESSOR'S PARCEL NUMBER

012-062-032

FILE NUMBERS

PRJ23-013 (CUP23-045)

APPLICATION SUBMITTAL

July 26, 2023

APPLICATION COMPLETION DATE

August 17, 2023

REQUESTED ENTITLEMENTS

Conditional Use Permit

FURTHER ACTIONS REQUIRED

Minor Design Review

PROJECT SITE ZONING

General Commercial – North Station Area
(CG-SA)

GENERAL PLAN DESIGNATION

Retail and Business Services

PROJECT PLANNER

Suzanne Hartman

RECOMMENDATION

Approval

For Planning Commission Meeting of: August 13, 2026

CITY OF SANTA ROSA
PLANNING COMMISSION

TO: CHAIR AND MEMBERS OF THE PLANNING COMMISSION
FROM: SUZANNE HARTMAN, CITY PLANNER
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
SUBJECT: STARBUCKS DRIVE-THROUGH & PICK-UP WINDOW SERVICE
FACILITY

AGENDA ACTION: RESOLUTION

RECOMMENDATION

The Planning and Economic Development Department recommends that the Planning Commission, by resolution, approve a Conditional Use Permit to allow a restaurant with drive-through service, walk-up ordering and pickup service, and extended hours of operation from 4:00 a.m. to 11:00 p.m., seven days per week, for the property located at 131 College Avenue.

EXECUTIVE SUMMARY

The applicant requests approval of a Conditional Use Permit to allow development and operation of an approximately 1,280-square-foot restaurant with drive-through service, walk-up ordering and pickup service, and extended hours of operation (4 a.m. to 11 p.m.) at 131 College Avenue. The Project would demolish and replace an approximately 3,300-square-foot former automotive repair building with a new Starbucks pickup store, which will be for drive-through and walk-up only, it will not include any indoor or outdoor seating. The Project also requires Minor Design Review, which will be considered by the Zoning Administrator following the Planning Commission's action on the Conditional Use Permit. Final architecture, materials, landscaping, lighting, pedestrian circulation, frontage treatment, and related site-design features are not before the Planning Commission as part of this action.

BACKGROUND

1. Project Description

The proposed Project includes demolition of an existing approximately 3,300-square-foot vacant automotive repair building and construction of an approximately 1,280-square-foot Starbucks coffee shop with drive-through service, mobile-order pickup, and an exterior walk-up ordering and pickup window. No indoor or outdoor customer seating is proposed.

The approximately 0.47-acre site would include nine vehicle parking spaces, one bicycle parking space, on-site queuing for 21 vehicles, landscaping, lighting, utility and stormwater improvements, and a six-foot-high precast concrete panel sound wall along the northern property boundary.

Vehicle access would be provided from the existing driveway on College Avenue. The drive-through lane would extend around the proposed building and provide on-site queuing for up to 21 vehicles before exiting through the same College Avenue driveway.

A pedestrian connection would be provided from the College Avenue sidewalk to the walk-up service window and bicycle parking area, allowing customers arriving on foot, by bicycle, or by transit to order and receive purchases without entering the drive-through lane. The applicant proposes operating hours of 4:00 a.m. to 11:00 p.m., seven days per week.

Required entitlements include a Conditional Use Permit for drive-through service and extended hours of operation, and Minor Design Review for the proposed building and related site improvements. Under the City's permit streamlining provisions, extended hours of operation are generally subject to Director-level review; however, because the drive-through use requires Planning Commission approval, the extended hours request is being considered by the Planning Commission in conjunction with the Conditional Use Permit. The proposed hours relate directly to the operating characteristics of the drive-through use and its compatibility with adjacent residential uses. The Planning Commission's action is limited to the Conditional Use Permit and extended hours request. Final architecture, materials, landscaping, lighting, and related design details will be considered separately through Minor Design Review.

2. Existing Site and Surrounding Land Uses

The Project site is currently developed with an approximately 3,300-square-foot vacant building formerly used as an automotive repair business, paved parking and circulation areas, and existing landscaping and mature trees.

Surrounding land uses include:

North: Multifamily residential development within the Medium-Density Residential–North Station Area (R-3-18-SA) zoning district.

South: Commercial and mixed-use development across College Avenue within the Neighborhood Mixed Use zoning district.

East: U.S. Highway 101 and associated freeway interchange improvements.

West: Commercial development, with residential uses located farther northwest.

The nearest multifamily residential development is located immediately north of the site, with portions of the proposed drive-through lane located approximately 20-feet from the common property boundary.

3. Project History

June 14, 2023	Neighborhood meeting held
July 26, 2023	Application submitted
September 10, 2023	Notice of Application distributed
February 2, 2024	Updated transportation technical memorandum completed
March 30, 2026	Air Quality and Greenhouse Gas Analysis completed
August 3, 2026	Acoustical Analysis Report completed
July 31, 2026	Notice of Public Hearing Distributed

ANALYSIS

1. General Plan

The Project is designated Retail and Business Services by Santa Rosa [General Plan](#) 2050. This designation allows a wide range of retail and service enterprises, offices, restaurants, and related commercial uses.

The proposed restaurant with drive-through service is consistent with the types of commercial uses contemplated by the designation. The following General Plan 2050 goals, policies, and actions are applicable to the proposed Project:

Land Use and Economic Development	
General Plan Goal, Policy, or Action	Staff Analysis
Action 2-1.2: Work with developers to ensure new development and redevelopment align with the integrity and character of surrounding uses, especially when nonresidential uses are proposed adjacent to residential areas. Consider use of appropriate buffers, landscaping, and other types of screening to minimize noise, light, glare, and odor. Goal 2-5: Create a business-friendly, diverse, and sustainable economy through the attraction of new business, and the expansion, retention, and support of existing businesses.	Consistent. The Project is adjacent to multifamily residential uses to the north. The Project includes a six-foot-high precast concrete panel sound wall, preservation of existing redwood trees, shielded and downward-directed lighting, and operational noise controls to reduce noise, light, and headlight glare affecting nearby residents. The Project would establish a new commercial business, create employment opportunities, and return a vacant commercial property to productive use. The Project would redevelop an underutilized commercial site with related site improvements, including landscaping, pedestrian

Action 2-5.7: Identify, support, and prepare land for expanded commercial development and redevelopment opportunities. Action 2-6.6: Work with property owners, the business community, and others to support efforts to attract or expand development, redevelopment, and new business opportunities in vacant or underutilized commercial space Action 2-8.1: Provide a range of commercial services that are easily accessible and attractive, satisfy the needs of people who live and work in Santa Rosa, and attract a regional clientele.	improvements, and infrastructure upgrades. The proposed restaurant would provide an accessible commercial service for nearby residents, employees, visitors, and the traveling public. The walk-up service window and pedestrian connection from College Avenue would allow customers arriving on foot, bicycle, or transit to order and receive purchases without entering the drive-through lane.
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General Plan 2050 also emphasizes walkable, transit-supportive development and reduced automobile dependence. Although the proposed drive-through component is auto-oriented, the Project would also provide a walk-up ordering and pickup window, bicycle parking, and a pedestrian connection from College Avenue, allowing customers arriving without a vehicle to use the business. The Project has also been designed and conditioned to reduce potential conflicts through on-site queuing, landscaping, preservation of mature trees, and residential screening.

Staff finds that the Project is consistent with the applicable goals, policies, and actions of General Plan 2050.

2. Other Applicable Plans

The Project site is located within the [North Santa Rosa Station Area Specific Plan](#). The Specific Plan seeks to promote economic development, improve pedestrian and bicycle access, enhance aesthetics, support transit-oriented development, and create a more active and walkable environment.

The following Specific Plan goals and policies are applicable:

Specific Plan Goal or Policy	Staff Analysis
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Goal LUL-CC: Promote economic activity that creates jobs and supports the transit-oriented environment. Policy LUL-CC-1: Expand local-serving retail and personal-service uses to accommodate the daily needs of station-area users, visitors, employees, and residents. Policy LUL-CC-3: Encourage development of new jobs in the Plan area. Goal LUL-DD: Create active, pleasant streetscapes and public spaces. Policy LUL-DD-2: Provide pedestrian amenities, such as lighting, benches, and canopy trees, with a consistent visual appearance throughout the Plan area to encourage walking and make the area comfortable to pass through or visit. Policy C-3.12: Improve pedestrian safety and comfort along College Avenue near Highway 101 through features such as wider sidewalks, pedestrian-scale lighting, street trees, decorative crossings, and public art. Policy C-5.5: Eliminate gaps in the sidewalk network along College Avenue to create a continuous pedestrian pathway and landscape buffer.	Consistent. The Project would redevelop a vacant commercial property, establish a new restaurant use, and create employment within the Specific Plan area. The proposed restaurant would provide a local-serving commercial use near residential neighborhoods, employment areas, College Avenue, and Highway 101. The walk-up service window would allow nearby residents, employees, visitors, and transit users to access the business without arriving in a motor vehicle. The Project would replace a vacant automotive repair property with a new commercial building, landscaping, lighting, pedestrian access, bicycle parking, a walk-up service window, and related frontage and site improvements. The Project also includes pedestrian and frontage improvements on College Avenue near Highway 101. Final sidewalk, lighting, landscaping, and pedestrian details will be reviewed through the Minor Design Review and improvement-plan processes.
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The Specific Plan identifies restaurants as an appropriate use within the Retail and Business Services land use classification. College Avenue is also identified as an important entrance into the Specific Plan area. The proposed redevelopment would replace a vacant and visually underutilized automotive property with a new commercial building, landscaping, lighting, and related improvements.

Although the drive-through component is auto-oriented, the Project also provides walk-up service and a direct pedestrian connection from College Avenue, allowing customers arriving on foot, by bicycle, or by transit to use the business. The Project therefore advances the Specific Plan's economic-development, local-serving retail, pedestrian-access, and site-improvement objectives while including measures to promote compatibility with nearby residential uses.

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. The Project site is zoned General Commercial–North Station Area (CG-SA). The General Commercial zoning district allows restaurants, and drive-through service with the approval of a Major Conditional Use Permit.

Under the City's permit streamlining provisions, a project involving multiple land use activities on a single parcel is reviewed at the highest permit level required for any individual use. Because the proposed drive-through service requires Planning Commission approval of a Conditional Use Permit, the associated extended hours request is being considered concurrently as part of the Planning Commission's review of the Project's operating characteristics and compatibility.

The North Station Area combining district establishes additional development and design standards related to ground-floor commercial uses, frontage, transparency, building entries, parking placement, pedestrian access, and related site-design features. Final compliance with those standards will be evaluated through Minor Design Review.

Zoning Code Section 20-42.064 also establishes standards for drive-through retail and service facilities, including aisle dimensions, directional signage, circulation, queuing capacity, ordering and pickup facilities, and screening. The Project provides on-site queuing for 21 vehicles, a six-foot-high precast concrete panel sound wall along the northern property boundary, and landscaping and operational controls intended to reduce impacts to nearby residential uses.

Drive-Through Retail and Service Facility Standards

Zoning Code Section 20-42.064 establishes the following standards for drive-through retail and service facilities:

A. Drive-Through Aisle Width and Turning Radius

Drive-through aisles shall have a minimum 20-foot radius at curves and a minimum width of 12-feet.

Staff Response: The proposed drive-through lane is designed to circulate around the building and accommodate the anticipated passenger vehicles. The Project complies with the minimum width and curve radius standards.

B. Directional Signs and Pavement Markings

The entrance to the drive-through aisle and the direction of travel must be clearly identified through signs and pavement markings.

Staff Response: The Project has been conditioned to provide a “Right Turn Only” sign at the site’s entry/exit driveway. . The pavement at the entry/exit driveway will have clearly marked directional arrows.

C. Separation From Other Circulation Routes

The drive-through aisle must be separated from circulation routes necessary for ingress, egress, and access to parking spaces.

Staff Response: The site plan provides a single driveway from College Avenue. Based on TJKM’s assessment, the proposed drive-through should be able to accommodate expected demand and will not obstruct parking spaces, pedestrian routes, emergency access, or ingress and egress from the site..

D. Queuing Capacity and Ordering and Pickup Facilities

The review authority must determine the adequacy of the vehicle queue and the design and location of the ordering and pickup facilities.

Staff Response: The site plan provides queuing of 21 vehicles. The transportation assessment reviewed queues at four comparable Starbucks locations and observed maximum queues of 14 vehicles on weekdays and 16 vehicles on weekends. The assessment concludes that the proposed queue can accommodate anticipated demand.

The Project also includes an exterior walk-up ordering and pickup window served by a pedestrian connection from College Avenue. This feature would allow customers arriving on foot, by bicycle, or by transit to order and receive purchases without entering the drive-through lane. Final details regarding the walk-up window, pedestrian route, accessibility, lighting, and separation from vehicle circulation will be reviewed through Minor Design Review.

E. Screening

Drive-through aisles must be appropriately screened to reduce headlight glare and visual impacts.

Staff Response: The Project includes a six-foot-high precast concrete panel wall for noise attenuation, screening, and headlight-glare reduction along the northern property boundary, along with the preservation of mature redwood trees, and additional landscaping. Final wall, landscape, and lighting details will be reviewed and acted on by the Zoning Administrator through Minor Design Review.

Landscaping and Site Design

The site contains ten existing heritage coast redwood trees. Six heritage redwoods are proposed to remain, and four are proposed for removal to accommodate the Project. The plan also includes hollyleaf cherry and coast live oak trees, drought-tolerant shrubs, and groundcover. Based on the diameter of the trees proposed for removal, the standard tree-replacement calculation results in a requirement for 40 replacement trees. The conceptual landscape plan proposes eight 36-inch-box coast redwood trees based on an equivalency of one 36-inch-box tree for six standard replacement trees. City Code Chapter 17-24: Trees, allows replacement planting and/or an in-lieu payment where a development site is inadequate in size to accommodate all required replacement trees. The applicant is proposing to pay an in-lieu payment for the remaining 34 required replacement trees, consistent with City Code Chapter 17-24.

Landscaping is proposed along the College Avenue frontage, around the drive-through lane and parking area, adjacent to the proposed building, and along portions of the northern and eastern site boundaries. The Project is conditioned to establish tree protection zones to prevent damage to trees proposed to remain and to replace or otherwise mitigate the removal of the heritage trees, consistent with Chapter 17-24. Conditions of approval require preservation and protection of the six heritage redwoods identified to remain, installation of the required replacement trees or fees, automatic irrigation, maintenance of all landscaping, and replacement of dead or dying plant material.

Transportation, Vehicle Miles Traveled, and Queuing

TJKM prepared a *Vehicle-Miles Traveled, Trip Generation*, and On-Site Queuing Assessment, dated February 2, 2024.

Because the Project consists of approximately 1,280 square feet of local-serving retail use, the memorandum concludes that it qualifies for local-serving retail screening under the City's VMT Guidelines and would have an insignificant VMT impact.

After application of pass-by trip adjustments, the Project is expected to generate traffic volumes comparable to the former automotive use. Compared with the prior use, the Project is estimated to result in approximately:

- four fewer daily trips;
- five additional morning peak-hour trips; and
- nine fewer evening peak-hour trips.

The memorandum also evaluated queues at four comparable Starbucks drive-through locations in Santa Rosa. The maximum observed queue was 14 vehicles

on weekdays and 16 vehicles on weekends. The proposed Project provides on-site queuing for 21 vehicles.

The memorandum concludes that the proposed queue can accommodate expected demand.

Noise

The Project site shares its northern property boundary with multifamily residential development. Potential operational noise sources include the drive-through intercom, rooftop mechanical equipment, vehicle activity, and truck deliveries.

Eilar Associates prepared an Acoustical Analysis Report, dated August 3, 2026. The analysis evaluated Project-generated noise at nearby residential and commercial receptors and considered existing ambient noise from College Avenue, Highway 101, and associated freeway ramps.

The analysis modeled noise from:

- the drive-through intercom;
- rooftop HVAC equipment; and
- refrigerated delivery trucks.

The acoustical analysis evaluated operating hours of 4:00 a.m. to 11:00 p.m. The report concludes that, with the proposed six-foot-high precast concrete panel sound wall and the equipment and site configuration evaluated in the study, Project-generated noise is not expected to exceed applicable City noise limits.

Conditions require:

- installation and maintenance of the six-foot-high precast concrete panel sound wall;
- operation of the intercom, mechanical equipment, and delivery activities consistent with the acoustical analysis;
- compliance with City Code Chapter 17-16, Noise

Staff finds that the Project can operate compatibly with adjacent residential uses as conditioned.

Air Quality and Greenhouse Gas Emissions

Yorke Engineering, LLC prepared an *Air Quality and Greenhouse Gas Analysis*, dated March 30, 2026.

The analysis evaluated construction and operational emissions using the California Emissions Estimator Model and the Project trip-generation information.

The analysis considered:

- demolition of the existing building;
- construction of the proposed restaurant;
- vehicle travel;
- energy and water use;
- area-source emissions; and
- operational greenhouse gas emissions.

The analysis concludes that Project construction and operational emissions would remain below applicable Bay Area Air District significance thresholds. The Project will also be required to comply with applicable Bay Area Air District rules, construction-dust controls, and City requirements.

Conditional Use Permit Findings

A Conditional Use Permit may be approved only after the Planning Commission makes all of the following findings:

- 1) The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of the Zoning Code and City Code;
- 2) The proposed use is consistent with the General Plan and any applicable specific plan;
- 3) The design, location, size, and operating characteristics of the proposed activity would be compatible with existing and future land uses in the vicinity;
- 4) The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints;
- 5) 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
- 6) The proposed Project has been reviewed in compliance with the California Environmental Quality Act.

The findings required for approval of the Conditional Use Permit are included in the attached resolution. In summary, the proposed restaurant with drive-through service, walk-up ordering and pickup service, and extended hours of operation is allowed in the General Commercial–North Station Area zoning district with approval of a Conditional Use Permit; is consistent with the Retail and Business

Services General Plan designation and applicable North Santa Rosa Station Area Specific Plan policies; and can operate compatibly with nearby residential uses with the proposed precast concrete panel wall, landscaping, reduced operating hours compared with the applicant's request, on-site queuing, walk-up ordering and pickup service, and other conditions of approval.

The site is previously developed, served by existing streets, utilities, and public services, and is physically suitable for the proposed use. The Project has also been reviewed in compliance with the California Environmental Quality Act, as discussed in the Environmental Impact section of this report.

4. Summary of Public Comments

A neighborhood meeting was held on June 14, 2023. No members of the public attended the meeting. One comment was received before the meeting requesting that the applicant consider providing indoor seating or dining space. The applicant responded that the proposed facility is intended to operate as a drive-through and pickup-only establishment and does not include indoor customer seating.

A Notice of Application was distributed on September 10, 2023. Before the scheduled Planning Commission hearing, Planning staff contacted the owners or occupants of the residential properties immediately north of the Project site regarding the proposed precast concrete panel sound wall along the shared property line. The residents that share a property-line with the project site supported construction of the sound wall and preferred that their existing property-line fences remain in place. Additionally, the nearby residents preferred that the new drive-through facility not operate during early morning hours.

Some other public comments that were received shared concern about the site's ingress/egress access point, and an increase in traffic and traffic disruptions due to vehicle queue. The Vehicle-Miles Traveled, Trip Generation, and On-site Queuing Assessment, prepared by TJKM, dated February 2, 2024, concluded that the proposed development is expected to generate approximately 4 fewer daily trips, 5 more a.m. peak hour trips, and 9 fewer p.m. peak hour trips as compared to the previous use. The Project would produce insignificant impacts on the surrounding roadway network. The drive-through can accommodate up to 21 vehicles and is expected to accommodate demand, and the Project has been conditioned to post a "Right Turn Only" sign at the site entrance/exit driveway.

As of the preparation of this report, no comments had been received in response to the August 13, 2026, public hearing notice.

4. Public Improvements

The Project includes public improvements along College Avenue. These improvements include the removal and replacement of the drive approach and areas of contiguous sidewalk, curb, and gutter along the site's frontage, and has been conditioned to also repair any broken curb, gutter, or sidewalk found within

the site frontage. Where new services require cutting into existing streets, the work will include edge grinding, trenching, and an asphalt concrete overlay. Additionally, all new utility services to the proposed structure shall be installed underground, and any existing power poles or other public utilities in conflict with the Project will be relocated. The height of signage, vegetation, or other obstructions near the driveway will be limited to maintain clear sight lines for vehicles entering, exiting, and passing the site. These improvements aim to bring the site's frontage into conformance with City standards.

For a more comprehensive list of on- and off-site improvements, please refer to the attached Exhibit A, provided by Engineering Development Services, dated June 10, 2025.

FISCAL IMPACT

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

ENVIRONMENTAL IMPACT

The Project has been reviewed in compliance with the California Environmental Quality Act (CEQA).

CEQA Guidelines Section 15303

The Project qualifies for a Class 3 categorical exemption pursuant to CEQA Guidelines Section 15303(c), New Construction or Conversion of Small Structures, because it involves construction of an approximately 1,280-square-foot commercial building in an urbanized area, does not involve the use of significant amounts of hazardous substances, and will be served by existing utilities and public services.

CEQA Guidelines Section 15332: Class 32 Infill Exemption

The Project qualifies for a Class 32 categorical exemption for infill development pursuant to CEQA Guidelines Section 15332. The Project meets the criteria in CEQA Guidelines Section 15332(a) through (e), as described below:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The Project is consistent with the Santa Rosa General Plan 2050 Retail and Business Services land use designation and applicable CG-SA zoning and development standards. The land use designation is Retail and Business Services, which allows offices, restaurants, and retail and service enterprises, including businesses related to hospitality. The CG zoning district is consistent with the property's General Plan land use designation. Drive-through retail sales are a permitted use within the CG zoning district by obtaining a Conditional Use Permit.

- b) The approximately 0.57-acre site is within City limits, is less than five acres, and is substantially surrounded by urban uses.
- c) The project site has no value, as habitat for endangered, rare or threatened species.

The site is previously developed with a vacant commercial building, paved areas, and landscaping and has no value as habitat for endangered, rare, or threatened species.

- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Approval of the Project would not result in significant effects relating to transportation, noise, air quality, or water quality. The transportation memorandum concludes that the Project qualifies for local-serving retail VMT screening, would generate traffic comparable to the former use after pass-by adjustments, and provides sufficient queuing. The air-quality/GHG analysis concludes that emissions would remain below applicable thresholds. The acoustical analysis concludes that operational noise would comply with applicable City limits with the proposed precast concrete panel sound wall and evaluated equipment and site configuration. The Project must also comply with applicable stormwater and Low Impact Development requirements.

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

The project is conditioned to incorporate all Low Impact Development (LID) Best Management Practices (BMPs) as part of the Final Storm Water LID Submittal. City staff has reviewed the plans and conditioned the Project appropriately.

CEQA Guidelines Section 15183

The Project is exempt from further environmental review pursuant to CEQA Guidelines Section 15183 because it is consistent with the development density and land use designation established by the Santa Rosa General Plan 2050, for which the City Council certified an Environmental Impact Report on June 3, 2025.

The proposed restaurant use is consistent with the Retail and Business Services designation and CG-SA zoning applicable to the site. The technical studies and administrative record do not identify project-specific significant effects peculiar to the Project or its site that were not previously analyzed in the General Plan EIR or that cannot be addressed through uniformly applicable development standards and conditions.

CEQA Guidelines Section 15300.2

None of the exceptions to the use of categorical exemptions set forth in CEQA Guidelines Section 15300.2 apply. The site is previously developed and located within an urbanized commercial corridor; the Project would not result in a significant cumulative impact from successive projects of the same type in the same place; there are no unusual circumstances creating a reasonable possibility of a significant environmental effect; and the Project would not result in impacts to scenic highway resources, hazardous-waste sites, or historical resources.

The Project's proximity to multifamily residential uses does not constitute an unusual circumstance giving rise to a reasonable possibility of a significant environmental effect. The acoustical analysis evaluated operations from 4:00 a.m. to 11:00 p.m. and concluded that Project-generated noise would comply with applicable City standards with the proposed precast concrete panel sound wall, landscaping, and evaluated equipment and site configuration.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

No prior board, commission, or committee recommendation is applicable to the requested Conditional Use Permit. The Project requires subsequent Minor Design Review by the Zoning Administrator.

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. There was a 2-day noticing delay with the Project's on-site signage. A defect (failure) in the notice procedure shall not affect the jurisdiction or authority of a review authority to take action on a matter, unless otherwise provided by law applicable to and binding upon a charter city.

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 \$500 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. For more information see the FPPC

website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

ATTACHMENTS

Attachment 1 - Disclosure Form

Attachment 2 - Location Map

Attachment 3 - Project Description

Attachment 4 - Project Plans

Attachment 5 - Vehicle-Miles Traveled, Trip Generation, and On-Site Queuing Assessment

Attachment 6 - Air Quality and Greenhouse Gas Analysis

Attachment 7 - Acoustical Analysis Report

Attachment 8 - Public Correspondence

Resolution

Exhibit A

CONTACT

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