

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
STAFF REPORT FOR THE DESIGN REVIEW BOARD
October 5, 2023

PROJECT TITLE

Coffey Lane Mini-Storage

ADDRESS/LOCATION

3262 and 3240 Coffey Lane

ASSESSOR'S PARCEL NUMBERS

034-011-074 (3300 Coffey Lane)
034-011-076 (3230 Coffey Lane)
034-011-077 (3282 Coffey Lane)

PROJECT SITE ZONING

Light Industrial (IL)

APPLICATION DATE

December 12, 2021

PROJECT PLANNER

Michael Wixon

APPLICANT

Ed Boersma, Cubix

PROPERTY OWNER

Post Street Realty Group, LLC

FILE NUMBER

PRJ21-034 (DR20-043 & CUP21-101)

GENERAL PLAN DESIGNATION

Light Industry

APPLICATION COMPLETION DATE

June 30, 2023

RECOMMENDATION

Approve Design Review

Agenda Item #8.1
For the Design Review Board Meeting of: October 5, 2023

CITY OF SANTA ROSA
DESIGN REVIEW BOARD

TO: CHAIR JONES-CARTER AND MEMBERS OF THE DESIGN REVIEW BOARD

FROM: MICHAEL WIXON, CONTRACT PLANNER
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

SUBJECT: COFFEY PARK SELF STORAGE PROJECT

AGENDA ACTION: RESOLUTION

RECOMMENDATION

The Planning and Economic Development Department recommends that the Design Review Board, by resolution, approve Design Review for the development a two-story self-storage building consisting of 69,832 square feet of floor area, which includes a 900 square-foot office area, on 1.3-acres, with 25 off-site parking spaces to the north and an off-site access easement for vehicular traffic to the south. The recommendation for approval also includes a minor modification to an accessory covered parking structure on the parcel to the south.

EXECUTIVE SUMMARY

The Coffey Lane Self Storage Project is a proposal to construct a two-story self-storage building consisting of 69,832 square feet of floor area, with a 900 square-foot office, on a 1.3-acre site. The project area is 3.2 acres and includes the parcel to the south, which is used as a car wash, gas station and convenience store, and the 25-off site parking spaces to the north. The project will have full access from Coffey Lane and an exit onto Piner Road. The exit onto Piner Road will be along an existing drive aisle serving the car wash and gas station to the south.

Project entitlements include Major Design Review to develop the self-storage facility and a Minor Conditional Use Permit for off-site parking on the parcel immediately to the north. A future Lot Line Adjustment is also required to accommodate the bioretention basin and drive aisle at the east end of the project site. The Major Design Review application also includes the removal of a portion of the accessory solar panel structure used for the adjacent car wash to the south.

BACKGROUND

1. Project Description

As shown in Figures 1 and 2 below, the project area consists of a vacant parcel at 3282 Coffey Lane and portions of two developed parcels at both 3240 Coffey Lane and 3300 Coffey Lane. 3240 Coffey Lane is developed with an existing gas station, convenience store and car wash. The project area to be developed with the new self storage building is shown in green as the project site in Figure 2 below. The dashed lines to the north of the project site reflect the location of the 25 off-site parking spaces, while the dashed lines to the south indicate an existing drive aisle for the gas station and car wash which will be used as an exit aisle. The undeveloped portion of the project area is currently vacant and has no notable physical features. The area to the north of the project site in Figure 2 is completely developed as an industrial park. The portion of the project area to the south is also completely developed.



Figure 1: Project Area Location



Figure 2: Project Site Location

The proposed project will require a future lot line adjustment with the parcel to the south, resulting in a new parcel area of 1.3 acres for the self storage building (including the on-site retention basins, the primary drive aisle, and landscaping along Coffey Lane). This reflects the area in green referred to as the Project Site in Figure 2. An exit drive aisle and emergency vehicle access easement will be provided on a portion of the project area to the south. Primary access to the project will be from Coffey Lane, a two-lane regional arterial road. The project design proposes a one-way drive aisle on-site and will direct exiting traffic to Piner Road through the existing commercial development to the south. Both the primary entrance and exit will be controlled by wrought iron security gates. As noted above, the project will also require removal of a portion of a portion of the roof that supports several solar panels for the adjacent car wash. Lastly, the

Minor Conditional Use Permit for 25 off-site parking spaces for the self storage facility will also be acted upon by the City at a future date.

An architectural perspective drawing of the proposed building is provided in Attachment 5, but is also shown below in Figure 3.



Figure 3: Architectural Perspective from Coffey Lane.

2. Surrounding Land Uses, Zoning, and Active Uses

Direction	General Plan	Zoning	Active Use
North	Light Industry	Light Industrial (IL)	Pine Creek Industrial Park
South	Light Industry	General Commercial (GC)	Piner Plaza
East	Light Industry	IL	California Tire and Wheel; Empire Flooring
West	Light Industry	IL	Fire Station, Asien's Appliance Store; Pacific Connection Catering and Event Design, Fermenter's Warehouse

3. Existing Land Use – Project Site

The project site is primarily located at 3282 Coffey Lane, which is undeveloped. The parcel to the south, located at 3230 Coffey Lane, is developed with a convenience store, gas station and car wash. The parcel to the north is located at 3300 Coffey Lane and is developed as an industrial park. The aggregate project area across these parcels is 3.89 acres. The undeveloped portion of the site is relatively flat and slopes from the northeast corner to the west (towards Coffey Lane). The undeveloped portion of the site contains grasses and two non-Heritage trees (Canyon Oaks) at the northeast corner.

4. Project History

A pre-application meeting was held in November 2019, at which time the applicant received input from staff of several City departments/divisions including Building, Fire, Engineering, and Planning. Following the pre-application meeting, the following actions have occurred:

September 21, 2020	Applicant submitted formal design review project application and plans
December 22, 2021	Applicant submits Conditional Use Permit (CUP) application for off-site parking
July 27, 2023	The application was deemed complete

ANALYSIS

1. General Plan

The [General Plan](#) is a comprehensive, long-term plan that guides development within the City and the Urban Growth Boundary. The Santa Rosa General Plan addresses issues related to physical development, growth management, transportation services, public facilities, community design, energy efficiency, greenhouse gas reduction strategies, and conservation of resources in the Planning Area.

The General Plan land use designation for the site and for adjacent properties is Light Industry. Areas with this land use designation are intended to accommodate light industrial, warehousing, and heavy commercial uses, including personal storage uses (mini-storage).

The following General Plan goals and policies are most relevant to the proposed project:

Land Use and Livability	
LUL-I-1 <i>Provide a range of commercial services that are easily accessible and attractive, that satisfies the needs of people who live and work in Santa Rosa and that also attracts a regional clientele.</i>	The proposed storage facility will offer self-storage services to nearby neighbors, as well as a regional clientele due to the nature of the use and its accessibility on a regional arterial road.
LUL-K <i>Protect industrial land supply and ensure compatibility between industrial development and surrounding neighborhoods.</i>	The site is located in the center of an area designated for Light Industry land uses. The use itself is low intensity and there are no nearby sensitive land uses.

	<p>Potential land use conflicts are, therefore, minimal. The industrial buildings surrounding the project area are single story. The project itself is a two story building, which will be located between adjacent single-story buildings. As a Light Industry land use, the building mass is consistent with the current urban form, which will insure compatibility with surrounding uses.</p>
<p>Urban Design</p>	
<p>UD-A <i>Preserve and enhance Santa Rosa's scenic character, including its natural waterways, hillsides, and distinctive districts.</i></p>	<p>The project will provide new road improvements along Coffey Lane and will provide an attractive design, which will enhance Santa Rosa's scenic character.</p>
<p>UD-A-3 <i>Use changes in tree species, scale, color and spacing to define neighborhoods and to differentiate street types. Update the Master Street Tree Planting Plan to accomplish this.</i></p>	<p>As shown in the attached plans, the landscaping will utilize all low or very low water use plants materials. New irrigation systems for light industrial uses are required to meet the City's Water Efficient Landscape Ordinance (WELO) requirements, which will result in the use of drip irrigation, "smart" irrigation controllers with rain sensors with automatic shut off valves. The tree planting is sparse along Coffey Lane with a single tree proposed. See below for more discussion.</p>
<p>UD-A-12 <i>Promote green building design and low impact development projects.</i></p>	<p>The building will be required to meet the energy efficiency standards of the building code. The project includes roof mounted solar panels.</p>
<p>UD-D-4 <i>Provide continuous sidewalks and bicycle lanes on both sides of major regional/ arterial streets.</i></p>	<p>Coffey Lane will be improved with a Class II bike lane as conditioned.</p>

According to Parks staff, the older street tree planting list designates a Flowering Pear tree along this section of Coffey Lane. The convenience store to the south originally listed a Strawberry Tree, a Crape Myrtle tree and a Chincese Pistache tree as possible street trees with its approved landscape plans; the project itself was planted with Flowing Pear trees and two Coastal Live Oak trees along Coffey Lane. Staff recommends the applicant replace the Coastal Live Oak shown in attached Landscape Plan in the planter strip along Coffey Lane with a Flowering Pear tree. Staff also recommends the applicant provide an additional Flowering Pear tree in the landscape strip between the sidewalk and curb, and two additional trees behind the back of sidewalk (Coastal Live Oaks) along Coffey Lane. Parks staff has indicated these trees

will be acceptable within the overhead power line area spaced a minimum of 20-feet on-center.

Staff finds that the proposed project is consistent with applicable goals and policies of the General Plan.

2. Other Applicable Plans

Not applicable.

3. Zoning



The subject site is in the Light Industrial Zoning District. The project will comply with the applicable development standards, such lot coverage, setbacks, building height, fencing, outdoor lighting, parking and landscaping, as outline in the discussion below.

Lot Coverage

In the IL zoning district, the maximum lot coverage is also determined by Use Permit.

Again, although there is a Use Permit application related to off-site parking for this project, it is not related to the parcel and building configuration for the self storage use. Therefore, the Design Review Permit approval would authorize the project as shown for the self storage use, but the future lot line adjustment will formally authorize the lot size and building coverage for both the self storage use and the uses on the parcel to the south. The lot coverage for the project site after completing lot line adjustment would be 61.9%.

Setbacks

The project area is not adjacent to a residential use. Therefore, according to Zoning Code Table 2.11, the minimum front and side yard building setbacks would be determined by a Use Permit in the IL zoning district. Also, no rear yard building setback is required for this project site because it is not adjacent to a residential use. There is, however, a minimum front yard setback of 20-feet, as required by the development standards for a self storage use.

As proposed, the project meets all required setbacks. The front yard setback proposed for the self storage project is approximately 23.5 feet from the front property line, 31-feet from the back of sidewalk, and 44-feet from the edge of curb along Coffey Lane. The front yard setback area will be landscaped. The side

yard setbacks are a minimum of 0.5-feet to the north and 27-feet to the south. The rear yard will have a minimum 0.5 foot building setback.

Again, although there is a Use Permit application related to off-site parking for this project, it is not related to the parcel and building configuration for the self storage use. Therefore, if approved, the Design Review entitlement would authorize the project area shown for the self storage use, and the future lot line adjustment will formally authorize the lot size and building coverage with the building configuration for both the self storage use and the uses on the parcel to the south.

Building Height and Roof Lines

The maximum allowable building height in the IL zoning district is 55-feet and the project design meets the maximum building height standard (see details below). The roof is designed as a flat roof with parapet walls extending above the roof around the perimeter of the building. The building wall will be 25-feet tall following the parapet wall line along the southwest corner of the building (see west and south facing building elevations). The parapet wall line around the remaining areas of the building will vary in height from 20 feet (south elevation) to 24.5 feet north elevation). Staff's only concern with the roof line is the possible visibility of the sloping flat roof from the public rights of way to the west (Coffey Lane) and south (Piner Road). The applicant has prepared the colored perspective drawing (see Attachment 5), and building elevations and a line of sight analysis from Coffey Lane to help visualize the proposed project (see attachments). There is certainly limited view into the site from these two roads. However, it is still not certain that the roof above the front (lower) wall parapet will not be seen in the distance. Adding to this concern is the feature placed along the southeast wall for a future sign and the installation of solar panels on a portion of the roof. If the sign were not visible from Piner Lane at this location, it is unlikely the applicant would propose such a feature. Therefore, staff recommends that the Board consider if the parapet wall height should be raised zero (0) to four (4) feet above that shown on the south and west facing elevations before acting. The minimum height would maintain the proposed design, while the maximum height of four (4) feet is intended to match each point of the the taller wall along the opposite building elevation.

Fences and Retaining Walls

The project proposes a 7-foot tall black, square tubular steel fence and gate at the primary entrance facing Coffey Lane. A similar 7-foot tall metal gate will be installed at the rear exit to the self storage facility. The project would also include a 7-foot tall natural gray precision CMU block wall along the southern property line, which will start at the entry gate and extend along the southern property line, eventually connecting with the exit gate at the rear of the site. This CMU wall will effectively block any street view into the site at ground level from the south.

Outdoor Lighting

The Zoning Code requires all exterior lighting to meet the standards provided in §20-30.080. A photometric plan documenting compliance with these outdoor lighting standards is provided in Attachment 5. Detail are also provided regarding the light fixtures in Attachment 5.

Overall, the project mostly complies with the minimum standards of the Zoning Code. The project proposes two (2) light standards, 16-feet tall with LED lights, along the south side of the drive aisle. The project also includes architectural wall light packs below the steel awning feature at the front of the building, and wall packs yard lights placed on the walls facing south onto the interior drive aisle. The project will also include security light packs placed on the walls above each entry and door and at the southeast corner at the rear of the building. Although the wall lights are not shown on the building elevations, these lights will be placed at an elevation of just under 10-feet and will have a black metal housing with LED lights. The Lighting Plan also notes that the project design will insure no glare off-site. Standard conditions of approval will ensure the project will provide additional lighting to achieve 1-foot candle of illumination for pedestrians along the pedestrian walkway nearest Coffey Lane and all drive aisle and parking surface areas, including the off-site parking spaces to the north.

Access, Parking, and Circulation

The project meets all access, parking and circulation requirements of the Zoning Code.

Driveways and On-Site Circulation: The minimum width of every driveway or drive aisle must be a minimum of 12 feet for one-way traffic and 20 feet for two-way traffic, except where parking necessitates a larger backup dimension of 24 feet. Reductions or modifications to these standards may be permitted by Minor Conditional Use Permit.

The driveway access from Coffey Lane is two-way to the front gate and becomes a one-way drive aisle beyond the front access gate. The driveway will be 30-feet wide at the street and then taper to 24-feet wide behind the sidewalk to the entry gate. The driveway along Coffey Lane is designed a two-way driveway and drive aisle until it reaches the front access gate. Beyond the front access gate, the drive aisle is designd for one-way circulation and tapers to 20-feet wide, but eventually expands to a width of 26-feet until it reaches the exit gate, at which point it will be 22-feet wide. Beyond the exit gate, vehicles will travel on an existing drive aisle used for the car wash, gas station and convenience store to Piner Road. The existing drive aisle on the parcel to the south also includes a proposed emergency vehicle access easement for the self storage use.

A key pad will be used to enter the front gate from Coffey Lane to gain access to the storage units. Once beyond the gate the drive aisle is designed to direct circulation one-way to the back end of the parcel and towards the exit gate. The primary drive aisle is also designed to allow trucks to pull alongside the building, outside of fire lanes, and unload without blocking the one-way access.

Parking and Pedestrian Access: Since the project does not include a manager or caretaker unit, a minimum of five (5) customer parking spaces are required (no bike parking is required for self storage, but the applicant has provided a bike rack at the front of the building). Two (2) parking spaces are provided on-site, while twenty-five (25) additional parking spaces are provided on the parcel immediately to the north, via an existing parking agreement and future easement. The Zoning Code requires parking spaces to be located at least fifteen (15) feet behind the back of the sidewalk along any street frontage; the project is designed to meet this standard and to provide an adequate queuing area between the street and the point at which vehicles may maneuver within the parking area. The project will also provide a concrete curbing along the edges of the drive aisle and parking areas where adjacent to walls or landscaping. The standard conditions of approval will ensure the overhang of a parked vehicle, usually two (2) feet, is not included in the measurement of a minimum four (4) foot wide pedestrian sidewalk, and that an additional 12-inches of curbing will be added to landscaped side of the parking space nearest Coffey Lane for customers exiting a parked vehicle.

As noted, the parking on-site is also designed to include adequate maneuvering and queuing area so that vehicles can enter and exit the street in a forward direction. An informational sign will be located at the front entrance of the site at the gate to note one-way traffic only beyond that point, and another sign will be placed at the exit gate facing the on coming traffic to note it as an exit only. Each gate keypad will have a phone number to contact a site representative to open the gate in case the keypad PIN fails to work properly. The drive aisle will also be signed and striped accordingly for one-way traffic. A traffic study was submitted by the applicant to evaluate the project circulation and traffic (see Attachment 9). The traffic report concludes the driveway design to Coffey Lane has adequate queuing and circulation. The Traffic Study also acknowledges that an occasion could occur that a truck could pull into the driveway entrance and be unable to proceed beyond the gate or turnaround on-site, at which point the truck could be forced to back out into Coffey Lane. The traffic study concludes this is an acceptable solution and does not present a safety concern. The Traffic Study has been reviewed and accepted by the City of Santa Rosa Traffic Division.

The Zoning Code requires off-street parking to be located on the same parcel as the uses served, except parking may be located on a nearby parcel with the approval of a Conditional Use Permit, subject to a recorded covenant running with the land, recorded by the owner of the parking facility, guaranteeing that the required parking will be maintained exclusively for the use or activity served for the duration of the use or activity. The applicant has provided a recorded agreement allowing use of the twenty five (25) parking spaces and landscaping north of the self storage building, nearest Coffey Lane, and extending east for approximately 250-feet. Conditions of approval will require the applicant to record an easement acceptable to the City of Santa Rosa to secure the twenty-five (25) off-site parking spaces for the self storage project. A four (4) foot wide

pedestrian pathway, narrowing to three (3) feet, is proposed to connect the off-site parking spaces to the front office area along Coffey Lane.

The Zoning Code also requires nonresidential development projects to provide shared vehicle and pedestrian access to adjacent nonresidential properties to the maximum extent feasible for convenience. As noted above, a joint parking agreement will be provided with the parcel to the north. Also, the drive aisle will exit to Piner Road as a shared drive aisle on the parcel to the south. And, the construction of a new sidewalk along Coffey Lane will complete an existing pedestrian connection, allowing pedestrian access to the adjacent sites.

Building Design

The two-story building is located at a distance of 44-feet at its nearest point from Coffey Lane. As noted above the building will be approximately 24-feet tall at the highest points. The footprint of the building is 32,000 square feet, while the total square footage of the building is 64,000 square feet. The building has an "L" shape layout, which compliments the deeper lot configuration. The exterior of the building has an attractive modern design that incorporates multiple complimentary materials and colors. Overall, the architecture has a cohesive appearance.

The front building elevation proposes a scored wall system with a yellow/beige stucco finish. Architectural features have been added to the front walls to create more interest, including a charcoal gray metal awning system with steel tie backs, faux wood exterior tiles, and corrugated metal wall panels. Window and door systems will use anodized aluminum frames with clear glass. The windows will be transparent, any lighting behind the windows will be visible at night. The north facing elevation will continue the score lined wall system and ledgestone base for a distance of approximately sixty (60) feet to the east, at which point it will transition to mixed fields of corrugated metal and scored wall systems, offering some visual interest to the elevation. The walls facing the interior drive aisle, beyond the office area, incorporate light gray roll up doors on the lower floor and transition to the corrugated metal panel wall systems on the upper floor, whose vertical and horizontal lines create visual interest, and which are occasionally broken up with the use of the faux wood tile and window systems on the second floor corresponding to internal elevator locations. Drain pipes will be affixed to the outside of the walls. The exterior drain pipes will be seen from the interior drive aisle, but the pipes will not be visually detracting because of their limited number and limited visibility from adjacent streets. The wall system at the southeast corner of the building, nearest the exit gate, will also have a stucco finish, scored wall system with a ledgestone base. The east facing elevation is not visible from a public right of way and faces and industrially developed area.

The only design issue which staff has raised with the applicant is the use of a pop out feature on the second floor at the front of the building, facing Coffey Lane. This feature appears to float above the ground floor without a strong visual

connection to the ground. The applicant has indicated that the popout feature cannot be continued to the ground because of its impacts to the walkway and parking areas. Staff also suggested use of the tile material below the pop-out. The applicant has offered to consider use of paint of a complimentary color below the pop outs to give it a visual connection because the tile can interfere with the tie backs for the awning. Either way, staff recommends that the Design Review Board consider if there is a need for an appropriate treatment to connect the popout feature visually to the ground at this location, and what features it might entail.

Self Storage Facility Development Standards

The City of Santa Rosa Zoning Code §20-42.180, includes both location and development standards for a new self-storage project. Overall, the project meets each of the requirements of this section of the code and each requirement is briefly addressed below.

The project is located along and has direct access to Coffey Lane, a regional two-lane arterial road according to the General Plan.

As shown on the Site Plan, the building is set back a minimum of twenty (20) feet from the right-of-way for Coffey Lane. The project site is almost 250 feet from the nearest residential district, but it still offers more than a twenty (20) foot front yard setback, which is fully landscaped. The project does not include manager quarters. Lastly, the project does not propose multiple buildings and will meet the requirements of the Fire Department for designating fire lanes and providing a minimum drive aisle width.

4. Design Guidelines

<i>Building Design</i>	
3.4 III A 1 <i>Design buildings specifically for the sites they are intended to occupy. Designs should be unique to Santa Rosa.</i>	Consistent. The “L” shaped floor plan will compliment the site on which it is proposed. The two-story design for a self storage use incorporates varied building mass with multiple materials and colors to create unique, contemporary design.
3.4 III A 2 <i>Design Buildings to fit in to the character and content of the surrounding area. Buildings should not be stylized or ornamented in a garish and conspicuous manner.</i>	Consistent. The building design uses building mass, varied materials, and colors which are consistent with the character of the area, and the new building would not be stylized or ornamented in a garish or conspicuous manner.
<i>Design Guidelines</i>	
3.4 II A 2 <i>Integrate new development carefully into existing neighborhoods</i>	Consistent. The proposed project would not diminish the economic vitality of the

	existing business park because it will maintain an adequate supply of parking for existing and future uses.
3.4 III A 1 <i>Design buildings specifically for the sites they are intended to occupy. Designs should be unique to Santa Rosa. Reuse of stock plans is discouraged in Santa Rosa.</i>	Consistent. The “L” shaped floor plan is unique to the site. The exterior features of the building are also unique to the site and do not reflect stock plans for a self storage use.

The proposed design is appropriately massed and scaled for a site adjacent to commercial and light industrial uses. As noted above, the project has its primary access from Coffey Lane, and it will allow vehicles to exit to Piner Road. The site also complies with the minimum 20-foot landscaped setback along Coffey Lane, as noted above. The photometric plan for the project indicates that no light will protrude onto the neighboring properties above one-foot candle.

Landscaping

The Zoning Code requires that landscaping be provided per the City’s Design Guidelines. The City’s Design Guidelines for landscaping are found in sections 4.1- 4.3. The applicant has provided a Landscape Plan which demonstrates compliance with the City’s Design Guidelines (see Attachment 6). The pertinent design guidelines are presented and evaluated below.

The following goals and policies are pertinent to this application:

Landscaping	
4.1 I A <i>To define outdoor spaces and assist with spatial definition in concert with buildings.</i>	Consistent. The public space along Coffey Lane is well defined and creates spatial definition with the proposed building.
4.1 I B <i>To provide visual enhancement of sites by creating a harmonious visual composition in combination with the architecture.</i>	Consistent as conditioned: The landscaping, as conditioned will include deciduous and evergreen trees of varying height and texture, consistent with surrounding street frontages.
4.1 I E <i>To develop landscaping that is easily maintained and conserves water.</i>	Consistent.
4.1 II 1 <i>Integrate landscaping into all site development.</i>	Consistent. Landscaped areas are provided at the front of the site where visible from the street frontage, and will be provided in and around the storm water detention basin at the rear of the site.
4.1 II 2 <i>Provide special attention to incorporation of trees in all landscape design</i>	Consistent as conditioned – see above.
4.1 II 3 <i>Provide landscaping that exhibits a strong design concept and creates a harmonious composition</i>	As conditioned, the landscaping will achieve the goal.
4.1 II 5 <i>Landscaping incorporated in a development should reflect or improve on the landscaping already present in the</i>	Consistent. New landscaping will comply with WELO requirements for industrial users, and will improve upon landscaping in the

COFFEY LANE SELF STORAGE

<i>neighborhood.</i>	neighborhood.
4.1 II 6 <i>Select landscape materials and plants that are appropriate in scale and function to the locations in which they are placed.</i>	As conditioned, consistent.
4.1 II 10 <i>Select planting materials that are appropriate for local climatic conditions and historic continuity</i>	Consistent.
4.1 II 12 <i>Maintainability is an important consideration in landscape design. To this end care should be taken to ensure that plants are selected which, at maturity, do not outgrow their planting site. Other factors to be considered include exposure, microclimate, soil condition and type, irrigation to be used, and the impact of plantings on pedestrian traffic</i>	Consistent.
4.1 II 13 <i>Automatically controlled irrigation systems with multiple programs and repeat start times, are required</i>	Consistent.
4.3 I B <i>To ensure that projects are designed in such a way as to reduce to a minimum possible negative consequences, such as: loss of privacy, noise, increased traffic and lighting overspill that infill development may have on existing neighbors.</i>	Landscaping will ensure compatibility with neighboring uses.
4.3 II 1 <i>Integrate new development carefully into existing neighborhoods with respect to scale, level of detailing, use of materials, landscaping, and other characteristics of the neighborhood</i>	Consistent. The area is industrial and the site proposes a two story building that in placed in an "L" shape. The building and landscape details and materials are considerate of those in the area.

Overall, the project design is appropriate for the intended use, consistent with the site's Light Industrial zoning classification and contextually appropriate for the vicinity. The proposed architecture and massing, as well as colors and materials, are compatible with the existing conditions.

5. Historic Preservation Review Standards

Not applicable.

6. Neighborhood Comments

None received.

7. Public Improvements/On-Site Improvements

Coffey Lane is a two-lane regional arterial road with no center turn lane and no on-street parking. Coffey Lane will have on each side of the road centerline, a

14-foot wide travel lane, a 6-foot wide Class 2 bike lane, curb and gutter, a modified 5-foot wide (reduced from 8-foot) planter strip, and a 6 foot wide sidewalk. The existing half width street ROW width is currently 43-feet wide and is considered sufficient, according to the Engineering Services Division. Behind the road right of way, the applicant will dedicate a 7.5 feet wide Public Utility Easement prior to building permit issuance.

FISCAL IMPACT

Not applicable.

ENVIRONMENTAL IMPACT

15332. IN-FILL DEVELOPMENT PROJECTS

Every discretionary action by the City requires environmental review pursuant to the California Environmental Quality Act (CEQA). However, the CEQA Guidelines include a list of certain categories of projects that have been determined to not have a significant effect on the environment, also known as Categorical Exemptions. If a project falls within one of these classes, it is exempt from the provisions of CEQA, and no further environmental review is required unless one of the exceptions to the exemptions applies.

This project is Categorically Exempt pursuant to Class 32. The Class 32 "Infill" Categorical Exemption (CEQA Guideline Section 15332), hereafter referred to as the "Class 32 Exemption," exempts infill development within urbanized areas if it meets certain criteria. A Class 32 Exemption consists of infill projects that are consistent with the General Plan and zoning requirements. A Class 32 Exemption is not intended for projects that would result in any significant traffic, noise, air quality, or water quality impacts. A Class 32 Exemption may apply to residential, commercial, industrial, and/or mixed-use project. A Class 32 Exemption applies to a project characterized as in-fill development meeting all the conditions described below:

General Plan and Zoning Consistency: As discussed in this report above, the project site is designated as having a Light Industrial in the Santa Rosa General Plan 2035. The development of the vacant area at 3282 and 3240 Coffey Lane and the use of 25-off-site parking spaces at 3300 Coffey Lane for the Coffey Park Self Storage Project is consistent with the City's General Plan 2035 policies for the reasons noted above in this report. Further, the Pine Creek Office Park to the north and the Food and Deli, Gas Station and Car Wash to the south have already been developed consistent with the Santa Rosa General Plan.

The project site is zoned IL – Light Industrial. The proposed off-site use of 25 parking spaces at 3300 Coffey Lane in support of the development of a future self-storage building and use at 3282 and 3240 Coffey Lane is a conditionally permitted use pursuant to [SRMC §20-36.070.A](#). The development of the vacant area at 3282 Coffey

Lane for a self-storage use is permitted by right without the requirement of a Conditional Use Permit when not adjacent to a residential area per SRMC §20-24.030, Table 2-10. However, a Design Review application must be approved by the Design Review Board prior to construction of the project for the intended use. The project is conditioned to comply with all applicable City Ordinances and regulations of the SRMC.

Project Area: The development of the vacant area at 3282 and 3240 Coffey Lane for a self-storage building and the off-site use of 25 existing parking spaces at 3300 Coffey Lane is entirely within City of Santa Rosa jurisdiction. The project area is no more than five acres and is substantially surrounded by urban uses, with uses permitted in the Light Industrial zoning district on all sides.

Habitat Value: The project area at 3282 Coffey Lane has no value as habitat for endangered, rare, or threatened species as determined by a Biological Assessment prepared by Dr. Laurence Stromberg, following a site visit on February 20, 2017, and given the project areas at 3240 and 3300 Coffey Lane are developed with urban features including asphalt and concrete parking areas, driveways, walkways, ornamental vegetation, outdoor lights, and structures.

The proposed project would remove two (2) Canyon Oak trees of less than 8-in Dbh and 10-inches Dbh, but the removal of trees would not be considered a significant impact under CEQA because, although the removal of these two trees have the potential to impact nesting bird species if present at the time of removal, the project must comply with all applicable Federal laws and regulations, which would include adherence to the Federal Migratory Bird Treaty Act and the State Fish and Game Code. As a result, the project would have a less than significant impact on endangered, rare, or threatened species or their habitat and therefore, satisfies criteria (c) for a Class 32 Exemption.

Traffic: In 2020, Senate Bill 743 established a change in the metric to be applied in determining traffic impacts associated with development projects. Rather than the delay-based criteria associated with Level of Service (LOS) analysis, the change in total Vehicle Miles Traveled (VMT) as a result of a new project is currently the basis for determining CEQA impacts with respect to transportation and traffic.

An Updated Focused Traffic Study, prepared by W-Trans on February 7, 2022, concluded that the project would have a less-than-significant impact on VMT. Both the City and the California Governor's Office of Planning and Research (OPR) Technical Advisory Guidelines specify that local-serving retail criteria allow projects below a certain size be "screened" from quantitative VMT analysis. The Updated Study concludes, *"Since the proposed project functions more as a retail-type use than an employment-based or residential use, is local-serving, and fills a need that is currently under-served in this part of the City of Santa Rosa, it is reasonable to conclude that the VMT impact would be less-than-significant."*

The Updated Study also indicates that the project would be expected to generate an average of 111 trips daily, including 7 trips during the morning peak hour and 10 trips during the evening peak hour, concluding, *"the project would be expected to generate*

fewer than 250 trips daily and fewer than 50 peak hour trips, an operational analysis is not required under the City's guidelines."

Noise: The project will be required to implement the Performance Standards listed in [SRMC §20-30.090](#) to address construction noise. By limiting the hours of construction activity with a standard condition of approval, temporary construction noise impacts would be less than significant. Long term operation of the project would not result in machinery and equipment noise in exceedance of the City standards, measured at nearby property lines. Project-related traffic would not result in ambient noise level increases along streets in the project area beyond those already analyzed in the City's General Plan 2035 EIR. Ground-borne vibrations generated by the project during short-term construction activities and during long-term operation would be less than significant. The project would not expose persons working in the project area to excessive noise. The project is conditioned to comply with the City's Noise Ordinance, including any noise during construction.

Air Quality: The project will be required to implement the Performance Standards listed in [SRMC §20-30.090](#) to address dust from short-term construction activities and/or long-term operations for odor and other air emissions. The project includes the following design features, as shown in the attachments to this report, intended to meet the requirements the City's Climate Action Plan (CAP):

- i. The project would be all electric and would not include natural gas or natural gas plumbing.
- ii. The project would comply with 2022 CALGreen Tier 1 nonresidential measures.

Appendix E of the Climate Action Plan states that, "To be in compliance with the CAP, all measures denoted with an asterisk are required in all new development projects unless otherwise specified. If a project cannot meet one or more of the mandatory requirements, substitutions may be made from other measures listed at the discretion of the Community Development Director." The CAP Checklist provided by the applicant and included as Attachment 8 demonstrates compliance with all provisions with an asterisk. Therefore, the project is in compliance with the City's CAP.

Water Quality: The project is conditioned to incorporate all Low Impact Development (LID) Best Management Practices as part of the Initial Storm Water LID (SWLID) Report. The BC Engineering Group prepared an Initial SWLID Report, dated June 17, 2022, which included a hydrology study (see Attachment 8). The report demonstrates that the proposed project is designed to meet the City's stormwater treatment and flow requirements. The proposed project includes stormwater quality treatment and infiltration through the construction of a series of bioretention basin with drains to existing storm water facilities. Ongoing BMP maintenance of the bioretention planter system will be assured with a covenant maintenance agreement that will be recorded with the City prior to issuance of building permits. Altogether, the project is in compliance with the NPDES Permit, the [City of Santa Rosa 2017 Storm Water Low Impact Development Technical Design Manual](#) and the [California Stormwater Quality Association \(CASQA\) BMP Handbooks](#). The undisturbed portion of the project is just

over one (1) acre in area and therefore is required to submit a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) to the State Water Resource Control Board (SWRCB). The implementation of these regulatory compliance measures will ensure that the proposed project will not cause a significant impact to water quality.

Utilities and Public Services: The Project site is located in an urban, developed area. The site can be adequately served by all required and necessary utilities and public services. It is also proximate to the existing Fire Station 3, operated by the City of Santa Rosa. City staff has reviewed the plans and conditions the project appropriately to insure adequate public services and utilities are provided.

In conclusion, the project meets the CEQA Class 32 Exemption criteria outlined in CEQA Guidelines §15332 and no further environmental review is necessary.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

None.

NOTIFICATION

This item was noticed as a Public Hearing per the requirements of Chapter 20-66 of the City Code. Notification of this public hearing was provided by posting an on-site sign, publishing notice in a newspaper of general circulation, mailed notice to surrounding property owners, electronic notice to parties that had expressed interest in projects taking place in this geographic area of Santa Rosa, and bulletin board postings at City Hall and on the City website.

ATTACHMENTS

- Attachment 1 – Disclosure Form
- Attachment 2 – Location Map
- Attachment 3 – Neighborhood Context Map
- Attachment 4 – Project Narrative
- Attachment 5 – Architectural Plan Set
- Attachment 6 – Civil Plan Set w/ Initial SWLID Report
- Attachment 7 – Landscape Plan
- Attachment 8 – Parking Easement
- Attachment 9 – CAP Checklist and CEQA Studies

Resolution

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