

RESOLUTION NO. INSERT ZA RESO NO.

RESOLUTION OF THE ZONING ADMINISTRATOR OF THE CITY OF SANTA ROSA APPROVING MINOR DESIGN REVIEW FOR THE DRIVE LANE AND PARKING SPACES FOR THE SANTA ROSA ~~MALL~~PLAZA, LOCATED AT 1071 SANTA ROSA AVENUEPLAZA, SANTA ROSA, APN: 010-660-001, FILE NO. DR23-019

WHEREAS, the Santa Rosa Zoning Administrator has completed review of the Minor Design Review application to allow the proposed project described above; and

WHEREAS, the Minor Design Review approval to allow the proposed project is based on the project description and plans dated October 31, 2025, and official approved exhibit dated March 31, 2024; and

WHEREAS, the matter was properly noticed as required by Section 20-52.030.H.2.a ;and

WHEREAS, the proposed project was scheduled before the Zoning Administrator on June 20, 2024. On June 7, 2024, a request for a public hearing was received, and the item was continued to July 11, 2024, ~~a date certain~~, to allow for re-noticing; and

WHEREAS, the proposed project was scheduled before the Zoning Administrator on July 11, 2024. ~~The Prior to the public hearing, the applicant requested to continue the item to a date uncertain, requesting that to allow time to revisions revise the proposed plans be made to the Project;~~ and

WHEREAS, on October 31, 2025, the applicant submitted revised Project plans and materials; and

WHEREAS, the matter has been properly noticed as a public hearing pursuant to the City Code Chapter 20-66, as requested by the public.

NOW, THEREFORE, BE IT RESOLVED that in accordance with Section 20-52.030.I, the Zoning Administrator of the City of Santa Rosa finds and determines that:

1. The design and layout of the proposed development is of superior quality, and is consistent with the General Plan and applicable Zoning Code standards and requirements, the City's Design Guidelines, architectural criteria for special areas, and other applicable City requirements (e.g., City policy statements and development plans). The project has been found consistent with ~~both General Plan 2035, which was in effect at the time the project application was submitted, and General Plan 2050, which was adopted in June 2025. The project aligns with goal LUL-I of the Santa Rosa General Plan 2035 because the proposed project improvements will enhance accessibility of the commercial services along B Street and the proposed design will enhance the shopping mall center. The project also aligns with~~including the following goals, policies and actions:

- 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 business.
- Policy 2-5.1: Encourage growth of existing business clusters as well as new, diverse industries and job types throughout Santa Rosa.
- Action 2-5.7: Identify, support and prepare land for expanded industrial and commercial development and redevelopment opportunities.
- Policy 2-6.1: Address infrastructure needs and update policy, as appropriate, in support of economic accelerators.
- Action 2-6.6: Work with property owners, the business community, and others to support efforts to attract or expand development, redevelopment, and new businesses opportunities in vacant or underutilized commercial space.
- Policy 2-8.1: Enhance commercial centers.
- Action 2-8.1: Support a range of business and commercial services that are easily accessible and attractive, and which satisfy the needs of people who live and work in Santa Rosa, and attract a regional clientele.

The project has also been found consistent with the Downtown Station Area Specific Plan, including the following Goals and policies:

- GOAL LU-3: The Downtown Station Area will be economically viable and resilient over the long-term.
- Policy LU-3.1: Expand and diversify the Downtown employment base by attracting new employers, including firms active in technology, medical/bio, additive manufacturing, engineering, and media that provide well-paying jobs with potential for career advancement; and by nurturing and retaining small businesses and start-up firms. Ensure that buildings are designed to accommodate these uses.
- GOAL MOB-6: A balanced supply of parking that supports both quality of life and business vitality.
- Policy MOB-6.12: Evaluate the need for additional accessible public parking spots on a biannual basis.

The drive lane and parking spaces for the Santa Rosa Plaza will provide four ADA accessible spaces and six open spaces that will be signed for short-term parking, allowing for pick-up and delivery for the retail and restaurant uses located within the Plaza. A 2024 Market Guide and Peer Analysis was been prepared for the City

of Santa Rosa, by Retail Strategies and Tetrad, that provides gap analysis for retail, food and beverage sales. The Market Guide identifies that, in 2024, \$1,002,659,943 in overall sales left the City, with foodservice and drinking places being the highest area of sales leakage at \$513,015,758. The planned drive lane and parking spaces will add ten on-site parking spaces, adding ADA access and pick-up/delivery parking for goods in an area of the Plaza that is not directly adjacent to the Plaza's existing parking garages and surface parking lot. Currently, the Santa Rosa Plaza parking garage clearance heights do not allow for van-accessible parking spaces. All existing van-accessible parking spaces are located at the far southern end of the Plaza in an anchor building ground-floor lot. This location requires long travel distances for those experiencing disabilities to enjoy the services and goods offered throughout the Plaza. The improvements proposed include four new accessible parking spaces near the middle of the Plaza, two of which are van accessible, which will increase the accessibility to the Plaza. The six non-ADA parking spaces will provide easier access for short-term pick-up and delivery for tenant spaces on the east side of the Plaza, where no dedicated parking currently exists. The project is expected to make the Plaza more accessible and more marketable to new restaurants and retail businesses consistent with the economic development goals and policies identified in the General Plan 2050 and the Downtown Station Area Specific Plan. Policy 3-1.2 of the Santa Rosa General Plan 2050 because the project includes two (2) general pickup and drop-off parking spaces to encourage carpooling/ridesharing; and

- 1.2. The design is appropriate for the use and location of the proposed development and achieves the goals, review criteria and findings for approval as set forth in the Framework of Design Review in that the proposed design was carefully considered and is appropriate for its location and use. The drive lane and parking spaces have been designed to add ADA access, including two van-accessible spaces, as well as spaces for pick-up/delivery of goods in an area of the Plaza that is not directly adjacent to the Plaza's existing parking garages or surface parking lot. The design of the drive lane includes a clearly marked pedestrian walkway over the existing pavers, in the same location as the existing walkway that leads from the adjacent sidewalk to the main entrance to Santa Rosa Plaza. The landscape plan identifies that nine of the existing trees located within the Plaza entryway will be retained, and new landscaping will be added on either side of the drive lane; and
- 2.3. The design and layout of the proposed development will not interfere with the use and enjoyment of neighboring existing or future developments in that the modifications enhance the physical and visual connections of the ~~shopping center's~~ Santa Rosa Plaza tenant spaces and Downtown Santa Rosa. The drive lane and parking spaces will be located entirely on the Santa Rosa Plaza property, with no impact to adjacent properties, and will support ADA accessible and pick-up and delivery spaces for users and tenants of the Plaza.; and
- 3.4. The architectural design of the proposed development is compatible with the character of the surrounding neighborhood in that the project site is surrounded by commercial businesses, and the ~~mall's~~ Plaza's frontage improvements will include ~~available-accessible~~ parking and curbside pick-up/~~drop-off~~ and delivery, which is

similar to other businesses located within the Downtown Santa Rosa area. ~~The Four~~ four (4) accessible parking spaces ~~are proposed, will providing provide~~ better accessibility to the mall for all ages and abilities; and

~~4.5.~~ The design of the proposed development will provide a desirable environment for its occupants, visiting public, and its neighbors through the appropriate use of materials, texture, and color and would remain aesthetically appealing and be appropriately maintained in that ~~some nine~~ of the existing ~~street trees that are located at the project site~~ will be ~~protected-retained~~ and ~~other new~~ landscaping ~~elements~~ will be ~~planted~~ added to either side of the drive lane, which encourages all elements of the streetscape, with pedestrian areas maintained on the southern side of project area and in front of the main Plaza entrance. Further, the design of the drive lane includes a clearly marked pedestrian walkway over the existing pavers, in the same location as the existing walkway that leads from the adjacent sidewalk to the main entrance to Santa Rosa Plaza; and

~~5.6.~~ The proposed development will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity in that the plans have been reviewed by City staff, including the Fire Department, Transportation and Public Works Department, Engineering Development Services and the Building Department, and the project has been conditioned appropriately in terms of public safety. Currently, the Santa Rosa Plaza parking garage clearance heights do not allow for van-accessible parking spaces. All existing van-accessible parking spaces are located at the far southern end of the Plaza in an anchor building ground-floor lot. This location requires long travel distances for those experiencing disabilities to enjoy the services and goods offered throughout the Plaza. The improvements proposed include four new accessible parking spaces near the middle of the Plaza, two of which are van accessible, which will increase the accessibility to the Plaza. Additionally, new bollards are proposed along B Street within the project area. These bollards will provide additional protection for pedestrians while maintaining adequate access for emergency services; and

~~6.7.~~ The project has been found in compliance with the California Environmental Quality Act (CEQA).

- ~~• Pursuant to CEQA Guidelines Section 15301, the project is categorically exempt because it is a minor alteration of an existing facility and involves negligible expansion of an existing use.~~
- The project is categorically exempt from CEQA pursuant to Section 15311, which consists of construction of minor structures accessory to (appurtenant to) existing commercial, industrial, or institutional facilities, including, but not limited to (1) on-premise signs; (2) small parking lots; and (3) placement of seasonal or temporary use items. The proposed project would construct a small, ten-stall, parking area and associated drive lane for use by the existing, adjacent, Santa Rosa Plaza retail and restaurant establishments.

- ~~Pursuant to CEQA Guidelines Section 15303, the~~ The project is categorically exempt from CEQA pursuant to Section 15303, because the project involves the construction of a small facility which consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. Included in this exemption are accessory (appurtenant) structures. The proposed project would construct a small, ten-stall, parking area and associated drive lane and landscaping, which will be accessory to the existing, adjacent, Santa Rosa Plaza structure.
- ~~Pursuant to CEQA Guidelines Section 15183, the~~ The project is statutorily exempt from CEQA pursuant to Section 15183, because it is consistent with the General Plan 2050 for which an Environmental Impact Report was certified by the City Council on June 3, 2025. This section of CEQA specifically mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. The proposed drive lane and parking spaces will provide four additional ADA parking spaces, as well as six spaces for pick-up and deliveries, on the east side of Santa Rosa Plaza adjacent to the Plaza entrance where ADA and short-term parking is limited. The project will not allow additional density on the site beyond what is allowed by General Plan 2050. In addition, the project will further numerous goals, policies and actions within General Plan Chapter 2, Land Use and Economic Development, related to encouraging growth of existing businesses and attraction of new businesses to the City, and supporting a range of business and commercial services that are easily accessible. There are no impacts peculiar to the project that were not previously analyzed in the EIR or require additional environmental analysis.

This entitlement would not be granted but for the applicability and validity of each and every one of the below conditions and that if any one or more of the below conditions is invalid, this entitlement would not have been granted without requiring other valid conditions for achieving the purposes and intent of such approval. The approval of the project is contingent upon compliance with all the conditions listed below. Use shall not commence until all conditions of approval have been complied with. Additional permits and fees are/may be required. **It is the responsibility of the applicant to pursue and demonstrate compliance.**

Conditions of Approval

1. Comply with all applicable federal, state, and local codes. Failure to comply may result in issuance of a citation and/or revocation of approval.
2. Comply with the latest adopted ordinances, resolutions, policies, and fees adopted by the City Council at the time of building permit review and approval.

3. Obtain building permits for the proposed project.
4. No signs are approved as part of the Project. Signs will require separate Planning and Building permits.
5. The Project shall comply with City Code Section 21-08, development requirements relating to public art.
6. Compliance with City Graffiti Abatement Program Standards for Graffiti Removal (City Code 10-17.080).
7. Tree Preservation notes and protection during construction notes shall be shown on the improvement plans and building plans. The tree driplines shall also be shown on each drawing with the attendant protection instructions.
8. Construction drawings submitted for issuance of a building permit shall include final landscape and irrigation plans, except where not required.
9. All landscaping must be continuously maintained in a healthy and attractive condition, free of weeds and debris, in accordance with the approved plans. Dead and dying plant materials shall be replaced with healthy specimens as necessary.
10. Compliance with all conditions as specified by the attached Exhibit "A" dated, March 31, 2024, attached hereto and incorporated herein.

This Minor Design Review is hereby approved on February 12, 2026. If conditions have not been met or if work has not commenced within 24 months from the approval date, this approval shall automatically expire and be invalid unless an application for extension is filed prior to expiration. This approval is subject to appeal within ten calendar days from the date of approval.

APPROVED: _____
CONOR MCKAY, ZONING ADMINISTRATOR

Attachment 1 – Engineering Development Services Exhibit “A,” dated March 31, 2024.