

CITY OF SANTA ROSA  
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
STAFF REPORT FOR PLANNING COMMISSION  
**December 11, 2025**

**PROJECT TITLE**

Lago Fresca Apartments

**ADDRESS/LOCATION**

2445 Summerfield Road and  
4744 Hoen Avenue

**ASSESSOR'S PARCEL NUMBER**

014-361-029 and 014-361-028

**APPLICATION DATES**

August 18, 2022

**REQUESTED ENTITLEMENTS**

Conditional Use Permit

**PROJECT SITE ZONING**

CO (Commercial Office)

**PROJECT PLANNER**

Monet Sheikhal

**APPLICANT**

Janver Holly

**PROPERTY OWNER**

Auxon Lago Fresca LLC

**FILE NUMBERS**

PRJ22-019 (CUP22-050, DR22-037 and  
DB22-004)

**APPLICATION COMPLETION DATES**

February 24, 2025

**FURTHER ACTIONS REQUIRED**

Major Design Review

**GENERAL PLAN DESIGNATION**

Office

**RECOMMENDATION**

Approval

Agenda Item #11.2  
For Planning Commission Meeting of: December 11, 2025

CITY OF SANTA ROSA  
PLANNING COMMISSION

TO: CHAIR WEEKS AND MEMBERS OF THE PLANNING  
COMMISSION  
FROM: MONET SHEIKHALI, SUPERVISING PLANNER  
PLANNING AND ECONOMIC DEVELOPMENT  
SUBJECT: LAGO FRESCA APARTMENTS

AGENDA ACTION: RESOLUTION

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### RECOMMENDATION

It is recommended by the Planning and Economic Development Department that the Planning Commission, by resolution, approve a Conditional Use Permit to allow a 50-unit multifamily residential development project located at 2445 Summerfield Road and 4744 Hoen Avenue.

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### BACKGROUND

1. Project Description

The Lago Fresca project involves a 50-unit multifamily residential development spanning two parcels, totaling 1.31 acres, which will provide both market-rate and affordable housing. Out of the 50 units, four (4) will be designated as very low-income affordable housing. Therefore, the project qualifies for a Density Bonus with concessions and waivers. The project proposes four separate buildings, ranging in height from three to four stories. The project will be located at the corner of Hoen Avenue and Summerfield Road, as shown in Figure 1.

The applicant is requesting two concessions and five waivers, as outlined below:

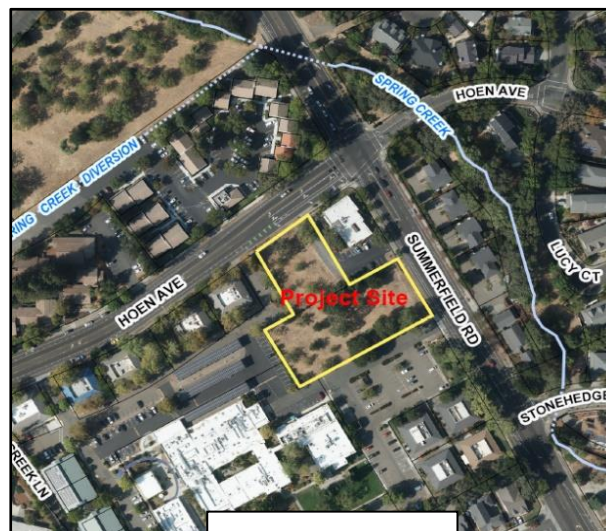


Figure 1

### Concessions

1. A concession to relocate all four affordable units into a single building and be exempt from the dispersion requirement.
2. A concession to reduce the number of parking spaces from 72 to 63 spaces.

### Waivers

1. A waiver request to increase the maximum allowable height from 35 to 45 feet.
2. A waiver request to decrease the Front Yard Setback at Summerfield Road from the minimum allowed of 15 feet to 7 feet.
3. A waiver request to decrease the Front Yard Setback at Hoen Avenue from the minimum allowed of 15 feet to 10 feet.
4. A waiver request to decrease the standard for required covered parking from 50 spaces to 38 spaces.
5. A waiver request to decrease the width of the covered parking space from 9.5 feet to 9 feet.

## 2. Surrounding Land Uses

**North:** Office - The properties across Hoen Avenue are currently developed with commercial office uses, including medical office uses and business/service uses.

**South:** Public Institutional - The property is developed with the medical office and the former SAY campus, which is currently vacant.

**East:** Low-Density Residential (2-8 units per acre) - The area along Summerfield Road is developed with single-family residential properties. Office - The lot adjacent to the property is currently used for commercial purposes, including a veterinary clinic and an office.

**West:** Public Institutional and Office - The properties are currently developed with commercial and medical office uses, and one is the former SAY campus.



Figure 2

### 3. Existing Land Use – Project Site

The project site is 1.31 acres and is currently undeveloped and vacant. It consists of grass and some scattered trees, and the land is relatively flat. The site is situated within a built-up, developed neighborhood and is adjacent to office and commercial properties, as well as a low-density residential area. Additionally, a bus stop on Summerfield Road is approximately 100 feet from the project site.

### 4. Project History

September 29, 2021	Pre-application Neighborhood Meeting was held
March 3, 2022	Design Review Board Meeting was held for Concept Design Review
August 18, 2022	Project applications submitted
September 16, 2022	Notice of Application was distributed
November 12, 2025	Director approved the Density Bonus Letter
December 1, 2025	Planning Commission public hearing notice was distributed

## ANALYSIS

### 1. General Plan

The project site is designated as Office on the General Plan Land Use Diagram. Areas with this land use designation are intended for administrative, financial, business, professional, medical, and public offices. The implementing zoning district is Office, which allows multifamily housing at densities up to 30 units per acre through a Conditional Use Permit (CUP).

The General Plan supports density bonuses where affordable housing is proposed. Because the project will provide four affordable units reserved for very low-income occupants, it is eligible for a 32.5% density increase. These four units will be deed-restricted for very low-income occupants for a period of 55 years.

The General Plan includes various goals and policies related to land use, housing, open space, conservation, and growth management. The proposed project was submitted and deemed complete in 2022, when the General Plan 2035 was in effect. Since that time, the City Council adopted a comprehensive update to the General Plan (General Plan 2050). As such, the project was reviewed for compliance with both documents.

The following General Plan goals and policies, as outlined in the 2035 General Plan at the time of application submission, are most relevant and applicable to the staff's analysis of this project.

**LUL-E-6** Allow residential or mixed-use development in the Retail and

Business Services or Office designations

<b>LUL-F</b>	Maintain a diversity of neighborhoods and varied housing stock to satisfy a wide range of needs.
<b>LUL-F-3</b>	Maintain a balance of various housing types in each neighborhood and ensure that new development does not result in undue concentration of a single housing type in any one neighborhood. Downtown is excepted.
<b>LUL-M</b>	Ensure new development and streetscape projects provide pedestrian and bicycle circulation improvements.
<b>LUL-M-2</b>	Require dedication of right-of-way for improvement and/or expansion of pedestrian and bicycle facilities where insufficient right-of-way currently exists.
<b>GM-A</b>	Prevent urban sprawl by focusing growth within the Urban Growth Boundary.
<b>H-A</b>	Meet the housing needs of all Santa Rosa residents
<b>H-A-2</b>	Pursue the goal of meeting Santa Rosa's housing needs through increased densities, when compatible with existing neighborhoods. Development of existing and new higher-density sites must be designed in context with existing, surrounding neighborhoods.
<b>H-C</b>	Expand the supply of housing available to lower income households.
<b>H-C-15</b>	Encourage new affordable housing development to provide amenities for residents, such as on-site recreational facilities.
<b>H-D</b>	Provide housing for households with special needs
<b>UD-A-5</b>	Require superior site and architectural design of new development projects to improve visual quality in the city.
<b>T-C-3</b>	Implement traffic calming techniques on streets subject to high speed and/or cut-through traffic to improve neighborhood livability.
<b>T-G-9</b>	Require curbs and gutters only where they are necessary for drainage and pedestrian safety purposes.

The most relevant General Plan 2050 goals, policies and actions applicable to the project are shown below:

<b>Goal 2-3</b>	Create dense and varied housing types near transit to reduce greenhouse gas emissions and promote livability.
<b>Policy 2-3.1</b>	Ensure that residential developments, including subdivisions

and neighborhoods, are designed to foster livability, maintain local and historic character of neighborhoods, and offer diverse housing types to satisfy a wide range of needs and retain local character.

**Action 2-3.1** Update the Zoning Code to permit residential and mixed-use development by right in some nonresidential zoning districts, as mandated by State law.

**Policy 2-3.2** Ensure that residential developments achieve the density potential of the project site and include a variety of housing types with a full range of affordability, in accordance with the General Plan Land Use map (Figure 2-6).

**Policy 2-4.1** Encourage compact, attractive development that creates complete neighborhoods.

**Action 2-4.3** Create environments with safe, connected streets, sidewalks, and bicycle facilities that include shade trees to establish a pleasant streetscape.

The following goals and policies are the most relevant from the Santa Rosa 2023-2031 Housing Element:

**GOAL H-1** Encourage the development of housing to meet the needs of all Santa Rosa residents.

**Policy H-1-1** Ensure there is a sufficient supply of land zoned to accommodate the projected housing needs.

**Policy H-1-3** Facilitate infill housing along commercial corridors, near employment centers, near high-frequency transit areas, and in all zones that allow residential development as a way to revitalize commercial corridors, promote walkability and increased transit ridership, and provide increased housing options.

**GOAL H-3** Increase special needs housing opportunities and supportive services for lower-income households, families with children, seniors, persons with physical and developmental disabilities, farmworkers, female-headed households, and people who are experiencing homelessness.

**Policy 3-1** Give priority in providing housing assistance to those groups with demonstrated special needs, such as lower-income households, seniors, persons with disabilities, persons with

mental health conditions or psychiatric disabilities, large families with children, female-headed households, victims of domestic violence, and people who are experiencing homelessness.

**Policy 3-2** Encourage housing developers to produce affordable units by providing development standard incentives for projects that include new affordable units available to special needs groups.

**Program H-27** Housing for Large Households. Encourage the development of units with three or more bedrooms in affordable housing projects. Encourage new affordable housing development to provide amenities for residents, such as on-site recreational facilities, children's programs (day care and/or after-school care), and community meeting spaces.

**GOAL H-6** Develop energy-efficient residential units and rehabilitate existing units to reduce energy consumption.

**Policy H-6.1** Encourage the use of energy conservation features in residential construction, rehabilitation, and remodeling.

The Lago Fresca Project has been reviewed for General Plan consistency and has been found consistent with both General Plan 2035, which was in effect at the time the project application was submitted and deemed complete, and General Plan 2050, which was adopted in June 2025. The project aligns with the goals and policies of both Plans by contributing to the City's housing stock, supporting infill development, and promoting land-use efficiency within an established urban area.

The project will add 50 new residential units, including four deed-restricted affordable units for very low-income households, introducing a new and diverse housing type to the area. By introducing a new and diverse housing type to the neighborhood, the development broadens the City's housing options and enhances opportunities for residents across income levels. This mix of unit types and affordability levels supports citywide housing objectives and contributes to a more inclusive housing supply.

By promoting a diverse and compact infill development rather than a scattered pattern, the project helps prevent an overconcentration of any single housing type in one neighborhood. This approach supports the housing needs of Santa Rosa residents, particularly those with lower incomes, by expanding the overall housing supply in a well-connected and sustainable manner.

On-site amenities have been incorporated to support the daily needs and enhance the quality of life for future residents. The project features on-site amenities for residents, including a community room, a play structure, and an

outdoor seating area, to foster social interaction among residents.

Off-site improvements will involve upgrading sidewalks and replacing damaged curbs and gutters. These improvements will enhance pedestrian safety, improve accessibility, and contribute to the overall connectivity of the neighborhood. The project location is served by existing utilities and emergency services, ensuring that adequate public infrastructure is available to support the new development.

Also, the Zoning Code currently allows residential uses within commercial zones through a use permit. The policy to update the Code to permit residential and mixed-use development in certain nonresidential zoning districts has already been implemented.

## 2. Zoning

The Zoning Code implements the goals and policies of the General Plan by classifying and regulating the use of land and structural development within the City. The project is within the CO (Commercial Office) zoning district. Per the Zoning Code [Section 20-23.030](#), Table 2-6, a multifamily dwelling is allowed with the approval of a Conditional Use Permit in the CO zoning district. Pursuant to Zoning Code Table 2-1, site zoning is consistent with the General Plan land use designation of Office.

Zoning Code Section 20-23.040, Table 2-7, the CO zone allows a base residential density of 30 dwelling units per acre. The project site is 1.31 acres in size, which would allow 39.3 dwelling units. However, the project includes four affordable units for very low-income residents, which is about 10 percent of the maximum allowed density for the site. Therefore, under the State Density Bonus Law, the proposed project would be eligible for a 32.5 percent density increase over its base density of 30 dwelling units per acre, allowing for 13 additional units per acre. Based on the 1.31-acre project size, the proposed project would be allowed a new maximum of 53 total dwelling units. The Zoning Code requires that all calculations resulting in fractional units be rounded up to the next whole number. The density calculations are summarized in Table 1.

Project	Lot Site Size	Base Allowed Density	Number of total units
Project with no density bonus	1.31 Acres	30 units per acre	39 units
Project with density bonus	1.31 Acres	40 units per acre	53 units

**Table 1: Proposed Project Density Calculations**



According to the Zoning Code [Chapter 20-31](#) Density Bonus and Other Incentives, in line with California Government Code [Section 65915](#) (California Senate Bill [SB] 1818) (State Density Bonus Law), local governments can offer developers the opportunity to build more housing units than normally allowed and provide other benefits, as long as the developers meet specific criteria for constructing housing with units affordable to lower or moderate-income households.

In addition to a density bonus, the State Density Bonus Law permits developers to request up to three concessions or incentives contingent upon the number of affordable housing units incorporated into the project. The state also allows unlimited waivers or reductions of applicable development standards.

The project has been determined to qualify for two concessions based on the proposed percentage of affordable housing, and the applicant is seeking waivers of the development standards from the City of Santa Rosa. The applicant has provided a comprehensive density bonus letter outlining how the requested concessions and waivers will allow the project to be constructed. On November 12, 2025, the Planning and Economic Development Director issued an approval letter for the density bonus, concessions, and waivers (see Attachment 7).

Under Zoning Code Section 20-52.030, the Planning Commission must make the following findings shown below before granting a Conditional Use Permit. As demonstrated in the attached draft resolution, staff's analysis has determined that these findings can be met:

1. The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code and the 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 the 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 (CEQA).

Staff has analyzed the required findings and has included recommended language in the attached resolution. To summarize, the site's CO zoning, which is consistent with the Office General Plan Land Use, allows multi-family uses through a Major Conditional Use Permit, and establishes a density of 30 units per acre for residential development. The project is located in an area characterized by a mix of residential, office, and public institutional land uses, and is adequately served by City infrastructure and emergency services. Further, the project plans have been reviewed by City staff, including Planning, Building, Engineering Development Services, Water, Traffic, Transit, and the Fire Department, and the proposed conditions of approval will ensure site compatibility and compliance with applicable standards.

3. Summary of Public Comments

Below is a summary of the public comments received since the project was noticed in October 2022.

**Parking Shortage:**

- Repeated concern that 63 parking spaces for 50 units is inadequate.
- Residents expect most units will have at least two vehicles, creating overflow into surrounding neighborhoods.

**Staff Response:** The proposed project includes four affordable units for very low-income households, which makes it eligible for a Density Bonus under California Government Code Section 65915. Pursuant to Government Code Section 65915(p)(5), a housing development applicant may request a reduction in required parking ratios as part of a Density Bonus application. In addition to the parking ratios established by subdivision (p), the statute expressly provides that "an applicant may request parking incentives or concessions beyond those provided in this subdivision pursuant to subdivision (d)." Subdivision (d) allows applicants to propose additional incentives or concessions, including further parking reductions, that a jurisdiction must grant unless specific written findings can be made. Accordingly, the applicant's request for a parking reduction beyond the standard limits in Government Code Section 65915(p) is consistent with the rights granted under the state Density Bonus Law. As such, the applicant's request for a greater parking reduction than the baseline ratios is permitted under the State Density Bonus Law.

**Traffic & Congestion:**

- Hoen and Summerfield are already congested, especially during school hours and emergencies.
- Residents fear added traffic will worsen safety and access.

**Staff Response:** A Focused Traffic Study was prepared by W-Trans dated December 28, 2023, to evaluate the proposed project, which the City's Traffic Engineering Division reviewed. The study includes the following analysis:

**1. Minimal Trip Generation**

The project is expected to generate only 227 daily trips. In comparison, the existing traffic volume on Hoen Avenue is about 15,100 vehicles per day. This means the increase in traffic from the project is minimal and will not significantly affect overall traffic flow or congestion in the area.

**2. Vehicle Miles Traveled (VMT):** The project's VMT per capita is 12.08, which is below the established threshold of 14.11. This indicates that the project will result in lower vehicle usage per person compared to existing City averages. This also aligns with the City's and state's goals of reducing car dependence.

**3. Site Access:** The project will be accessed via a single driveway on Hoen Avenue, which is located 150 feet from the intersection with Summerfield Road.

The traffic analysis at the Summerfield Road/Hoen Avenue intersection evaluated future conditions with the addition of project traffic and existing signal timing. It found that the eastbound traffic queue may extend up to 188 feet, slightly beyond the 150-foot distance between the intersection and the proposed project driveway. While this could occasionally overlap with the driveway, the impact is expected to be minimal, as drivers entering or exiting the site can safely wait for appropriate gaps in traffic—standard practice for many driveways near intersections. Westbound drivers turning left into the site may face delays if eastbound queues block the travel lane; however, current law prohibits driving in the bike lane buffer to bypass left-turning vehicles. To address this, the study recommends extending existing dashed striping in the bike lane buffer, making it legally permissible to maneuver around turning vehicles and access nearby parking. This modification ensures compliance with traffic laws while maintaining safe and efficient circulation for all users. Overall, the project is not expected to significantly impact traffic flow or safety at the intersection.

**4. Collision History:** The Hoen Avenue and Summerfield Road intersection was studied to see if any safety concerns could get worse with more traffic from the new project. The study analyzed crash data from October 2017 to September 2022, utilizing records from the California Highway Patrol. On average, similar intersections in California have about 0.24 crashes per million cars that go through them. This intersection had a lower rate (0.13) with only four crashes reported over a five-year period. This suggests the intersection is generally safe.

**5. Pedestrian and Bicycle Infrastructure:** The project site is well served by sidewalks, bike lanes, and crosswalks, ensuring safe access for

pedestrians and cyclists. The nearest bus stops are within walking distance, providing additional transportation options for residents and further reducing the need for private vehicle use. A new crosswalk with flashing warning lights (called rectangular rapid flashing beacons, or RRFBs) will be added about 300 feet west of Summerfield Road. This will provide a formal crossing location for pedestrians who choose to park on the north side of the street, from the development

Overall, the project is expected to have minimal impact on traffic in the area. Additionally, the availability of nearby on-street parking and adequate site access further reduces any potential impact to the adjacent neighborhoods, making the project a well-integrated addition to the area.

**Building Size & Height:**

- Many object to the proposed buildings' height, saying they are out of character with the primarily 1–2 story neighborhood.
- Some requested reducing the number of units or building height.

**Staff Response:** The maximum building height allowed in the CO zone is 35 feet, but the applicant is proposing a building height of approximately 45 feet for the tallest structure on the site, specifically Building D. This 45-foot height includes the elevator shaft and attic for the building. The remaining buildings on the site are shorter than 35 feet, in compliance with the zoning height requirement. However, to make this project feasible and allow for the necessary density and affordable housing units, the applicant is utilizing the California Density Bonus Law, as outlined in Government Code Section 65915.

Under California's Density Bonus Law (Government Code Section 65915), developers who include affordable housing units in their projects are eligible for various incentives, such as waivers or modifications of development standards, including height limits. In this case, the applicant is providing four affordable housing units out of a total of 50 units in the project, which qualifies them for a waiver of the building height restriction. The waiver will allow the applicant to construct a taller structure, increasing the building height to approximately 45 feet for Building D, while the remaining buildings will be below the 35-foot height limit.

This height waiver is directly tied to the provision of affordable housing units and is in line with the goals of the Density Bonus Program, which aims to encourage the development of affordable housing across the state. By utilizing this law, the applicant is able to maximize the potential of the site, providing 50 units in total rather than being restricted to fewer units due to the height limitation. This supports state housing objectives, addressing the ongoing demand for affordable housing.

**Neighborhood Character:**

- Residents feel the scale and density of the project are incompatible with the area.
- Some mentioned potential impacts on home values, noise, and local businesses.

**Staff Response:** While the project will introduce new residential buildings to a site that is currently vacant, its density and building height are within what is allowed under City zoning and consistent with Santa Rosa's General Plan goals for compact, infill housing. The proposed Project has been carefully reviewed for consistency with the City's General Plan, Zoning Code, and State housing regulations.

The project has been reviewed by City staff and was presented to the Design Review Board (DRB) as a concept project on March 3, 2022, where the Board and members of the public provided detailed feedback on building design, height, landscaping, and neighborhood fit. Following that review, the applicant revised the project to soften building massing, enhance architectural articulation, improve the landscaping buffer along Hoen Avenue and Summerfield Road, and refine building colors and materials to better integrate with the surrounding neighborhood context.

Construction noise will be temporary and limited to daytime hours under City regulations. Once the project is completed, it will not create ongoing noise beyond typical residential activity.

**Zoning and Planning Issues:**

- The land is zoned commercial/office; multiple residents believe the multifamily use is inconsistent with the general plan.
- Several called for an Environmental Impact Report (EIR) and stricter adherence to planning regulations.

**Staff Response:** As noted in the General Plan and Zoning section of the staff report, the project has been found to be consistent with both General Plan 2035 and 2050 and the Santa Rosa Zoning Code.

The applicant has provided a detailed Infill Exemption Environmental Analysis Memorandum (prepared by FirstCarbon Solutions, dated February 24, 2025), demonstrating that the project qualifies for a CEQA Class 32 (Infill Development) Exemption under Section 15332 of the California Environmental Quality Act (CEQA) Guidelines. After review, City staff agree that the project meets the criteria for this exemption and does not require an EIR.

Under CEQA Section 15332, an infill exemption may be applied to projects located on small sites within city limits that are surrounded by existing urban development, consistent with local zoning, and that would not result in significant

environmental impacts. The Lago Fresca Project meets all five required conditions. The project site is within the City of Santa Rosa, measures only 1.31 acres, and is fully surrounded by existing residential, commercial, and medical uses. The project is consistent with the City's General Plan land use designation and zoning through application of the State Density Bonus Law, which allows modest increases in housing density for developments that include affordable housing units.

Environmental studies prepared for the project show there would be no significant impacts related to traffic, noise, air quality, or water quality. The project's traffic study found that the number of new vehicle trips would be low and well within City standards. Air quality and greenhouse gas analyses determined that emissions would remain below Bay Area Air Quality Management District thresholds, and construction activities will comply with standard dust and noise control measures. Drainage plans include on-site bioretention basins that will treat all stormwater before it enters the City's system, ensuring compliance with regional water quality regulations. The biological assessment confirmed that the site has no habitat value for any endangered or threatened species.

The project site is in an urbanized area already served by all public utilities and emergency services. Additionally, the project will be required to pay standard development impact fees to offset its share of public service and infrastructure needs. Finally, the analysis found that none of the exceptions that would disqualify the use of a CEQA exemption apply to this project since the site is not on a hazardous materials list, not within a scenic highway corridor, and does not contain any historic or cultural resources.

Because the project satisfies all CEQA Class 32 criteria and no exceptions apply, the City has determined that the Lago Fresca Residential Project qualifies for a Class 32 Infill Exemption. Therefore, preparation of a full Environmental Impact Report is not required.

### **Construction Impacts:**

- Concerns about construction noise affecting nearby businesses during work hours.

**Staff Response:** Construction noise is a common and expected temporary impact associated with development projects. However, it is important to note that these impacts are short-term and will only occur during the construction phase of the project. Once construction is completed, the project will not generate unusual or ongoing noise beyond normal residential activity.

To minimize temporary construction noise, the project will be required to follow the City's standard construction noise limits, which restrict work from 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays, with no construction allowed on Sundays and holidays. The contractor must also implement noise-reduction practices, such as maintaining equipment in good

condition, using mufflers, and locating stationary equipment as far as possible from neighboring businesses and residences.

With these measures in place, noise from construction will be limited, controlled, and temporary. Once construction is complete, the project will not cause any permanent increase in noise levels in the area. The long-term operation of the residential buildings will be consistent with typical neighborhood noise levels.

**Lack of Low-Income Housing:**

- A few residents supported the idea of more housing but criticized the low percentage of affordable units in the proposal.
- A small number of residents expressed support for increasing housing, especially in light of the housing shortage, provided the project is thoughtfully designed and scaled appropriately.

**Staff Response:** As noted, the project proposes to provide four on-site, deed-restricted affordable units at a very low income level. The proposed units comply with the City's Inclusionary Housing Ordinance.

5. Public Improvements

A comprehensive list of on and off-site improvements is included in the Engineering Development Services Exhibit A, dated November 18, 2025, and is attached to the draft resolution. To summarize, the developer must dedicate public easements for utilities, including a 10-ft PUE along Hoen Avenue, and ensure public street improvements such as maintaining existing sidewalks on Hoen Avenue, installing driveways to City standards, replacing broken curbs and gutters, and undergrounding utilities; private driveways must be designed with proper queuing space and comply with fire lane regulations. Storm drainage systems must meet City and Sonoma County Water Agency (SCWA) standards, incorporate Low Impact Development practices, and ensure proper stormwater treatment and maintenance. Also, water and sewer systems must be designed and constructed according to City standards. Also, a crosswalk with enhanced warning devices (rectangular rapid flashing beacons, or RRFBs) will be installed approximately 300 feet west of Summerfield Road in order to facilitate additional crossings that will occur between the signal at Summerfield and the RRFB at Sierra Creek.

FISCAL IMPACT

Approval of the Project will not affect the General Fund.

ENVIRONMENTAL IMPACT

The proposed Project has been reviewed in compliance with the California

Environmental Quality Act (CEQA) and qualifies for an exemption under CEQA Guidelines Section 15332, Class 32 (Infill) exemption. The applicant has submitted a memorandum for the infill exemption environmental analysis, detailing how the Project aligns with the criteria listed in CEQA Guidelines Section 15332 (a-e) as follows:

- a. The Project site is located in an area designated by the General Plan as Office, which provides sites for administrative, financial, business, professional, medical, and public offices. The Project is within the CO (Office Commercial) zoning district, consistent with the General Plan land use designation, where Multifamily Housing is allowed through a Conditional Use Permit.
- b. The Project site is located within Santa Rosa City limits, does not exceed five acres, and is surrounded by urban uses.
- c. The Project site is not within regions designated for special habitats or protected species. The biological assessment report prepared by First Carbon Solutions, dated September 6, 2023, and updated June 18, 2024, indicates that the project site has no value as habitat for endangered, rare, or threatened (including candidate, sensitive, or special status) species due to the absence of suitable habitat conditions and use of surrounding areas.
- d. The Project will not result in any significant traffic, noise, air quality, or water quality impact as explained below:
  - **Traffic:** A Focus Traffic Study is provided by W-Trans dated December 28, 2023, which evaluated the proposed project. The study concludes that the proposed project would generate a low number of new trips and would not substantially impact the City's circulation system. The City's Traffic Engineering Division has reviewed the report and did not raise any issues.
  - **Noise:** The Noise Impact Assessment, dated June 12, 2024, analyzed different sources of noise such as construction activities, traffic, operational/stationary sources, and groundborne vibrations. The assessment indicates that the project would not result in significant noise effects on the surrounding environment and will maintain acceptable noise levels for nearby residents.
  - **Air Quality:** An Air Quality, Greenhouse Gas Emissions (GHG), and Energy Impacts Analysis Memorandum was prepared for the proposed project on October 17, 2023, and updated on June 14, 2024. The memorandum indicates that the project is consistent with local zoning and does not require a General Plan amendment, as population growth has been considered in the 2017 Clean Air Plan. The project meets the



BAAQMD criteria for air quality impacts, with construction emissions controlled through Basic Construction Mitigation Measures to limit dust. Operationally, the project involves 50 apartment units, well below the 451-unit threshold for air quality impacts. As such, the project will not generate significant emissions or air quality impacts. Further, the project is below acceptable thresholds for air quality impacts on sensitive receptors. The proposed project includes all-electric construction, reduced vehicle miles traveled, EV charging infrastructure meeting CALGreen Tier 2 standards, and adherence to the Santa Rosa CAP (Climate Action Plan). Therefore, the project aligns with a Qualified GHG Reduction Plan and will not have significant effects.

- **Water Quality:** The proposed project will be developed in accordance with Low Impact Development (LID) requirements and all relevant federal, state, and local regulations regarding stormwater management and runoff. The Engineering Development Services and the Water Department have reviewed the Preliminary Drainage Analysis and the Initial Storm Water Low Impact Development (SWLID) plan. The project has been conditioned to ensure that it does not cause significant impacts on water quality.
- e. The project site is situated in an area where all necessary utilities and public services are accessible. It is located within half a mile of Fire Station 4. Also, the plans have been reviewed and appropriately conditioned by the Fire Department, Water Department, and Engineering Development Services.

The City has further determined that no exceptions to the exemptions apply, and there is no reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances (CEQA Guidelines Section 15300.2.) This determination is based on the current development of the site and surrounding area.

#### BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

The Design Review and Preservation Board will review the project on December 18, 2025.

#### 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. 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.

Planning staff received a variety of comments and inquiries from the community following the notification of the Neighborhood meeting in 2021. It was noted that some residents did not receive notifications due to their properties being located outside the required 600-foot mailing radius. To address this concern, all the notices for the Design Review Board and Planning Commission Meeting were mailed to property owners and tenants within 1000 feet of the project site, which is beyond the 600-foot mailing radius required by the Zoning Code.

### 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. Please see the attached Disclosure Form for information on individuals interested in the proposed land use action and any monetary contributions to city officials. For more information, see the FPPC website: [www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html](http://www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html)

### ISSUES

There are no unresolved issues with the proposed project.

### ATTACHMENTS

Attachment 1 – Disclosure Form  
Attachment 2 – Location Map  
Attachment 3 – Project Narrative  
Attachment 4 – Architectural Plans  
Attachment 5 – Landscape Plan  
Attachment 6 – Density Bonus Letter Request  
Attachment 7 – Approved Density Bonus Letter  
Attachment 8 – CEQA Class 32 Memorandum  
Attachment 9 – Traffic Study  
Attachment 10 – Parking Management Plan  
Attachment 11 – Public Comments

Resolution with Exhibit A

### CONTACT

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