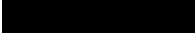


From: [Marjorie Stein](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] Parking Structure
Date: Friday, September 8, 2023 7:50:08 AM

Dear Santa Rosa City Council Members,

I'm writing to you today regarding Parking Garage #5, located at 625 3rd Street. I urge you to support the staff recommendation to move forward towards developing this site into badly-needed housing.

Downtown needs homes, workers, and customers, not a \$3 million taxpayer funded boondoggle to repair a barely-used parking garage. Santa Rosa already has a very large surplus of parking; 74% of parking spaces downtown go unused on a typical busy day, and Garage #5 represents less than 2% of all spaces. The city wisely designated Garage #5 surplus land last year. I respectfully urge the Council to move forward towards developing this site into housing.

Respectfully,
Marjorie Stein
, Santa Rosa

From: [Dan Woloz](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] 9/12 council meeting comment re: Garage #5 development
Date: Friday, September 8, 2023 8:33:49 AM

I am voicing my support for replacing public garage #5 with a housing development. Downtown needs people walking around and putting homes there is the best way to do it. I hope the council moves forward with developing the site. Thank you

- - - -

Dan Woloz
fouroakfarm.com

From: [Rachel Moore](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] Parking Garage #5
Date: Monday, September 11, 2023 10:45:19 AM

Hello,

Downtown needs homes, workers, and customers, not a \$3 million taxpayer funded boondoggle to repair a barely-used parking garage in a city with an enormous parking surplus. 74% of parking spaces downtown go unused on a typical busy day, and Garage #5 represents less than 2% of all spaces. The city wisely designated Garage #5 surplus land last year. I respectfully urge the Council to support the staff recommendation to move forward towards developing this site.

Respectfully,

Rachel Moore

--

Rachel Moore

Direct 

From: [KATHY DOIG](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] 3rd Street Parking lot conversion to housing
Date: Monday, September 11, 2023 1:13:43 PM

Dear Santa Rosa City Council,

As a 24-year resident of Santa Rosa and living in close proximity to our downtown, I am writing to express my support of the conversion of the parking garage at 625 3rd Street into housing. How exciting it would be to continue to bring vitality to our downtown with homes and built in customers for our downtown businesses!

I grew up in Healdsburg and know first hand how important a town square is for bringing the community together. What a boon to Santa Rosa to have housing in the city center close to our Courthouse Square.

Add to that, trying to relocate some of the banks that flank almost 3 sides of our square - there are too many! Additionally, they are a barrier to making the downtown square the true heart of our city since they are not retail businesses that bring people downtown to gather and shop.

Another great addition would be a grocery store.

I respectfully urge the Council to support the staff recommendation to move forward towards developing this excess parking structure into housing. I believe it would be a solid anchor for our downtown.

Thank you,

Kathy Doig

From: [Aaron Figueroa](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] City council item 12.10
Date: Monday, September 11, 2023 1:45:30 PM

9/12/23 City Council Meeting
Item 12.10

Dear Mayor Rogers and Council Members,

I strongly support the development of the 3rd Street garage into affordable housing. Our city needs more housing, specially away from fire prone areas and to decrease city sprawl that forces people to drive more. This type of development helps to make Santa Rosa more livable and walkable and to have a more vibrant downtown.

Kindly,

Aarón Figueroa
Santa Rosa resident

From: [Christine franaszek-gann](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] Parking Garage #5
Date: Monday, September 11, 2023 2:47:54 PM

As someone who pays more for rent than they can afford, I know first hand how hard the housing shortage can be on a retired couple trying to get by. That is why I would like the city of Santa Rosa to use every opportunity to increase the housing supply, especially dense infill development that produces far less greenhouse gasses and traffic than suburban sprawl.

I want a people oriented downtown that is rich with housing and human activity – and fewer dead spaces for car storage. End the Garage #5 boondoggle today, and replace it with tax revenue producing mixed use residential housing.

Housing now!

Sincerely,

Christine Gann



**MILLER STARR
REGALIA**

1331 N. California Blvd.
Fifth Floor
Walnut Creek, CA 94596

T 925 935 9400
F 925 933 4126
www.mslegal.com

Matthew C. Henderson
Direct Dial: 925 941 3271
matthew.henderson@msrlegal.com

September 11, 2023

VIA EMAIL

City Council
City of Santa Rosa
City Hall
100 Santa Rosa Ave.
Santa Rosa, CA 95404
Email: citycouncil@srcity.org
cityclerk@srcity.org
cc-comment@srcity.org

Re: September 12, 2023 Council Meeting, Agenda Item 12.10

Dear Mayor Rogers, Vice Mayor MacDonald, and Honorable Members of the City Council:

This firm represents Airport Business Center, owner of 50 Old Courthouse Square, located in Downtown Santa Rosa. This letter is sent with respect to the above-referenced agenda item concerning the City's decision to continue proceeding with the illegal designation of Garage 5 (aka the 3rd Street Garage, or "Garage," located at 625 and 637 Third Street) as "surplus" property to be conveyed for private development.

As the Council should know, the improper designation of the Garage as surplus property is the subject of ongoing litigation in the Superior Court for the County of Sonoma, case no. SCV-272714. A copy of this petition is attached. Yet this fact is not reflected in the agenda or staff report for Item 12.10. For the record, any contract, sale, or transaction with respect to the Garage that postdates the filing of this litigation will be subject to the outcome of this lawsuit. Thus, both the City and Rogal Projects are on notice of the existence of the litigation and the claims made therein. The fact that the staff report omits this information, however, deprives both the Council and the public essential information in assessing the proposed action. Indeed, the City has shrouded the process to date in secrecy, with no public discussion as to its continuing efforts to dispose of the Garage until this agenda item.

I also note for the record an additional point. The City appears not to be complying with its own stated intent to proceed with disposition of the Garage via a request for proposal process as set forth in the attached staff reports from City Council

meetings of October 11 and December 6, 2022. While the staff reports refer to the possibility of entering into an exclusive right to negotiate (ENA), they do so in the context of an "affordable housing sponsor," which Rogal Projects does not appear to be.

Accordingly, any attempt by the City to dispose of the Garage via a negotiated disposition and development agreement or otherwise is in contravention of the Surplus Land Act and will be met with further legal action as necessary and appropriate.

Nothing in this correspondence is intended to waive or limit my client's rights, all of which are expressly reserved.

Very truly yours,

MILLER STARR REGALIA

Matthew C. Henderson

Matthew C. Henderson

MCH:klw
encls.

cc: Samantha W. Zutler, City Attorney (szutler@bwslaw.com; w/encls.)
Ashle T. Crocker, Assistant City Attorney (acrocker@srcity.org, w/encls.)
Gregg W. Kettles, Best Best & Krieger (gregg.kettles@bbklaw.com, w/encls.)
Rogal Projects (info@rogal.net; w/encls.)

MATTHEW C. HENDERSON (Bar No. 229259)
MILLER STARR REGALIA
A Professional Law Corporation
1331 N. California Blvd., Suite 600
Walnut Creek, California 94596
Telephone: 925 935 9400
Facsimile: 925 933 4126
Email: matthew.henderson@msrlegal.com

ELECTRONICALLY FILED
Superior Court of California
County of Sonoma
2/28/2023 8:35 AM
By: Jennifer Ellis, Deputy Clerk

Attorneys for Petitioner and Plaintiff
AIRPORT BUSINESS CENTER

SUPERIOR COURT OF THE STATE OF CALIFORNIA
COUNTY OF SONOMA

SCV-272714

AIRPORT BUSINESS CENTER, a California
limited partnership,

Case No.

Petitioner and Plaintiff,

VERIFIED PETITION FOR WRIT OF
MANDATE AND COMPLAINT FOR
DECLARATORY AND INJUNCTIVE
RELIEF

v.

CITY OF SANTA ROSA; CITY COUNCIL
OF THE CITY OF SANTA ROSA; and
DOES 1 through 25, inclusive,

[CCP §§ 1060, 1085, 1094.5]

Respondents and Defendants.

Petitioner and Plaintiff AIRPORT BUSINESS CENTER, a California limited
partnership, (“Petitioner”), alleges as follows:

GENERAL ALLEGATIONS

1. Petitioner is a California limited partnership, which has its principal place of
business in unincorporated Sonoma County and which regularly conducts business in the City of
Santa Rosa.

2. Respondent and Defendant City of Santa Rosa (“City”) is and at all relevant times
was a political and legal subdivision of the State of California, duly organized and existing under
and pursuant to the laws of the State of California.

3. Respondent and Defendant City Council of the City of Santa Rosa (“Council”) is,
and at all relevant times was, inter alia, the duly organized legislative body of the City existing
under and by virtue of the laws of the State of California. The Council is, and at relevant times

1 was, the local body charged with proposing, drafting, amending and passing legislation governing
2 land use and the City's municipal affairs, subject to, and in a manner complying with, all applicable
3 federal, state, and local law.

4 4. Petitioner is unaware of the true names or capacities of the parties fictitiously sued
5 herein as DOES 1 through 25, inclusive, and will amend this complaint to set forth their true names
6 and capacities when the same have been ascertained. Petitioner is informed and believes, and based
7 thereon alleges, that some fictitiously named Respondents were the agents and employees of the
8 other fictitiously named, or actually named, Respondents and, acting within the course of scope of
9 such employment or agency, took some part in the acts or omissions hereinafter set forth, are the
10 principals and took some part in such acts or omissions, and/or such fictitiously named Respondents
11 are real parties in interest hereto, by reason of which said fictitiously-named Respondents are liable
12 to Petitioner for the relief prayed for herein.

13 5. Respondents and Defendants identified in paragraphs 2 through 4 above, inclusive,
14 are sometimes referred to collectively herein as "Respondents."

15 6. This action challenges Respondents' designation of a parking garage in downtown
16 Santa Rosa as purportedly surplus property under the Surplus Land Act, Government Code
17 sections 54220 through 54234 ("Act"). The garage, known as Garage 5 (aka the 3rd Street
18 Garage), is located at 625 and 637 Third Street ("Garage") and is the most utilized public parking
19 garage in downtown Santa Rosa. According to the City's web site, the Garage is "convenient to"
20 bookstores, boutiques, Courthouse Square, gourmet coffee, night life, and restaurants, and
21 provides bike lids and racks, 5 disabled parking spaces, and free motorcycle and scooter parking.¹
22 Workers and visitors to an office building owned by Petitioner also use the Garage.

23 7. The garage has approximately 199 parking spaces, divided between those allocated
24 for daily use via monthly permit and those open to the public but subject to a \$1.00/hour fee after
25 the first hour from 6 a.m. to 1 a.m., with a maximum daily rate of \$10.00. Monthly permits are
26 \$120 for non-designated and \$160 for designated parking. The City strictly limits the number of
27

28 ¹ <https://www.srcity.org/Facilities/Facility/Details/Garage-5-3>

1 permits it will issue for the Garage and there is currently a waiting list for such permits. Unlike
2 the other downtown garages, the City does not offer discounted low wage employee or commuter
3 permits for the Garage.

4 8. According to the City's Annual Parking Report for the fiscal year 2018-2019 (the
5 last such report for the pre-COVID era), the Garage generates \$2,299 in annual revenue per
6 parking space. (2018-19 Report, p. 15.) The Garage parks 155,636 cars per year. (*Id.* at pp. 14-
7 15.) This means that each space in the Garage is used over 802 times per year, more than twice a
8 day on average, including those spaces with permits rather than being open to the general public.
9 The total usage is an average of 426 cars per day. (*Id.* at p. 15.)

10 9. The only other City-owned garage that comes close to this level of use is the D
11 Street Garage, which receives barely more than half the revenue per space that the Garage does, a
12 mere \$1,199. (2018-19 Report, p. 16.) It has 457 cars per day on average, and 166,880 cars
13 parked per year, barely more than the Garage, in spite of having more than double the spaces the
14 Garage does, 448 versus 194. (*Id.* at pp. 14, 16.) Thus, each space in the D Street Garage is used
15 only 372.5 times per year, less than half the 802 times per year each space is used in the Garage.

16 10. The City also prepared a "Downtown Santa Rosa Current Parking Conditions"
17 memo dated December 10, 2019. This memo states the Garage is surrounded by the higher-
18 demand "premium" metered parking spaces that charge 50% more than "value" spaces in outlying
19 areas. (Dec. 10, 2019 Memo, p. 3.) Indeed, the surrounding blocks on 3rd and 4th Streets have
20 92% and 95% use rate, respectively, of the premium metered spaces. (*Id.* at p. 6.) All four
21 surrounding blocks have 85%+ parking space use rates. (*Id.* at p. 9.) The closest private parking
22 facility at 200 D Street has a 92% occupancy rate. (*Id.* at pp. 10-11.) Moreover, with a 77%
23 occupancy rate, the Garage has the highest usage rate of any of the City's Downtown parking
24 garages (compared to an average occupancy rate of 56%). (*Id.* at p. 7.)

25 11. The Garage has consistently had a waiting list for monthly parking permits for over
26 20 years. Petitioner is informed and believes, and based thereon alleges, that the City has limited
27 the monthly permits for the Garage because of the overall strong public demand for parking in the
28 Garage. Were the City to issue additional monthly passes, the Garage would be utilized to an even

1 greater extent. Thus, the level of public usage as set forth herein is actually understated compared
2 to what level would exist if the City were to issue parking permits for the Garage to all who sought
3 them.

4 12. Respondents previously considered designating the Garage as surplus in April of
5 2022. At that time Petitioner and others opposed the designation, and Respondents withdrew the
6 proposed designation without acting upon it.

7 13. The City revisited the surplus designation for the Garage in December 2022. On
8 December 6, 2022 the City Council approved a resolution declaring the Garage to be surplus,
9 purportedly under the auspices of the Act, conditioned on any future development on the Garage to
10 include 75 public parking spaces. The City purported to base this action on parking studies
11 undertaken in the aftermath of the COVID 19 pandemic, which would have the natural consequence
12 of depressing parking demand in downtown Santa Rosa. Thus, the City relied on short-term data in
13 purporting to reach its decision rather than the longstanding historical data demonstrating the strong
14 demand for parking in the Garage.

15 14. Petitioner objected to the City's action in declaring the Garage to be surplus.
16 Petitioner provided both written and verbal comments to the City prior to its final action in
17 declaring the Garage to be surplus, including arguing that the City could not lawfully declare the
18 Garage to be surplus as it was, and remains, needed for ongoing public use. Moreover, contrary to
19 the terms of the Surplus Land Act, the Garage is not vacant or undeveloped land, and under the
20 legislative history of the Surplus Land Act, does not qualify as surplus. Petitioner exhausted its
21 administrative remedies to the extent required by law by objecting to the designation of the Garage
22 as surplus in writing and presenting all alleged grounds for non-compliance with the Surplus Land
23 Act to the City prior to the close of the public hearing at which the City considered designating the
24 Garage as surplus. (*Tomlinson v. County of Alameda* (2012) 54 Cal.4th 281.)

25 15. Petitioner is beneficially interested in the City's full compliance with the law
26 regarding the City's designation of the Garage as surplus. Petitioner has direct interests which will
27 be severely injured by Respondents' failure to comply with the Surplus Land Act.

16. Petitioner is within the class of persons beneficially interested in and aggrieved by the City's failure to comply with the Surplus Land Act. Petitioner has expressed its concerns and objections to the designation of the Garage as surplus in multiple communications with the City. Before designating the Garage as surplus, the City owed a mandatory duty to comply with the legal duties which Petitioner alleges were violated. Petitioner has the right to enforce the mandatory duties which the Surplus Land Act imposes on the City.

17. Petitioner brings this action as a private attorney general to vindicate its own legal and constitutional rights and those of residents of the City and all others who may be impacted by the designation of the Garage as surplus. Petitioner seeks, on his own behalf and the behalf of said others, that Respondents obey the clear law, and not act in unlawful, bad faith, arbitrary, capricious, and confiscatory fashion in noticing, analyzing, enacting, and enforcing regulations and legislation relating to public property.

18. For these reasons, and others set forth in this Petition and Complaint, the City's actions described herein and the designation of the Garage as surplus are unlawful, invalid, and unenforceable. Petitioner therefore requests this Court issue a writ of mandate invalidating the designation and declaring it, and any actions undertaken thereunder or pursuant thereto, unlawful, null, and void. Petitioner also seeks declaratory relief regarding the parties' respective legal rights and obligations and temporary, preliminary and permanent injunctive relief prohibiting implementation of the surplus designation in any manner.

19. An actual and substantial controversy exists between Petitioner, on the one hand, and Respondents, on the other hand, relating to the legal rights of the respective parties. The controversy is well-defined and imminent in nature, such that the need for, and appropriateness of, judicial determinations at this time is warranted.

FIRST CAUSE OF ACTION

(Writ of Mandamus – Violations of Surplus Land Act
Code Civ. Proc., §§ 1085, 1094.5
Against All Respondents)

20. The allegations of paragraphs 1 through 19, above, are hereby incorporated by reference as though set forth in full.

1 21. The predicate of the City’s proposed action with respect to the Garage is that it is
2 “surplus land” under the auspices of the Act. But the definition of “surplus land” in the Act
3 demonstrates that it cannot apply to the Garage. “As used in this article, the term ‘surplus land’
4 means land owned by any local agency, *that is determined to be no longer necessary for the*
5 *agency’s use*, except property being held by the agency for the purpose of exchange.” (Gov. Code,
6 § 54221, subd. (b), emphasis added.)

7 22. The Garage is the most utilized public parking facility in downtown Santa Rosa. It
8 sees the greatest volume of use, as well as income from that use, and as such cannot “be no longer
9 necessary for the [City’s] use.” While the City has cited a purported parking surplus in the
10 Downtown area, such does not, and cannot, establish that the Garage is no longer necessary for the
11 City’s use for which the Garage was originally proposed and developed. Moreover, by refusing to
12 issue monthly parking permits to all those who would apply for them, the City has artificially
13 depressed usage of the Garage.

14 23. The City has imposed a condition on transfer of the Garage so that any development
15 on the site will provide 75 public parking spaces. The City cannot simultaneously say that “it does
16 not have a public use for the [Garage]” and require that any development on the site maintain 75
17 public parking stalls that the Garage already provides. Those two propositions are irreconcilable.

18 24. The City’s proposal to retain parking spaces changed from approximately all of the
19 existing spaces in the April 2022 proposal to 75 in the December 2022 proposal, without any
20 rationale, explanation, or public discussion of the reduction. The City offered no information as to
21 what changed from April 2022 to December 2022 with respect to parking demand in the Downtown
22 area.

23 25. The resolutions that the City used to create the Parking District that built the Garage
24 state that it was done in furtherance of “the public interest, convenience and necessity.” The City
25 Council also stated, “Said contemplated [garage] improvements, in the opinion of the City Council
26 of said City, are of more than local or ordinary public benefit, and said Council does hereby make
27 the costs and expenses thereof chargeable upon an assessment district, which district said Council
28 declares to be the district benefited by said improvements and to be assessed to pay the costs and

1 expenses thereof....” In other words, the City established a Parking District and levied assessments
2 on property owners in the vicinity to acquire the necessary properties and fund construction,
3 operation, and maintenance of parking facilities, including the Garage. But the City has not
4 addressed the fact that the creation of the Parking District and the Garage itself were the result of
5 the City Council’s resolutions to the public necessity and use of the parking facilities, nor the fact
6 that those were only acquired and developed via assessments paid by landowners in the district,
7 including Petitioner and its predecessors-in-interest. The City has not explained how the Garage
8 can be used and relied upon by the employees, customers, tenants, guests, and invitees of Petitioner
9 and other landowners in the vicinity of the Garage, who paid for its construction and maintenance,
10 and yet no longer be necessary for public use.

11 26. City’s April 2022 staff report and proposed resolution further demonstrate that the
12 Garage does not meet the definition of “surplus” property, as they state: “The Public Parking
13 [Garage] continues to serve the public by providing public parking within the boundaries of the
14 Parking District, which includes much of the area in downtown Santa Rosa.” The Garage cannot
15 both be “no longer necessary for the agency’s use,” and “continue[] to serve the public.”

16 27. In short, the City did not, and could not, make the requisite findings under the Act to
17 declare the Garage surplus.

18 28. Because the Garage is improved and not vacant land, the Act does not apply to it.
19 The legislative history of the Act, including staff reports and analyses, indicate that it was only
20 intended to apply to unimproved land. (Legislative Analysis, April 13, 1982, Housing and
21 Community Development Department, p. 38; 32306; Legislative Analysis AB 2582, April 13, 1982,
22 Business and Transportation Agency; Legislative Analyst, May 22, 1982, Analysis of Assembly
23 Bill No. 2582; Letter to Hon. Willie L. Brown, Jr., from George H. Murphy, Legislative Counsel,
24 March 10, 1968; Letter to Hon. Willie L. Brown, Jr. from Andrew R. Lolli, Department of General
25 Services, Director, March 19, 1968.) Accordingly, the Garage is not subject to the Act, and could
26 not properly be declared to be surplus thereunder.

27 WHEREFORE, Petitioner prays for judgment as hereinafter set forth.
28

1 **SECOND CAUSE OF ACTION**

2 (Declaratory and Injunctive Relief
3 Against All Respondents)

4 29. The allegations of paragraphs 1 through 28, above, are hereby incorporated by
5 reference as though set forth in full.

6 30. An actual controversy has arisen and now exists between Petitioner, on the one hand,
7 and Respondents, on the other hand, in that Petitioner contends, and is informed and believes, and
8 based thereon alleges, that Respondents believe it was appropriate and legal to declare the Garage
9 to be surplus property, all as set forth in more detail above.

10 31. It is necessary and appropriate at this time that the Court issue a declaratory
11 judgment so that all parties hereto and the public as a whole may know the illegality or the legality
12 of the actions of Respondents, as set forth in more detail above.

13 WHEREFORE, Petitioner prays for judgment as follows:

14 A. On the First Cause of Action

15 1. For a writ of mandate directing, ordering and compelling Respondents to
16 revoke and set aside the designation of the Garage as surplus property, and to desist from any
17 efforts to dispose of it as such; and

18 2. For attorneys' fees pursuant to Code of Civil Procedure section 1021.5,
19 Government Code section 800, and all applicable law.

20 B. On the Second Cause of Action

21 3. For a declaratory judgment that Respondents' designation of the Garage as
22 surplus is contrary to the law and of no force or effect; and

23 4. For attorneys' fees pursuant to Code of Civil Procedure section 1021.5,
24 Government Code section 800, and all applicable law.

25 C. On All Causes of Action


26 5. For costs and reasonable attorneys' fees as provided by law, including but
27 not limited to attorneys' fees provided by Code of Civil Procedure section 1021.5; and
28

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

6. For such other and further relief as the Court may deem just and proper.

Dated: February 28, 2023

MILLER STARR REGALIA

By: 
MATTHEW C. HENDERSON
Attorneys for Petitioner and Plaintiff
AIRPORT BUSINESS CENTER

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

VERIFICATION

I have read the foregoing Verified Petition for Writ of Mandate and Complaint for Declaratory and Injunctive Relief and know its contents.

I am one of the attorneys for Airport Business Center, a party to this action. Such party is absent from the county where such attorneys have their offices, and I make this verification for and on behalf of that party for that reason. I am informed and believe and on that ground allege that the matters stated in the foregoing document are true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on February 28, 2023, at Walnut Creek, California.



Matthew C. Henderson
Print Name of Signatory

Signature

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: CLARE HARTMAN, DIRECTOR, PLANNING AND ECONOMIC
DEVELOPMENT
ALAN ALTON, CHIEF FINANCIAL OFFICER, FINANCE
DEPARTMENT
RAISSA DE LA ROSA, DIVISION DIRECTOR, PLANNING AND
ECONOMIC DEVELOPMENT DEPARTMENT
JILL SCOTT, REAL ESTATE MANAGER
REAL ESTATE SERVICES
SUBJECT: DOWNTOWN CITY ASSET SURPLUS STRATEGY – STUDY
SESSION THREE OF A THREE PART SERIES

AGENDA ACTION: STUDY SESSION

RECOMMENDATION

It is recommended by the Department of Planning and Economic Development, Transportation and Public Works and Finance, that Council hold a Study Session to receive information, ask questions, discuss, provide feedback and give direction to staff regarding the downtown City asset surplus strategy.

EXECUTIVE SUMMARY

This is the third and final study session in the Downtown City Asset Series. Staff is seeking direction on the surplus of underutilized downtown City Assets (Property), making these Properties available for affordable housing/housing focused development through the Surplus Lands Act notice of availability.

Staff has reviewed and considered all downtown City owned assets, assessing the facility maintenance needs and costs alongside the site's potential to be market tested for housing development. Staff is seeking feedback and direction from Council on which lots to bring back for a surplus designation.

BACKGROUND

Over the last several years the City has contemplated alternatives to invest and promote investment in the downtown area, specifically identifying downtown infill development under a "housing for all" model within the 2016 Housing Action Plan. Concurrently, the

DOWNTOWN CITY ASSET SURPLUS STRATEGY – STUDY SESSION THREE OF
THE THREE PART SERIES
PAGE 2 OF 5

City continues to contemplate options to manage the organization's significant infrastructure deficit associated with ageing and deferred facilities maintenance. With these goals in mind, Staff has prepared a three-part study session series related to the Downtown Asset Surplus Strategy to follow the original January 25, 2022, study session. To date, Staff has presented two of the three study sessions to Council.

The first study session of the series was presented on August 23, 2022, was the Parking District Update that informed Council on the current parking surplus in the downtown, the financial state of the parking fund, and the need for deck reconstruction at Garage 5 (\$6M) and Garage 9 (\$6M).

The second study session of the series was presented on September 13, 2022, reviewed the 2016 Housing Action Plan (HAP) which promotes investment in the downtown area, looks to activate City owned property, and specifically identifies downtown infill development under a "housing for all" model. Additionally, it presented the 2019 Santa Rosa Civic Center Feasibility Analysis, reviewed the deferred maintenance on the current City Hall complex, laid out 3 options for rebuilding/redevelopment and informed on 2019 estimates for the cost to build and availability payment model. At this study session, Council gave Staff direction to release the White House Site (Parking Lot 7) for potential redevelopment.

Prior to the current series, a study session was held on January 25, 2022, where staff presented their review of downtown parking assets and three were identified as having the most interest and potential for redevelopment :1) 625 and 637 3rd Street (Parking Garage 5); 2) 700 5th Street (Parking Lot 10); and 3) 500 5th Street (Parking Lot 11). Due to market conditions, lot size, and specific needs of the surrounding businesses, Staff and Council agreed to remove Lot 10 from consideration at this time and proceed with the reconstruction of the surface lot, which is now underway. Council also gave Staff direction to bring a surplus action forward on Garage 5 and then Lot 11 and prepare a notice of availability to add them to the Surplus Lands list for affordable housing sponsors.

Prior to the presentation of the surplus item, it was identified that Council and Staff would need additional information on the current parking surplus, the state of the parking fund and the full presentation of the 2019 Santa Rosa Civic Center Feasibility Analysis in order to make the most informed decision on which assets to surplus.

ANALYSIS

Surplus Land Act (SLA)

The SLA, Government Code Section 54222, requires that all government owned property be declared surplus by its governing Council or Board (even with the replacement of public parking) and be made available to housing sponsors for affordable housing through a notice of availability to the State Department of Housing and Community Services (HCD) prior to being offered to private developers through a request for

DOWNTOWN CITY ASSET SURPLUS STRATEGY – STUDY SESSION THREE OF
THE THREE PART SERIES
PAGE 3 OF 5

qualifications/proposals (RFQP) process. Additionally, City Council Policy 000-10 for sale or long-term lease of surplus land requires that City owned land capable of independent development, be referred to the Housing Authority pursuant to Government Code 54222. The Parcels will also be referred to the Planning Commission for a similar recommended action, prior to City Council declaring the parcel(s) Surplus.

Following Housing Authority and Planning Commission recommendations, the City Council will be asked to declare the Parcels surplus, as required by the SLA.

If the City Council elects to declare the parcels as surplus, Staff will submit a notice of availability to HCD as required by Government Code Section 54222 and offer the Parcel(s) for development. HCD will add the Parcels, with their above outlined development requirements, to their inventory of publicly owned surplus land and make available to affordable housing sponsors.

The City will negotiate with any respondents to the notice of availability, in good faith, with the intent of entering into an exclusive negotiation agreement (ENA) for development of the Parcels. If the City is successful, staff will bring the ENA to City Council for comment, review, approval, and adoption.

If the City is not successful in negotiations with affordable housing sponsors, the parcels may be made available for development by an RFQ/P for qualified developers. In this case, the development would be required to build a minimum of 15% affordable housing units.

If Council directs Staff to move forward with surplus action of a Parcel, they may elect to have Staff follow Council Surplus Policy 000-10 and direct staff to bring the action to Housing Authority for reconsideration, then Planning Commission for recommendation, or they may bypass the Council Policy and direct Staff to bring the item directly to Council for surplus action.

After conversation and consideration of each asset's location, unique features, opportunities and challenges (which will be shown on an inclusive map provided in the presentation) Staff will be looking for direction from Council on the following items:

- 1) Should staff bring a surplus action to Council for the Whitehouse site, Garage 5 and Lot 11, as previously directed, and make them available to affordable housing sponsors through HCD's notice of availability?
- 2) Are there other assets that Council is interested in surplus in the downtown at this time, which would move them through the SLA process, prioritize affordable housing, and prepare for potential future development?

DOWNTOWN CITY ASSET SURPLUS STRATEGY – STUDY SESSION THREE OF
THE THREE PART SERIES
PAGE 4 OF 5

- 3) Regarding the surplus action itself, should Staff bypass the portion of Council's Policy 000-10, which requires Housing Authority and Planning Commission consideration prior to Council, or bring any selected assets directly back to Council?

If Council chooses to consider surplusizing any Property, Staff will bring a future action to Council to delegate each Property as surplus, as well as schedule a future closed session to discuss price and terms to be offered on each property.

PRIOR CITY COUNCIL REVIEW

January 25, 2022, Council conducted a study session on creating a Downtown Asset Surplus Strategy.

August 23, 2022, Council conducted a study session on the Parking Enterprise Fund which was item one in the three-part Downtown Asset Development Series.

September 13, 2022, Council conducted a study session on the 2016 Housing Action Plan and the 2019 Santa Rosa Civic Center Feasibility Analysis which was part two of the three-part Downtown Asset Development Series.

FISCAL IMPACT

This is a study session and no action will be taken.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guideline section 15378.

The proposed action is also statutorily exempt from the California Environmental Quality Act pursuant to California Government Code section 65457 and CEQA Guidelines section 15182 (c) as a potential residential project implementing the Downtown Station Area Specific Plan, and pursuant to California Public Resources Code section 21155.4 and CEQA Guidelines section 15182 (b) as a mixed use project that is consistent with the local Sustainable Communities Strategy, located within a transit priority area and consistent with the Downtown Station Area Specific Plan. The Environmental Impact Report for the Downtown Station Area Specific Plan was certified by the City Council in October 2020, and no events described in CEQA Guidelines section 15162 have occurred to require additional environmental analysis.

DOWNTOWN CITY ASSET SURPLUS STRATEGY – STUDY SESSION THREE OF
THE THREE PART SERIES
PAGE 5 OF 5

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

On September 27, 2021, The Housing Authority reviewed three Parcels for potential recommendation to Council for Surplus status.

NOTIFICATION

None

ATTACHMENTS

None

CONTACT

Jill Scott, Real Estate Manager
jscott@srcity.org, 707-543-4246

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: ALAN ALTON, CHIEF FINANCIAL OFFICER
FINANCE DEPARTMENT
JILL SCOTT, REAL ESTATE MANAGER
REAL ESTATE SERVICES
SUBJECT: DECLARATION OF CITY OWNED PARCELS IN THE
DOWNTOWN AS NON-EXEMPT SURPLUS LAND

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Finance, Planning and Economic Development and Transportation and Public Works Departments that the Council, by three separate resolutions, pursuant to Government Code Section 54221: 1) declare that each of the following City owned properties located at (a) 625 and 637 3rd Street, APNs 009-013-011 and 009-013-012 ("Garage 5"), (b) 500 5th Street, APN 010-053-028 ("Lot 11"), and (c) 730 3rd Street, APN 009-072-044 ("Lot 7", aka "Whitehouse Site", together with Garage 5 and Lot 11, collectively "Surplus Lands") are "non-exempt surplus land"; 2) direct Staff to prepare and submit Notices of Availability for the Surplus Lands; and 3) authorize the City Manager to take all necessary actions to comply with the Surplus Lands Act and carry out Council's direction in the disposition of the Surplus Lands.

EXECUTIVE SUMMARY

Staff recently completed a three-part Council study session series and received feedback and direction from Council on a surplus strategy for its Downtown City assets. As a result of Council direction to Staff, following City owned parcels: (a) the two parcels comprising Garage 5; (b) Lot 11; and (c) the Whitehouse Site are being brought forward for Council to declare "non-exempt surplus land". Additionally, Staff is requesting Council approval to prepare and submit a Notice of Availability for each parcel and to authorize the City Manager to take all necessary actions to comply with the Surplus Lands Act (SLA) and carry out Council's direction in the disposition of the Surplus Lands.

BACKGROUND

DECLARATION OF CITY OWNED PARCELS IN THE DOWNTOWN AS NON-
EXEMPT SURPLUS LAND
PAGE 2 OF 6

Over the last several years, the City has considered avenues for investing and promoting investment in the Downtown area. This led to a 3-part Council Study Session series. The first session, on August 23, 2022, focused on a Parking District update that informed Council of the current parking surplus in the downtown, through an updated study conducted by Walker Parking Consultants (“Walker Study”), the financial state of the parking fund, and the need for deck reconstruction at both Garage 5 and Garage 9, with an estimated cost of approximately \$6 million for each garage. The second session, on September 13, 2022, reviewed the 2016 Housing Action Plan (HAP), that supported downtown infill development through a “housing for all” model. The HAP also represented a commitment by the City to activate its underutilized parcels, as supported in the current Downtown Station Area Specific Plan. As a component of activating City property, Staff also provided an update on the 2019 Santa Rosa Civic Center Feasibility Analysis, which addressed deferred maintenance on the current City Hall complex, laid out three options for rebuilding/redevelopment and informed on 2019 estimates for the cost to build and availability payment models. At the third and final session, on October 11, 2022, Staff reviewed the SLA and all downtown assets with Council.

Feedback from Council during this last study session gave Staff direction to declare several of the parking assets “non-exempt surplus land” to make way for affordable housing/mixed use and housing amenities in the Downtown, with the goal of bringing more activity to the area. This was supported by the Walker Study, which was reviewed in the first study session and showed an overabundance of parking available on a “Design Day” in the downtown, with design day conditions reflecting the recommended capacity for the parking system to accommodate typical busy parking conditions, outside of major holidays or events.

Additionally, Council requested that Staff bring forward actions to surplus, in addition to several of the parking assets, City Hall, City Hall Annex and adjacent structures on the City Hall Campus, as well as the Public Safety Building (PSB), and Municipal Services Center South (MSCS), with the condition to replace City Hall as well as Police and Fire facilities in the surplus action.

Lastly, Council directed Staff to bypass the City Council Surplus Policy and follow the Surplus Lands Act for disposition of its surplus properties.

Following that direction, if Council elects to declare Garage 5, Lot 11 and/or the Whitehouse Site parcels as surplus, Staff will submit a Notice of Availability for each parcel to the California Department of Housing and Community Development (HCD) and offer the Surplus Land(s) for development. HCD will add the Surplus Lands, with any of the City’s outlined development requirements, to HCD’s inventory of publicly owned surplus land and make this information available to affordable housing sponsors.

The City will negotiate with any respondents to the Notice(s) of Availability in good faith, with the intent of entering into an exclusive negotiation agreement (ENA) for development of the Surplus Lands. Under the SLA, any respondents will be required to include a

DECLARATION OF CITY OWNED PARCELS IN THE DOWNTOWN AS NON-
EXEMPT SURPLUS LAND
PAGE 3 OF 6

minimum of 25% affordable housing and if stipulated in the resolution and applicable Notice of Availability, replacement of public parking. If an agreement is successfully negotiated with a respondent, Staff will bring the ENA to City Council for review, comment, approval, and adoption.

If the City is not successful in negotiations with affordable housing sponsor respondents for any of the Surplus Land(s), the applicable Surplus Land(s) may be made available for development by an RFQ/P to qualified developers. In this case, the development would still be required to provide a minimum of 15% affordable housing units, and Council could increase this baseline if it so chooses.

PRIOR CITY COUNCIL REVIEW

January 25, 2022, Council conducted a study session on creating a Downtown City Asset Surplus Strategy.

August 23, 2022, Council conducted a study session on the Parking Enterprise Fund which was item one in the three-part Downtown Asset Development Series.

September 13, 2022, Council conducted a study session on the 2016 Housing Action Plan and the 2019 Santa Rosa Civic Center Feasibility Analysis which was part two of the three-part Downtown Asset Development Series.

October 11, 2022, Council conducted the third and final study session in the three-part Downtown Asset Development Series which reviewed the Surplus Lands Act and the City's downtown assets.

ANALYSIS

Following the study session on October 11, 2022, with Council direction to Staff to surplus multiple City owned parcels that are currently used for public parking, Staff requested that Walker Consultants further analyze downtown parking, with the assumption that, if disposed of, some or all of the public parking at these locations would not be replaced. The following criteria informed the analysis:

- Determine future parking demand given new and denser development, as part of the update to the Downtown Station Area Specific Plan for near term opportunity parcels, including Lot 7/Whitehouse Site (3rd and E Streets), Lot 11 (5th and B Streets), and all or a portion of Garage 5 (3rd and D Streets).
- Determine the extent to which the current downtown parking surplus can accommodate a decrease in parking supply to accommodate current and future demand as development occurs.
- Determine the extent to which the future downtown parking surplus, given the removal of public parking on Lot 7/Whitehouse Site, Lot 11, and Garage 5, could accommodate future demand as development occurs.

DECLARATION OF CITY OWNED PARCELS IN THE DOWNTOWN AS NON-EXEMPT SURPLUS LAND
PAGE 4 OF 6

- Determine whether the existing parking surplus is sufficient to accommodate future parking demand and how this would change with the removal of the parking supply given potential development.
- Determine whether there are specific locations that may have a parking deficit, and whether or not there is an overall surplus of downtown parking. For example, in the future, as parking lots and garages are developed, would surplus parking only be available on the periphery of downtown?

The “Walker Memo” concluded that the Downtown parking system is adequate to sustain the future demand of proposed developments if no public parking were provided at Lot 11, Whitehouse Site and Garage 5.

Staff has chosen Lot 11, the Whitehouse Site and Garage 5 to surplus, as Lot 11 and the Whitehouse Site are underutilized surface lots that, with the activation of the airspace above, could allow for larger developments and Garage 5 is the City’s oldest and smallest garage, with significant deferred maintenance and capital investment needs.

With the proposed declaration of the Surplus Lands as “non-exempt surplus lands”, the Walker Memo findings would allow Council the flexibility to negotiate the replacement or non-replacement of parking at these sites.

Considering that the construction of any housing development is more financially feasible without the need to provide for replacement of public parking, and that the Walker Memo informs that the downtown has sufficient parking availability, Staff is recommending that Council not replace public parking at Lot 11 and the Whitehouse Site and replace only a portion of public parking at Garage 5. The number of spaces to be replaced and potential City investment thereto, would be negotiated as part of any agreement for the disposition of the property. Staff is, however, recommending that the City retain a minimum of 75 Stalls of public parking in connection with any future development of the Garage 5 site. This would provide some direction to interested parties to help understand the minimum amount of public parking they would have to retain in order for the City to consider initiating negotiations with them.

In the prior Study Sessions, Council also directed Staff to surplus the City Hall, City Hall Annex and adjacent buildings on the City Hall Campus, PSB, and MSCS sites, with the condition of a replacement Civic Center complex, PSB and Fire Station No. 1. During current due diligence, Staff discovered that as part of the 2007 building acquisition of 655 1st street and then later refinancing into the Courthouse Square reconstruction debt, City Hall Annex and associated buildings were added and are being held as collateral for this debt. MSCS and PSB are collateral against 1996 Redevelopment financing refunded in 2016. Although Staff is in the process of having MSCS and PSB released as collateral, due to the timetable, and in the absence of a fully vetted financial plan to cover the debt service of a new Civic Center, Staff is recommending that these sites not be declared surplus until a fully formed financial plan can be brought forward.

DECLARATION OF CITY OWNED PARCELS IN THE DOWNTOWN AS NON-
EXEMPT SURPLUS LAND
PAGE 5 OF 6

With the Council declaration of Garage 5, Lot 11, and Whitehouse Site as “non-exempt surplus land”, Staff also requests authorization to prepare and submit Notices of Availability for each, and authorization for the City Manager to take all necessary actions to comply with the Surplus Lands Act and carry out Council’s direction in the disposition of these parcels.

FISCAL IMPACT

Approval of this action does not currently have a fiscal impact on the General Fund.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guidelines Section 15378.

The proposed action is also statutorily exempt from the CEQA pursuant to California Government Code section 65457 and CEQA Guidelines Section 15182 (c) as a potential residential project implementing the Downtown Station Area Specific Plan, and pursuant to California Public Resources Code Section 21155.4 and CEQA Guidelines Section 15182 (b) as a mixed use project that is consistent with the local Sustainable Communities Strategy, located within a transit priority area and consistent with the Downtown Station Area Specific Plan. The Environmental Impact Report for the Downtown Station Area Specific Plan was certified by the City Council in October 2020, and no events described in CEQA Guidelines Section 15162 have occurred to require additional environmental analysis.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not Applicable

NOTIFICATION

Not Applicable

ATTACHMENTS

- Attachment 1 – Downtown Map
- Attachment 2 – Walker Memo
- Resolution 1 – Garage 5
- Resolution 2 – Lot 7 / White House Site
- Resolution 3 – Lot 11

DECLARATION OF CITY OWNED PARCELS IN THE DOWNTOWN AS NON-
EXEMPT SURPLUS LAND
PAGE 6 OF 6

CONTACT

Jill Scott, Real Estate Manager
jscott@srcity.org, (707) 543-4246

From: [Adrian Covert](#)
To: [City Council Public Comments](#)
Cc: [Chris Guenther](#); [Alexa Forrester](#); [Lauren Fuhry](#)
Subject: [EXTERNAL] Comment on Agenda Item 12.10
Date: Monday, September 11, 2023 3:04:41 PM
Attachments: [2023.09.11_Garage5.pdf](#)
[Petition_RedevelopGarage5.xlsx](#)

Greetings,

Please see the attached letter and petition signatories in support of staff recommendation on agenda item 12.10 regarding the resolution to move forward with potentially developing the site of Garage 5.

Best,

Adrian Covert
Co-Lead
Santa Rosa YIMBY



September 11, 2023

The Honorable Natalie Rogers
Mayor, City of Santa Rosa
100 Santa Rosa Avenue
Santa Rosa, CA 95404

Re: Support for Agenda Item 12.10 - Agreement with Royal Projects re Garage 5

Dear Mayor Rogers and Council Members,

We write to respectfully encourage the Council to approve Agenda Item 12.10 to move forward with staff recommendation regarding the potential development of Garage 5.

Santa Rosa is in the midst of a housing affordability crisis. Median rents are no longer affordable for Santa Rosa households earning up to 80% of median income (about 37% of all households). Declining housing affordability hurts workers by forcing them to relocate and commute from longer distances, which in turn increases greenhouse gas emissions and traffic congestion; harms small businesses by shrinking the available workforce; and is the primary driver of homelessness.

Meanwhile, Santa Rosa is sitting on an extraordinary supply of underutilized land in the form of parking. Parking currently accounts for 25 percent of all land use in the Downtown Station Area, more than is used by all housing, parks, and pedestrian space combined. The vast majority of this parking is wasted space. The city estimates 74 percent of all parking spots in downtown go unused on a typical busy day, a decline from 42 percent in 2019. In other words, on a typical busy day about 19% of all land in the Downtown Station Area is not only wasted on parking, but wasted at taxpayer expense.

The 60-year-old 3rd Street Garage 5 is perhaps the city's single best opportunity to rededicate land wasted on parking towards a higher and better use. Garage 5 is in disrepair and suffers from an estimated \$3 million in deferred maintenance. It is the smallest city-owned garage downtown and represents less than 5 percent of all city-owned parking downtown and just 2 percent of all parking downtown. The Third Street Garage is an ideal location for more housing and would help alleviate the city's housing shortage while locating new customers and workers within walking distance of downtown businesses. We strongly support moving forward with plans to develop the Third Street Garage 5 into desperately needed housing. This resolution is the next step. Attached to this letter is a petition signed by 78 residents in support of this view.

Thank you for your leadership, and for considering our views.

Sincerely,



Adrian Covert
Co-Lead
Santa Rosa YIMBY

78 co-signatories (Attached)



Alexa Forrester
Co-Lead
Bikeable Santa Rosa



Chris Guenther
Co-Lead
Bikeable Santa Rosa

First	Last	Email	City	STate	Zip	Zip	Comments
Lea	Goode-Harris	[REDACTED] om	Santa Rosa	California	CA	95404	
Henri	Montgomery-Yale	[REDACTED]	Sonoma	California	CA	95476	
Frigyes	Erdosi-Szucs	[REDACTED]	Santa Rosa	California	CA	95401	
Chris	Guenther	[REDACTED]	Santa Rosa	California	CA	95405	This project is consistent with all of the city's most important goals, including building more housing, increasing density and city-centered development, decreasing greenhouse gas emissions, reducing VMT, and making Santa Rosa a more diverse, connected, and vibrant city.
Rachel	Moore	[REDACTED]	Santa Rosa	California	CA	95401	We need more housing, NOT more parking!
Michael	Lipelt	[REDACTED]	Santa Rosa	California	CA	95404	It's time to re-purpose the 60 year parking garage into much needed urban housing that is affordable and beautiful.
Cris	Eggers	[REDACTED]				95404	We need more housing, not more parking.

Aleta	Dimas	[REDACTED]	Santa Rosa	California	CA	95405	I live within walking distance of down town and I want to see our neighbors thrive. Downtown needs homes, workers, and customers, not a \$3 million taxpayer funded repair to a parking garage.
Marjorie	Stein	[REDACTED]	Santa Rosa	California	CA	95404	
Steve	Birdlebough	[REDACTED]	Santa Rosa	California	CA	95409	Chair, Sonoma County Transportation and Land-Use Coalition
Minona	Heaviland	[REDACTED]		California	CA	95450	More housing and business space is needed downtown to replace unused parking spaces. Please consider re-developing this site or 730 3rd Street for mixed use development.
David	Levinger	[REDACTED]	Santa Rosa	California	CA	95401	
Emily	Picha	[REDACTED]	Portland	Oregon	OR	97217	I grew up in Bennett Valley and now live in Portland. When I was in high school, I spent almost every day downtown at the library, Courthouse Square, and the mall. The mall parking lot can serve as the parking hub for downtown, and you should work to activate the rest of downtown with more spaces for people!
Lauren	Michele	[REDACTED]	San Diego	California	CA	92037	I grew up in downtown Santa Rosa and we need more housing and retail to make it a truly vibrant place to be. I support eliminating parking garages.
Kathleen Ann	Hilliard	[REDACTED]	Santa Rosa	California	CA	95404	

Aleta	Dimas		Santa Rosa	California	CA	95405	I live near downtown and strongly support more affordable housing in down town. I want a vibrant community that I can walk to. Thanks for considering.
Jacob	Rich		Santa Rosa	California	CA	95401	
Harold	Wass		Santa Rosa	California	CA	95403	
Laurence	Quant		Santa Rosa	California	CA	95403	
Mark	Hall		Santa Rosa	California	CA	95404	The Third Street parking garage should be replaced with affordable (or mixed income) housing. Downtown should be a bustling, walkable neighborhood with far more people living there than is now the case.
Clay	Crocker		Santa Rosa	California	CA	95409	Please help make our community a place to live rather than just a place to drive
peter	cymbalski		Santa Rosa	California	CA	95403	We need to build Santa Rosa into a resilient place, and that's going to take bravery and determination.
John	Rugebregt		Santa Rosa	California	CA	95404	Santa Rosa has one of the dreariest downtowns in the area, partly because of the diagonal parking along 4th Street and the dearth of walkable/bikeable streets. Encouraging living spaces in the downtown core would encourage more pedestrian traffic, increase traffic to downtown stores, and liven up the area.
Ariel	Orr		Santa Rosa	California	CA	95405	

Anne	Seeley		Santa Rosa	California	CA	95404	All for a pedestrian downtown, close 4th street to cars, open air the mall to connect railroad square, free trolley,
Minona	Heaviland			California	CA	95450	Our community needs more housing. There is plenty of other parking downtown. Please support building housing.
Vince	Mills		Sebastopol	California	CA	95472	
Linda	Russell			Saint Croix Island		95402	Yes on downtown affordable housing. Skip the parking garage rehab. People will be at least a little healthier for having to walk a few blocks when they have the need to go into the downtown area.
mark	franaszek		Santa Rosa	California	CA	95403	We have a surplus of parking for cars and a shortage of housing for people. This is not a hard decision.
Tyler	Tauk		Sebastopol	California	CA	95472	
Chani	Spitzer-Christenson		Santa Rosa	California	CA	95404	
Idan	Kashani		Rohnert Park	California	CA	94928	
Yaroslav	Kolosovskiy		Santa Rosa	California	CA	95404	Make Santa Rosa walkable.
Douglas	Drennan		Santa Rosa	California	CA	95409	
Jonathon	Harris		Santa Rosa	California	CA	95401	
Neil	Espenship		Santa Rosa	California	CA	95403	
Will	Bradley		Santa Rosa	California	CA	95401	Downtown desperately needs more housing. Plenty of other localities are tearing down their half-century-old malls and replacing them with places to live, and it's exactly what Santa Rosa needs.

Mike	Schwartz	[REDACTED]	Santa Rosa	California	CA	95404	
Amy	Cunningham	[REDACTED]	Santa Rosa	California	CA	95404	
Kathy	Doig	[REDACTED]	Santa Rosa	California	CA	95404	I understand that tearing down the parking garage and building housing on the site would be disruptive during the process, but it would be worth it to add more residents and life to our downtown!
Todd	Barricklow	[REDACTED]	Santa Rosa	California	CA	95407	Yes!
Spring	Maxfield	[REDACTED]	Santa Rosa	California	CA	95407	This is exactly what the city needs.
christine	hoex	[REDACTED]	Santa Rosa	California	CA	95407	
Alexandria	Fiorini	[REDACTED]	Santa Rosa	California	CA	95404	More apartments downtown means more foot traffic, and more foot traffic has been proven to result in more dollars spent in local businesses. More foot traffic also means more eyes on the street, which means increased safety and a general vibrancy that the City and Chamber of Commerce has been chasing—let's do this!
Kelsey	Marcott	[REDACTED]	Santa Rosa	California	CA	95404	
Tom	Helm	[REDACTED]	Santa Rosa	California	CA	95409	Cars don't help a city be welcoming. A walkable city is a friendlier city.
Tanya	Narath	[REDACTED]	Santa Rosa	California	CA	95403	

Michael	Lipelt	[REDACTED]	Santa Rosa	California	CA	95404	Let's revitalize Santa Rosa by urban design for people and not vehicles. With each urban housing project we need to mandate a park within 10 minutes walking or cycling. Bike/ped infrastructure investment should be a priority to meet our climate goals, save money, enhance health and community and serve the communities that can least afford a vehicle.
Janelle	Black	[REDACTED]	Santa Rosa	California	CA	95407	
Kelsey	Murphey	[REDACTED]	Santa Rosa	California	CA	95405	
Evan	Wiig	[REDACTED]	Santa Rosa	California	CA	95405	Just visit any of these big downtown parking lots and count the empty spaces. Downtown should be more than just under-utilized vehicle infrastructure.
Eileen	Maloy	[REDACTED]	Santa Rosa	California	CA	95403	I strongly support demolishing some of the downtown garages and converting the underlying land to well designed multi-use urban uses, including multi-unit housing, this latter to include moderate and low cost units as a significant part of the mix. Thank you for your attention.

JAVIER	FIGUEROA		Santa Rosa	California	CA	95405	We definitely need more housing, affordable housing that is, and less space dedicated to cars polluting our environment. Move Santa Rosa towards a better, more livable future now. I ask or council members to seriously consider this particular position in detail
Nick	Mallonee		Santa Rosa	California	CA	95407	
Allison	Ford		Antioch	California	CA	94509	
Minona	Heaviland			California	CA	95450	Adding more housing downtown will help local businesses because density will allow more people to walk and shop at local businesses. Empty parking structures do not help the local economy or social networks. Please don't waste money on rebuilding parking if people are not using it.
Dan	Woloz		Santa Rosa	California	CA	95407	More housing/density and fewer cars downtown would be a win
Avery	Figueroa		Santa Rosa	California	CA	95405	
Shelly	Browning		Santa Rosa	California	CA	95404	
Karli	Foreman		Santa Rosa	California	CA	95405	
Alexa	Forrester		Santa Rosa	California	CA	95405	
Gabriel	Crowley		Santa Rosa	California	CA	95404	

Zach	Reyes		Portland	Oregon	OR	97221	Though I am not from Santa Rosa, projects like these are incredibly important to increase the vitality of urban areas. Vitality that might attract many someone's like myself to visit and spend money in your city. Vitality that a parking another dirty, empty parking garage will never bring.
Mark	Hall		Santa Rosa	California	CA	95404	Yes! Housing for teachers, nurses, retail workers, restaurant workers, students, the guy who fixes your car, the staff at your kid's daycare, and all the priced out working folks!
Dean	Stirrat		Petaluma	California	CA	94952	We are in the middle of a housing and climate crisis. We need to replace as much space dedicated to cars with homes as possible
Jacob	Rich		Santa Rosa	California	CA	95401	
Andrew	Rich		Santa Rosa	California	CA	95401	Downtown Santa Rosa needs less parking and more transit oriented housing. Please proceed with this project. Remove the parking garage.

Samantha	Feld	[REDACTED]	Santa Rosa	California	CA	95401	Please support this project to meet the housing and environmental needs of our community! We need more affordable, high density, transit-accessible housing to support a vibrant and healthy community! This project will enrich our community and ultimately benefit our local businesses through a denser urban core. Thank you!
Oliver	James	[REDACTED]	Berkeley	California	CA	94707	
Josh	Geyer	[REDACTED]	Alameda	California	CA	94501	
Henry	Bartholomay	[REDACTED]	San Francisco	California	CA	94118	Housing over parking! t's a fairly obvious need in our region now. We need more housing, and we need more people downtown. This is a logical way to do it.
Calum	Weeks	[REDACTED]	Santa Rosa	California	CA	95404	
John	Dennis	[REDACTED]	Santa Rosa	California	CA	95404	
Josh	Metz	[REDACTED]	Santa Rosa	California	CA	95409	
Noah	Sanders	[REDACTED]	Santa Rosa	California	CA	95404	
Lauren	Fuhry	[REDACTED]	Santa Rosa	California	CA	95405	
Adrian	Covert	[REDACTED]	Santa Rosa	California	CA	95401	

From: [Carla Grady](#)
To: [City Council Public Comments](#)
Subject: [EXTERNAL] Downtown parking structure
Date: Monday, September 11, 2023 3:42:05 PM

Dear City Council members,

Downtown needs homes, workers, and customers, not a \$3 million taxpayer-funded boondoggle to repair a barely-used parking garage in a city with an enormous parking surplus. 74% of parking spaces downtown go unused on a typical busy day, and Garage #5 represents less than 2% of all spaces. The City wisely designated Garage #5 surplus land last year. I respectfully urge the Council to support the staff recommendation to move forward towards developing this site. Thank you for making a wise decision about this and not funding a wasteful parking structure!

Sincerely,
Dr. Carla Grady

--

Become an anti-racist.
Until justice is real,
Carla

From: [Jen Klose](#)
To: [CityCouncilListPublic](#); [Smith, Maraskeshia](#); [City Clerk](#)
Subject: [EXTERNAL] Letter Re Agenda Items 12.10 and 12.11 - Downtown Santa Rosa Surplus Site
Date: Monday, September 11, 2023 4:51:30 PM
Attachments: [2023_0911 Downtown Site Negotiation Agreement Letter of Support.pdf](#)

Good afternoon Ms. Mayor, Mr. Vice Mayor, Councilmembers and City Manager,

Please find attached a letter in regards to agenda items 12.10 and 12.11 for tomorrow's City Council meeting.

In partnership,

Jen Klose, J.D. [[she/her](#)] | Executive Director

[Schedule a meeting with me](#)

Click [here](#) to join Generation Housing as a member or renew your membership.

GenerationHousing.org

427 Mendocino Ave, Suite 100 | Santa Rosa, CA 95404

707-900-GENH [4364] v | **310-663-6037 m** | 707-570-8768 f



[Facebook](#), [Instagram](#), [Twitter](#), [YouTube](#)



427 Mendocino Ave
Suite 100
Santa Rosa, CA 95404

(707) 900-4364
info@generationhousing.org

11 September 2023

Via Email

**Re: Support for Approval of Agenda Items 12.10 and 12.11 for the
September 12, 2023 City Council Meeting**

Dear Mayor Rogers, Councilmembers, City Manager Smith and staff:

I am writing on behalf of Generation Housing to express our strong support for two upcoming items on the September 12 City Council agenda:

- **Item 12.10:** Entering into an Exclusive Negotiation Agreement with Rogal Projects for the development of the Third Street Garage.
- **Item 12.11:** Entering into an Exclusive Negotiation Agreement with Burbank Housing Development Corporation and 10 E Street, LLC, for the potential disposition and development of the real property located at 730 3rd Street, also known as Assessor Parcel Number 009-072-044 or White House Site.

Both items advance our vision of vibrant communities where everyone has a place to call home and can contribute to an equitable, healthy, and resilient North Bay.

The Third Street Garage and the White House Site represent critical opportunities to meet our community's urgent housing needs and further the development of downtown Santa Rosa into a thriving, accessible hub.

While concerns about reduced parking have been raised, the City's own parking study shows that the majority of the city's parking spaces go unused even during peak hours. This underutilization of valuable land resources calls for an effective solution, and we believe that these development proposals are steps in the right direction.

Additionally, while there has been some stated concern regarding impacts to local business revenue, the San Francisco County Transportation Authority uncovered that "travelers using [transit or walking] spend more per month than those traveling by car." Interestingly, while the amount that businesses on each trip was less than the amount that drivers spent, transit users and walkers made more trips per month overall.

The transformation of these underutilized spaces into housing aligns with our guiding principles, particularly our focus on a range of housing options that create sustainable, climate-resilient communities. These developments will not only promote the use of public transit but also provide a long-term plan for a future impacted by climate change.

We urge the Council to approve both items. By approving these negotiation agreements, we can attract new residents, improve public amenities, and make Santa Rosa a more vibrant community for everyone to live, work, and visit.



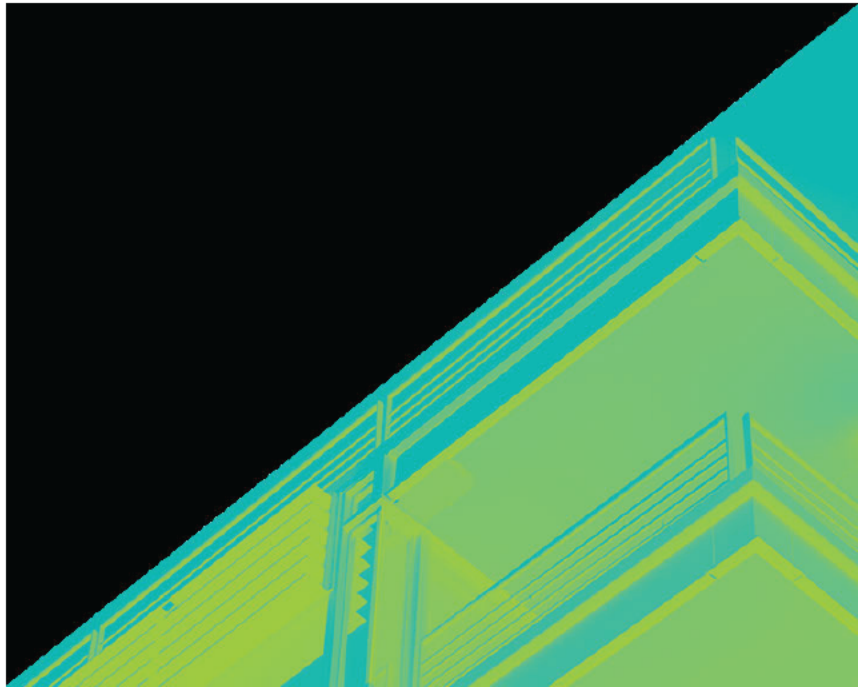
427 Mendocino Ave
Suite 100
Santa Rosa, CA 95404

(707) 900-4364
info@generationhousing.org

Thank you for your attention to this matter and for your ongoing commitment to the well-being and prosperity of our community.

Respectfully,

Jen Klose
Executive Director, Generation Housing



From: mark
To: [City Council Public Comments](#)
Subject: [EXTERNAL] Parking Garage #5
Date: Monday, September 11, 2023 4:41:30 PM

My name is Mark Franaszek, I live about a 20 minute walk from downtown.

Downtown Santa Rosa has an obscene amount of parking spaces, there is no way you will run out. There's a mostly empty surface lot not even a block away from Garage 5, and if for some reason that was not enough there is another surface lot AND a five level garage two blocks away. Parking is not a problem.

State law requires that California greenhouse emissions be reduced by 40% by 2030 and at least 85% by 2045. About half the greenhouse emissions for a suburban California city come from transportation, so reducing VMT (Vehicle Miles Traveled) needs to be top priority for Santa Rosa. That is why the onus is on cities to create walkable neighborhoods where car ownership is not a de facto requirement.

This housing project meets that very need. Unlike most everywhere else in Santa Rosa, living car free or car lite is a realistic option on 3rd & D. There is a transit mall a block away, and a Smart Rail station within a 15 minute walk. There is also a big grocery store a short walk away and a shopping & dining district around the corner. If you are at all serious about cutting greenhouse emissions, this is where you should allow building.

Finally, I like this proposal because we badly need housing. To satisfy pent-up demand, California needs to build 3.5 million homes by 2025. Needless to say we are far behind on meeting this goal. It's time we stopped bowing to the NIMBY's, and dealt with our housing crisis.

Respectfully,

Mark Franaszek,
Santa Rosa CA.