APPENDIX A

Notice of Preparation

Appendix A – Notice of Preparation

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2019012040

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Caritas Village Project

Lead Agency: City of Santa Rosa
Contact Person: Kristinae Toomians
Mailing Address: 100 Santa Rosa Avenue, Room 3
Phone: (707) 543-4692
City: Santa Rosa
Zip: 95404
County: Sonoma

Project Location: County: Sonoma
City/Nearest Community: Santa Rosa
Cross Streets: 7th Ave/Morgan St, 7th Ave/A St, 6th Ave/A St, 6th Ave/Morgan St.
Zip Code: 95401
Longitude/Latitude (degrees, minutes and seconds): 36 ° 26 ′ 56 ″ N / 122 ° 43 ′ 9.31 ″ W
Total Acres: 2.78
Assessor's Parcel No.: Various (see attached)
Section: Twp.: Range: Base:
Within 2 Miles: State Hwy #: 101, 12
Waterways: Creeks: Santa Rosa, Matanzas, Finley, College
Airports: None
Railways: Sonoma-Marin Area Re
Schools: Lawrence, Lincoln

Governor's Office of Planning & Research
JAN 24 2019
STATE CLEARINGHOUSE

Document Type:

CEQA:
- [x] NOP
- [ ] Early Cons
- [ ] Neg Dec
- [ ] Mit Neg Dec
- [ ] Draft EIR
- [ ] Supplement/Subsequent EIR (Prior SCH No.)
- Other:

NEPA:
- [ ] NOI
- [ ] EA
- [ ] Draft EIS
- [ ] FONSI
- Other:
- [ ] Joint Document
- [ ] Final Document
- [ ] Other:

Local Action Type:

- [ ] General Plan Update
- [x] General Plan Amendment
- [ ] General Plan Element
- [ ] Community Plan
- [ ] Specific Plan
- [ ] Master Plan
- [ ] Planned Unit Development
- [x] Site Plan
- [x] Rezone
- [ ] Prezone
- [x] Use Permit
- [ ] Land Division (Subdivision, etc.)
- [ ] Annexation
- [ ] Redevelopment
- [ ] Coastal Permit
- [ ] Other:

Development Type:

- [x] Residential: Units 126 Acres
- [ ] Office: Sq.ft. Acres Employees
- [ ] Commercial: Sq.ft. Acres Employees
- [ ] Industrial: Sq.ft. Acres Employees
- [ ] Educational:
- [ ] Recreational:
- [ ] Water Facilities: Type MGD
- [ ] Transportation: Type
- [ ] Mining: Mineral
- [ ] Power: Type MW
- [ ] Waste Treatment: Type MGD
- [ ] Hazardous Waste: Type
- [x] Other: Family and homeless support services facility

Project Issues Discussed in Document:

- [x] Aesthetic/Visual
- [x] Agricultural Land
- [x] Air Quality
- [x] Archeological/Historical
- [x] Biological Resources
- [ ] Coastal Zone
- [x] Drainage/Absorption
- [ ] Economic/Jobs
- [ ] Fiscal
- [x] Flood Plain/Flooding
- [x] Forest Land/Fire Hazard
- [x] Geologic/Seismic
- [x] Minerals
- [x] Noise
- [x] Population/Housing Balance
- [x] Public Services/Facilities
- [x] Recreation/Parks
- [ ] Schools/Universities
- [ ] Septic Systems
- [x] Sewer Capacity
- [x] Soil Erosion/Compaction/Grading
- [x] Solid Waste
- [x] Toxic/Hazardous
- [x] Traffic/Circulation
- [x] Vegetation
- [x] Water Quality
- [x] Water Supply/Groundwater
- [x] Wetland/Riparian
- [x] Growth Inducement
- [x] Land Use
- [x] Cumulative Effects
- [ ] Other:

Present Land Use/Zoning/General Plan Designation:

See Attached.

Project Description: *(please use a separate page if necessary)*

The Project involves the construction of just over a full city-block of development that combines a comprehensive family and homeless support services facility (Caritas Center) to be operated by Catholic Charities and an affordable housing development (Caritas Homes) to be operated by Burbank Housing. The Caritas Center would consolidate the existing onsite Family Support Center and Homeless Services Center into a single building that would provide an emergency shelter, day center, transitional housing, wrap-around services, health services, and administrative offices. Caritas Homes would provide two permanent housing developments for 126 permanent affordable housing units, plus two units for on-site managers.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

X Air Resources Board
__ Boating & Waterways, Department of
__ California Emergency Management Agency
__ California Highway Patrol
X Caltrans District #4
__ Caltrans Division of Aeronautics
__ Caltrans Planning
__ Central Valley Flood Protection Board
__ Coachella Valley Mtns. Conservancy
__ Coastal Commission
__ Colorado River Board
__ Conservation, Department of
__ Corrections, Department of
__ Delta Protection Commission
__ Education, Department of
__ Energy Commission
X Fish & Game Region #3
__ Food & Agriculture, Department of
__ Forestry and Fire Protection, Department of
__ General Services, Department of
__ Health Services, Department of
X Housing & Community Development
X Native American Heritage Commission

X Office of Historic Preservation
__ Office of Public School Construction
__ Parks & Recreation, Department of
__ Pesticide Regulation, Department of
__ Public Utilities Commission
X Regional WQCB #1
__ Resources Agency
__ Resources Recycling and Recovery, Department of
__ S.F. Bay Conservation & Development Comm.
__ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
__ San Joaquin River Conservancy
__ Santa Monica Mtns. Conservancy
__ State Lands Commission
__ SWRCB: Clean Water Grants
__ SWRCB: Water Quality
__ SWRCB: Water Rights
__ Tahoe Regional Planning Agency
__ Toxic Substances Control, Department of
__ Water Resources, Department of

__ Other: _____
__ Other: _____

Local Public Review Period (to be filled in by lead agency)

Starting Date January 24, 2019 Ending Date February 22, 2019

Lead Agency (Complete if applicable):

Consulting Firm: Stantec Consulting Inc.
Address: 1340 Treat Blvd., Suite 300
City/State/Zip: Walnut Creek, CA 94549
Contact: Trevor Macenski
Phone: (916) 508-4170

Applicant: Catholic Charities/Burbank Homes
Address: PO Box 4900/ 790 Sonoma Ave
City/State/Zip: Santa Rosa CA 95402 / Santa Rosa CA 95404
Phone: (707) 528-8712 / (707) 526-9782

Signature of Lead Agency Representative: _____ **Date:** 01/22/2019

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Notice of Completion & Environmental Document Transmittal – Continued

Project Title: Caritas Village Project

Lead Agency: City of Santa Rosa **Contact Person:** Kristinae Toomians

Mailing Address: 100 Santa Rosa Avenue, Room 4 **Phone:** (707) 543-4692

City: Santa Rosa **Zip:** 95404 **County:** Sonoma

Parcels:

010-031-002	010-141-009 (City owned)	010-041-016
010-031-003	010-041-010 (City owned)	010-041-017
010-041-001	010-041-011	010-041-018
010-041-004	010-041-013	010-041-019 (City owned)
010-041-005	010-041-014	010-041-020
010-041-008 (City owned)	010-041-015	

Present Land Use/Zoning/General Plan Designation:

Item	Current
General Plan	- Medium Density Residential (Morgan Street and some A Street parcels) - Retail and Business Services (some A Street parcels)
Specific Plan	- Courthouse Square Sub-Area of the Specific Plan (A Street parcels) - Historic Residential Sub-Area (Morgan Street parcels)
Zoning – Main part of project site	- Residential R-3 (along Morgan Street) - CN (along A Street)
Zoning 507 A Street	R-3-10-H
Zoning 501 A Street	CN-H

NOTICE OF PREPARATION

Date: January 24, 2019

To: State Agencies
Responsible Agencies
Local and Public Agencies
Trustee Agencies
Organizations
Interested Parties

From: City of Santa Rosa Planning & Economic Development
100 Santa Rosa
Santa Rosa, CA 95404

Agencies:

Association of Bay Area Governments	Golden Gate Transit	Sonoma County Transit
Bay Area Air Quality Management District	Lytton Rancheria of California	Sonoma County Transit Authority
Bellevue Union School District	Metropolitan Transportation Commission	Sonoma County Water Agency
California Department of Transportation, District 4, Planning Division	North Coast Regional Water Quality Control Board	Stewarts Point Rancheria
City of Rohnert Park	Roseland Unified School District	The Federated Indians of Graton Rancheria
City of Sebastopol	Santa Rosa City Schools	Tomaras & Ogas, LLP
Cloverdale Rancheria of Pomo Indians	SMART District Office	Town of Windsor
Consumer Protection and Safety Division Rail Crossings Engineering Section	So.Co. Waste Management Agency	US Army Corps of Engineers
County of Sonoma	Sonoma County Housing Advocacy Group	US Fish & Wildlife Service
Dry Creek Rancheria of Pomo Indians	Sonoma County LAFCO	

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Caritas Village Project

The City of Santa Rosa will be the Lead Agency under the California Environmental Quality Act (CEQA) in the preparation of the Environmental Impact Report (EIR) for the project identified below. The Lead Agency has prepared this Notice of Preparation (NOP) for the EIR in order to provide the widest exposure and opportunity for input from public agencies, stakeholders, organizations, and individuals on the scope of the environmental analysis addressing the potential effects of the proposed project.

Project Title: Caritas Village Project

Project Applicant: Catholic Charities of the Diocese of Santa Rosa, a 501(c)(3) corporation and Burbank Housing Development Corporation, 501(c)(3), a nonprofit housing corporation

Comment Period: Comments may be sent anytime during the 30-day NOP comment period. The NOP review and comment period begins on January 24, 2019 and ends on February 22, 2019 All comments must be received during the comment period and no later than 5:00 PM on February 22, 2019.

The City of Santa Rosa encourages the electronic submission of comments. Please indicate a contact person for your agency or organization and send your comments to: KToomians@srcity.org and include Caritas Village in the subject line.

Your comments may also be sent by FAX to (707) 543-3269 or by mail to:

City of Santa Rosa
Attention: Kristinae Toomians, Senior Planner
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Scoping Meeting: Oral comments may be provided at the Public Scoping Meeting to be held on February 6, 2019 from 6:00 PM to 7:30 PM at the DeTurk Round Barn, located at 819 Donahue Street, Santa Rosa.

Project Location: The project site is located in the City of Santa Rosa in Sonoma County (See Figure 1).The 2.78-acre site consists of the city block bordered by A Street, Morgan Street, 6th Street, and 7th Street, plus the two lots at 501 and 507 A Street. Specifically, the project is located at 431, 437, 439, 465, 501, and 507 A Street and 506, 512, 516, 520, 600, 608, and 612 Morgan Street in the City of Santa Rosa. (see Figure 2).

The project site is comprised of the following 17 Assessor Parcel Numbers:

010-031-003	010-141-009 (City owned)	010-041-016
010-031-002	010-041-010 (City owned)	010-041-017
010-041-001	010-041-011	010-041-018
010-041-004	010-041-013	010-041-019 (City owned)
010-041-005	010-041-014	010-041-020
010-041-008 (City owned)	010-041-015	

Project Description: The Project involves the construction of just over a full city-block of development that combines a comprehensive family and homeless support services facility (Caritas Center) to be operated by Catholic Charities and an affordable housing development (Caritas Homes) to be operated by Burbank Housing. The Caritas Center would consolidate the existing on-site Family Support Center and Homeless Services Center into a single building that would provide an emergency shelter, day center, transitional housing, wrap-around services, health services, and administrative offices. Caritas Homes would provide two permanent housing developments for 126 permanent affordable housing units, plus two units for on-site managers.

The project site is in a highly developed area and currently has structures on most of the Morgan Street parcels. Most of these structures used to be dwelling units, but one was converted to the Homeless Services, or Day or Drop In, Center approximately 28 years ago; two are vacant (one is not habitable), two are used as transitional housing, and one is still used as a private residence.

The project will require the demolition of all structures in a phased sequence of development, except for 512 and 600 Morgan Street, which may be relocated to 501 A Street and 507 A Steet, if it is legally and practically possible to move the structures. For purposes of the analysis, it is assumed that all structures would require demolition. The proposed project would be built in three phases: Caritas Center, Caritas Homes Phase 1 (on Morgan Street), and Caritas Homes Phase 2 (on A Street).

The project requires the following approvals from the City listed below:

- General Plan Amendment
- Specific Plan Amendment
- Rezoning of all parcels to TV-M zoning district, except for 501 and 507 A Street
- Parcel Map creating three parcels
- Conditional Use Permit to authorize emergency shelter and transitional housing
- Building height concession
- Design Review
- Parking space reduction
- Sign Permit
- Right of Way Abandonment
- Tree Removal Permit
- Landmark Alteration Permit(s)
- Reserve A Allotments

Aeas of Potential Impact: The City has determined that an EIR is required for this project. Therefore, as allowed under Section 15063(a) of the CEQA Guidelines, the City has not prepared an Initial Study and will instead begin work directly on the EIR, as allowed under CEQA Guidelines Section 15081. The EIR will focus on the potentially significant and significant effects of the project and will document the reasons for concluding that other effects will be less than significant. The topics listed below will be further analyzed in the EIR. However, certain criteria within the topics listed below have been scoped out of further analysis, as detailed in the next section.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Geology/Soils
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Wildfire

Based on the site or project characteristics, it is not anticipated that significant impacts will occur within the following environmental topic areas and therefore, these specific environmental impact criteria will be scoped out and included in the Effects Found Not To Be Significant section of the EIR. A brief description of why each topic or impact area was found not to be less than significant, and therefore scoped out, is provided below. The following resource checklist questions are from the Updated CEQA Guidelines Appendix G.

AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

There are no designated scenic vistas in the project vicinity. Views from the project site are largely obstructed by the Santa Rosa Plaza parking garages to the south and east and Highway 101 to the west. To the north are views of an existing residential neighborhood. The 2035 General Plan identifies Highway 101 as a scenic road from the northern to southern City limits with a policy (UD-C-1) in place to require special design criteria at major entries to the City. Given that the proposed project is not located near the entries of the City, the project would appear to viewers on northbound Highway 101 as part of the existing urban setting that is currently visible, as the St. Rose Professional Offices (47 feet in height), the Sonoma County Museum (41 feet in height), the parking garage at 521 7th Street (44 feet in height), and the parking garage at Santa Rosa Plaza (28 feet) in height. Caritas Homes would be the tallest structure on the site with a height of 53 feet 4 inches to the highest architectural element, the structure itself would be 42 feet in height. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

According to the California Department of Transportation (California Department of Transportation, 2017), there are no officially designated or eligible State scenic highways adjacent to the project site. As such, no impact to trees, rock outcroppings, and historic buildings within a state scenic highway would occur.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project site is currently developed and currently produces light and glare from existing lighting, windows, and vehicle travel. Areas adjacent to the project site contain multiple sources of lighting that are typical of developed areas including exterior lighting on residential and commercial buildings, parking lot lighting, street lighting, and vehicle headlights. Glare from adjacent land uses emanates from parked cars, passing cars, and windows on nearby buildings.

No construction work would be conducted at night, so no impacts associated with light and glare would result from construction. However, operation of the proposed project would introduce different light and glare sources from the existing sources. The proposed project would incorporate City standard freestanding street lighting along roadways, walkways, and parking areas. The proposed project would also incorporate lighting on the exterior of the buildings. Glass windows would create new sources of daytime glare and nighttime glow. Introduction of these sources may potentially degrade daytime and nighttime views.

The proposed project would be required to comply with the City's Zoning Code which regulates outdoor lighting, specifically by minimizing the potential impact from new development or redevelopment. The City's Zoning Code specifies that no permanently installed lighting shall blink, flash, or be of unusual high intensity or brightness as determined by the City. The City's Zoning Code also regulates the height and shielding of lighting fixtures. The City's Zoning Code specifies that an outdoor lighting fixture shall be limited to a maximum height of 14 feet or the height of the nearest building, whichever is less. Light fixtures are also required to be shielded so as to confine glare and

reflections within the boundaries of the site to the maximum extent feasible. Further, all proposed lighting would be subject to the City's Design Review process to ensure light and glare would not affect day or nighttime views in the area. The applicant is currently evaluating the use of solar panels on Caritas Center, however, typical solar panesl are designed to be absorptive rather than reflective. As such, impacts related to light and glare would be less than significant.

AGRICULTURE AND FORESTRY RESOURCES

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project site is currently occupied by existing urban uses and is classified by the California Department of Conservation (DOC) as "Urban, Built-up Land" by the DOC Farmland Mapping and Monitoring Program (DOC 2016). As such, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use and no impact would occur.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

The project site is not enrolled in a Williamson Act contract and not zoned or designated by the General Plan for agricultural uses. The DOC classifies the project site as "Non-Williamson Act, Urban Built-up Land" (DOC 2013)

c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The project site is currently occupied by existing urban uses and does not contain forestland (as defined in PRC Section 12220(g)), or timberland (as defined by PRC Section 4526). Furthermore, the project is not zoned Timberland Production (as defined by Government Code section 51104[g]. The City of Santa Rosa City Code categorizes the parcels along Morgan Street as a zoning designation of Multi-Family Residential (R-3) and the parcels along A Street as Neighborhood Commercial (CN) (City of Santa Rosa 2018). As such, the proposed project would not convert forestland or timberland to a non-agricultural use and no impact would occur.

d) Result in the loss of forestland or conversion of forestland to non-forest use?

There are no forestlands on or adjoining the project site, or within the general vicinity of the project site. As such, the proposed project would not result in the loss of forestland or the conversion of forestland to non-forest use. No impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?

The project site does not contain lands with Prime Farmland, Unique Farmland, Farmland of State Importance, or Farmland of Local Importance, and is not enrolled in a Williamson Act contract. The project site is not zoned for forestland or timberland production and would not be rezoned from agricultural use. Therefore, the proposed project would not result in the conversion of farmland or forestland to a non-agricultural use. No impact would occur.

AIR QUALITY

e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Project Construction

Diesel exhaust and reactive organic gases/volatile organic compounds would be emitted during construction of the project from equipment exhaust, painting, and paving activities, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore not create objectionable odors affecting a substantial number of people. As such, construction odor impacts would be less than significant.

Project Operation

Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The project does not contain land uses typically associated with emitting objectionable odors.

The BAAQMD's 2017 Air Quality Guidelines Table 3-3 provides recommended odor screening distances for a variety of land uses. Projects that would site an odor source or a receptor farther than the applicable screening distance, would not likely result in a significant odor impact. The project site is not located within the screening distances recommended by BAAQMD to any potential odor sources. The impact is less than significant.

BIOLOGICAL RESOURCES

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish or U.S. Fish and Wildlife Service?

The project site does not contain riparian habitat, or any other sensitive natural communities identified within a local or regional plan, policy, and regulation, or by the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS). Therefore, the project would have no impact to sensitive habitats.

c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The project site is developed and according to the National Wetland Inventory does not contain any water features including any that could be considered jurisdictional. Therefore, no impact to water features would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Existing development, Highway 101, and adjacent roadways essentially surround the project site, which minimizes the opportunity for wildlife to move freely across the property. In addition, the property does not represent a corridor linking areas of open space lands. As such, the site is not considered to support wildlife movement, either regionally or locally. Impacts to wildlife movement corridors are less than significant.

e) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?

The project site is not covered by, nor is it located within, an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state HCP. Therefore, the proposed project would result in no impact related to conflicts with an adopted HCP, NCCP, or other approved local, regional, or state HCP.

GEOLOGY AND SOILS

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The closest active faults are the Rodgers Creek Fault, located approximately 1.1 mile northeast of the project site; the Bennet Valley Fault located approximately 3.49 miles east of the project site, the Maacama Fault, located approximately 5.1 miles northeast of the project site; and the Healdsburg Fault located approximately 11.3 miles north of the project site. The project site is not located in an Alquist-Priolo Earthquake Fault Zone for any of the nearby faults, including the Rodgers Creek Fault. In a seismically active region such as Northern California, there is always the possibility for future faulting at any site. Historical occurrences of surface faulting have generally closely followed the trace of the more recently active faults. Although fault rupture can possibly occur in previously unfaulted areas, the occurrence is rare. Because the project is not within an Alquist-Priolo fault zone and no substantial evidence indicates that a known fault would traverse the site, the project would result in a less than significant impact associated with this issue.

ii) Strong seismic ground shaking?

According to the City of Santa Rosa General Plan Figure 12-3 Geologic and Seismic Hazards, the project site is in an area classified as the approximate limits of violent groundshaking during an earthquake on Rodgers Creek Fault.

The proposed project would be constructed in conformance with the latest edition of the California Building Code, which includes engineering standards appropriate to withstand anticipated ground accelerations at the project site. Conformance with the earthquake design parameters of the California Building Code would be subject to City review as part of the building site plan review and building permit review process. Furthermore, the proposed project would be required to comply with the City's Municipal Code and General Plan Policy NS-C-2 which require new development to prepare site-specific geotechnical investigations prior to development approval, where applicable (City of Santa Rosa, 2009). Compliance with existing standards and City zoning and policy requirements would result in a less than significant impact.

iii) Seismic-related ground failure, including liquefaction?

According to the Sonoma County General Plan 2020 Public Safety Element, the project site is in an area of low potential for liquefaction (Sonoma County 2014). Soils at the project site consist of Yolo silt loam, characterized as a well-drained soil. The project design would be required to conform to the latest edition of the California Building Code,

City Zoning Code and General Plan Policy Measure NS-C-2, which requires an investigation for all development for the potential of soil liquefaction during seismic ground shaking to result in damage to structures, pavements and utilities. Compliance with existing standards and City zoning and policy requirements would result in a less than significant impact.

iv) Landslides?

The topography of the project site and the surrounding area are flat, and in an area where slopes are considered to be stable (City of Santa Rosa, 2009). Therefore, the potential for a landslide to occur is low. No impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Construction activities associated with the proposed project would involve demolition, vegetation removal, grading, and excavation activities that could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the project site. National Pollutant Discharge Elimination System (NPDES) stormwater permitting programs regulate stormwater quality from construction sites, which includes erosion and sedimentation. Under the NPDES permitting program, the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) are required for construction activities that would disturb an area of 1 acre or more or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres. The SWPPP must identify potential sources of erosion or sedimentation that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement Best Management Practices (BMPs) that ensure the reduction of these pollutants during stormwater discharges. Typical BMPs intended to control erosion include sand bags, detention basins, silt fencing, storm drain inlet protection, street sweeping, and monitoring of water bodies. Because the proposed project would increase impervious surfaces by more than one acre, it would be required to follow the requirements outlined in the Guidelines for the Standard Urban Storm Water Mitigation Plan Storm Water Best Management Practices for New Development and Redevelopment For the Santa Rosa Area and Unincorporated Areas around Petaluma and Sonoma (SUSMP). As required by the Santa Rosa Area SUSMP, the proposed project would include preparation of a Storm Water Mitigation Plan to mitigate post-construction water quality impacts. Therefore, with compliance to applicable regulations, soil erosion impacts from construction and operation of the proposed project would be less than significant.

c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

As previously indicated, there is a very low risk for potential liquefaction on the project site, and no risks of landslides. The soils on the project site, as well as the geologic conditions on- and off-site, would not result in the potential for landslide, lateral spreading, subsidence, liquefaction or collapse. Therefore, impacts associated with this issue would be less than significant

d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code, creating substantial risks to life or property?

The soils at the project site are comprised of Yolo silt loam and are characterized as well drained soils with low shrink swell potential. The project design would be required to conform to the latest edition of the California Building Code, City Zoning Code and General Plan Policy Measure NS-C-2, which requires an investigation for all development for the potential of soil liquefaction during seismic ground shaking to result in damage to structures, pavements and

utilities. Compliance with existing standards and City zoning and policy requirements would result in a less than significant impact.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The project would be served by City of Santa Rosa sanitary sewers and would not require the installation of septic or alternative wastewater disposal systems. No impacts would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As with any project that involves earth moving, there is potential for the discovery of paleontological resources during project grading and excavation activities. However, the Santa Rosa General Plan 2035 EIR does not identify paleontological resources in the city. As such, it is not anticipated that there would be significant risk of discovery of or damage to paleontological resources from implementation of the proposed project. Although the potential exists for ground-disturbing activities to inadvertently impact an unknown resource, the likelihood of direct or indirect impacts is low due to the highly developed condition of the area. However, if these resources are inadvertently discovered, General Plan Policies HP-A-2 and HP-A-3 (with assistance from a paleontologist) will be implemented along with federal and state statutes protecting these resources from disturbance and destruction.

Potential destruction of unique paleontological resources, sites, or unique geologic features resulting from the proposed project would be a less than significant impact with compliance to existing goals, policies, and guidelines.

HAZARDS AND HAZARDOUS MATERIALS

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The proposed project would involve the development of the Caritas Center, which would include mixed use service and emergency shelter facility and transitional housing uses, and the Caritas Homes, which would include 126 affordable housing units, plus two manager's units. During the construction phase, limited amounts of hazardous materials would be used, including standard construction materials such as concrete, paints, solvents, and heavy construction equipment which would contain diesel fuels and oils. The project contractor would be required to comply with all applicable federal, state, and local regulations related to the transport, use, or disposal of hazardous materials, as overseen by the California Environmental Protection Agency and California Department of Toxic Substances Control. During operation of the proposed project, the use of hazardous materials would be limited to those commonly found at hotel, commercial/retail, office, and self-storage facilities such as, solvents, cleaners, paints, and pesticides for landscape maintenance activities. These common household hazardous materials would be used in limited quantities and would not create a substantial hazard to the public or the environment. Therefore, impacts related to the routine transport, use, and disposal of hazardous materials during project construction and operation would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The proposed project would the demolition of structures built prior to the 1980s and may pose a hazard regarding asbestos containing materials, lead-based paints, and other hazardous waste containing building materials. As

discussed in impact a) above, project construction and operation activities would involve limited use of hazardous materials, including paints, solvents, fuels, oils, cleaners, and pesticides. The use of these substances is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident. Furthermore, the proposed project would be required to comply with applicable federal, state, and local laws pertaining to the safe handle, storage, and transport of hazardous materials. In addition, during construction activities the applicant would be required to implement a SWPPP to prevent contaminated runoff from leaving the project site. Regarding the potential for exposure to hazardous building materials during demolition, the project applicant would retain a certified hazardous waste contractor to determine the presence or absence of building materials or equipment that contains hazardous waste, including asbestos, lead-based paint, mercury, and Polychlorinated Biphenyls. If such substances are found to be present, the contractor would properly remove and dispose of those hazardous materials in accordance with federal and state law. In addition, the contractor would be required to comply with the BAAQMD's Regulation 11, Hazardous Air Pollutants, Rule 2, Asbestos Demolition, Renovation, and Manufacturing. Compliance with existing regulations, and City zoning and policy requirements would result in a less than significant impact.

c) Emit hazardous emissions or handle hazardous or acutely-hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are no schools within 0.25 mile of the project site. The nearest school to the project site is Santa Rosa Junior High School located 0.50 mile east of the project site. This condition precludes the possibility of the proposed project exposing schools located within 0.25 mile of the project site to hazardous materials. No impacts would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project site is not included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (DTSC 2018). The project includes one portion of the property (437 A Street) that was associated with the former Memorial Hospital and was the subject of a Leaking Underground Storage Tank (LUST) cleanup site (SWRCB 2018). The potential contaminant of concern was diesel. The case was first opened on December 19, 1991. Site assessment occurred on December 27, 1991 and again on September 22, 1994 and January 19, 1995. Remediation occurred on August 10, 1998 and additional site assessment took place the same day. Monitoring began on August 10, 1998 and the case was completed and closed on August 11, 1998.

The Santa Rosa 2035 General Plan policy NS-F-1 requires remediation, cleanup, and evaluation of risk prior to reuse, in identified areas where hazardous materials and petroleum products may have impacted soil or groundwater. Compliance with existing policy requirements would result in a less than significant impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The nearest public airport to the project site is the Charles B. Schulz-Sonoma County airport located at 2200 Airport Boulevard, approximately 6.25 miles northwest of the project site. The Sonoma County Airport Land Use Commission (ALUC) adopted the Comprehensive Airport Land Use Plan Update for Sonoma County in 2001. This plan includes safety zones around the airport that are designed to reduce potential hazards regarding land use compatibility in the

vicinity of the airport due to aircraft operations. The outer boundary of the Outer Safety Zone for Runway 32 extends 15,800 feet southeast of the airport but does not reach the Urban Growth Boundary of Santa Rosa.

The Airport's "area of influence" extends many miles from the airport property. The ALUC has determined that the "airport influence area" also includes all surrounding areas where the airport's height limits are in effect and where airplanes using the instrument approach pattern would be expected to be lower than 1,000 feet above ground level, which is the minimum flight elevation permitted above a populated area. The "Airspace Obstruction Height Limits" for the airport extend approximately ten miles southeast of Runway 32 and includes part of the City of Santa Rosa. Any proposed general plan or specific plan amendment or zoning code change which would increase structural heights within this area and penetrate the Federal Aviation Regulation's Part 77 surface elevations, shall be referred to the ALUC for consistency determination. An object constitutes an obstruction to navigation if it extends 200 feet above ground level or 200 feet above the airport elevation, whichever is greater up to three miles (for runway lengths greater than 3,200 feet) from the airport. Runway 32 is approximately 6,000 feet in length. The Caritas Homes component would be the tallest structure on the project site at 42 feet, but it would not constitute an obstruction.

Given the distance from the airport, the proposed project would not expose people working or residing in the area to safety hazards or excessive noise. Therefore, a less than significant impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project would not modify any existing roadways in such a way that would impede emergency access or evacuation. Emergency vehicular access would be provided by driveways on A Street and Morgan Street. During the construction phase, temporary and/or partial street closures may be needed. However, access to the project site and the surrounding area would be maintained in accordance with a Traffic Control Plan. The Traffic Control Plan would identify all detours, appropriate traffic controls, and ensure adequate circulation and emergency access are provided during the construction phase. Therefore, project construction and operation activities would not interfere with an emergency evacuation or response plan, and a less than significant impact would occur.

h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The project site is completely surrounded by urban development. The project site is designated as an Unzoned Local Responsibility Area on CAL FIRE fire hazard severity mapping, and the adjacent properties are also designated as Unzoned Local Responsibility Area. As the project site and the adjacent areas are not designated as having a high potential for a fire hazard, the project site would not be susceptible to a significant risk of wildland fires, and associated impacts would be less than significant.

HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Construction activities associated with the proposed project would involve demolition, vegetation removal, grading, and excavation activities that could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the project site resulting in degradation of water quality. National Pollutant Discharge Elimination System (NPDES) stormwater permitting programs regulate stormwater quality from

construction sites, which includes erosion and sedimentation. Under the NPDES permitting program, the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) are required for construction activities that would disturb an area of 1 acre or more or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres. The SWPPP must identify potential sources of erosion or sedimentation that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement Best Management Practices (BMPs) that ensure the reduction of these pollutants during stormwater discharges. Typical BMPs intended to control erosion include sand bags, detention basins, silt fencing, storm drain inlet protection, street sweeping, and monitoring of water bodies. Because the proposed project would increase impervious surfaces by more than one acre, it would be required to follow the requirements outlined in the Guidelines for the Standard Urban Storm Water Mitigation Plan Storm Water Best Management Practices for New Development and Redevelopment For the Santa Rosa Area and Unincorporated Areas around Petaluma and Sonoma (SUSMP). Under the SUSMP, applicable projects are required to design and implement post-development measures for the management of stormwater quality and stormwater quantity and for the conservation of natural areas of thedevelopment site. As required by the Santa Rosa Area SUSMP, the proposed project would include preparation of a Storm Water Mitigation Plan to mitigate post-construction water quality impacts. Therefore, with compliance to applicable regulations, soil erosion impacts from construction and operation of the proposed project would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Demolition and reconstruction could result in impacts related to groundwater if areas currently available for the infiltration of rainfall runoff are reduced and permeable areas are replaced by impermeable surfaces. The Preliminary Low Impact Development (LID) Stormwater Report prepared by BKF Engineering noted that approximately two acres of new impervious surface would be created or reconstructed. The project would provide permeable landscaped areas and open land for some groundwater recharge to continue and would not interfere substantially with groundwater recharge. In addition, the project is located on an existing developed in-fill site surrounded by development and is not a designated groundwater recharge area.

Since the early 1960s, the City has received most of its potable water supply from the Sonoma County Water Agency (SCWA). The SCWA provides water primarily from the Russian River to most of the retail water providers in Sonoma County, and to a lesser degree in Marin County. The City also has received water supply from its own groundwater wells and provided recycled water from its own Subregional Water Reuse System (Subregional System) to some Santa Rosa irrigators.

As discussed in the City of Santa Rosa 2015 Urban Water Management Plan (City of Santa Rosa, 2016), the City receives SCWA water through a series of turnouts, check valves, and direct connections serving City pump stations along the SCWA's Santa Rosa and Sonoma Aqueducts. There are 59 physical connections between the City's distribution system and the SCWA's system, including 39 pressure reducing valves, 16 check valves, and 4 pumping stations. The City's major water distribution facilities consist of 25 treated water reservoirs, 20 water pump stations, and one well treatment facility.

The City prepared its 2015 Urban Water Management Plan to determine if it had adequate supplies to meet its total demand projection from 2020 to 2040. The City currently has three sources of water supply: (1) an agreement with SCWA, (2) groundwater, and (3) recycled water. Most of the potable water the City receives is from SCWA through the provisions of the Restructured Agreement for Water Supply and provides for the delivery of up to 56.6 million

gallons of water per day (mgd) on average, up to 29,100 acre-feet per year (AFY). The City also produces water from its two groundwater production wells. This supply source is permitted for regular production and can provide up to 2,300 AFY to the City. The City can also access approximately 410 AFY of recycled water from its Regional Water Reuse System for approved uses within the Santa Rosa Urban Growth Boundary. In addition to these water supply sources, the City implements an aggressive water conservation program, saving over 4,500 AFY of water. In a normal water year, the total existing water supply available to the City is approximately 31,810 AFY (not including conservation). Santa Rosa's highest water use to date was in 2004 when approximately 24,000 acre-feet was used. In 2017, Santa Rosa's water usage was approximately 17,853 acre-feet

The City also has a system of emergency groundwater wells which have been used historically to supplement the water supply during emergencies. The City Council's adopted Capital Improvement Program (CIP) includes projects to provide additional water supply during emergencies and peak demand periods. Additional projects are planned to replace old or deteriorated water system pipelines, increase fire protection and storage, improve operational efficiencies of water pump stations, provide emergency power generation at critical project locations, and to maintain and repair the water system throughout the City. These and other ongoing CIP projects are designed to maintain enough water supply system to match General Plan growth projections

The 2015 Urban Water Management Plan projected total water demand for the years 2015, 2020, 2025, 2030, 2035, and 2040 based on the population and employment projections in the 2035 General Plan and determined that there would be adequate supplies to meet future water demands during normal, single-dry, and multi-dry years (City of Santa Rosa 2016).

The project would increase on-site residents by 274 for a total of 394 residents (see population calculations under Population and Housing). The City of Santa Rosa's current population is estimated at 178,488 (California Department of Finance, 2018). The projected population at General Plan Buildout is 232,360. Additionally, the City lost 3,081 housing units as a result of the wildfires in 2017. However, overall change in Santa Rosa population is positive (0.2 percent) due to a large annexation of almost 2,000 housing units. The increased population of approximately 274 new residents associated with the project is not anticipated to be a substantial additional source that would substantially deplete groundwater supplies or substantially interfere with groundwater recharge. The impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. <u>Result in substantial erosion or siltation on- or off-site;</u>

The proposed project would not result in the alteration of a stream or river, but would add impervious surfaces. The proposed project would be required to implement a SWPPP during construction. Implementation of the SWPPP would control the amount of surface runoff from the site and minimize the amount of pollutants entering the stormwater system. In addition, operation of the proposed project would be subject to the SUSMP. As required by the Santa Rosa Area SUSMP, the proposed project would include preparation of a Storm Water Mitigation Plan to mitigate post-construction water quality impacts. Therefore, with compliance to applicable regulations, soil erosion impacts from construction and operation of the proposed project would be less than significant.

ii. <u>Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</u>

The proposed project would not result in the alteration of a stream or river. The proposed project would be required to implement a SWPPP during construction. Implementation of the SWPPP would control the amount of surface runoff from the site and minimize potential flooding on- or off-site. In addition, operation of the proposed project would be subject to the SUSMP. As required by the Santa Rosa Area SUSMP, the proposed project would include preparation of a Storm Water Mitigation Plan to mitigate post-construction water runoff by incorporating BMPs to limit post-development runoff to pre-development conditions to the maximum extent practicable. Therefore, with compliance to applicable regulations, surface runoff from construction and operation of the proposed project would be less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

The project site is currently served by 15-inch storm drains located at A Street and 15-inch, 18-inch, and 21-inch storm drains on 6th Street. The project would create two (2) acres of new impervious surface. The project includes a new 18-inch public storm drain on Morgan Street.

The 2035 General Plan identified policies to ensure that new development and redevelopment, such as the proposed project incorporated improved stormwater flow through maintenance and upgrades of facilities as conditions of approval. Other policies required the incorporation of design features consistent with the SUSMP to to limit post-development runoff to pre-development conditions to the maximum extent practicable. The Preliminary Low Impact Development (LID) Stormwater Report prepared by BKF Engineering noted that approximately two acres of new impervious surface would be created or reconstructed. The project would provide permeable landscaped areas and open land for some groundwater recharge and pollution prevention. The proposed project would not result in substantial additional sours of polluted runoff through compliance with existing City standards and policies and the SUSMP.

iv. Impede or redirect flood flows?

The project site is split on two Flood Insurance Rate Maps 06097C0728E and 06097C0729E. The maps show that the project site is located in Zone X (FEMA 2008). Zone X is defined as areas not within either a 100-year or 500-year flood hazard zone. As such, the proposed project would not place housing or structures, which could impede or redirect flood flows. No impact would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The project site is not located in a flood hazard, tsunami, or seiche zone. As such, the proposed project would not risk release of pollutants due to project inundation. No impacts would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The proposed project would implement a SWPPP during construction and a Storm Water Mitigation Plan to mitigate post-construction water quality impacts consistent with the SUSMP. Compliance with existing standards would reduce potential water quality impacts to a less than significant level.

The Sustainable Groundwater Management Act (SGMA), effective January 1, 2015, established a framework of priorities and requirements to facilitate sustainable groundwater management throughout the State. The intent of SGMA is for groundwater to be managed by local public agencies and newly-formed Groundwater Sustainability

Agencies (GSAs) to ensure a groundwater basin is operated within its sustainable yield through the development and implementation of a Groundwater Sustainability Plans (GSP). The City of Santa Rosa is part of the Santa Rosa Plain GSA. The GSP for the Santa Rosa Plain basin is due January 31, 2022. The GSP will define the sustainability goals for each basin and include projects and actions needed to achieve and/or maintain sustainable groundwater use.

As discussed above, the City of Santa Rosa identified sufficient water supplies for General Plan Buildout and the proposed project's growth would be consistent with the General Plan. Furthermore, new construction is required to comply with the California Green Building Code water efficiency and conservation measures, which are increasingly more stringent. Landscaping for the proposed project would also be subject to the City's Water Efficient Landscape Ordinance.

The above characteristics would indicate that the proposed project would not conflict with a water quality control plan or sustainable groundwater management plan. The impact would be less than significant.

LAND USE AND PLANNING

a) Physically divide an established community?

The project consists of the development of Caritas Center and Caritas Homes on a previously developed site. The project site is bordered by Morgan Street and Highway 101 to the west, A Street to the east, 6th Street to the south, and 7th Street to the west. The proposed project would not introduce an incompatible use in the area and would not include any physical features that would physically divide the community (e.g. blocking of roadways or sidewalks). No impact would occur.

c) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is not covered by, nor is it located within, an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state HCP. Therefore, the proposed project would result in no impact related to conflicts with an adopted HCP, NCCP, or other approved local, regional, or state HCP.

MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the State?

Various minerals have been mined in Sonoma County. Aggregate products are the most dominate commercial mineral mined. According to County mapping, the project site is not located within a state-designated Mineral Resource Zone. In addition, the project site contains existing urban uses and does not support mineral extraction operations. No impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No mineral extraction activities exist on the project site and mineral extraction is not included within the project's design. Additionally, the project site is not designated a locally important mineral resource recovery site. As such, no impact would occur.

NOISE

a) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is within the vicinity of a private airstrip or an airport land use plan. The nearest private airport is the Graywood Ranch Airport, located at 7935 Sonoma Highway, approximately 8.4 miles east of the project site The nearest public airport is the Charles B. Shulz-Sonoma County Airport, located at 2200 Airport Boulevard, approximately 6.25 miles northwest of the project site. Therefore, no potential impacts associated with aviation noise at the project site would occur.

POPULATION AND HOUSING

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<u>Construction</u>

Construction of the proposed project would be over multiple years, with a peak employment of 40 to 50 temporary construction workers. Construction of the project would not affect the population of Santa Rosa or Sonoma County because of the construction workforce currently available in nearby areas. Since the project is also within commuting distance of the greater San Francisco Bay area, no construction workers are expected to relocate as a result of project construction. Construction of the project is not expected to increase the demand for housing. Therefore, the project would not cause a significant increase in population in the City of Santa Rosa or other communities near the project.

<u>Operations</u>

The Caritas Homes component of the project would develop 126 affordable housing units with two additional units reserved for on-site managers. The Caritas Center would develop 50 private family residence rooms as part of the emergency shelter component and a transitional housing unit for 20 participants. Based on actual data for similar Burbank Housing developments, Caritas Homes will result in 222 new residents, an average of 1.7 persons per housing unit. Burbank Housing studied actual occupancy levels for one and two-bedroom units in its recently opened Crossroads property, which has a high percentage of homeless-dedicated units to develop the estimated number of new residents. Because the Crossroads development does not have studio housing, the occupancy was assumed to be one person per studio. Table 1 provides the Caritas Homes occupancy calculations.

Table 1: Caritas Homes – Maximum Number of Occupants Calculation

Type	Phase 1	Phase 2	Total	Minimum Number of Occupants per unit	Maximum Number of Occupants per unit	Mid-point Number	Crossroads Actual Number of Occupants per unit	Number to be used for Caritas	Total Occupants
Studios	31	31	62	1	1	1	N/A	1	62
1-bedroom	23	23	46	1	3	2	2.27	2.27	104.4
2-bedroom	10	10	20	2	5	3.5	2.74	2.74	54.8
Total	64	64	128						221.2
								Average occupancy per unit=	1.7

Source: Catholic Charities and Burbank Housing, personal communication, December 2018.

Catholic Charities would provide housing on the project site as part of the Caritas Center and would include 40 transitional housing units, intended for one person per unit and 50 family units. Based on a per-person household rate of 2.64 for the City of Santa Rosa (U.S. Census Bureau, 2017) the 50 family units would add an estimated 132 family residents. There are 120 residents currently on the project.

The proposed project would add 394 total residents (40 transitional residents + 132 family residents + 222 Caritas Homes residents), however, the net increase would be 274 people; this is an increase of approximately 0.15 percent of the total existing City of Santa Rosa population and 0.5 percent of the projected population growth through 2035. Based on the estimated increase in residents, the population growth is not substantial.

Table 2 below shows the expansion in employees and clients as a result of the proposed project. As shown in Table 2, the increase would be minimal.

Table 2: Caritas Center – Service Population

Category	Currently On-Site	Proposed with Project	Change
On-site Employees			
Center	65	103	38
Nightingale Clinic + Caritas Housing	0	117	117
Total	**65**	**220**	**155**
Clients			
Day Center	1,090	1,300	210
Coordinated Entry Program	250	250	0
Family Support Center	169	400	231
Total	**1,509**	**1,950**	**441**
Other			
Annual Homeless Survey	150	15	0

Volunteers (Day Center and Family Support Center) per year	178	205	27
Service Groups (12 groups with up to 100 people each per year)	1,200	1,400	200
Tours (4 tours/month of up to 15 people each)	540	540	0
Thank you events (2 per year with up to 50 participants each)	100	100	0
Total	**2,168**	**2,395**	**227**
Source: Catholic Charities, personal communication, December 2018.			

The expanded Caritas Center would require 155 additional employees to provide the comprehensive services envisioned by the project. The increase in employment would be minimal. Therefore, impacts from population growth would be less than significant.

The proposed project does not include roads or infrastructure, therefore, no growth in population would result from the extension of roads or infrastructure. Therefore, impacts from population growth would be less than significant.

c) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The proposed project would require the demolition of existing homes. Caritas Homes Phase 1 will be located on the site of the currently vacant property at 612 Morgan Street, the vacant four-plex building at 608 Morgan Street, and the buildings currently housing the Homeless Services Center at 600 and 520 Morgan Street.. The applicant proposes to demolish the structures on 512 and 506 Morgan Street. 512 Morgan is currently used as a private residence. 506 Morgan is not currently utilized for traditional housing usage. Given that only one traditional residential home will be displaced, the proposed project would not displace a substantial number of existing people or housing. The proposed project would have a less than significant impact concerning displacement of existing housing.

PUBLIC SERVICES

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Fire protection services would be provided by the City of Santa Rosa. The nearest fire station is Fire Station 1 located at 955 Sonoma, approximately 0.77 miles east of the project site. Another fire station, Fire Station 2 is located at 65 Stony Point Road, approximately 1.47 miles west of the project site. The General Plan's fire emergency response time goal is that the Fire Department shall achieve 90 percent performance of arrival of the first fire company at an emergency within five minutes of notification by the dispatch center. The time goal does not include the additional 70 second standard for the dispatch center call taking and emergency medical dispatching. The Department's emergency resources arrived on scene within 5 minutes of dispatch 73 percent of the time. The Fire Department was not able to meet the General Plan's response time goal in 2017 (City of Santa Rosa, 2017). The project would create 126 new affordable housing residential units, two on-site manager units, 50 private family residence rooms as part of the emergency shelter, and a transitional housing unit for 20 participants, which would result in a potential population increase of approximately 274 new residents . Demand for fire protection services would be incrementally increased due to the corresponding increase in population at the site. However, project implementation is not anticipated to substantially increase Santa Rosa Fire Department response times to the project site or to the surrounding vicinity or require construction of new or physically altered fire protection facilities.

In accordance with California Government Code Section 53090, the project would be required to pay a fee to offset the increase demand and pay for the additional services. The proposed buildings would be constructed in compliance with local and state fire codes, which would ensure that the buildings would not result in a new fire hazard at the site. Standard conditions of approval would require the provision of a fire flow analysis to ensure that adequate water pressure and flow rates are available on-site for firefighting purposes. No additional fire personnel or equipment would be necessary to serve the proposed project. Therefore, impacts would be less than significant.

Police protection?

Police protection services would be provided by the Santa Rosa Police Department. The Police Department is headquartered at 965 Sonoma Avenue, approximately 0.84 mile east of the project site. The Santa Rosa Police Department has 264.5 employees serving a community that spans 40 square miles and is home to more than 178,000 people. The proposed facility does not propose new or physically altered police protection facilities, nor does it specifically create an environment generally associated with unlawful activities requiring increased law enforcement services. The project would create 126 new apartments, with two additional apartments that will be reserved for on-site managers, which would result in a potential population increase of approximately 274 new residents . In accordance with California Development Code Section 53090, the project would be required to pay a fee to offset the increased demand and pay for any additional services. Accordingly, impacts would be less than significant.

Schools?

The project site would be served by the Santa Rosa City School District (District). The District consists of 9 elementary schools, five middle schools, six high schools, and four charter schools.

Santa Rosa City Schools has 24 schools, 16,000 students, and 1,600 teachers and staff members. The project's housing would result in an increased demand for school services within the District's service area. Notably, the children in the Family Support Center would attend the same school they attend prior to staying at the Center or the children would attend the Kid Street Learning Center, thus not impacting the enrollment for Santa Rosa City Schools.

Based on a District's student generation rates of 0.208 student per multifamily residence for grades K-5, 0.110 student per multi-family residence for grades 6-8, and 0.128 student per multi-family residence for grades 9-12, the Caritas Homes portion of the project (1-bedroom and 2-bedroom units) could generate as many as 14 new students. The addition of 14 students would generate a nominal increase (less than 0.1 percent) in the student population; however, currently many schools are at or near capacity. California Government Section 65996 provides for the collection of school impact fees to ensure that adequate school and related facilities will be available. As the project would be required to pay school impact fees as a condition of project approval, the proposed project would not result in adverse physical impacts to schools. Therefore, impacts would be less than significant.

The children at the Caritas Center attend the same school they attended prior to staying at the center or the children attend the Kidd Street Learning Center, as such the children from the Caritas Center would not increase student enrollment. The impact would be less than significant.

Parks?

The addition of 126 affordable residential units, 2 on-site manager units, 50 private family residence rooms as part of the emergency shelter, and a transitional housing unit, with up to 20 occupants, which would increase the demand for park facilities in the area. The City of Santa Rosa General Plan sets a minimum overall citywide ratio of 6.0 acres of parkland per 1,000 residents for planning purposes. Park acreage can be further divided into 3.5 acres of city parks per 1,000 residents plus 1.4 acres of publicly accessible school recreational land per 1,000 residents, and 1.1 acres of public-serving open space per 1,000 residents. Project implementation would result in a net increase of up to 274 new residents within the City. Based on parkland demand factor of 6.0 acres per 1,000 residents, project implementation would generate a demand for approximately 1.64 acres of parkland. The nearest park to the project site is Depot park, located 0.18 mile west of the project site. In accordance with City of Santa Rosa City Code Section 19-70.060, the project applicant would be required to dedicate land or pay a fee in-lieu thereof, or both, for park or recreational purposes. The project does not include the development of recreational facilities and would not require the construction or expansion of existing recreational facilities. With the mandatory requirement that the applicant pay in-lieu park fees, the proposed project would not generate the need for new parks and impacts would be less than significant.

Other public facilities?

The addition of up to 274 new residents would create an incremental increase in the demand for library facilities and community centers. In accordance with California Development Code Section 53090, development impact fees would be required to offset any additional service needs. With payment of legislated development fees, impacts would be less than significant.

RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

As discussed previously, the proposed project would add up to 274 new residents to the City of Santa Rosa which may increase demand for parks or other recreational facilities. However, the proposed project would include private recreational facilities to serve the future residents such as covered gathering area, communal lawn area, pet relief area, tenant vegetable garden planter, day use courtyard, family courtyard, play structure, chapel courtyard, and office patio. These facilities would alleviate the demand on existing and proposed recreational facilities generated by the project residents. In accordance with City of Santa Rosa City Code Section 19-70.060, the project applicant would be required to dedicate land or pay a fee in-lieu thereof, or both, for park or recreational purposes. With the mandatory compliance with the City's in-lieu fee requirements, the project's impacts to recreational facilities would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project would include private recreational facilities that would serve its residents, such residents such as covered gathering area, communal lawn area, pet relief area, tenant vegetable garden planter, day use courtyard, family courtyard, play structure, chapel courtyard, and office patio that would be constructed within the project site as part of the proposed project. However, the proposed project does not include any new or expanded off-site recreational facilities. Therefore, no impact would occur.

TRAFFIC AND TRANSPORTATION

a) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

The nearest public airport to the project site is the Charles B. Shulz-Sonoma County airport located at 2200 Airport Boulevard, approximately 6.25 miles northwest of the project site. The proposed project would not involve use of air transit, nor is it expected to cause any change in air traffic patterns. As such, the proposed project would not result in any changes to air traffic patterns nor would it result in any associated safety risks. Therefore, there would be no impact.

b) Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

During construction of the proposed project, heavy construction equipment may travel on Highway 101, local roadways, and major arterials. The use of Highway 101 and roadways by heavy construction equipment can increase the risk to drivers, cyclists, and pedestrians in the project area. The proposed project would prepare a Traffic Control Plan that would include detours, emergency access, and appropriate traffic controls during construction. An encroachment permit would be obtained from the City for any staging/construction-vehicle parking on adjacent streets, if necessary. Notices regarding closure to the public of street parking would be posted in compliance with City regulations in advance of use. The proposed surface parking lots shown on the site plan would be used as the staging areas and would become the surface parking lots at project completion.. Therefore, project construction would not create a transportation hazard, and the impact would be less than significant.

The proposed project would be compatible with the kind if traffic generated by the surrounding commercial developments in the project vicinity. The proposed project does not propose to make changes to a roadway that would create road hazards or alter design features developed to mitigate such hazards. Vehicular access to the project site would be from A Street and Morgan Street. Therefore, a less than significant impact would occur.

c) Result in inadequate emergency access?

Construction and operation of the proposed project would not affect streets or otherwise affect emergency access routes. The proposed project would be designed to incorporate all required Santa Rosa Fire Department standards to ensure the project would not result in hazardous design features or inadequate emergency access to the project site or areas surrounding the project site. Construction of the project would include preparation of a Traffic Control Plan that would ensure that emergency access is provided at all times. Therefore, the impact would be less than significant.

d) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The project site would be served by City Bus Routes 1, 2B, and 10, with bus stops within 0.25 miles of the project site. The project site is also located within one-quarter mile of the Sonoma-Marin Area Rail Transit (SMART) Train Station in Railroad Square and one-third of a mile from Second Street Transit Mall. The Caritas Center would provide up to 32 bicycle parking spaces, while the Caritas Homes would provide a 64 long term bicycle parking spaces for Phase 1 and Phase 2 (e.g. 128 total long-term bike parking spaces), and 4 outdoor, short term bicycle parking spaces. In addition, there are Class II bicycle lanes on 6th Street, Morgan Street, and 7th Street east of the project site. There is also a signed bicycle route on A Street north of 7th Street. The proposed project would not eliminate the bicycle lanes or introduce a barrier to alternative transportation; therefore, the impact would be less than significant.

UTILITIES AND SERVICE SYSTEMS

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

<u>Wastewater Treament</u>

The City of Santa Rosa Utilities Department, Sewer Division oversees wastewater collection and treatment within the City and would provide such services to the proposed project. Wastewater generated within the City is transported to Laguna Wastewater Treatment Plant for treatment and disposal. The treatment plant is required to abide by all applicable regulations regarding wastewater treatment including those of the Regional Water Quality Control Board. The treatment plant has an average daily dry weather flow of 16.9 million gallons per day (mgd) and is permitted for 21.34 mgd. Based on the waste generation rate identified in the City's Sewer Master Plan of 50 gallons per capita per day (gpcd) per resident and 30 gpcd for employees, the proposed project would be expected to produce approximately 18,350 gpd of wastewater (based on an assumed population of 274 new residents and 155 new employees). As such, there is substantial capacity at the Treatment Plant to serve the proposed project and implementation of the proposed project would not exceed wastewater treatment requirements or require the expansion of existing facilities. Impacts would be less than significant.

<u>Water Treatment</u>

The City of Santa Rosa Water Department oversees potable water distribution within the city limits. The Water Division obtains water on a contractual basis from the SCWA. The project would be expected to require approximately 61,740 gallons of potable water per day based on the Department's domestic water demand generation rate of 126 gpd. Adequate supplies are available to serve the proposed project. Indoor water conservation

fixtures would include low water use plumbing fixtures, with high performance low-flow toilets, faucets, and showerheads using less water than standard facilities. Additionally, the City would require the project to comply with the City's Water Efficient Landscape Ordinance, which would require the project applicant to implement outdoor irrigation water conservation measures and practices. These measures would reduce the proposed project's demand for potable water and ensure that the project would not require new or expanded water facilities and that related impacts would be less than significant.

Stormwater Drainage

The proposed project would include a system of vegetated storm water planting areas that will collect, treat, and convey stormwater runoff from the project site to the existing stormwater system. Stormwater runoff from roofs, pavement surface, and landscaping will flow into storm water planting areas to be treated. The storm water planting areas would be sized to function as stormwater treatment and flow control. Because the proposed project would increase impervious surfaces by more than one acre, it would be required to follow the requirements outlined in the Guidelines for the Standard Urban Storm Water Mitigation Plan Storm Water Best Management Practices for New Development and Redevelopment For the Santa Rosa Area and Unincorporated Areas around Petaluma and Sonoma (SUSMP). Under the SUSMP, applicable projects are required to design and implement post-development measures for the management of stormwater quality and stormwater quantity and for the conservation of natural areas of the development site. Therefore, the impacts associated with stormwater drainage facilities would be less than significant.

Electric Power and Natural Gas

PG&E is the electric and natural gas provider in the City of Santa Rosa. Although the proposed project will demand additional electricity and natural gas, the Santa Rosa 2035 General Plan found that buildout of the General Plan would not exceed the demand for electricity and natural gas estimated in its 2035 General Plan. Furthermore, the proposed project and future development would be subject to more stringent energy efficiency standards through updates of the California Green Building Code and Title 24. The proposed project would also be targeting a Leadership in Energy and Environmental Design (LEED) gold certification, requiring increased energy efficiency above Title 24 standards. No new expanded facilities would be required for electric and natural gas facilities that could potentially cause a significant environmental impact.

The proposed project would require the relocation of existing overhead PG&E electrical distribution lines and the removal of underground gas service facilties that run to each of the structures proposed for demolition. Relocation of the overhead PG&E electrical distribution lines and removal of the underground gas lines would be performed in accordance with PG&E standards. The relocation of the electric and natural gas lines would not cause any significant environmental effects as they would occur on the existing developed land. Compliance with PG&E standards would ensure that the relocation of facilities is conducted in a safe and environmentally sound manner.

Telecommunication Facilities

Telecommunications in the City of Santa Rosa are provided by a number of providers. The project site currently has telecommunication services provided to the various structures that would require removal and installation of telecommunication lines to new buildings. Any additional connections that are deemed necessary during final site design would be placed within utility easements. No expanded capacity would be required for telecommunication facilities that could potentially cause a significant environmental impact.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The 2015 Urban Water Management Plan projected total water demand for the years 2015, 2020, 2025, 2030, 2035, and 2040 based on the population and employment projections in the 2035 General Plan and determined that there would be adequate supplies to meet future water demands during normal, single-dry, and multi-dry years (City of Santa Rosa 2016).

The project would increase on-site residents by 274 for a total of 394 residents (see population calculations under Population and Housing). The City of Santa Rosa's current population is estimated at 178,488 (California Department of Finance, 2018). The projected population at General Plan Buildout is 232,360. Additionally, the City lost 3,081 housing units as a result of the wildfires in 2017. However, overall change in Santa Rosa population is positive (0.2 percent) due to a large annexation of almost 2,000 housing units. The increased population of approximately 274 new residents associated with the project is not anticipated to be a substantial additional source that would substantially deplete groundwater supplies or substantially interfere with groundwater recharge. The impacts would be less than significant.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The WWTP has a permitted treatment capacity of 21.34 mgd. The average volume of wastewater treated at the WWTP was 16.9 mgd in 2015 and is expected to stay similar considering the limited growth within the WWTP service area since 2015. The proposed project would generate 0.026 mgd of wastewater that would be a fraction of the available capacity of 4.44 mgd. Therefore, the impact would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The City of Santa Rosa currently contracts with the Recology Sonoma Marin to handle recycling, organics, and solid waste service. Recology collects and transports commercial and solid waste to the Central Disposal Site Transfer Station at 500 Meacham Road north of Petaluma. Once at the transfer station, the solid waste is sorted and hauled to the following landfills: the Potrero Hills Landfill in Solano County (anticipated to be in operation until approximately 2030), the Redwood Sanitary Landfill in Marin County (anticipated to be in operation until approximately 2039), the Keller Canyon Landfill in Contra Costa County (anticipated to be in operation until approximately 2030) (City of Santa Rosa, 2009).

During construction, there would be a temporary increase in solid waste disposal needs associated with construction wastes. Construction wastes for the project would include small amounts of solid waste from building construction, as well as excess pavement, concrete, and soil associated with excavation and site grading. Both construction waste and operational solid waste could be accommodated by landfills located in the region. The impact from construction waste would be less than significant.

CalRecycle calculates California's statewide per capita disposal rate. California had a per resident disposal rate of 4.9 pounds/resident/day and a "diversion rate equivalent" of 61 percent. The 2016 per employee disposal rate was 11.4 pounds/employee/day, and the per employee "diversion rate equivalent" was at 63 percent. With an estimated 274 new residents and 155 new employees the proposed project would generate 3,109 pounds of solid waste per day or

1.55 tons per year. It is not anticipated that the proposed project would generate solid waste in excess of State or local standards. The landfills located in the region would have adequate capacity to serve the project.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Solid waste disposal services must follow federal, state, and local statutes and regulations related to the collection of solid waste. The project proposes development of residential uses, which would not involve the production and/or disposal of any acutely toxic or otherwise hazardous materials. The proposed project would comply with all state and local waste diversion requirements, including the City of Santa Rosa Municipal Code 9-12, regarding waste collection. As such, impacts would be less than significant.

WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Response to a) through d):

The project site is designated as an Unzoned Local Responsibility Area on CAL FIRE fire hazard severity mapping, and the adjacent properties are also designated as Unzoned Local Responsibility Area. As such the proposed project would not substantially impair an adopted emergency response plan or evacuation plan, nor would it exacerbate wildfire risks and expose project occupants to pollant concentration from a wildfire or uncontrolled spread of wildfire. The proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts. Lastly, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides as as result of runoff, post-fire instability, or drainage changes. No impacts from wildfire would occur.

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_CLEANUP=True&SCHOOL_CLEANUP=True&CORRECTIVE_ACTION=True&tiered_permit=True&evaluation=True&operating=True&post_closure=True&non_operating=True&inspections=True. Accessed: November 7, 2018.

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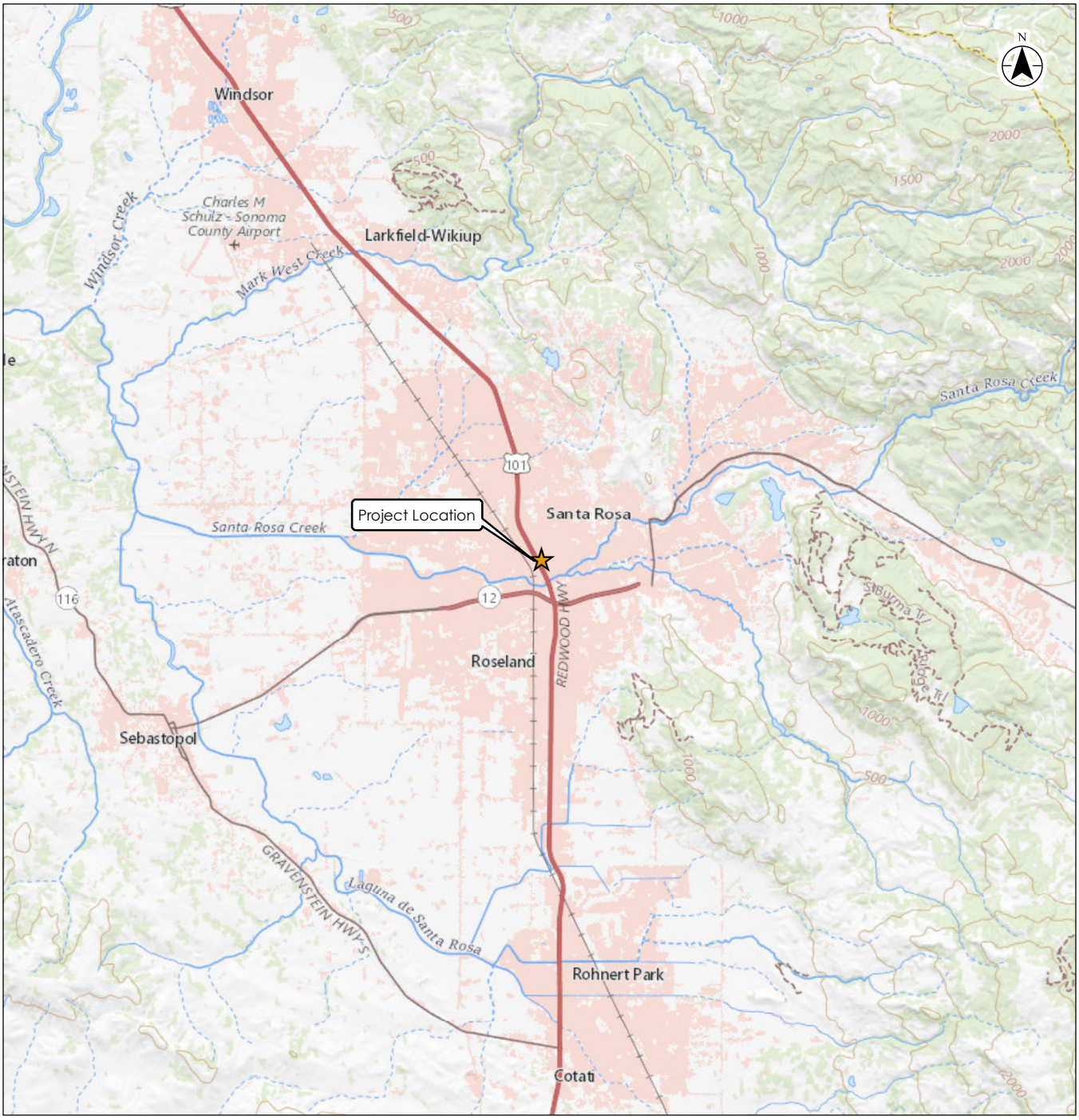

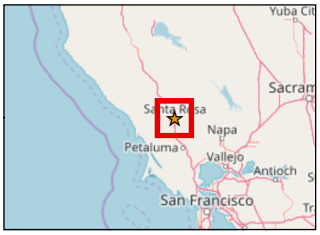

Legend

Project Location

0 1 2 Miles

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Stantec

Project Location
T.07N, R.08W Section 23
USGS 7.5-minute Quadrangle
Santa Rosa

Client/Project
City of Santa Rosa
Caritas Village Project
Notice of Preparation

Figure No.
1

Title
Regional Location Map

Notes
1. Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
2. Service Layer Credits: © OpenStreetMap (and)

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Legend

Project Site

0 250 500 Feet

1:6,000 (at original document size of 8.5x11)

Stantec

Project Location
T.07N, R.08W Section 23
USGS 7.5-minute Quadrangle
Santa Rosa

Client/Project
City of Santa Rosa
Caritas Village Project
Notice of Preparation

Figure No.
2

Title
Local Vicinity Map

Notes
1. Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
2. Service Layer Credits: © OpenStreetMap (and)

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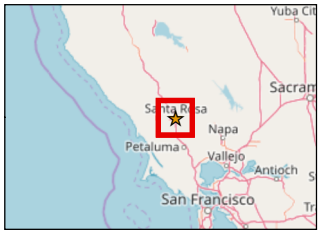

Notes
1. Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
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Stantec

Project Location
T.07N, R.08W Section 23
USGS 7.5-minute Quadrangle
Santa Rosa

Client/Project
City of Santa Rosa
Caritas Village Project
Notice of Preparation

Figure No.
3

Title
Conceptual Site Plan

Caritas Village
February 6, 2019 Scoping Meeting
Comment Summary

The following table summarizes the comments received at the Scoping Meeting for the Caritas Village Project held on February 6, 2019 in the DeTurk Round Barn in Santa Rosa, California.

NOP Comment Summary

Affiliation	Signatory	Comment Summary
Private Parties – Oral		
Interested Individual	Elizabeth Wright	Concerned with the provision of adequate parking
	Dennis Gennett	Concerned with 1) parking impacts on surrounding neighborhood, 2) security, litter, bathroom impoliteness, 3) Paving of alleyway, consistent implementation of City codes
Interested Individual	Karen Schneider	Concerned with provision of locally provided services such as library, groceries, pharmacies, etc.
Interested Individual	Stan Dow	Expressed support of the higher density of the project and location near downtown and transit
Interested Individual	Dale Godfrey	Concerned with historical value of the neighborhood, traffic, and safety
Interested Individual	Marta Koehne	Concerned with pedestrian safety crossing Morgan Street to cross Highway 101
Interested Individual	Denise Hill	Requested alternatives to demolition of existing historic structures, adaptive reuse, available lots/lands within Transit Oriented District. Requested information on demographics of SMART train users. Review City's General Plan verbiage on historic resources. Pedestrian safety.
Interested Individual	Elizabeth Clark	Provision of local-serving uses such as grocery stores, traffic flow
Interested Individual	Carol Johnson	Traffic.
Interested Individual	Adam Reed	Concerned with biohazardous waste materials such as needles
Interested Individual	Cindy Torin	Cumulative traffic
Interested Individual	Sandy _____	Questioned who prepared the Notice of Preparation impact analysis
Interested Individual	Allen Thomas	Concerned with historic and cultural resources and parking.
Interested Individual	Ben Lopez	Concerned with safety and hazardous materials

Affiliation	Signatory	Comment Summary
Interested Individual	Bev Roberts	Concerned with hydrology and impervious surfaces
Interested Individual	Carol Vellutini	Concerned with traffic and historic resources
Interested Individual	Sher Ennis	Concerned with existing calls for police services and how project may increase calls for service
Interested Individual	Mike Lonahugh	Question about public services
Interested Individual	Heidi	Concerned with public safety
Interested Individual	Joe Lilienthal	Taking comments from provided by cultural heritage board into consideration
Interested Individual	Gene Wright	Question about maximum population and limits to housing occupancy to estimate impacts
Interested Individual	Chris Rogers	Increase in services hours
Private Parties – Written		
Interested Individual	Elizabeth Wright, formerly Betsy Hall	Concerned with fire truck access, parking impact on surrounding neighborhood. Requesting relocation/repurpose of historic structures. Supporter of the project.

Toomians, Kristinae

From: Greg Dabel <gregdabel@hotmail.com>
Sent: Monday, January 28, 2019 9:53 AM
To: Toomians, Kristinae
Subject: Caritas Village

Not enough parking!

Minimum requirement for the neighborhood is 1 parking place per unit. The proposed Caritas Village will have 128 housing units but the parking lot appears to have only 40-50 spots.

Parking in the neighborhood is already maxed. My renters, a block away, already have difficulty finding on-street parking spots.

The Caritas Village should be required to have sufficient parking for the 128 units and for the proposed day care and office employees.

Greg Dabel
Owner, 429 Eighth Street

Virus-free. www.avg.com

Toomians, Kristinae

From: Erin Morris <erin.morris1@gmail.com>
Sent: Wednesday, February 06, 2019 9:39 PM
To: Toomians, Kristinae
Subject: Caritas Project NOP

Hi Kristinae,

I was reviewing the NOP for the project and noted a minor inaccuracy regarding proximity to schools. There are two additional schools within 1/2 mile of the project site, and one within 1/4 mile of the project site. I suggest that you have the consultant team resolve this inaccuracy, especially since they reference one of the overlooked schools (Kid Street) later on in the document. Santa Rosa Charter School for the Arts, Burbank School, and Kid Street are all within 1/2 mile in addition to Santa Rosa Middle School which is the only school noted in the NOP. Kid Street is within 0.1 miles of the site.

I also feel that the statements made in the preliminary land use are conclusive and yet unsupported by evidence. This is such an important project that I feel it would be unfortunate if the City didn't fully examine the potential impact of the project on the adjacent historic neighborhood and give some thought about how the project could be found to fit in with and not divide the neighborhood from itself or divide it from other parts of downtown. It seems it would be easy to dismiss the land use section of CEQA if this facility were being developed on an isolated site-- it's a different situation when proposed as a large infill project.

Regarding air quality and noise, while I'm aware that CEQA does not require the City to study the impacts of the environment on the project, I think a CEQA review for a project that involves a General Plan amendment should quantify the toxic air contaminants that future residents will be exposed to from the freeway and other sources and to identify measures to reduce exposures. This analysis can help the project team be thoughtful about inclusion of open spaces in the best locations. Same general idea regarding noise and the opportunity to utilize noise studies to ensure the design provides high quality, healthy, safe living environments for future residents.

Thank you for the opportunity to comment on the NOP. I hope the project is successful!

Sincerely,

Erin Morris

Toomians, Kristinae

From: Ginger Hopkins <glhopkins@sbcglobal.net>
Sent: Thursday, February 07, 2019 8:17 AM
To: Toomians, Kristinae
Subject: Caritas Village

I was not able to make the meeting last night but here are my concerns about this project:
Catholic Charities offers many services to homeless, some that are not particularly concerned about housing and like living on the streets. There is lots of activity, and garage that happens outside their doors. Although in the last few weeks it looks better than it's looked in a while, but I imagine as soon as the project is past things will go back to the way it was. How do they plan to keep things contained within their walls of the compound? Are they hiring security to keep the loitering to a minimum?

Parking - A street & 8th streets have lots of apartment buildings or multiple housing dwellings. Many of the houses on A do not have driveways therefore on street parking is an issue. Last year we actually had one renter that had 5 cars. There is no stopping the number of cars each dwelling could have which also includes the new low income house that is going in at Caritas Village. Where will the extra cars park? And this doesn't include those that are using Catholic Charities existing housing that park on the street and visit there cars each day. Of course they have a right to be there, but the competition for parking will only increase with this new project.

Lastly, you recently did a traffic study which only encompassed one side of A street - the streets between 7 & 8th.
the traffic between 8th & 9 th on A has significantly increased when Mendocino Avenue was closed when Courthouse Square was built. It's even a bus route now. Cars speed by and during commute hours it can be challenging pulling in and out of my driveway. Do you not anticipate that drivers from Caritas Village will not drive in that direction?

Thanks for listening.
Best,
Virginia Hopkins
534 A Street

Toomians, Kristinae

From: Denise Hill <faire@sonic.net>
Sent: Saturday, February 09, 2019 12:58 PM
To: Toomians, Kristinae
Subject: Comments for EIR NOP - Caritas Village File #PRJ18-052
Attachments: Press Release confirming Preserve America Designation 2.8.17.pdf; City Council Meeting with Resolution in support of Preserve America application -11.21.06.pdf; Map of Contributors_Non-Contributors - St. Rose Neighborhood.pdf; St. Rose Planned Community District - Ordinance # 2861.pdf; 600 Morgan Street -Toscani Family Story for website.pdf; Girolo, Casa Del Sol - 608 Morgan Street story for website.pdf; General Hospital Newsletter article - HSSR 2019.docx; Cal Trans evaluation of A Street and Morgan Street homes - Pg 3-112.pdf; Historic Preservation Goals and Guidlines excerpts from City Documents.docx; 608 Casa del Sol_ Morgan Street - Ann Bloomfield 1989 Historical Properties Survey.pdf; 512, 516 Morgan Street - Ann Bloomfield 1989 Historical Properties Survey.pdf; 520, 600 Morgan Street - Ann Bloomfield 1989 Historical Properties Survey.pdf

Hi, Kristinae,

Please provide the following to the Stantec Company. These are comments I made at the 2/6 EIR Scoping meeting that the Stantec rep requested provide in writing as their transcriber was not able to catch all the detail. The Stantec rep also asked me to include publications and other documents in relation to some of the items below. Please forward attached along with the comments. Thanks

Cultural Resource

1. Provide possible infill alternatives to demolition of historic structures.
2. Provide possible adaptive reuse alternatives to structures.
3. Can federal funds be available to a project that will destroy historic structures in a designated historic district.
4. How does the destruction of an entire block of historic structures of which 5 are contributors in a designated historic district adhere to guidelines in the following city documents and designations:
    - General Plan
    - Station Area Plan https://srcity.org/DocumentCenter/View/3054/Design-Guidelines-47-Historic-Districts-PDF?bidId=
    - 2010 City of Santa Rosa Design Guidelines document
    - PROCESSING REVIEW PROCEDURES FOR OWNERS OF HISTORIC PROPERTIES - City of Santa Rosa Department of Community Development January 2001
    - Historic St. Rose Neighborhood Planned Community District Ordinance #2861 (attached).
    - Preservation Ordinance, Rehabilitation standards, etc. as stated on the city's webpage: https://srcity.org/398/Historic-Preservation
    - Preserve America City designation (attached)
    - Any other documents the city has regarding historic districts
5. Include CHB comments from April 2018 meeting regarding this project.

Transportation/Traffic/Population/Housing/Public Services, etc.:

6. Overall impact of increased services offered at Caritas Center combined with other two service providers in the area (Redwood Gospel Mission, St. Vincent De Paul)
7. What are the anticipated calls for service based on multi-year history of calls for service by residents and business owners to police from B Street to Dutton Avenue and College Avenue to 6th Street. Please note this is "calls for service" – not just those calls that result in a case #.
8. Determine how many lots/open land (including surface parking lots) are available for building this project within the TOD.

9. Parking: Include analysis of daily car camping on Morgan Street in the parking study.
10. What will be the cumulative impact of traffic flow and parking based on additional auto traffic generated by this project.
11. What is the estimated use of the SMART train by the demographic this project will house and serve.
12. Include what, if any, restrictions will be in place to assure that the occupancy for each unit in Caritas Village is fixed. If there are no controls for the number of occupants/unit than assumptions about what the added population will be should be based on the maximum amount/unit – not the minimum.

Best,
Denise Hill

Ann Bloomfield

City of Santa Rosa
Historical Properties Inventory
CONTRIBUTORS, ST. ROSE LOCAL DISTRICT

Run Date: 080489
Time: 16:43:40
Page A-44

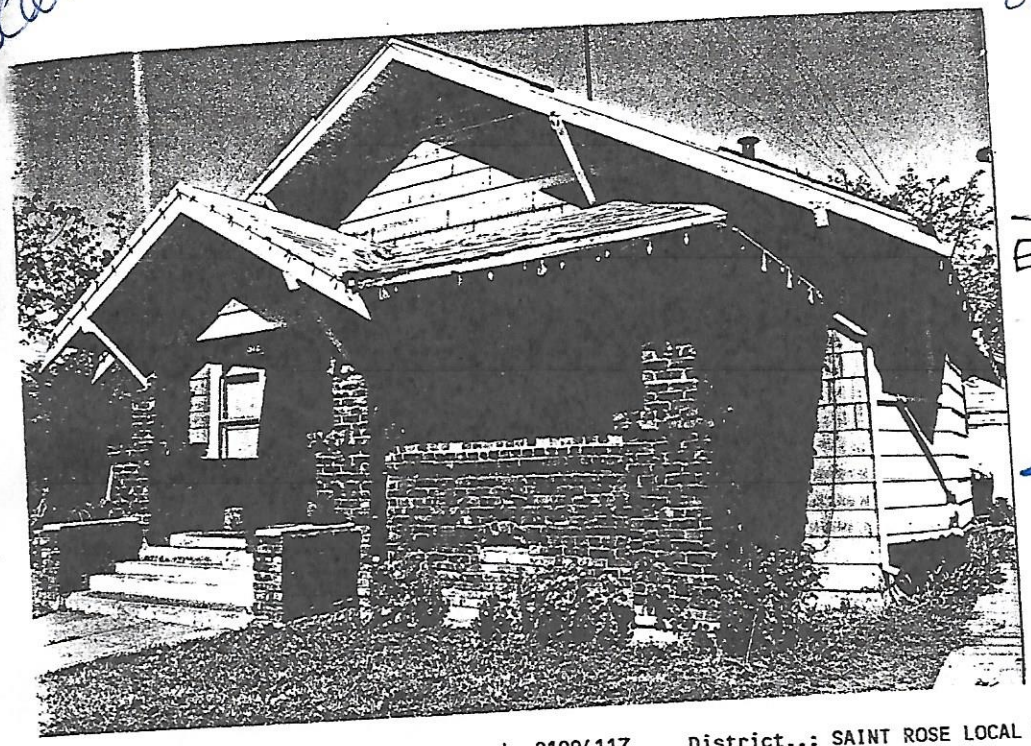
1940
Fred Dickerson
225 Washington St

Toscani

Kate & Will SILVER

Elsie Dickerson
1949

Francis "Bud" Toscani
Lived here
(Parents lived in 600 Morgan St.)



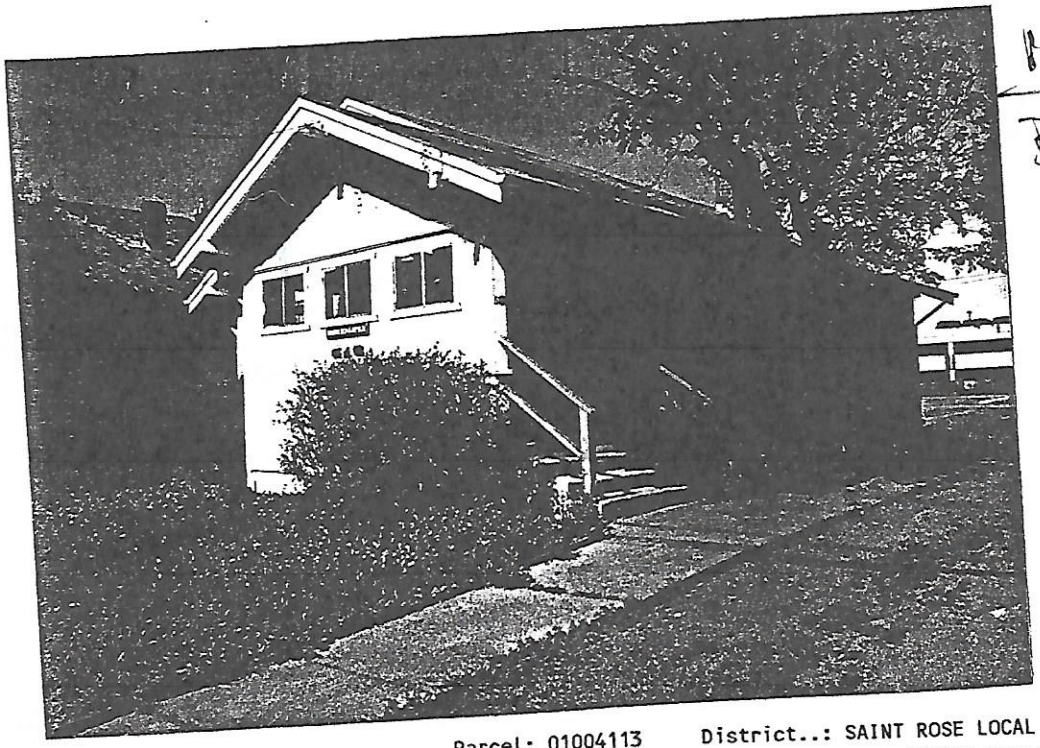
Hist Name :
Style/Type: CRAFTSMAN/HOUSE
Location..: 512 MORGAN ST
Design/Art:
Comments..: CLINKER BRICK BASE

Parcel: 01004117
Year..: 1915 -23

Zoning:
Photo#: 101/3A

District..: SAINT ROSE LOCAL DISTRICT
Context...: RESIDENTIAL BUILDINGS IN SANTA ROSA 1
Rating....: CONTRIB TO DIST THAT APPEARS ELIGIBLE
Land Use..: 0013 SFD - NON CONFORMING USE
Alt./Rest.: G-ASBESTOS SIDING

1949
Blanche Feliz



Hist Name :
Style/Type: BUNGALOW/HOUSE
Location..: 516 MORGAN ST
Design/Art:
Comments..: SOURCE UNKNOWN

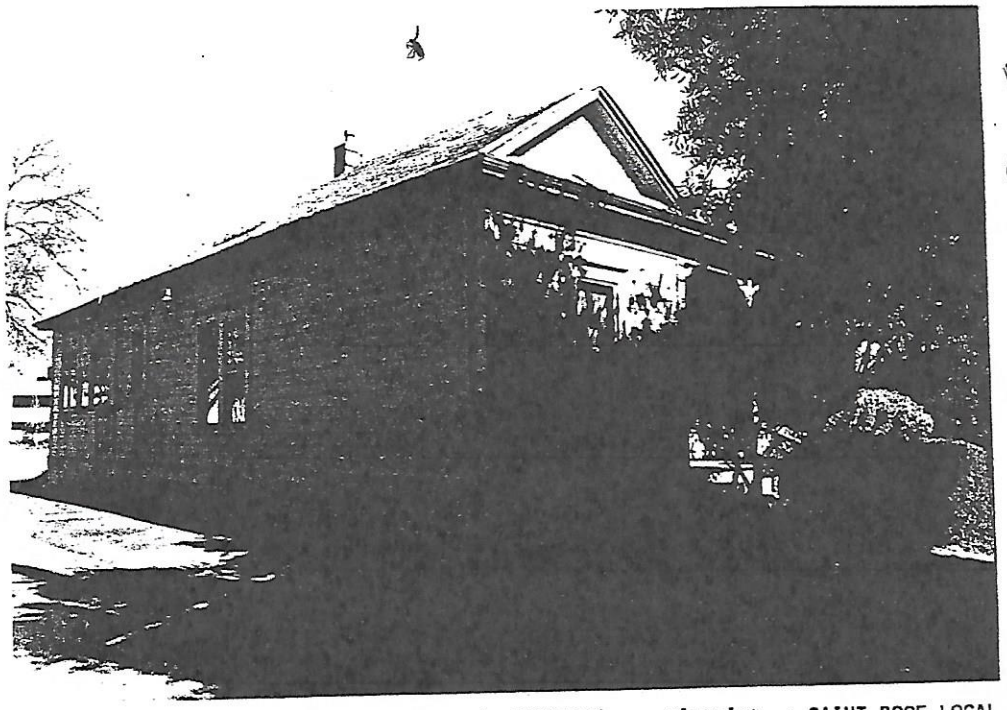
Parcel: 01004113
Year..: 1920 S?M46

Zoning:
Photo#: 101/4A

District..: SAINT ROSE LOCAL DISTRICT
Context...: RESIDENTIAL BUILDINGS IN SANTA ROSA 1
Rating....: CONTRIB TO DIST THAT APPEARS ELIGIBLE
Land Use..: 0170
Alt./Rest.: MOVED TO SITE ABOUT 1946

At time Called Washington St ?

Ann Bloomfield

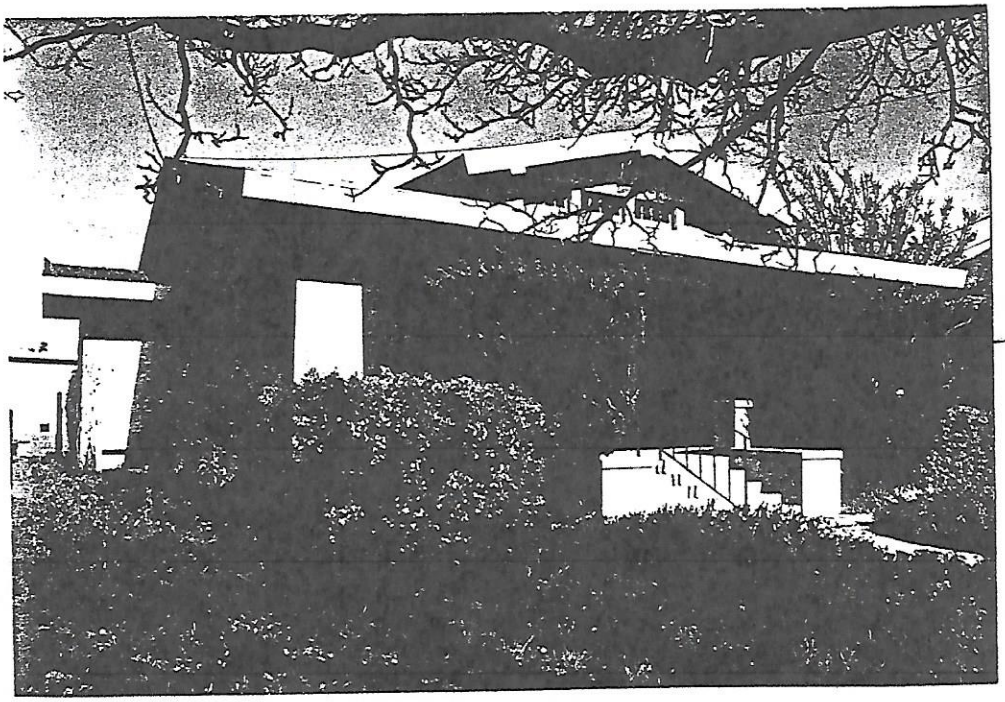


1949
Chiodo Giusippo

Hist Name :
Style/Type: QUEEN ANNE/COTTAGE
Location..: 520 MORGAN ST
Design/Art:
Comments..: SOURCE UNKNOWN

Parcel: 01004114
Year..: 1890 S?M46
Zoning:
Photo#: 101/5A

District..: SAINT ROSE LOCAL DISTRICT
Context...: RESIDENTIAL BUILDINGS IN SANTA ROSA 1
Rating....: CONTRIB TO DIST THAT APPEARS ELIGIBLE
Land Use..: 0013 SFD - NON CONFORMING USE
Alt./Rest.: MOVED TO SITE ABOUT 1946 for freeway
Aka: Washington St



Toscani

1949
J.E. Cheney

1930 census

Hist Name : TOSCANI,ANT.& ANGELINA,HO
Style/Type: BUNGALOW/HOUSE
Location..: 600 MORGAN ST
Design/Art:
Comments..: BAKERY PROPRIETOR

Parcel: 01004115
Year..: 1020 S?M41
1920
Zoning:
Photo#: 101/6A

District..: SAINT ROSE LOCAL DISTRICT
Context...: RESIDENTIAL BUILDINGS IN SANTA ROSA 1
Rating....: CONTRIB TO DIST THAT APPEARS ELIGIBLE
Land Use..: 0013 SFD - NON CONFORMING USE
Alt./Rest.: G-$2200 ALTS IN 1941

600 Morgan Street and the Toscani Family

600 Morgan Street

Built in 1920. Classic example of a California bungalow this was the home of the Toscani family from the 1920s-1940's.

Original owners of 600 Morgan Street: Anthony and Angelina Toscani

Anthony Toscani was born on March 15, 1880, in Switzerland. His Swiss-Italian family immigrated to the United States in 1892 and settled in New Jersey. By 1906, he had relocated to Santa Rosa, California. He married Angelina Lena Maccario of Petaluma on March 16, 1907. They had two children during their marriage – a son Francis and a daughter Angelina.

The family were members of the St. Rose Church and daughter, Angelina, was the president of the Young Ladies Sodality of the St. Rose parish in 1929.

Continued-

Press Democrat 1937

Santa Rosa
Pioneer French
Bakery

Serving the People of Sonoma County Successfully For the Past 28 Years.

Specializing in

Breads and Rolls

of All Kinds

Baked With Modern Equipment

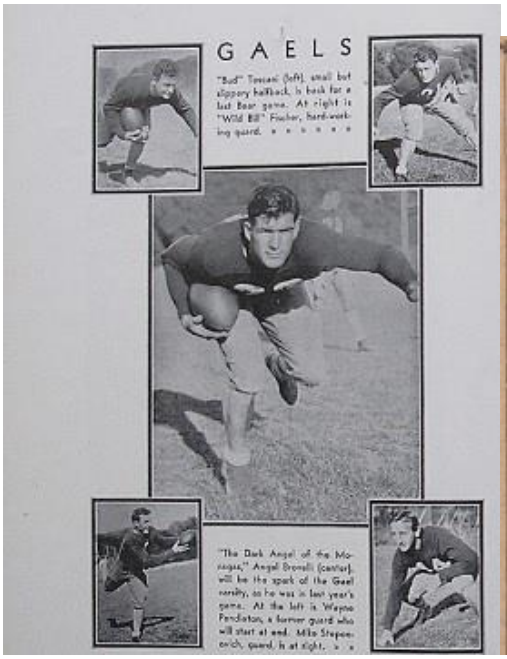
Anthony Toscani, Prop.

101 W. Seventh St. Phone 582

Santa Rosa

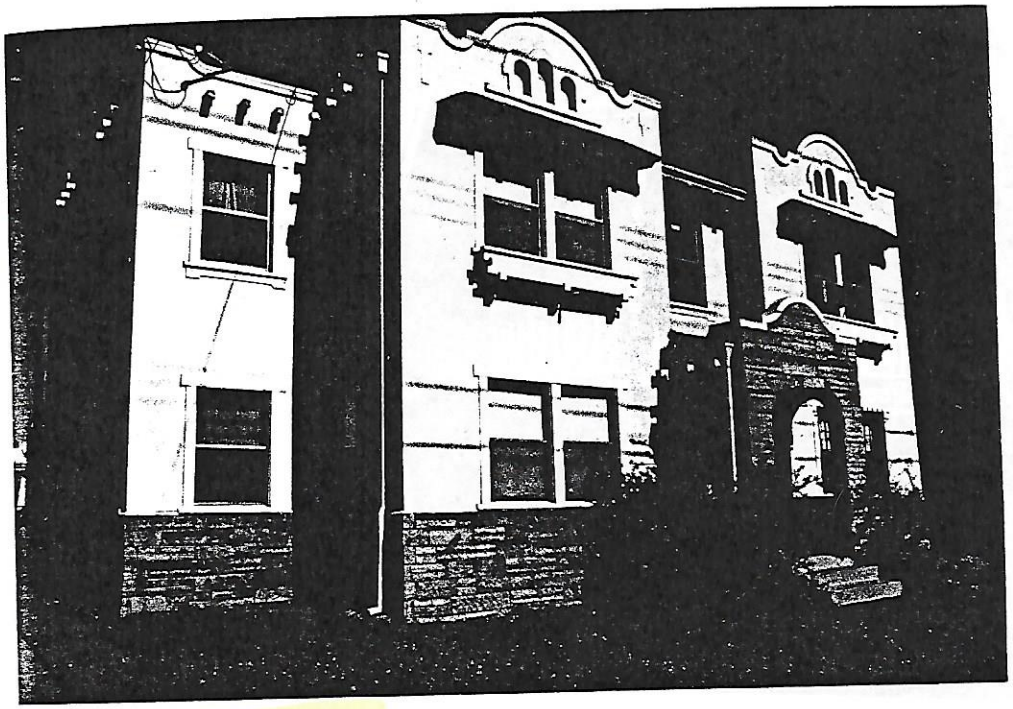
Anthony was a baker and started out delivering bread in a horse-drawn wagon for the Pioneer French Bakery. The bakery was located on West 7th Street in what is now the West End Historic District (the location of Santa Rosa's early Italian community). Eventually he became a partner and by 1937 is listed as the sole proprietor of the Pioneer French Bakery.

Anthony's son, Francis "Bud" Toscani, made a name for himself playing college football for the Saint Mary's College football team – the Saint Mary Gaels. In 1931 he was selected by the Newspaper Enterprise Association (NEA) as a second-team halfback on the 1931 College Football All-American Team. He also played professional football in the National Football League in 1932 for the Chicago Cardinals and the Brooklyn Dodgers.



Bud returned to Santa Rosa and in 1933 married his wife, Lenore, moving into a bungalow just down the street from his parents' house (512 Morgan Street). He entered the family business and became a supervisor at his parent's bakery. In 1941, he was hired as Assistant Football Coach for the Santa Rosa Junior College Bear Cub varsity football team. Sadly, Lenore died of polio in 1943 at the young age of 28 leaving their two daughters Carol Lee and Marlene without a mother.

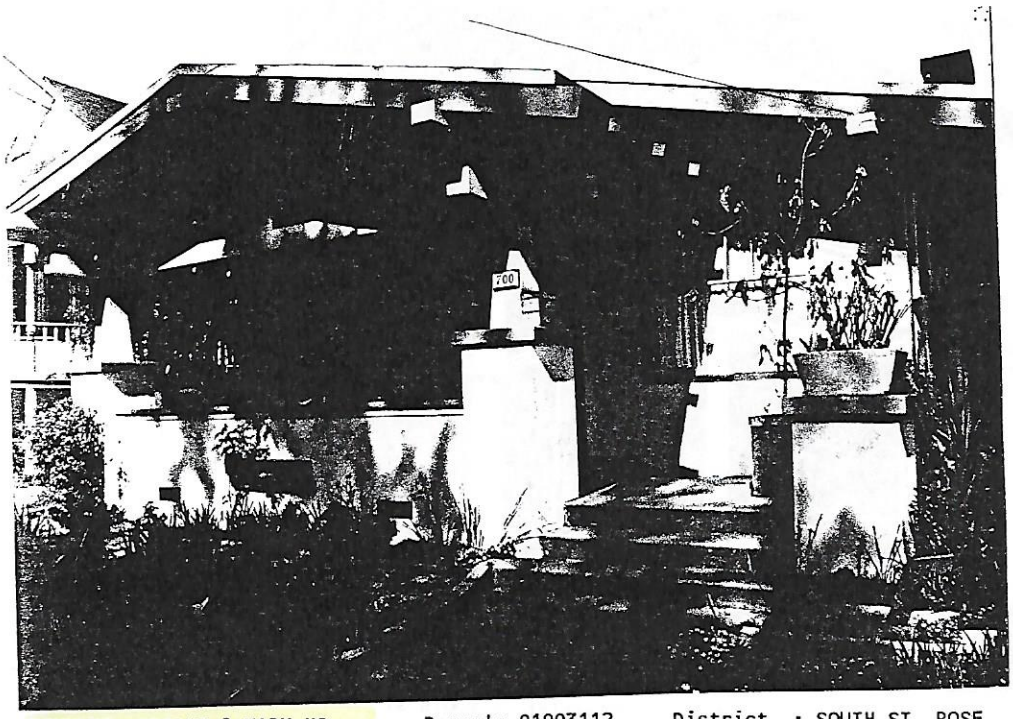
Both Anthony and Francis moved to Nevada 1948 (possibly due to the proposed new freeway that would run directly in front of their homes). Anthony and Francis continued in the bakery business after the move, working for Franco American Bakery. Francis died in a car accident in 1966. Anthony died a year later on July 11, 1967, in Sparks, Nevada, at the age of 87, and is buried at Calvary Cemetery in Santa Rosa, California.



Hist Name : CASA DEL SOL APARTMENTS
Style/Type: MEDITERRANEAN REVIVAL/APARTMEN
Location..: 608 MORGAN ST
Design/Art:
Comments..:

Parcel: 01004116
Year..: 1915 -23
Zoning:
Photo#: 101/7A

District..: SAINT ROSE LOCAL DISTRICT
Context...: RESIDENTIAL BUILDINGS IN SANTA ROSA 1
Rating....: CONTRIB TO DIST THAT APPEARS ELIGIBLE
Land Use..: 0042 5-10 Res. Units - 2 or more bldg
Alt./Rest.: G-BASE



Hist Name : SCHULTZ, GEORGE & MARY,HO
Style/Type: BUNGALOW/HOUSE
Location..: 700 MORGAN ST
Design/Art:
Comments..:

Parcel: 01003112
Year..: 1915 -23
Zoning:
Photo#: 101/9A

District..: SOUTH ST. ROSE
Context...: RESIDENTIAL BUILDINGS IN SANTA ROSA 1
Rating....: CONTRIB TO DIST THAT APPEARS ELIGIBLE
Land Use..: 0010 SINGLE FAMILY DWELLING
Alt./Rest.: E

- 525 A Street (Residence)
- 537 A Street (Cornelius Shea House)
- 541 A Street (Residence)

Caltrans has determined that the resources listed above that are eligible for the NRHP are likewise historic resources for the purposes of the CEQA. In addition, 13 resources that do not appear eligible for the NRHP are historic resources under CEQA as contributors to the locally designated Saint Rose "Preservation District":

- 512 Morgan Street
- 516 Morgan Street
- 520 Morgan Street
- 600 Morgan Street
- 608 Morgan Street
- 612 Morgan Street
- 924 Morgan Street
- 940 Morgan Street
- 823 Washington Street
- 831 Washington Street
- 837 Washington Street
- 231 10th Street
- 308 Lincoln Street

The remaining properties within the APE have been determined ineligible for inclusion in the National Register, nor does there appear to be the potential for any other NRHP eligible historic district or historic landscape within the APE. There are 52 properties within the APE, which were constructed in or after 1957 and were treated in accordance with the June 1, 2001 "Interim Policy for the Treatment of Buildings Constructed in 1957 or Later" (Caltrans 2002b). The policy states that "all Caltrans staff who meet the Secretary of the Interior's Professional Qualifications Standards for architectural history are authorized to exclude from study buildings that were constructed in 1957 or later in time, or that appear because of alterations to have been constructed in 1957 or later."

The SHPO has concurred with the above determinations of eligibility, as stated in a letter to FHWA dated February 28, 2003 (see Appendix A of this document).

Contamination ($220,000) and Santa Rosa Creek 'B' Street Outfall Retrofit Project ($90,000).

10.2 MOTION - CONTRACT EXTENSION - SECURITY GUARD SERVICES

This motion extends Contract No. 03-6641 for security guard services at various City facilities/locations with Commercial Protective Services, Inc., Gardena, California, for an additional one-year term, with no increase in contract unit price. The total contract amendment is $639,408.57.

10.3 RESOLUTION - SUPPORT OF APPLICATION FOR DESIGNATION AS A "PRESERVE AMERICA COMMUNITY"

This resolution, recommended by the City Manager's Office, supports an application on behalf of the City of Santa Rosa for recognition by the White House as a "Preserve America Community." The criteria for this designation include supporting historic or cultural preservation projects that promote tourism, protection of historic resources and promotion of historic assets.

10.4 RESOLUTION - AMENDMENT TO THE CITY CLASSIFICATION AND SALARY PLAN

This resolution amends the City Classification and Salary Plan by creating the classification of Environmental Compliance Inspector II with a salary range of $3,958 - $4,812 per month, in Unit 7, Technical; of Municipal Service Center Yard Attendant with a salary range of $2,488 – $3,024 per month, in Unit 7, Technical; of Senior Environmental Specialist with a salary range of $5,273 - $6,415 per month, in Unit 6, Professional; of Senior Instrumentation Technician with a salary range of $32.31 – $35.35 per hour, in Unit 7, Technical; and by adjusting the salary range for Wastewater Treatment Superintendent to $5,955 - $7,730 per month.

11. REPORT ITEMS

11.1 REPORT – DOWNTOWN HEIGHT GENERAL PLAN AMENDMENT

BACKGROUND: Last June the Council initiated a General Plan Amendment to change the downtown building height policy from a maximum of 10 stories to 150 feet. This change would necessitate changes to the City's Zoning Code and Design Guidelines not anticipated at the time of initiation. The Mid-Rise Subcommittee, composed of members from the Cultural Heritage Board, the Design Review Board and the Planning Commission, which had developed the mid-rise zoning and design policy, have expressed concern about the potential consequences of this amendment. The Council considered a memo from the Subcommittee in September and asked that

General Hospital- 437 A Street

(Note: Currently in danger of being torn down as part of the Caritas Homes project.)

General Hospital Building today.

The General Hospital opened in 1922 in response to Santa Rosa's growing population and the recent Spanish Influenza outbreak. Described as a bungalow-type hospital it had 75 rooms, 50 beds for patients, four surgical, three X-ray, and two delivery rooms. It was thoroughly equipped with all the modern conveniences for the time including adjustable beds of the "type used in some of the largest and most important eastern hospitals". Many of the nursing staff had graduated from Lane Hospital and Mt. Zion Hospital in San Francisco. The institution was open to all physicians in the county. It was quickly used by more than a dozen in Santa Rosa and as far away as Sebastopol for serious cases. The maternity wing was added at the special request of local physicians who previously delivered babies at the mother's home.

General Hospital was owned and operated by Henry Shanor Gutermute, who had built the nearby Burke Sanitarium. In 1916, Mr. Gutermute had formed the General Hospital Association of Santa Rosa to raise money to open a hospital. The hospital was first established at a home on Fourth Street in 1917. When the owner of the house returned and needed to reside in it again, the first bungalow-style unit of the current hospital was built at its present location on A Street. Santa Rosa residents William Herbert and W.L. Proctor were the architect and construction contractor for the new facility. During its first decade of operation, it was the largest general medical facility in Sonoma County. It was hailed as the first "modern" facility for paying patients (the County Hospital had been in existence since the mid-l800s but was for indigents only). Paying patients no longer had to make do with doctor's office surgeries and babies born-at-home.

In 1950, the Santa Rosa Memorial Hospital was completed. Although Santa Rosa Memorial Hospital had been intended as a replacement for the General Hospital, the older hospital remained in use for another 34 years as an alternative hospital. It closed as a hospital in 1984.

608 Morgan Street

608 Morgan Street – Casa Del Sol Apartments

Casa Del Sol exhibits characteristic elements of Mission architecture, including a parapet around the entire building, stucco dadding, and decorative blind arches on the upper main façade. The building is listed as a contributor to the St. Rose Historic District on the Contributor and Non-Contributor map (based on the Anne Bloomfield's 1989 survey) posted on the city's website.

1920-The Casa Del Sol apartments were built between 1920-1924 by Emile and Josephine Languetin. Emile immigrated from Switzerland around 1890 and Josephine immigrated from France a few years later. They met and married in California and arrived in Santa Rosa about 1920. Both retired, Emile and Josephine lived in Casa Del Sol until their deaths in 1935 and 1940.

1939 -Casa Del Sol was purchased by the Girolo's who owned it for the next 30 years.

Peter (Pietro) Girolo **Josephine (Guiseppina) Girolo**

The Girolos were part of Santa Rosa's early Italian community. Both Peter and Josephine immigrated from Italy around 1905. They met, married, and raised their family in the West End District of Santa Rosa. They were active members of the St. Rose Church. Their children were christened by Father J.M. Cassin and funeral services for Peter Girolo were held there.

Peter started out working for the **Grace Bros** and Josephine started out working for the **Del Monte Cannery**. From there he became a partner in the U.S. Bar located on Fourth Street in the Railroad Square area. Over the year he became a large investor in rental properties owning quite a few in and around the Santa Rosa downtown area.

Excerpts from City of Santa Rosa Documents

Note: This is not all the "goals and guidelines" in documents referenced or an entire list of city documents mentioning historic preservation.

Objectives of the St. Rose Historic District: Ord. No 2861 dated 23 Oct. 1990

- Preserve and enhance the historic resources of the St. Rose Neighborhood.
- Retain and preserve the existing historic single-family neighborhood.
- Provide additional downtown housing while preserving the existing single-family character of the neighborhood.
- Encourage the adaptive reuse of historic buildings.
- Assure that alterations and new construction are compatible with the existing character of the neighborhood.

Processing Review Procedures for Owners of Historic Properties

- New construction in Historic areas, often called infill construction has occurred throughout the country. When successful, the new structures have complemented an historic area and enhanced its overall character. In contrast, insensitive new construction can compromise the integrity of a historic area.
- The purpose of the Design Guidelines for New Construction is to ensure that the architectural character of Santa Rosa's Preservation Districts is maintained and enhanced.
- The height of new construction in a Preservation District should be compatible with adjacent structures.

ANNUAL REVIEW 2007 - Santa Rosa 2020: General Plan

Santa Rosa was also designated a "**Preserve America Community**" in 2007. This designation is given to communities which protect and celebrate their heritage and use historic assets to attract visitors and promote economic and community development.

SANTA ROSA'S GENERAL PLAN - 2035

The General Plan is required by State law, and it has a long-range focus, looking 20 years into the future. It guides the City's planning and zoning functions as well as the funding of public improvement projects, such as parks and streets. Santa Rosa's General Plan was adopted by the City Council on November 3, 2009.

Goal HP-B: Preserve Santa Rosa's historic structures and neighbords.

11-1 VISION In 2035, several Santa Rosa neighborhoods are designated as historic preservation districts, ensuring protection of historic structures that contribute to the city's character and charm. Restoration of historic structures continues, preserving Santa Rosa's architectural heritage.

Santa Rosa has 8 designated historic preservation districts, established to officially recognize individual properties and whole neighborhoods as key components of the city's heritage…preservation districts are areas that have special historic significance or represent one or more architectural periods or styles typical to the city's history.

Although many historic structures have been lost through reconstruction, fi re, and neglect, there remain many restoration opportunities. A growing interest in the city's historic resources and appreciation of the value of special historic architecture is resulting in continued restoration and preservation efforts.

General Plan policies strive to ensure long-term historic preservation in Santa Rosa by encouraging preservation of historic structures, as well as their surrounding setting in areas of new development and redevelopment, and by discouraging demolition of historic resources.

Downtown Specific Area Plan

February 2019 Goal:

Foster neighborhood partnerships and strengthen cultural assets.	Santa Rosa promotes thriving neighborhoods in preserving its heritage and vibrancy of the community.

The downtown area of the City of Santa Rosa has many elements that contribute to its role as a healthy, vibrant regional center. It is a lively city center with a mix of shopping and employment opportunities, an attractive natural creek environment and historic residential neighborhoods close to the center. Just as important as the existing physical setting is the vision of the downtown area that the citizens of Santa Rosa hold for its future. This vision includes bicyclists, pedestrians, transit users and drivers sharing an attractive network of streets; it includes a mix of housing, shopping and jobs in a compact area; **and it includes preserving the history**, character, and natural benefits of the existing environment while allowing for change. **This vision is provided in the Santa Rosa 2020: General Plan as well as other comprehensive plans and codes governing change in the downtown area.**

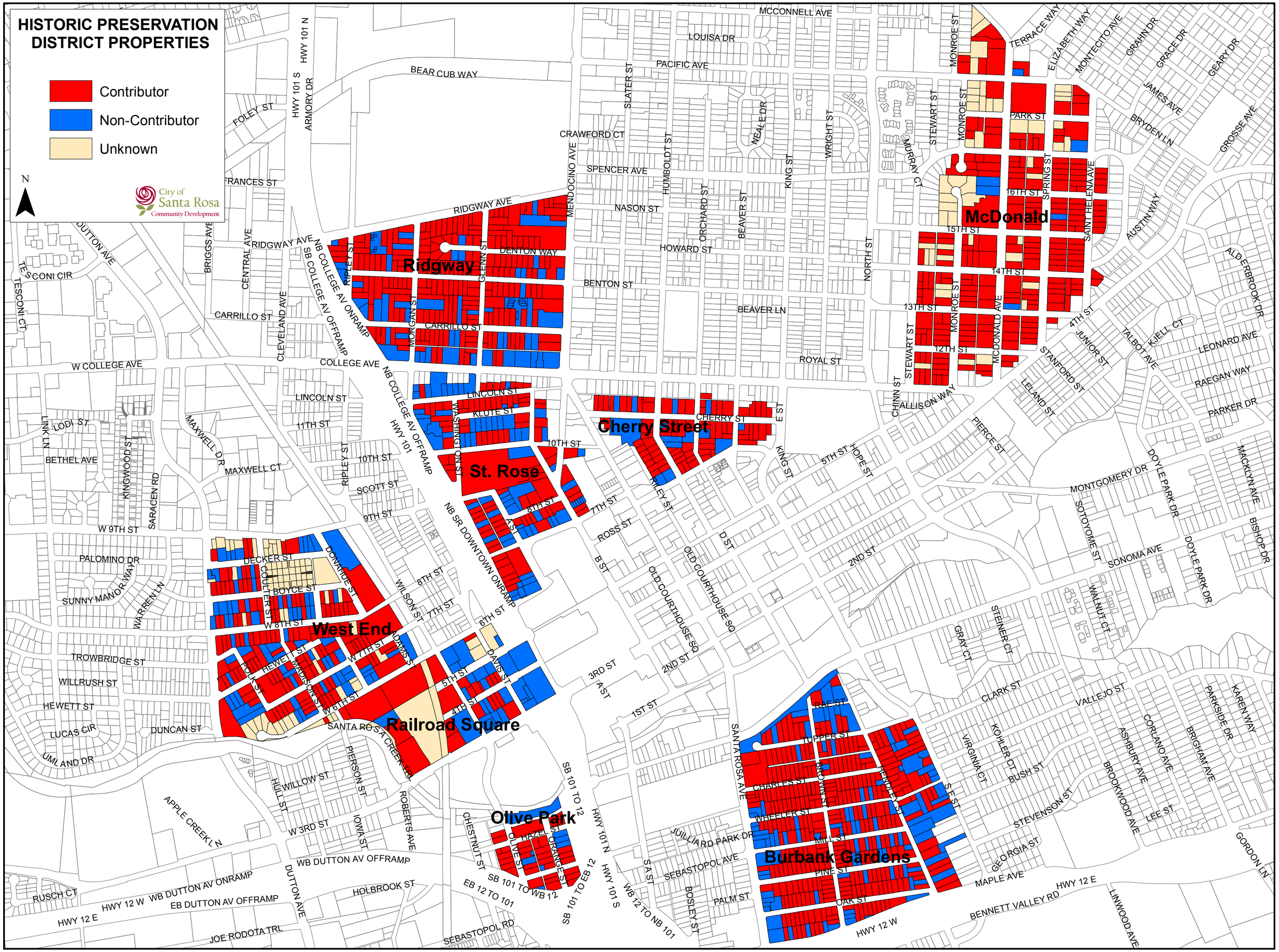
Enhance Distinct Identity and Character The Plan Area encompasses Santa Rosa's civic, cultural and commercial core, as well as several historic neighborhoods that together form a diverse and distinctive character for the area. **Ensuring the preservation and extension of these characteristics is a priority** of the Specific Plan.

Residential Sub-Areas & Historic Residential Sub-Areas The Residential Sub-Areas and Historic Residential Sub-Areas consist of eight distinct neighborhoods distributed around the perimeter of the Specific Plan Area. The Specific Plan Vision calls **for maintenance and enhancement of the existing residential character of the Residential and Historic Residential SubAreas.**

Policy SP-LU-5.5: Infill development in the Residential and Historic Residential Sub-Areas should incorporate and reflect character defining elements of the area as identified by the City's Cultural Heritage Board and follow the design guidelines outlined in the City's Processing Review Procedures for Historic Properties.

Development Guidelines Special Considerations ♦ New development adjacent to the St Rose and West End historic neighborhoods should be compatible in height and scale with existing structures.

Development Guidelines Special Considerations ♦ Properties abutting or adjacent to Residential or Historic Residential sub-areas shall contain a maximum of three stories.


HISTORIC PRESERVATION DISTRICT PROPERTIES
Contributor
Non-Contributor
Unknown
N
City of Santa Rosa
Community Development
Ridgway
Cherry Street
St. Rose
McDonald
West End
Railroad Square
Olive Park
Burbank Gardens
HWY 101 N
HWY 101 S
ARMORY DR
BEAR CUB WAY
FOLEY ST
FRANCES ST
MCCONNELL AVE
LOUISA DR
PACIFIC AVE
SLATER ST
CRAWFORD CT
SPENCER AVE
NASON ST
HOWARD ST
BENTON ST
BEAVER LN
ROYAL ST
MENDOCINO AVE
HUMBOLDT ST
NEALE DR
KING ST
WRIGHT ST
ORCHARD ST
BEAVER ST
NORTH ST
MURRAY CT
STEWART ST
MONROE ST
PARK ST
SPRING ST
SAINT HELENA AVE
16TH ST
15TH ST
14TH ST
13TH ST
12TH ST
4TH ST
MCDONALD AVE
TERRACE WAY
ELIZABETH WAY
MONTECITO AVE
GRAHN DR
GRACE DR
GEARY DR
JAMES AVE
BRYDEN LN
GROSSE AVE
AUSTIN WAY
ALDERBROOK DR
KJELL CT
LEONARD AVE
RAEGAN WAY
PARKER DR
TALBOT AVE
JUNIOR ST
STANFORD ST
LELAND ST
PIERCE ST
CHINN ST
ALLISON WAY
DUTTON AVE
TESCONI CIR
TESCONI CT
BRIGGS AVE
CENTRAL AVE
RIDGWAY AVE
NB COLLEGE AV OFFRAMP
SB COLLEGE AV ONRAMP
SB COLLEGE AV OFFRAMP
NB COLLEGE AV ONRAMP
RIPLEY ST
GLENN ST
DENTON WAY
MORGAN ST
CARRILLO ST
CLEVELAND AVE
COLLEGE AVE
W COLLEGE AVE
LINCOLN ST
WASHINGTON ST
KLUTE ST
CHERRY ST
E ST
11TH ST
10TH ST
9TH ST
8TH ST
7TH ST
6TH ST
5TH ST
4TH ST
HWY 101
NB SR DOWNTOWN ONRAMP
LODI ST
LINK LN
BETHEL AVE
MAXWELL DR
MAXWELL CT
KINGWOOD ST
SARACEN RD
SCOTT ST
W 9TH ST
PALOMINO DR
SUNNY MANOR WAY
WARREN LN
DECKER ST
COULTER ST
BOYCE ST
DONAHUE ST
WILSON ST
W 8TH ST
W 7TH ST
W 6TH ST
HEWELL ST
MADISON ST
DAVIS ST
TROWBRIDGE ST
WILLRUSH ST
HEWETT ST
LUCAS CIR
DUNCAN ST
UMLAND DR
SANTA ROSA CREEK TRL
PIERSON ST
HULL ST
WILLOW ST
W 3RD ST
IOWA ST
ROBERTS AVE
APPLE CREEK LN
WB DUTTON AV OFFRAMP
WB DUTTON AV ONRAMP
EB DUTTON AV OFFRAMP
HOLBROOK ST
RUSCH CT
HWY 12 W
HWY 12 E
JOE RODOTA TRL
SEBASTOPOL RD
CHESTNUT ST
OLIVE ST
HAZEL ST
ORANGE ST
SB 101 TO 12
SB 101 TO WB 12
EB 12 TO 101
SB 101 TO EB 12
HWY 101 N
HWY 101 S
WB 12 TO NB 101
ROSS ST
B ST
D ST
OLD COURTHOUSE SQ
2ND ST
3RD ST
A ST
1ST ST
RIPLEY ST
HOPE ST
5TH ST
MONTGOMERY DR
SOTOYOME ST
SONOMA AVE
DOYLE PARK DR
MACKLYN AVE
BISHOP DR
WALNUT CT
STEINER CT
GRAY CT
CLARK ST
VALLEJO ST
KOHLER CT
VIRGINIA CT
BUSH ST
STEVENSON ST
SANTA ROSA AVE
RAE ST
TUPPER ST
BROWN ST
CHARLES ST
WHEELER ST
WILL ST
PINE ST
OAK ST
TENDLEY ST
S ST
JUILLIARD PARK DR
SEBASTOPOL AVE
PALM ST
BOSLEY ST
GEORGIA ST
MAPLE AVE
BENNETT VALLEY RD
HWY 12 E
HWY 12 W
LINWOOD AVE
GORDON LN
KAREN WAY
PARKSIDE DR
BRIGHAM AVE
CORLANO AVE
ASHBURY AVE
BROOKWOOD AVE
LEE ST

SRPAST

Contact Information:
Jim Wilkinson, Chair, SRPAST Preserve America Community Project
E-mail: jimwilkinson@earthlink.net Phone: (707) 523-4547

FOR IMMEDIATE RELEASE: (February 8, 2007)

SRPAST welcomes Washington designation of Santa Rosa as a *Preserve America Community*

Santa Rosa, CA – The Santa Rosa Preservation Advocacy and Support Taskforce (SRPAST) welcomes the designation of Santa Rosa as a *Preserve America Community* under the White House-sponsored national program to recognize cities and towns that protect and celebrate their heritage. Santa Rosa joins ten other California communities, including Monterey and Santa Monica, among approximately 400 that have received the honor nation-wide. Santa Rosa will be listed on national websites as a heritage tourist destination, has authorization to use the *Preserve America* logo and road sign, and is now eligible for special federal grants to support historic preservation.

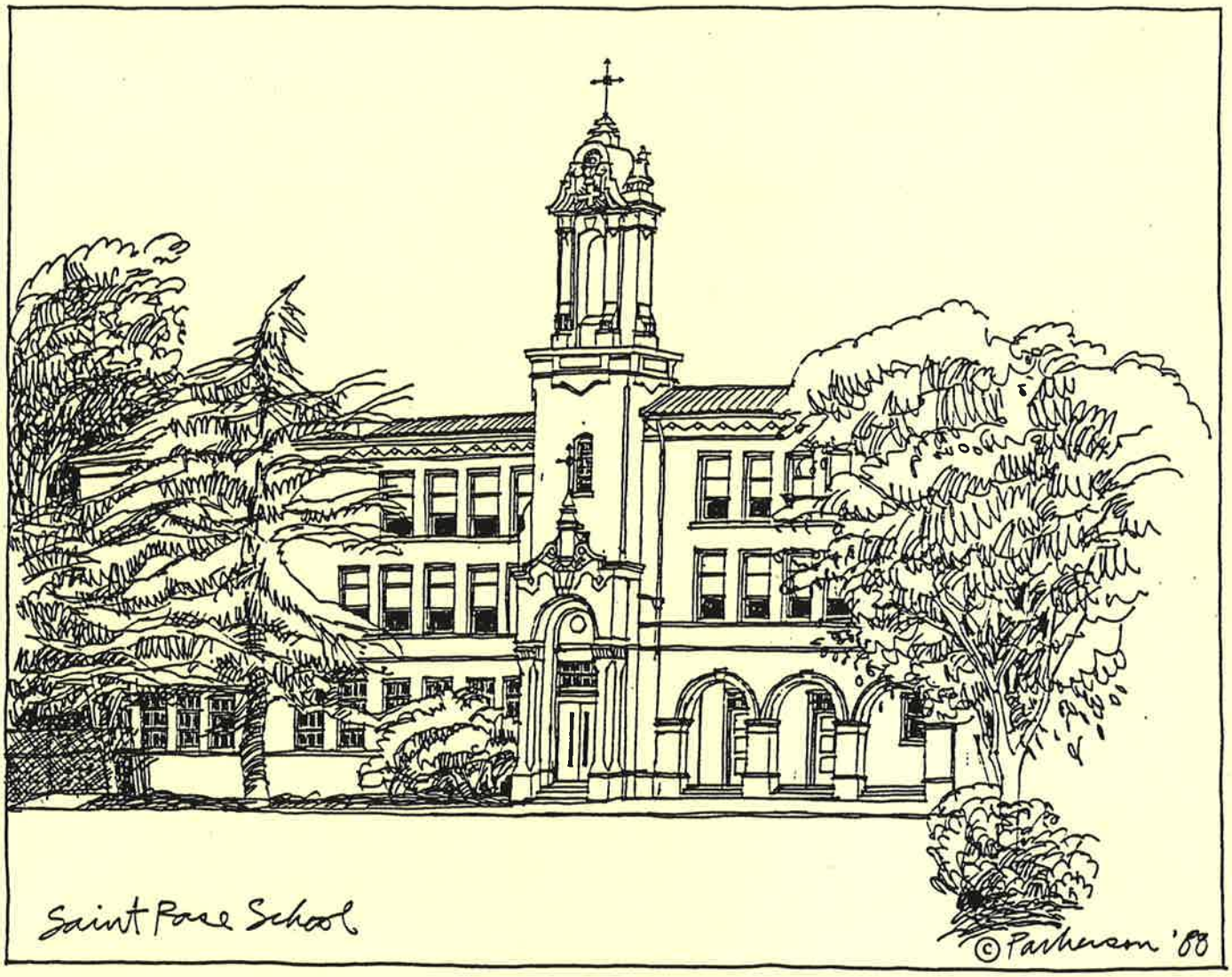
SRPAST commends the City Council and the City Manager for their prompt action in response to SRPAST's proposal. The Council's Resolution of November 21, 2006 was the central element of the successful application. The SRPAST initiative was also supported by civic organizations, including Historic Railroad Square Association, Santa Rosa Main Street, historic district neighborhoods and the Community Advisory Board.

Santa Rosa citizens have repeatedly expressed appreciation of their town's diverse culture and distinctive history. The establishment of historic districts surrounding downtown testifies to recognition of the value of historic preservation, which also serves economic interests as exemplified by the popularity of Historic Railroad Square and the "recycling" of buildings such as Barnes and Noble's fine adaptation of the old Rosenberg Department Store on 4th St. Among its near term goals, SRPAST supports the pending application for a Ridgway Historic District north of College Avenue; urges the City to update surveys of historic buildings and landmarks, such as the stretch of 4th St. from B to E Streets; and works for greater recognition of landmarks such as the Carillo Adobe.

The *Preserve America Community* program is a White House initiative in cooperation with the Advisory Council on Historic Preservation and numerous federal departments including those for Interior, Commerce, Housing, Agriculture and Transportation. More information is posted on the web at http://preserveamerica.gov.

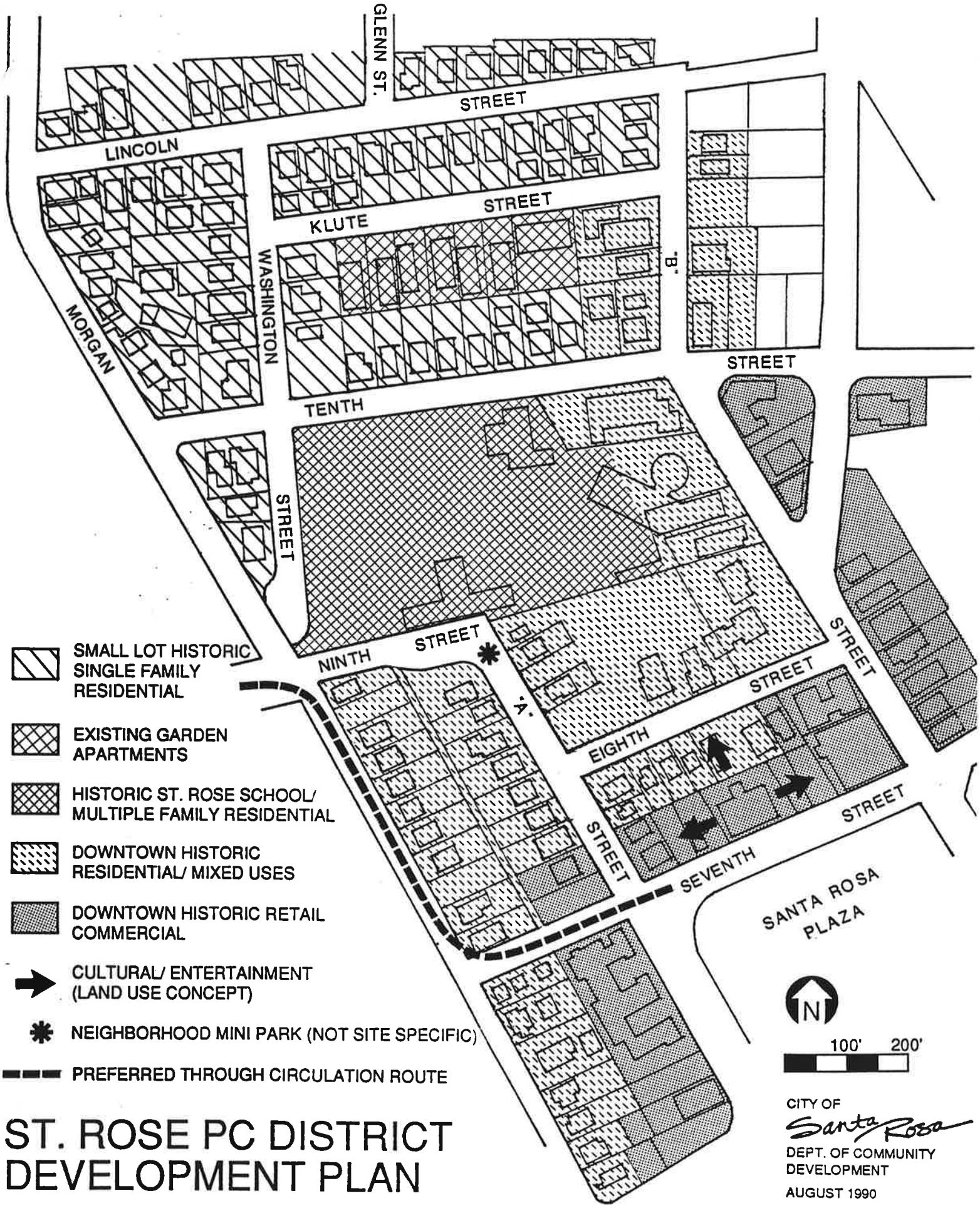
SRPAST, a group of interested citizens including residents of historic districts, business people, and property owners, has been active since 2004 to support historic preservation including adaptive reuse of historic resources, to foster education and to actively promote development sensitive to historic preservation. ###

St. Rose Neighborhood Assoc.
317 Tenth Street
Santa Rosa, CA 95401



HISTORIC ST. ROSE NEIGHBORHOOD PLANNED COMMUNITY DISTRICT

CITY OF Santa Rosa ORD. NO. 2861 DATED 23 OCT. 1990



ST. ROSE PC DISTRICT DEVELOPMENT PLAN

CITY OF Santa Rosa
DEPT. OF COMMUNITY DEVELOPMENT
AUGUST 1990

September 1990

HISTORIC ST. ROSE NEIGHBORHOOD PROPOSED PC DISTRICT

ZONING POLICY STATEMENT

I. PURPOSE

This PC (Planned Community) zoning policy statement, along with the accompanying development plan, shall guide future development and redevelopment in the historic St. Rose Neighborhood.

II. BOUNDARIES

The PC zone boundaries are generally the Santa Rosa Plaza Shopping Center on the south; U.S. Freeway 101 on the west; Lincoln Street (both sides) on the north; and B Street (both sides) on the east (see development plan for precise boundaries).

III. OBJECTIVES

1. Preserve and enhance the historic resources of the St. Rose Neighborhood.
2. Provide additional downtown housing opportunities.
3. Encourage mixed use projects --office or low intensity commercial uses and residential uses combined in the same structure.
4. Provide a circulation system that involves minimal disruption of the neighborhood environment.
5. Develop a neighborhood mini park that will provide needed recreation and quiet open space for downtown residents and workers.
6. Encourage the expansion of cultural/entertainment uses in the area surrounding the Sonoma County Museum.
7. Redevelop the St. Rose School with a needed parish or community use.

IV. LAND USE

This policy statement proposes a pattern of zoning that recognizes and seeks to preserve the unique conditions that exist within the St. Rose Neighborhood while allowing a limited amount of new development that can complement the historic character of the area.

A. SMALL LOT HISTORIC SINGLE FAMILY RESIDENTIAL

1. Description

North of Tenth Street, the predominate development type is single-family residential on small lots. Along Lincoln Street are found small one-story frame houses, surrounded on all sides by yards and uniformly set back from the street. The block is

an outstanding example of variety within the unity of the bungalow style. A somewhat less intact collection of houses from the 1920's and 1930's is found along Washington Street and Tenth Street.

2. Desirable Objectives

   a. Retain and preserve the existing historic single-family neighborhood.
   b. Provide for additional single-family housing on small lots.
   c. Allow second or "granny" units.
   d. Assure that all alterations and new construction are compatible with the historic character of the neighborhood.

3. Permitted Uses

   a. Single-family dwellings.
   b. Second or "granny" units.
   c. Duplexes on corner lots.
   d. Accessory and additional uses as specified in Chapter 20-03, Article 1.3.

4. Parking Requirements

   a. Two spaces per single-family unit, one of which must be covered.
   b. One additional space for a second or "granny" unit.
   c. Tandem parking may be counted.
   d. Compact spaces may be permitted.
   e. Modifications in parking lot standards may be allowed in order to preserve historic buildings or mature landscaping, subject to design review approval.
   f. Other standards as specified by Chapter 20-04.

5. Standards for Development

   a. Maximum Intensity
      One unit per lot, except two units per lot may be permitted for duplexes and lots with second or "granny" units.

   b. Minimum Lot Size
      4,000 square feet

   c. Minimum Lot Width
      40 feet

   d. Minimum Yard Setback Requirements
      (1) Front yard 15 feet
      (2) Rear yard 10 feet
      (3) Side yard 5 feet

Minor reductions in the above requirements to reflect existing conditions may be approved by Conditional Use Permit.

e. Maximum Lot Coverage
60 percent

6. Special Standards for Klute Street

In order to encourage opportunities for single-family home ownership on the north side of Klute Street, small houses on small lots may be permitted. Lot sizes and setbacks shall be determined by Conditional Use Permit. Parking requirements are one covered space per dwelling plus a second space which may be tandem.

B. EXISTING GARDEN APARTMENTS

1. Description

Along the south side of Klute Street are found a row of four-plexes and apartment houses. These structures were built in the 1950's as typical garden apartments. Although not historic, the buildings are well maintained and provide valuable rental housing resources for the downtown area.

2. Desirable Objectives

a. Recognize the existing multiple-family resources on Klute Street.
b. Allow for the reconstruction of these resources at the same density (varies from 30 to 40 units per acre).
c. Assure that any new construction is compatible with the surrounding neighborhood.

3. Permitted Uses

a. Single or multiple family dwellings.
b. Second or "granny" units.
c. Accessory and additional uses as specified in Chapter 20-03, Article 1.5.

4. Parking Requirements

As specified by Chapter 20-04.

5. Standards for Development

As specified in Chapter 20-03, Article 1.5.

C. HISTORIC ST. ROSE SCHOOL/MULTIPLE FAMILY RESIDENTIAL

1. Description

This zoning category applies to the bulk of the St. Rose School property, except for the buildings fronting on B Street. The property includes the imposing and historically significant St. Rose School, a landmark and focal point for the St. Rose Neighborhood.

2. Desirable Objectives

a. Retain and preserve the St. Rose School.
b. Reuse the site for parish or diocese uses or for needed downtown housing.
c. Assure that any new construction is compatible with the historic character of the school and the neighborhood.

3. Permitted Uses

a. Parish or diocese uses.
b. Single or multiple family dwellings.
c. Accessory and additional uses as specified in Chapter 20-03, Article 1.5.

4. Parking Requirements

a. Two spaces per single family unit, one of which must be covered.
b. One additional space for a second or "granny" unit.
c. For multiple-family units, one space for one bedroom units and two spaces for two or more bedroom units.
d. For senior projects, one space per unit.
e. Tandem parking may be counted for residential uses.
f. Compact spaces may be permitted for residential uses.
g. Modifications in parking lot standards may be allowed in order to preserve historic buildings or mature landscaping, subject to design review approval.
h. Other standards as specified by Chapter 20-04.

5. Standards for Development

a. Maximum Density
30 units per acre for conventional housing; no limit for senior housing.

b. Minimum Lot Size
4,000 square feet

c. Minimum Lot Width
40 feet

d. Minimum Yard Setback Requirements
(1) Front yard 15 feet
(2) Rear yard 10 feet
(3) Side yard 5 feet

e. Maximum Lot Coverage
65 percent

D. DOWNTOWN HISTORIC RESIDENTIAL/MIXED USES

1. Description

Along the busy downtown streets are found a rare collection of 19th and early 20th century detached wood frame houses. In scale they vary from small cottages to large two and one-half story houses and express early Santa Rosa life styles from the town's first doctor through a number of craftsmen to a farmer and a gardener. Because of their location, they are suitable for some modest intensification of land use.

2. Desirable Objectives

a. Retain and preserve the existing historic resources.
b. Provide additional downtown housing while preserving the existing single-family character of the neighborhood.
c. Encourage the adaptive reuse of historic buildings. Note: adaptive reuse is the preservation concept of modifying historic buildings so as to suit new conditions or markets.
d. Assure that alterations and new construction are compatible with the existing historic character of the neighborhood.

3. Permitted Uses

a. Single or multiple family dwellings.
b. Second or "granny" units.
c. Mixed Uses (residential combined with office or retail commercial in the same building).
d. Accessory and additional uses as specified in Chapter 20-03, Article 1.5.

4. Parking Requirements

a. Two spaces per single family unit, one of which must be covered.
b. One additional space for a second or "granny" unit.
c. For multiple-family units, one space for one bedroom units and two spaces for two or more bedroom units.
d. For senior projects, one space per unit.

e. For mixed use projects, forgive 50 percent of the residential parking requirement. Example: For a mixed office and apartment project where the office portion requires two spaces and the residential portion requires two spaces (four spaces total), the latter would require one space (three spaces total).
f. Tandem parking may be counted for residential uses.
g. Compact spaces may be permitted for residential uses.
h. Modifications in parking lot standards may be allowed in order to preserve historic buildings or mature landscaping, subject to design review approval.
i. Other standards as specified by Chapter 20-04.

5. Standards for Development

a. Maximum Density
30 units per acre

b. Minimum Lot Size
4,000 square feet

c. Minimum Lot Width
40 feet

d. Minimum Yard Setback Requirements
(1) Front yard 15 feet
(2) Rear yard 10 feet
(3) Side yard 5 feet

Minor reductions in the above requirements to reflect existing conditions may be approved by Conditional Use permit.

e. Maximum Lot Coverage
75 percent

E. DOWNTOWN HISTORIC RETAIL COMMERCIAL

1. Description

The downtown historic commercial category consists of properties within the existing downtown parking district. Included within the category are five significant historic buildings, a number of buildings which contribute to the St. Rose historic district, and several non contributing buildings which detract visually from the historic character of the district.

2. Desirable Objectives

a. Retain and preserve the existing historic resources .
b. Provide opportunities for additional downtown housing,

including a homeless shelter.

c. Expand museum and entertainment uses in the blocks surrounding the Sonoma County Museum in order to foster people-oriented evening and weekend activities to create a defined "neighborhood" of activity.

d. Encourage the adaptive reuse of historic buildings. Note: adaptive reuse is the preservation concept of modifying historic buildings so as to suit new conditions or markets.

e. Assure that alterations to historic buildings retain the original historic characteristics.

f. New construction or reconstruction of non contributing buildings need not mimic buildings from the historic period; rather, new construction should only attempt to be compatible with the existing neighborhood character.

3. **Permitted Uses**

a. Single or multiple family dwellings.
b. Second or "granny" uses.
c. A homeless shelter.
d. Mixed uses (residential combined with office or retail commercial in the same building).
e. Cultural/entertainment uses, e.g., fine arts museum, wine museum, live theater, bookstores, non profit organizations, galleries.
f. Downtown commercial uses, i.e., office and retail.
g. Accessory and additional uses as specified in Chapter 20-03, Article 4.3.

4. **Parking Requirements**

In accordance with the provisions of the Downtown Parking District.

5. **Standards for Development**

a. Maximum Density
No limit

b. Minimum Lot Size
None

c. Minimum Yard Setback Requirements
Setbacks to be determined by design review.

d. Maximum Lot Coverage
Lot coverage to be determined by design review.

F. CULTURAL/ENTERTAINMENT

1. Description

This sub category recognizes conceptually the objective to expand museum and entertainment uses in the blocks surrounding the Sonoma County Museum.

2. Desirable Objectives

The primary goal is to encourage the restoration and adaptive reuse of historic structures to provide people-oriented, evening and weekend activities to create a defined "neighborhood" of activity.

3. Permitted Uses

Examples of appropriate uses include a fine arts museum, a wine museum, live theater, bookstores, non-profit organizations, galleries, etc.

G. NEIGHBORHOOD MINI PARK

1. Description

A neighborhood mini park is needed in the St. Rose Neighborhood to provide for the recreational and open space needs of the existing and future neighborhood population. This need has increased since the St. Rose School has closed and no longer provides an active play area for the neighborhood.

2. Desirable Objectives

The primary goal is to provide a common open space area for this intensely developed downtown neighborhood. No specific site has been selected for the mini park. However, one possible location is the future vacated street section in front of St. Rose School, resulting from the closure of Ninth Street east of Morgan Street (see Section VI, below, for a detailed discussion of circulation proposals). A park site at this location would be within convenient walking distance from downtown as well as provide an impressive foreground for the landmark school building.

V. PARKING

Most of the St. Rose Neighborhood developed long before City parking standards were adopted. Tandem parking, narrow driveways, and small apartments yielding only one car may not reflect suburban Santa Rosa, but the existing parking situation appears to work for most St. Rose residents. Parking standards reflecting this unique situation are recognized and

encouraged in the development standards for each land use category.

For example, parking reductions for mixed use projects may be permitted. The basis of this reduction is a General Plan policy which encourages the double counting of parking spaces for mixed uses with complementary hours. As an example, some of the parking spaces used by office visitors during the day may be available for apartment visitors during evenings and weekends.

With respect to normal parking lot standards, some flexibility may be appropriate in order to encourage the adaptive reuse of historic properties on narrow downtown lots. For example, modifications in parking lot landscape setbacks and aisle widths may be necessary to allow access to parking areas while preserving historic structures and mature landscaping.

VI. CIRCULATION

Through traffic bisecting the neighborhood is a major problem identified by property owners and residents of the St. Rose Neighborhood. The current Ninth Street through traffic utilizes A Street to Seventh Street. A Street is local in design and usage, and was never intended to handle through traffic.

The Development Plan proposes the rerouting of traffic and the closure of Ninth Street between Morgan and A. This will eliminate the infiltration of through traffic on A Street. In order to accomplish this closure, several actions will need to be accomplished.

1. A cul-de-sac would need to be placed at the present intersection of Ninth Street/A Street in order to allow vehicles to turn around. The remaining street section no longer needed should be retained by the City and developed as a neighborhood mini park.

2. The intersection of Seventh Street/Morgan Street would need a curve radius widening and would probably require the purchase and removal of the house in the northeast corner of this intersection. Or, as an alternative, the house may be moved to the rear of the property. The widening would need to occur because the east/west through movement has to be accommodated for this section of the City. Seventh Street/Ninth Street presently accommodates this need for the northwest section of the core area. This intersection most likely will need to have a traffic signal installed to accommodate the through traffic movement.

3. The intersection of Ninth Street/Morgan Street would need some improvements to the radius of the southwest corner of the intersection. The change would facilitate the east/west through movement of traffic. This radius curve change would have to be studied thoroughly to see if it can be constructed, due to the proximity of the bridge structures for US 101. This intersection

most likely will need to have a traffic signal installed to accommodate the traffic.

4. The intersection of Seventh Street/A Street will need to be reviewed for proper geometric design to encourage east/west traffic on Seventh Street.

VII. PROCEDURES

A. CONDITIONAL USE PERMITS

Permitted uses and uses permitted by Conditional Use Permit shall be as specified in Chapter 20-03 for the above categories. Conversion of an existing residence to a mixed use project shall require a Conditional Use Permit for the conversion itself and the initial adaptive reuse. Subsequent uses of similar intensity shall not require Conditional Use Permit approval.

B. HISTORIC DISTRICT REVIEW/DESIGN REVIEW

1. Historic District Review

Applications to change the exterior appearance of any existing building within the St. Rose Preservation District shall be reviewed by the Cultural Heritage Board.

2. Design Review

Applications to construct new buildings or major new additions shall be reviewed by the Design Review Board.

3. Guidelines for Review

Guidelines for review are found in the Design Review Guidelines, which may include in the Special Districts/Historic Districts section Design Guidelines for the St. Rose Preservation District.

C. NON CONFORMING USES

Permits for the restoration, rehabilitation, or reconstruction of or minor additions to non conforming uses shall be allowed, consistent with the objectives of this policy statement.

D. INTERPRETATIONS

Interpretations of this policy statement and development plan may be accomplished by staff or the Planning Commission.

A:\JEMCHB\SR-ZON-7.POL

Toomians, Kristinae

From: hbr95404@aol.com
Sent: Sunday, February 10, 2019 2:51 PM
To: Toomians, Kristinae
Subject: Caritas Village proposals
Attachments: Caritas.dr.docx

Hi Kristinae,

I was not able to make the meeting the other evening, but please see attached letter.

I would urge the City to take into consideration the unintended consequences that would result from violating the existing Preservation District ordinances and protections.

Thank you for your consideration.

Dee Richardson
Historic Railroad Square business and property owner
707-528-6322

DEE RICHARDSON
700 McDonald Avenue
Santa Rosa, Ca. 95404

February 5, 2019

I am a property owner in 2 Preservation Districts (McDonald and Railroad Square, listed also on the National Register of Historic Places). I am very disturbed by the plans for Caritas Village and the intent to demolish 7 historic properties located in the St. Rose Preservation District. I am especially concerned about the ramifications and precedent such an action would set. Documentation from the City of Santa Rosa Preservation site attests to the value the City has presumably placed on historic preservation.

I urge you to maintain the integrity of this district and not allow the removal of the 7 historic properties. City plans and ordinances and the General Plan provide for accommodating new development within historic districts without compromising the defining characteristics of the neighborhood or removing properties. There are many examples in other communities where Preservation Districts have remained intact and have accommodated new development.

Developers should not be permitted to make their own rules over the prevailing protections afforded to a neighborhood through the General Plan and Preservation District designations. As property owners, we made a conscious choice to live and work in City designated protected districts and to follow the guidelines. This approach by the developers to dismiss the protections afforded to the neighborhood by the City is most unsettling. I realize that this is a very much needed facility, but I would encourage the City to research other locations that would not threaten historic districts or to require the developers to make necessary accommodations. This should not be taken lightly.

I am also very concerned about the parking provisions and how the project plans to accommodate employee parking, new clients, vans, campers and other vehicles wanting to park near the new facility. The parking impacts on the surrounding residential neighborhood and the adjacent business district need to be addressed and studied carefully.

Thank you.

Dee Richardson 707-528-6322

hbr95404@aol.com

Please read the supporting documentation from the City of Santa Rosa:

Preservation Ordinance

"Recognizing the value of Santa Rosa's historic resources, the City Council adopted a Preservation Ordinance in 1988 and created the City's Cultural Heritage Board. Santa Rosa's on-going support of preservation planning is also expressed in the City's General Plan which includes a separate Preservation Element. "

Neighborhood Protection

"Historic designation reduces the threat of demolition from highway construction, urban renewal, and other federally funded projects. In addition, designation generally controls the size, quality, and scale of new construction in the district and also prohibits or severely restricts demolition, thus protecting the character and quality of the area."

Official Recognition

"Finally, historic designation means that your property or neighborhood is recognized by the City as a key component of the community's architectural heritage…….There are currently eight designated Preservation Districts in Santa Rosa" , including St. Rose Preservation District, one of the first to be recognized.

(1)

Objectives of the St. Rose Historic District: Ord. No 2861:

- Preserve and enhance the historic resources of the St. Rose Neighborhood.
- Retain and preserve the existing historic single-family neighborhood.
- Provide additional downtown housing while preserving the existing single-family character of the neighborhood.
- Encourage the adaptive reuse of historic buildings.
- Assure that alterations and new construction are compatible with the existing character of the neighborhood.

3. **General Plan**

- **HP-B** Preserve Santa Rosa's historic structures and neighborhoods.
- **HP-B-1** Ensure that alterations to historic buildings and their surrounding settings are compatible with the character of the structure and the neighborhood. Ensure that projects follow the Secretary of Interior's Standards:

- The location of new construction should be considered carefully in order to follow the setbacks of historic buildings and to avoid blocking their primary elevations. New construction should be placed away from or at the side or rear of historic buildings and must avoid obscuring, damaging, or destroying character-defining features of these buildings or the site.

- Protecting the historic setting and context of a property, including the degree of open space and building density, must always be considered when planning new construction on an historic site This entails identifying the formal or informal arrangements of buildings on the site, and whether they have a distinctive urban, suburban, or rural character. For example, a historic building traditionally surrounded by open space must not be crowded with dense development.

- As with new additions, the massing, size, scale, and architectural features of new construction on the site of a historic building must be compatible with those of the historic building. When visible and in close proximity to historic buildings, the new construction must be subordinate to these buildings.

In the Matter Of:

Catholic Cahrities, Burbank Homes vs City of Santa Rosa

REPORTER'S TRANSCRIPT OF PROCEEDINGS

February 06, 2019

Job Number: 525797

CARITAS VILLAGE PROJECT

EIR SCOPING MEETING

--oOo--

CATHOLIC CHARITIES, BURBANK HOMES,
Applicant,

vs.

CITY OF SANTA ROSA,
Lead Agency.

- - -

REPORTER'S TRANSCRIPT OF PROCEEDINGS

FEBRUARY 6, 2019

REPORTED BY: CINDY E. PACATTE, RPR, CSR 12839

JOB NO. 525797

1 EIR SCOPING MEETING
2 Wednesday, February 6, 2019 6:06 p.m.
3 --o0o--
4 KRISTINAE TOOMIANS: Good evening. We're
5 going to get started soon.
6 Hi there.
7 Thank you for attending the Caritas Village
8 scoping meeting. My name is Kristinae Toomians, and I'm
9 the senior planner, and I'm managing the review of the
10 project.
11 And I would just like to introduce
12 Serena Lienau and Bill Rose, who are also here for the
13 City over there.
14 And I'm going to hand it off to...
15 TREVOR MACENSKI: Good evening, everybody.
16 Can you hear me all right?
17 UNIDENTIFIED SPEAKER: A little bit closer.
18 TREVOR MACENSKI: A little bit closer? Is
19 that better?
20 My name is Trevor Macenski. I work for a
21 consulting firm that's working on behalf of the City,
22 Stantec Consulting. My role in this project is that I'm
23 the principal in charge of the environmental impact
24 report.
25 Is that getting better there? There you go.

1 All right? I'll try to do my best to swallow it.
2 So, again, Trevor Macenski. I'm with
3 Stantec Consulting, and I'm the principal in charge of
4 preparation of the environmental impact report, which is
5 the scoping meeting we're here to receive some comments
6 on this morning.
7 Elena?
8 ELENA NUNO: Hello. My name is Elena Nuno,
9 and I am project manager for the environmental review.
10 I work with Trevor at Stantec Consulting, so I'm
11 managing our team of environmental planners who are
12 analyzing the impacts of the project.
13 TREVOR MACENSKI: All right. So we just have
14 a short presentation. It's going to before 15 minutes
15 of this evening. And as part of that, we're going to
16 try to give you some background as to why we're here,
17 what we're trying to achieve as far as soliciting your
18 feedback --
19 Is that better? All right. Let's do that,
20 then.
21 So the intent and purpose of this evening's
22 conversation is try to get some feedback on the
23 preparation of the environmental impact report.
24 So -- next slide.
25 So how many folks have participated in or

1 commented on an environmental impact report or some sort
2 of CEQA document report?
3 Perfect. We've got an informed audience.
4 That is great.
5 So as a part of the preparation of the
6 environmental impact report, we are statutorily required
7 to actually have a conversation with our communities to
8 ensure that we can solicit some feedback. That's what
9 this meeting is for. This is called a public scoping
10 meeting. It's part of the notice of preparation
11 process.
12 So the purpose of tonight's conversation is to
13 try to, one, provide information on kind of the EIR
14 process so that everybody understands what the timeline
15 is related to the project and how you can participate in
16 it;
17 Two, to give you a brief overview of what the
18 proposed project is. There's some project information
19 that we're going to be presenting in this presentation,
20 but there's also boards on the back of the room. Please
21 take some time and take a look at them and fill out
22 comments cards.
23 The third thing is to make sure that we get
24 input from the engaged on the scope of the environmental
25 impact report. Tonight we're going to have a

1 conversation about some of the things that we feel don't
2 necessarily need to be covered in the environmental
3 impact report, but we want to make sure that we have
4 things that you feel should be covered. So that could
5 be about topics or resource considerations, or it could
6 be about alternatives to the project.
7 So just to be clear, though, the intent is to
8 make sure that we're having a conversation about how to
9 influence and what we should evaluate in the
10 environmental impact report, not necessarily the merits
11 of the project as to why we're doing this or, you know,
12 how this is being approved, because that's not the
13 purpose of this evening.
14 So before we kind of get into the bulk of the
15 presentation, Stantec and the City takes safety the
16 utmost importance. So this is kind a unique building,
17 right? There isn't a lot of hallways to lead out. I
18 hope that some of you have been here before. It's
19 obviously round, right?
20 So on each side of the building in either
21 direction, you actually have an exit. So in case of
22 emergency, we'd ask for you to exit outside of the
23 building. And there's a muster point behind the
24 building in the park. So in the event of an emergency
25 or fire or an earthquake, please do go to the sides of

1 the building to get out. If you look up, there's a big
2 ol' fan so...
3 So this is tonight's agenda. We're going to
4 go over introductions. We've done that. And then we're
5 going to hit the process, the overview and explanation
6 of the project, and then talk about what the scope of
7 the EIR is, and then solicit some input from you guys.
8 So let's get started with: What is an
9 environmental impact report? So an environmental impact
10 report is a disclosure document which is required
11 underneath the California Environmental Quality Act.
12 CEQA is the predominant environmental review law in
13 California which requires all discretionary actions to
14 be considered by boards or bodies.
15 So in this particular instance, there's a
16 decision to be made; so, therefore, we have to evaluate
17 the potential environmental consequences of that
18 decision. So the environmental document is supposed to
19 document and disclose the consequences of the particular
20 action to make sure that your decision makers feel
21 informed and can feel informed about what the cause and
22 effect of the project will be.
23 One of the things that we try to do in an
24 environmental impact report is identify those particular
25 challenges or impacts and put together solutions for

them. Usually they're called mitigation. Sometimes we do that through alternatives. But that's the intent of the process.

So what's is my role? Who's of this person speaking to you? Usually it's a good question everyone asks. I'm the contractor to the City. I worked on a number of controversial projects for the City, as well as ones have that gone smoothly. My intent is to prepare an independent analysis of the developer to make sure that the City has an informed decision document in front of them which discloses all potential impacts and presents all the facts.

So we're not an advocate of the project. It's kind of an interesting businesses; I get paid either way, you know. So whatever happens to the project, I always like to say that.

Next slide.

So our goal here this evening is to try to evaluate, if you know something that's particularly unique about this site or this location, that we can try to capture that information before we start doing our analysis so that we can address either a concern or make sure that we document information that you would otherwise know that we wouldn't.

And our intent this evening is to try to make

1 sure that we can identify those situations so that we
2 can come up with creative mitigation to reduce impacts.
3 Or maybe through your ideas you provide us here this
4 evening, we identify a new alternative. Or, you know,
5 lastly, to make sure if there's any particular concerns,
6 that we can trial address those through the
7 environmental review process and working with the City
8 and the applicant.
9 So at the end of the day, you know, our
10 objective is to try to provide the decision-making body
11 with an independent document which discloses all the
12 potential impacts from the project and come up with
13 feasible mitigation to reduce those.
14 So how long does it take? This is a hard
15 slide for some small text, but where we are is in that
16 top box which basically says "NOP," or notice of
17 preparation. So there's a 45-day comment period for
18 scoping, and that's what we're doing here this evening
19 to try capture some feedback from you.
20 So if you don't say it tonight, it's not the
21 end of the world. There's comment cards that we placed
22 around the room. We're going to show you a contact
23 e-mail at the end so that you can either send your
24 comments or concerns after this evening if you want to
25 process your thoughts.

1 We do have a court reporter sitting over in
2 the corner over here. So if you would like to comment
3 on something, if you could politely raise your hand,
4 we'll try to get the microphone around to people. But
5 we ask if you stand up to provide comments, if you could
6 please just state your name so that we could make it
7 that it's accurately being reflected in the record so
8 that we can just know who to contact if we can.
9 So then we're going to go into the project
10 draft EIR process, which is where Elena and I work with
11 our resource teams to evaluate all the potential impacts
12 of what project is.
13 And then from there, after we do the analysis,
14 it gets released to the public, there's another
15 opportunity for you to comment on that document to
16 ensure that, you know, you can engage in that process.
17 And, again, if you'd like to be included in
18 the project e-mail or notification list, you can be
19 notified when all these milestones happen so...
20 Then, lastly, after, we'll put together the
21 final environmental impact report which addresses
22 comments and concerns on the project. And then that's
23 the document that goes before the decision-making body
24 for approval or denial.
25 And then afterwards, if there's any additional

1 agency permitting, I'm happy to cover any of those for
2 you.
3 So with that, I'm actually going to hand over
4 to Elena to cover a little bit of the details about the
5 particulars on the project.
6 ELENA NUNO: Thank you, Trevor.
7 Now let me walk us through the scope of the
8 project. So Caritas Village involves the construction
9 of just over a full city block of development that will
10 include two project components. So we have the
11 Caritas Center that will be operated by
12 Catholic Charities, and that would consolidate existing
13 on-site family and homeless support services into a
14 comprehensive facility.
15 And then you have Caritas Homes that would
16 develop 126 affordable housing units plus two on-site
17 manager units in two phases. Each phase would develop
18 64 units each.
19 The next slide gives us further breakdown of
20 the project. Caritas Center would include an emergency
21 shelter and day center and would provide emergency
22 housing and Nightingale Program, a navigation,
23 wrap-around services, office and meeting space, and
24 would also include transitional living space for up to
25 20 participants.

1 And then Caritas Homes would provide a mix of
2 studios and one- and two-bedrooms units for a total of
3 128 units.
4 The 2.78-acre site is located -- or is bounded
5 by A Street, 6th Street, Morgan, and 7th Street. And
6 then it also includes two parcels -- two properties at
7 501 and 507 A Street which may serve as the relocation
8 sites for the structures that are located at 512 and
9 600 Morgan Street.
10 So the City's determined that an environmental
11 impact report is required and has issued the notice of
12 preparation, the NOP. So within that NOP, we've scoped
13 out certain subject matters. We've done an analysis and
14 determined that those resource areas are less than
15 significant and will be included in the EIR to a much
16 less level of detail under the section "Effects Found
17 Not to Be Significant." And that includes things like
18 agricultural, mineral resources, geology soils and
19 seismicity, hazards, hazardous materials, hydrology and
20 water quality, wildfire, public services and utility
21 services system.
22 Areas that will be covered in much greater
23 detail and in separate resource sections in the EIR,
24 included aesthetics, air quality, biological resources,
25 cultural resources, energy, greenhouse gas emissions,

1 land use and planning, noise, transportation and
2 traffic, and tribal cultural resources.
3 Now, tonight we're here to get your input. If
4 you think the NOP that we prepared is missing something
5 or you want to see something analyzed in the EIR, this
6 is the opportunity to provide us with your comments.
7 And it's most helpful if you're able to specify the
8 specific environmental topic you think needs to be
9 addressed.
10 We're providing here an example. Say you
11 think the project is going to have an impact on traffic
12 and circulation hazards. If you could share your
13 reasonings behind that. Like in this example, you know
14 of recent reports of an intersection in the project area
15 where there have been traffic -- vehicle versus
16 pedestrian accidents or increased traffic accidents,
17 that type of information is helpful to us to help frame
18 that best suggestion.
19 So now that we're underway with the
20 environmental review process, there's a number of ways
21 to stay informed.
22 First of all, notices will be published in the
23 local newspaper, the Press Democrat. The draft EIR will
24 also be available at the City of Santa Rosa and will
25 also be made available online at the project website.

1 And, currently, the NOP is available online at that
2 project website and is available for your comment.
3 The -- and then, lastly, if you request notice
4 in writing, the City will send you notices in the
5 future. And that would be addressed to Kristinae.
6 TREVOR MACENSKI: So I guess where do we go
7 from here? Is it to try to have an orderly form of
8 trying to capture everybody's feedback? If you just
9 want to raise your hand, we'll run the microphone over
10 to you. And if you have a question, just please feel
11 free to ask it. If it's something that you --
12 something's that already asked, that's fine, but if we
13 can keep those follow-up questions relatively short. We
14 only have a certain amount of time, and I just want to
15 make sure everybody has a chance to speak.
16 Does anyone want to get it started?
17 ELIZABETH WRIGHT: I'm just starting this. I
18 just have a really simple question.
19 In the middle of those two buildings, you have
20 parking spaces. But as I look at it, there couldn't
21 possibly be parking spaces for what you describe
22 happening. Tell us about that.
23 TREVOR MACENSKI: So just to reiterate, I'll
24 take your comment down related to the parking and what
25 the site plan has, but the intent isn't necessarily to

1 provide you with a lot of detail on -- okay.
2 But the project does include surface parking,
3 as you can see on the site plan. Let's see if I can get
4 back to it for you.
5 There you go. We'll just leave that up.
6 And as you can see, there's surface parking
7 there, and that's what proposed as part of the project.
8 ELIZABETH WRIGHT: How many spaces is it?
9 Like 60 or 70 or 50?
10 TREVOR MACENSKI: Elena, do you know the total
11 number of spots.
12 ELIZABETH WRIGHT: 73.
13 TREVOR MACENSKI: Okay.
14 ELIZABETH WRIGHT: How many units are there?
15 TREVOR MACENSKI: In total, there was 128, I
16 believe is the total that we had presented on our last
17 slide.
18 ELIZABETH WRIGHT: Plus the offices?
19 TREVOR MACENSKI: Correct.
20 ELIZABETH WRIGHT: So we don't know where the
21 other people are parking?
22 TREVOR MACENSKI: To address your question,
23 there is not enough parking for all the units that are
24 going to be built on-site. They will not all be able to
25 be parked on-site.

ELIZABETH WRIGHT: Nor will the staff?

TREVOR MACENSKI: That is a correct statement, yes.

ELIZABETH WRIGHT: Thank you. You can put that down.

TREVOR MACENSKI: I got you right now, concerns over on-site parking.

ELIZABETH WRIGHT: Thank you.

TREVOR MACENSKI: Can I just ask what your name was?

ELIZABETH WRIGHT: Elizabeth Wright.

TREVOR MACENSKI: Thank you, Elizabeth.

DENNIS GENETT [phonetic]: I'm Dennis Genett.

The main issue that I also have is parking. I don't see enough parking there. My concern is that the users of this development will be parking on the streets, and that's going to affect -- I own two buildings adjacent to your property, and my tenants park on the street because that's all there is, that's all there ever has been.

And so where are they going to park? So that's a concern [inaudible] if that's going Stein. It's going to preclude the existing buildings that are there for the parking spaces that they use.

Another concern is security. I support what

1 Catholic Charities is doing, but part of the problems
2 we've had is there's been an attraction of people that
3 come to the neighborhood that leave trash, fecal matter,
4 different things on the porches, and so forth. And I
5 believe they're attracted because of the -- possibly
6 they're attracted because of the homeless shelter that's
7 there.
8 So can something be done to help secure the
9 that the neighbor around this project would remain in a
10 nice, clean situation and there won't be, you know,
11 desirable situations there?
12 Third one is the alleyway on -- between Morgan
13 and A Street. 8th and 9th, I guess. When I tried to
14 put a fourplex in there, the City required me to pave
15 the entire alley. Is that going to be something that
16 you're proposing in your project, that you will pave
17 that alley also? Since you're going to be putting two
18 additional units on that project, is the City going to
19 have the same requirements for this project as they
20 threw on me, which killed my project?
21 TREVOR MACENSKI: Thank you, Dennis.
22 KAREN SCHNEIDER: Karen Schneider,
23 West 8th Street.
24 The first thing I notice as a professional
25 librarian is that it's not within public transportation

1 or walking distance of a library. Well, maybe walking
2 distance. But then I started looking at services.
3 So this is 128 housing units. And I'm looking
4 at the [inaudible] standards. I just wondered, there
5 doesn't seem to be a lot of services that people can get
6 to easily from this spot: Grocery stores, pharmacies,
7 and so forth. And I just want to make that comment. It
8 seems like there are a lot of people packed into a place
9 with not be being able to easily get to commercial
10 [inaudible] services.
11 TREVOR MACENSKI: It was Karen, was it? Thank
12 you, Karen.
13 STAN DOW [phonetic]: There is public
14 transportation that goes right by this site. And if
15 we're going to build in our downtown neighborhood, we
16 have to have some height. And three and four stories, I
17 think, is a good height for this project.
18 And it's surrounded by parking, freeway, and
19 on one side, some housing. And I like the fact that you
20 limit the parking. And I'm in favor of this. I think
21 it will take people out of -- oh, my name is Stan Dow,
22 322 [inaudible] policy spring.
23 TREVOR MACENSKI: Thank you, Stan.
24 STAN DOW: It will take people out of our
25 neighborhood and consolidate the services and give them

1 someplace to go besides sitting on our street corners.
2 Thanks.
3 DALE GODFREY: Good evening. Hopefully you
4 can hear me. My name is Dale Godfrey. I live out in
5 Bennett Valley, but I get downtown often.
6 And I would be concerned, one, about the
7 historical value of that neighborhood. There's not many
8 neighborhoods like that. There's only one that I can
9 think of, and that's down there by the church.
10 I'm also concerned about traffic and also just
11 basic safety.
12 Out in Bennett Valley, ever since the caravan
13 and all the folks living on the street have been kicked
14 around, we have seen a higher incident of people camping
15 out at Safeway, behind the Exchange Bank. They're
16 cruising around on their bicycles at 3:00 o'clock in the
17 morning canvassing the homes.
18 And to me -- and I'm not against Catholic
19 Charities doing this. I think it's a great service. I
20 don't think it's the right area. And I think -- I'll be
21 very honest; I think there's been a deal already set
22 aside, done by the City, and we're just going through
23 this just for the motion.
24 MARTA KOEHNE: My name is Marta Koehne. I
25 have a business in Railroad Square.

1 And I go on the on-ramp on Morgan Street onto
2 Highway 101 quite often. And I would be concerned that
3 your drawings back here show access to the train station
4 this way, which implies pedestrian traffic across
5 Morgan Street at a place where the on-ramp is on the
6 freeway. And at 5:00 in the evening, people are
7 impatient in their cars, and that, to me, would be the
8 biggest safety issue for people in this setup, is that
9 crossing right where there's an on-ramp to the freeway.
10 I see it sometimes already. And with this much more
11 impact, that might be an issue that I would consider you
12 should look at.
13 So, thank you.
14 TREVOR MACENSKI: Thank you.
15 DENISE HILL: Hi. My name is Denise Hill, and
16 317 10th Street is the address. I've got a list of
17 items here, so bear with me.
18 The first one is, I'd like you to study
19 possible alternatives to demolition of the five to seven
20 historic structures in our historic district.
21 The second one is, I'd like you to provide
22 alternatives for possible adaptive reuse of those
23 structures.
24 I'm hoping that you will look at -- I'd like
25 you to look at how many lots and open land, including

1 service parking lots, are available within the TOD
2 district.
3 I'd like you to look at whether federal funds
4 can be made available to a project when they're
5 destroying historic structures in a historic district.
6 I'd like you to look at the parking.
7 Currently, there's a constant group of car campers and
8 RVs, and how is that going to, you know, impact the
9 parking that will be needed for this size of a project.
10 And that's mostly on Morgan Street that that happens,
11 but it also goes down to 9th Street, and it's constant
12 whether they're clients of the homeless service center
13 or not. That's where they park right now.
14 TREVOR MACENSKI: Can I just ask a question on
15 that one? Are they mobile homes, RVs, or are they just
16 normal passenger vehicles that --
17 DENISE HILL: Both. Yeah, both.
18 UNIDENTIFIED SPEAKER: I got pictures as I
19 walked over here, if you want to see them.
20 TREVOR MACENSKI: That would be great. Thank
21 you.
22 DENISE HILL: I'd like you to look at the
23 estimated use of the SMART train by the demographic that
24 is targeted for this project and if that is the
25 demographic that typically uses the SMART train.

1 And then I am also hoping that you can look at
2 the City's -- the historic verbiage currently in the
3 City documents, including the general plan, the
4 stationary plan, the 2010 City of Santa Rosa design
5 guidelines -- and I can give you a list of these
6 later -- the processing review procedure for owners of
7 historic property, the historic St. Rose ordinance,
8 2861, and the preservation ordinance and rehabilitation
9 standards on the City's web page.
10 And also, lastly -- I think this is
11 lastly -- the traffic flow, I believe, on what I saw was
12 they were looking at traffic to come in and out of the
13 building off of Morgan Street. That was one of the main
14 areas. And Morgan Street, as people pointed out, has a
15 really fast-paced traffic, people getting from Point A
16 to Point B. And I don't think that would be safe to
17 have a car turning into a parking lot when people aren't
18 expecting that that's what's going to happen as they
19 come across an intersection and are focused on getting
20 on the freeway.
21 TREVOR MACENSKI: Thank you for your comments.
22 ELIZABETH CLARK: I would add the lack of
23 resources for grocery store, market in that
24 neighborhood.
25 TREVOR MACENSKI: What's your name?

ELIZABETH CLARK: Elizabeth Clark.

TREVOR MACENSKI: Thank you.

ELIZABETH CLARK: And then in the context of future development in Railroad Square with the hotel with valet parking -- I think it's going around the left up to the lot on 7th -- no, on it's 6th -- so the parking traffic impact of those cars circling to go to valet parking from the new hotel.

TREVOR MACENSKI: Thank you.

I'd just like to compliment you guys on being so cordial about this whole thing. This is great. It's helping.

CAROL JOHNSON: Hi. My name is Carol Johnson.

And I think if we went back two or three pictures to what Elena was doing, it had -- it said what wasn't considered to be important today.

TREVOR MACENSKI: Yes, what's being sorted out.

CAROL JOHNSON: And traffic was one of them. I believe I saw that.

TREVOR MACENSKI: Hold on. I just went by that.

CAROL JOHNSON: So I would say that that should be on --

ELENA NUNO: Traffic is covered.

1 TREVOR MACENSKI: So these are the topics
2 which --
3 CAROL JOHNSON: These are the ones that are
4 being included?
5 TREVOR MACENSKI: Are not included. These are
6 the ones that are not included. And then these are the
7 ones that will be.
8 CAROL JOHNSON: I'm sorry. Transportation and
9 traffic?
10 TREVOR MACENSKI: This is the slide that is
11 included. These are the ones --
12 CAROL JOHNSON: Okay. I got it wrong, then.
13 TREVOR MACENSKI: It's all right. But just
14 to --
15 CAROL JOHNSON: I'm concerned about traffic.
16 I'm concerned about the whole thing. When I drove by
17 Morgan today, just -- I'm hoping that if something were
18 built new, that we wouldn't be driving through a
19 homeless area. And I don't like that at all.
20 TREVOR MACENSKI: Okay. Thank you.
21 CAROL JOHNSON: Santa Rosa is too friendly
22 with the homeless group.
23 ELENA NUNO: Trevor, can we go back to the
24 slide? That one.
25 Just to be clear, these areas were analyzed in

1 notice of preparation documents, so we're not just not
2 looking at them.
3 TREVOR MACENSKI: Just so the folks can hear
4 three through the microphone, what Elena was saying is
5 that these weren't just unilaterally decided to not be
6 included in the analysis. There actually, as part of
7 the newest preparation, there was analysis that was done
8 to determine that these resource considerations aren't
9 of relevance to the project.
10 So there was an analysis that was done to
11 support why the City and we feel that these need not be
12 considered further. But there will be an analysis of
13 effects not continued forward in the EIR. So that they
14 will be covered, just not to the exhaustive length to
15 the previous slide that we just showed.
16 CAROL JOHNSON: I think I got it mixed up.
17 TREVOR MACENSKI: It's okay.
18 Just real quick for those that might have
19 walked in, just real quick, these are the topics that
20 are being scoped out of the preparation of the
21 environmental impact report that were found to be less
22 than significant. These are the topics which there will
23 be a full resource consideration in the EIR. So these
24 are the ones that will be covered.
25 UNIDENTIFIED SPEAKER: So cultural resources?

TREVOR MACENSKI: Yes.

UNIDENTIFIED SPEAKER: I just saw the other one. In the original document, I was a little confused about cultural resources.

TREVOR MACENSKI: Correct. And for those that might have a -- particularly related to the historic structures component, the build environment, the architectural history, and those buildings is covered in the cultural resources chapter.

Do you have a question?

CAROL JOHNSON: Well, actually, I have a question. On the topics not to be identified where it says "public services," does that mean electricity and sewage and all that? It doesn't mean, like, grocery stores and that kind of thing, right?

TREVOR MACENSKI: That's correct.

CAROL JOHNSON: Okay. Thank you.

BILL ROSE: Good evening, everybody. My name is Bill Rose with the City of Santa Rosa.

And Trevor is accurate to indicate the process that we are taking right now. There are topical areas that we feel will not result in significant impacts, but that doesn't prevent anybody from making comments. And that is the purpose for tonight's meeting.

So I wanted to pull these slides up. First,

1 the items that we think that will be less than
2 significant to see if you have any additional
3 information, input that would be helpful to us as we
4 start this process of analysis.
5 And then we can go to the next slide, the
6 areas that we do think will have impacts.
7 But I just wanted to make the point very clear
8 that nothing prevents, on any of these areas, you from
9 providing us information.
10 ADAM REED: Can I? I'm Adam Reed. I'm a
11 guest of Jim Natel's [phonetic].
12 Hi, Jim.
13 I'm just giving him a hard time.
14 I'm reading there are less than significant --
15 how would you define "hazards" and "hazardous
16 materials"? Because I sweep up a lot of needles around
17 my house so...
18 CINDY TORIN [phonetic]: So my name is Cindy
19 Torin, and I live on [inaudible] Street.
20 When it comes to, you know, traffic and that
21 sort of thing, I hope that you're looking at the other
22 proposed projects that are in the pipeline around here,
23 like, you know, the one across the street and that sort
24 of thing. There's other ones. I mean, we never know
25 whether they're going to come to fruition, but they

1 should be considered along with this one.
2 TREVOR MACENSKI: Absolutely.
3 SANDY: Sandy [inaudible], West 8th Street.
4 And I'm interested who identified these eight
5 topics to be less than significant, and what is the
6 measurement of "less than significant."
7 TREVOR MACENSKI: That's a great question.
8 So as part of the preparation of the notice of
9 preparation, we put together an analysis for each one of
10 the resource questions. So each one of these resource
11 questions, there's an individual that has a background
12 relative to these resource categories which considers
13 the proposed action and the questions in which the
14 Appendix G checklist criteria asks us to consider.
15 So our team of practitioners evaluates what
16 those impacts are likely to be, and we have a discussion
17 review that with the City of Santa Rosa planning staff.
18 And together we made a decision that we feel currently
19 that, based on the information that we have, that they
20 were less than significant.
21 But, as Bill had mentioned, if there's
22 information that you have or you have concerns related
23 to any of these topics, you can absolutely, you know,
24 provide that through either a comment card or here this
25 evening, and we can take that into consideration.

1 ALLEN THOMAS: My name is Allen Thomas. Can
2 you hear that okay?
3 TREVOR MACENSKI: Yep.
4 ALLEN THOMAS: I'm a property owner on
5 West 6th Street, and my biggest concern, and I would
6 just highly recommend your staff to really research the
7 historical, cultural component. I think that is
8 probably the biggest issue that this project has at this
9 point.
10 Obviously, it's a little interesting standing
11 in this barn, having Burbank Housing come to our
12 neighborhood in the late '90s and basically wanting to
13 tear this building down and put in housing. So that's a
14 little interesting. So I kind of digress. Excuse me.
15 But the importance of the demolition --
16 demolition is a significant impact at CEQA. It's to
17 be -- it's against CEQA. There has to be a reason why
18 you're tearing something down: A lack of space, a lack
19 of alternative sites. I will be submitting other sites
20 that I feel be more suited for the development or
21 adoptive reuse, as Mrs. Hill had said, for the hospital.
22 I think the hospital is the jewel there of all of the
23 structures.
24 One of the things about parking that I think
25 has been kind of missed is if you're going to mitigate

1 parking with -- let's say, we just move forward with the
2 housing component and not the larger homeless service
3 center. How are you going to deal with the parking?
4 The City currently has a residential parking
5 plan that the City has, but it limits triplexes and
6 duplexes to four -- you know, four passes for that whole
7 building. And there's multiple residents in those
8 buildings, especially on Morgan Street. So it would be
9 almost virtually impossible to get a parking district.
10 So if the mitigation is to get a parking
11 district for the residents and people don't want to
12 have, you know -- so I would ask your group to at least
13 look at that policy and see if there was a way to work
14 with the City. If there is higher use and higher need
15 for parking, that the residents are protected.
16 So I'll submit more information. We have
17 until the 22nd; is that correct?
18 KRISTINAE TOOMIANS: Yes.
19 TREVOR MACENSKI: Thank you for your comments.
20 BEN LOPEZ: Hello. My name is Ben. I would
21 just want to --
22 TREVOR MACENSKI: Can you just repeat your
23 name? I didn't pick it up.
24 BEN LOPEZ: Ben.
25 TREVOR MACENSKI: Thank you, Ben.

1 BEN LOPEZ: I would just like to reiterate the
2 safety part of it with -- in terms of individuals that
3 do try get into these housings that aren't able to,
4 where would they go from there in the neighborhoods.
5 And then I'd also like reconsideration on
6 moving the hazards and hazardous material over to the
7 one that does not -- or one that matters more than less.
8 TREVOR MACENSKI: That will be considered.
9 BEN LOPEZ: And then, yeah. This gentleman
10 said there's a lot of needles and human feces and trash
11 everywhere currently. So that too.
12 TREVOR MACENSKI: Thank you, Ben.
13 BEV ROBERTS: My name is Bev Roberts.
14 I have a question about the hydrology and
15 water quality. Does that include water runoff then, you
16 know, setups for containing watered? You know, as we
17 build, we have less and less water that can, you know,
18 just run off and it goes away rather than being in terms
19 of aquifers. I know that commercial buildings are
20 required to mitigate that in some manner.
21 But hydrology and water quality, if that's
22 what that is under, you know, I think it's very
23 significant on any -- any buildings that, you know, have
24 paving and concrete and are getting rid of places where
25 water can soak in.

TREVOR MACENSKI: Okay. Thank you.

There is one up front here, the lady in the cap?

CAROL VELLUTINI: My name is Carol Vellutini, and I live across Dutton. And I do use this area quite a bit, and there is a traffic problem.

I'm also very concerned that the City of Santa Rosa and the County also, we seem to not respect our historical buildings. And I'm Italian, and I don't want any more Italian buildings bulldozed down. And I do -- your project is needed, but I don't know that we should be tearing down cultural resources, old houses. Respect the historical part of this.

Thank you.

SHER ENNIS: My name is Sher Ennis, and my concern is public safety.

In my previous career, I did quite a lot of looking at calls for service for police services. And 600 Morgan Street was one of the top three address in Santa Rosa for number of calls for service.

The new homeless service center, what I'm concerned about is how many more people are going to be served, how much bigger will that problem be. Because it doesn't stay contained on that site; it radiates out into the neighborhood. And there are many of us who are

1 fearful in our homes because of experiences that we've
2 had related to the homeless services center.
3 TREVOR MACENSKI: Thank you.
4 MIKE LONAHUGH [phonetic]: My name is
5 Mike Lonahugh. I'm from the historical Railroad Square
6 district.
7 Do you mind -- I'm sorry I'm late. Did you
8 define the word "public services"?
9 TREVOR MACENSKI: We did talk about it. It's
10 all right, though.
11 You know, the public services that are
12 statutorily required to be considered as part of the
13 environmental impact report go with police, fire,
14 emergency, library services. And, you know, public park
15 services are usually something that can be included but
16 aren't statutorily required. But those are main ones.
17 Want me to go over them again?
18 MIKE LONAHUGH: Yeah, that's fine. But I
19 don't know why it's listed here when you think that it's
20 going to be not an issue.
21 TREVOR MACENSKI: So as part of the initial
22 scoping, which is where we are, we haven't started or
23 made any predeterminations. This is our first
24 consideration for those resource categories. So there's
25 comments that we've already heard this evening that have

1 concerns about those. And so we'll be considering this
2 feedback as part of making that determination.
3 And there was a yes on me listing out service
4 again. I heard it somewhere over there. So there's
5 fire, police, emergency medical services, recreation
6 and, like, park facilities, which usually include
7 libraries.
8 UNIDENTIFIED SPEAKER: What do you mean by
9 fire and police medical services?
10 TREVOR MACENSKI: So, for example, the comment
11 was raised about emergency service response times. So
12 the City of Santa Rosa has response ratios for
13 population, which the police department and the fire
14 department determine what adequate response times are
15 per where they have a fire station and service in the
16 community and whether those services and those response
17 times will be impacted.
18 UNIDENTIFIED SPEAKER: They already are
19 severely impacted. The police deal with it all the
20 time. So I don't know -- so is there a baseline that
21 would be set in the EIR and then just you're saying if
22 it gets bigger, then the response -- police. So, yeah,
23 I think we should study that.
24 TREVOR MACENSKI: Okay. Fair enough. Thank
25 you.

1 KAREN SCHNEIDER: So -- Karen Schneider,
2 West 8th Street.
3 So in determining the size of the buildings,
4 there must have been some calculations based on
5 anticipated traffic, you know, not just the housing but
6 the offices. Is that data available?
7 TREVOR MACENSKI: So your question is asking,
8 you know, if we will study or evaluate basically the
9 trip generation or the amount of traffic which will
10 result from the project? Is that clear?
11 KAREN SCHNEIDER: Yes. And what it's based
12 on.
13 TREVOR MACENSKI: Yes.
14 KAREN SCHNEIDER: And you guys are building --
15 TREVOR MACENSKI: They have --
16 KAREN SCHNEIDER: -- license the building in
17 that?
18 TREVOR MACENSKI: Correct. So there is a
19 traffic study that's under preparation related to the
20 uses of the programs, and that will be part of the
21 environmental impact report. And that is available for
22 the public to review.
23 KAREN SCHNEIDER: Thank you.
24 TREVOR MACENSKI: Yeah. You're welcome.
25 UNIDENTIFIED SPEAKER: Back to the

1 environmental impact, is there a determination of how
2 many in each housing unit? For example, how many people
3 can live in a studio? How many in a two-bedroom?
4 TREVOR MACENSKI: The answer is yes, there's
5 a -- there's an assumption of the total amount of
6 occupants per unit, which I think is --
7 UNIDENTIFIED SPEAKER: Assumption?
8 TREVOR MACENSKI: Correct. Yeah.
9 UNIDENTIFIED SPEAKER: So there's no
10 restrictions or guidelines or --
11 TREVOR MACENSKI: So currently in the project
12 as proposed, there's no restricting occupancy per unit
13 type considerations. So --
14 UNIDENTIFIED SPEAKER: So that means the
15 amount of the population, this 120 apartments, is kind
16 of up in the air.
17 TREVOR MACENSKI: That's a -- definitely a
18 valid point, yes. We can look at that.
19 UNIDENTIFIED SPEAKER: Will the City be -- the
20 City or whoever -- you've done this before, I can guess
21 you'd say. Are there going to be any studies done in
22 relation to, like, you know, you're going to put
23 something that huge, you know, where there hasn't been
24 something that huge before?
25 Or given the clientele and kind of the six

1 months transition, I assume there is still going to be
2 some degree of transients. And that has to do, of
3 course, with [inaudible]. And that's great. But I'm
4 just going to come out and say it. Are there going to
5 be any property values that is done with respect to
6 homes the in that neighborhood and things like that?
7 I live right across the street, and that house
8 is my retirement baby, you know. So I do have some
9 concerns about, you know -- I mean, it may increase. I
10 don't know. But I'm just curious if you're going to do
11 estimations or, you know -- I mean, just past history,
12 you know, things that have been done where properties
13 values are changed, either better or worse.
14 TREVOR MACENSKI: I'll write down your
15 consideration, but I'll just offer you some insight as
16 to what is required to be considered and what is not
17 just to give you information.
18 So the financial feasibility and socioeconomic
19 considerations of the surrounding neighborhood is not a
20 topic of consideration for CEQA, but that does not mean
21 that it can't be considered in a policy decision point
22 for the decision-making body. So if that's of concern,
23 we're to absolutely put it in here.
24 UNIDENTIFIED SPEAKER: It is a concern.
25 TREVOR MACENSKI: Thank you for your comment.

1 HEIDI: My name is Heidi.
2 Is public safety one of the significant items?
3 I didn't see that there.
4 TREVOR MACENSKI: So some of the feedback --
5 if you had walked in, we've gotten a number of comments
6 from folks who have concerns related to public safety as
7 well as services, and it will be considered for
8 evaluation in the EIR. As part of the notice of
9 preparation, we identified that it wasn't an issue, but
10 I have a feeling that that's going to change.
11 HEIDI: Well, my experience living on
12 8th Street is we've had to put up fences to protect our
13 properties and all of our neighbors have had to do that.
14 We have a constant issue of needles in our yards, feces
15 in our yards, people coming with knives threatening us.
16 The impact of downtown has changed because of
17 the homeless services in this area. So is this what we
18 really want our downtown to be? When we drive through,
19 we drive through homeless all over the place. And it's
20 changing what Santa Rosa is and the safety.
21 I've lived here a long time, and I'm no longer
22 comfortable not locking up every single gate and
23 making -- you know, checking the neighbors. People --
24 everyone has got their video cameras now. We didn't
25 have those. And it's strictly due to public safety.

1 I've had a knife -- guy with a knife coming
2 after me, the police running through my neighborhood
3 following someone. I've had a Peeping Tom person coming
4 through. And they all come back to that homeless area,
5 the homeless service. There's someone dressing as a
6 security guard, and he lives in the transitional
7 housing.
8 The public safety issue is huge, and it's
9 obvious. I mean, look at how when you drive through
10 downtown Santa Rosa. So I don't see how that's not a
11 major issue up here.
12 TREVOR MACENSKI: Thank you for your comments.
13 ELIZABETH WRIGHT: I didn't say where I lived.
14 123 6th Street.
15 One thing that's come up for me in terms of
16 the services and the roads, there were a couple of
17 projects proposed on Davis and 6th that were shot down
18 because there was no way that the fire trucks, which are
19 often the first vehicles for problems, can get there.
20 And it occurs to me as I'm listening tonight that I
21 would definitely want to know how that emergency
22 vehicle, fire truck, gets to where it needs to go on
23 these blocks.
24 Thank you.
25 TREVOR MACENSKI: Thank you.

1 JOE LILIENTHAL: Hi. My name is
2 Joe Lilienthal. I'm on 10th Street in Santa Rosa
3 historic district.
4 And my question is: Will you be taking into
5 consideration the comments that were given by cultural
6 heritage board on this project as fall? They spoke
7 about adoptive use. They spoke about what should or
8 should not be demolished because of cultural resource.
9 A lot of the buildings targeted for demolition
10 are contributors to the district. That type of building
11 and style of building is not seen much anymore, and
12 that's one of the reasons historic district are around.
13 So will you be looking into their comments?
14 TREVOR MACENSKI: Yes, we absolutely will.
15 Yep.
16 UNIDENTIFIED SPEAKER: I just want to follow
17 up on when you were talking about you would be looking
18 into public services. And part of what the neighbor
19 struggles is not really having a clear scope of all the
20 services that are provided by Catholic Charities on all
21 their different properties. I could probably name two
22 or three. I'm probably or two or three or four or five
23 short. So when residents complain about one activity, I
24 think sometimes they're associated with one or two of
25 those services, not all of the services.

1 So I would hope that when you do your analysis
2 that you look at the family service center as separate
3 from 600 Morgan and the services that are provided there
4 and how are they related. Are people that are camping
5 on Wilson -- on Morgan Street associated with the
6 family service center? I don't think so.
7 So it would be nice to have an analysis for
8 the calls for service. There may be a few coming to the
9 family service center, but maybe more of them are going
10 to 600. That's just my assumption from living for
11 25 years. But it would be nice for you guys to do an
12 analysis of all of their services and explain where
13 those calls are going. It's not just one, you know --
14 it's not just one call. They're going to different
15 buildings.
16 TREVOR MACENSKI: Thank you.
17 GENE WRIGHT: I wanted to return to the
18 question about how many additional people would be at
19 the structure, make sure that I understood what you were
20 saying.
21 TREVOR MACENSKI: State your name, sir.
22 GENE WRIGHT: Oh, I'm sorry. Gene Wright. I
23 also live on 6th Street.
24 So is it true that the project as has been
25 submitted so far does not have either an estimate or

1 maximum of number of people that would be occupying
2 that?
3 TREVOR MACENSKI: There's an estimate based on
4 the total unit count for the average occupancy per unit,
5 but I wanted to be clear that there isn't a cap or an
6 enforcement on those per unit occupants. For example,
7 if a individual unit could occupy 2.5 people, there's
8 nothing currently in the project description as of right
9 now that would restrict it to, you know, 2 or 1.5 or
10 1 1/2 or 5 or 10. So...
11 GENE WRIGHT: Well, then my comment is that
12 unless you are at least working with a maximum limit,
13 you couldn't possibly do an EIR because you could not
14 calculate -- you could not make a calculation of the
15 expected increased burden on the electrical grid, water
16 supply, how many more EMS responses. There might be
17 fire danger. You could not do an EIR without knowing
18 that figure.
19 TREVOR MACENSKI: Thank you for your
20 commenter.
21 UNIDENTIFIED SPEAKER: One other one is I just
22 realized that there's no green space in it. And in most
23 apartment complexes or places with kids, there's always
24 some way where children on-site have access to that.
25 Thank you.

1 SANDY: Sandy, 8th Street.
2 What is the proposed or estimated timeline on
3 this project, including when will decisions be made and
4 what are the opportunities for community input in the
5 final line deciding when it's going to go and
6 [inaudible] where it's going to go?
7 TREVOR MACENSKI: So this is a small slide,
8 but I'll make sure that I try to summarize it for you
9 guys if you're having trouble reading it.
10 So where we are right now is at that top blue
11 box and then that orange text, which is basically the
12 scoping meeting for the project to try to get feedback.
13 There's another opportunity for public
14 involvement and comment after the scoping meeting, which
15 is when the draft environmental impact report is
16 released to be public. There's another 45-day comment
17 period for that. So that's an opportunity for
18 engagement again.
19 And then in between the draft and the final,
20 there's a 15-day public review period, which is another
21 opportunity for engagement.
22 And then when it goes before the
23 decision-making body there's hearings that will be --
24 take place on that evening, and you will be notified
25 about those as well.

1 UNIDENTIFIED SPEAKER: Who's the
2 decision-making body?
3 TREVOR MACENSKI: So currently, right now,
4 it's the planning commission. So planning commission
5 will review and consider this application.
6 There's obviously an appeals process if it
7 gets appealed by the planning commission, that decision,
8 to escalate it to the city council. But, right now, the
9 decision-making body is the planning commission.
10 And to answer your initial question, right now
11 this is programmed -- the preparation process is
12 programmed to be about eight months.
13 UNIDENTIFIED SPEAKER: One more thing with the
14 whole safety thing. We have two schools around here, so
15 kids walking to and from school. So that would be a
16 concern having to deal with homeless people.
17 UNIDENTIFIED SPEAKER: Can you tell us some --
18 like they're going to consolidate services to this
19 building. How many other services that are [inaudible]
20 will be moved over there?
21 TREVOR MACENSKI: So make sure that we
22 articulate all the service consolidations from their
23 facilities in the broader description. We can
24 absolutely do that.
25 UNIDENTIFIED SPEAKER: You said you're going

1 to? Or you can't now?
2 TREVOR MACENSKI: I'm saying we absolutely
3 will as part of the project description in the
4 environmental impact report.
5 UNIDENTIFIED SPEAKER: Okay.
6 TREVOR MACENSKI: Thank you.
7 BILL ROSE: I just want to give a little more
8 information regarding the occupancy. That question has
9 come up several times tonight, and I was able to get a
10 clarification from both of the operators. So you have
11 two, Burbank and Catholic Charities.
12 With regard to the Burbank side of the
13 operation, they will have lease agreements. And in
14 those lease agreements, they will have occupancy
15 restrictions.
16 There are also building code requirements for
17 occupancy, and that will place additional restrictions
18 on the units. And then there will be on-site management
19 to enforce all of those restrictions.
20 With regard to Catholic Charities, there is no
21 proposed increase in the drop-in services. And the
22 family services, the proposed increases go from an
23 existing 35 to 45.
24 And then, lastly, we will get more specific
25 information that will be available at the City so you

1 can see this as it's documented.
2 UNIDENTIFIED SPEAKER: To be clear, though,
3 the square footage at 600 Morgan is not going to
4 increase? There's not going to be more offices, more
5 space? It's going to be the same space? When you say
6 it's not going to increase, what does that mean?
7 TREVOR MACENSKI: I meant in occupancy. I'm
8 not certain about the square footage. I think the idea
9 is that proposal will be designed in a way to more
10 efficiently provide those services. But I was talking
11 about occupancy.
12 UNIDENTIFIED SPEAKER: People don't live in
13 600 Morgan right now. It's just a service center; is
14 that correct?
15 So if you're talking about -- we're not
16 talking about --
17 BILL ROSE: We're not -- yeah.
18 UNIDENTIFIED SPEAKER: If it's going to be
19 2,000 square feet or 4,000 square feet or 10,000 square
20 feet, I would assume that would be more potential volume
21 for those services to be provided. I'm not talking
22 about people sleeping inside of Morgan Street. That's
23 not the question. I think that was more about the
24 apartments.
25 So if the scope is that you're going to serve

1 more, provide more services to a bigger facility, is it
2 going to be bigger or is it same?
3 TREVOR MACENSKI: So in the project
4 description, similar to the previous gentleman's concern
5 about making you sure that we articulate what the square
6 footage usage is for each of the service centers, that
7 will be absolutely be detailed in a graphic chart in the
8 project description.
9 UNIDENTIFIED SPEAKER: I'm just trying to
10 understand.
11 TREVOR MACENSKI: Yep, absolutely.
12 UNIDENTIFIED SPEAKER: Is it just a little bit
13 bigger? Are we going to have five more people --
14 TREVOR MACENSKI: Is it 2 percent?
15 25 percent? 200 percent? Absolutely, yep. We'll
16 absolutely document that in the project description.
17 BILL ROSE: Just one last thing on this point.
18 Some of the questions we're hearing tonight, things that
19 we can clarify, will be part of the public record. So
20 you can come down to city hall or you can request that
21 from Chris Kristinae. We can isolate that specific
22 information and give it to you very quickly.
23 UNIDENTIFIED SPEAKER: Can you put it on the
24 City's web page so that we could just access it through
25 the web page?

1 BILL ROSE: Yes, that's a great reminder.
2 We're going to use the City's web page extensively, and
3 it will evolve as the project goes forward. So we'll
4 continue to update that. So I recommend that everything
5 check on that periodically as we add more information.
6 CHRIS ROGERS: Chris Rogers.
7 I don't want to repeat a lot of what was said,
8 but I did to highlight what Allen just talked about
9 extension of hours of services. I think that needs to
10 be said.
11 And then also, there is quite a bit of bike
12 traffic that comes down A Street that's a little bit of
13 a blind curve.
14 TREVOR MACENSKI: You said comes down 8th?
15 CHRIS ROGERS: Down A Street.
16 TREVOR MACENSKI: Down A Street. Thank you.
17 SHER ENNIS: Sher Ennis again.
18 About the web page, one suggestion would be to
19 set up a .gov delivery group for that page that people
20 can then sign up for and get notified when new material
21 is posted on the page, because it's not practical to
22 just keep going back every day and, "Is there something
23 new? Is there something new?"
24 TREVOR MACENSKI: All right.
25 ELENA NUNO: I just wanted to point out that

1 in the notice of preparation that was released for
2 review, we do have some service population estimates for
3 Caritas Center. And they have an estimate there of
4 what's currently served on-site and then what is
5 proposed with the project so that then you can see what
6 the proposed change is. And same thing with the maximum
7 number of occupants for the housing component. And that
8 was based on past experience with other Burbank Housing
9 development.
10 DENISE HILL: Denise Hill, 317 10th Street.
11 I wonder -- it would be nice if we could see a
12 study of the cumulative effect of the increase in size
13 and services that are going to be offered along with
14 the --
15 TREVOR MACENSKI: Just to clarify. When
16 you're saying "services," do you mean services offered
17 by the proposed use or municipal services like --
18 DENISE HILL: Offered by the proposed use.
19 How that accumulative impact of that and the
20 other two service providers, Redwood Gospel Mission and
21 St. Vincent de Paul, and see some kind of history that
22 calls for service in the area between -- you know,
23 around these three facilities so that we can have an
24 idea of what -- if we make it larger, what is that going
25 to do.

1 TREVOR MACENSKI: Thank you for your comment.
2 Any other comments?
3 Again, I'd just like to reiterate this is not
4 your last opportunity to provide comment. There's
5 comment cards at kind of all the cocktail tables in the
6 back, but also at the tables as you're walking out the
7 door. So if you would like to, please take one.
8 And I guess I'll take this as an opportunity
9 to remind everybody, if you haven't signed in, please do
10 sign in so we can add you to the project e-mail
11 notification.
12 Was there more comments?
13 UNIDENTIFIED SPEAKER: Where are they?
14 TREVOR MACENSKI: Oh, on both sides of the
15 table. There's two of them. If you missed them, I can
16 help you find them.
17 If -- is there any other questions? Okay.
18 UNIDENTIFIED SPEAKER: I want to come back
19 to --
20 TREVOR MACENSKI: Can we give you the
21 microphone real quick for just a moment?
22 Thank you.
23 UNIDENTIFIED SPEAKER: I wanted to come back
24 to the no limit on occupancy. To me, that is the most
25 huge thing I have heard here because 128 units with four

1 people in each of them is about 450 people, and traffic
2 would be over the top. So that's something I think
3 should be looked at very carefully.
4 TREVOR MACENSKI: Thank you for your comment.
5 We'll definitely make sure we include additional
6 information on that.
7 Is there any other comments? If not, I guess
8 I would say thank you all for your time this evening.
9 There's -- City staff and us will stick around if you
10 would like to ask any additional questions. We'll try
11 to ask any comments or document any comments or
12 questions that you.
13 But please do sign in so we can make sure that
14 we keep you connected to the project and the process.
15 Thank you again, all, for your time.
16
17 (Whereupon the proceedings were
18 concluded at 7:10 p.m.)
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1

2 CERTIFICATE OF REPORTER

3

4 I do hereby certify that the foregoing
5 proceedings were taken at the time and place therein
6 stated and was reported by me, a certified shorthand
7 reporter and a disinterested person, and was under my
8 supervision thereafter transcribed into typewriting.

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12 DATED: February 25th, 2019

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15 CINDY E. PACATTE
RPR, CSR 12839

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