

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The Caritas Village Project (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 of the Diocese of Santa Rosa (Catholic Charities) and an affordable housing development (Caritas Homes) to be operated by Burbank Housing Development Corporation (Burbank Housing). The Caritas Center would consolidate the existing onsite Family Support Center and Homeless Services Center into a single building that would provide emergency shelter, a navigation center¹, transitional housing, wrap-around services, health services, and administrative offices. Caritas Homes would provide up to 126 permanent affordable housing units, plus two units for on-site managers. The project requires the following entitlements: General Plan Amendment, Specific Plan Amendment, Rezoning, Parcel Map, Conditional Use Permit, Housing Allocation Plan concession, Landmark Alteration Permit(s), Design Review, Parking Reduction for Caritas Center, Tree Removal Permit, and a Request for Reserve A Allotments.

2.1.1 Project Location

The project is the City of Santa Rosa in Sonoma County, California (See Figure 2.0-1). Specifically, the project site 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 2.0-2). Except for the parcels at 501 and 507 A Street, the project site is bordered by A Street, Morgan Street, 6th Street, and 7th Street. The project site is approximately 2.78 acres and is comprised of the following 15 Sonoma County Assessor Parcel Numbers:

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

2.1.2 General Plan and Zoning

Table 2.1-1 provides a summary of the current and proposed general plan land use and zoning designations.

¹ The applicants previously referred to the navigation center as the “day center”.

Table 2.1-1: General Plan and Zoning

Item	Current	Proposed
General Plan	- Medium Density Residential (Morgan Street and some A Street parcels) - Retail and Business Services (some A Street parcels)	Transit Village Mixed Use
Specific Plan	- Courthouse Square Sub-Area of the Specific Plan (A Street parcels) - Historic Residential Sub-Area (Morgan Street parcels)	All parcels would be in the Courthouse Square Sub-Area.
Zoning – Main part of project site	- Residential R-3 (along Morgan Street) - CN (along A Street)	Transit Village Mixed (TV-M) There is no change to the existing “H” overlay.
Zoning 507 A Street	R-3-10-H	No change.
Zoning 501 A Street	CN-H	No Change.

General Plan

The City of Santa Rosa General Plan designates the parcels along A Street as Retail/Medium Residential Mixed; and parcels along Morgan Street as Medium Residential. The City’s 2035 General Plan defines this land use as the following:

Medium Low Density

Housing at densities from 8.0 to 13.0 units per gross acre. The classification is intended for attached single family residential development, but single family detached housing and multifamily development may be permitted. Development at the mid-point of the density range is desirable but not required.

Retail and Business Services

Allows retail and service enterprises, offices, and restaurants. Regional centers, which are large complexes of retail and service enterprises anchored by one or more full line department stores, and destination centers, which are retail centers anchored by discount or warehouse stores, are allowed. Large grocery stores are expressly permitted in Community Shopping Centers and downtown only and may be considered through a Conditional Use Permit process on other commercial sites.

The General Plan amendment will change the project site’s land use designation to Transit Village Mixed Use to include at least 40 housing units per gross acre (City of Santa Rosa 2009). The City’s 2035 General Plan defines this land use as follows:

“This classification is intended to accommodate a well-integrated mix of higher intensity residential, office and commercial uses within one-quarter mile of a transit facility. Development is designed and oriented to create a central node of activity at or near the transit facility. Housing densities shall be a minimum of 40 units per acre; there is no maximum density requirement for this designation”.

The project site is also part of the Downtown Station Area Specific Plan (DSASP). Parts of the project site along Morgan Street and “A” Street are part of the DSASP’s Historic Residential Sub-Area and Courthouse Square Sub-Area, respectively. The project would extend the Courthouse Square Sub-Area by one-half block to encompass the project site via a Specific Plan Amendment. The Courthouse Square Sub-Area is “envisioned to be developed into a vibrant mixed use area with new housing added to the existing office and retail uses”. Density within this sub-region is only limited to a four-story height cutoff. (City of Santa Rosa 2007). The project does not include any retail uses.

Zoning

The 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). The project would rezone most of the project site as TV-M to allow for the proposed multi-family dwelling units on the upper stories of proposed buildings. There is no zoning change request for the parcel at 501 A Street, which has a CN zoning. The parcel at 507 A Street would be rezoned to R-1 in order to accommodate a detached single-family home to be used as a private residence. A detached single-family home on this parcel is consistent with most of the other structures on the western edge of this block of A Street. The proposed emergency shelter and transitional housing require a Minor Conditional Use Permit under the recently adopted Resilient City Ordinance 20-16.060.

2.1.3 Existing Site Conditions

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. There are currently 120 residents on the project site.

2.1.4 Surrounding Land Uses

The project site is surrounded by the following land uses:

- North- Residential neighborhood consisting of one- and two-story residential buildings, and a vacant lot along 7th Street.
- East- A three-story parking garage along A Street.
- South- Three-level concrete parking garage for the downtown mall that is estimated to be 28 feet high.
- West- Highway 101, an on-ramp to Highway 101, and a sound wall along Morgan Street.

2.1.5 Existing Operations

Currently, the project site contains the existing Family Support Center located at 465 A Street, the Homeless Services Center buildings located at 516, 520, and 600 Morgan Street, and undeveloped lots being used as a garden located at 501 and 507 A Street.

The Family Support Center is currently managed with 24-hour staffing, seven days a week, to ensure safety and security for all participants. Participant advocates work in two shifts: 8 AM to 4 PM and 4 PM to midnight. Program aides also work the midnight to 8 AM shift. An on-site coordinator is responsible for supervising staff and reports to a Catholic Charities’ Shelter staff manager. Additionally, each family is assigned a case manager who helps the family with their

housing goals as well as any behavioral issues. Case managers help with housing location, landlord negotiations, financial assistance, and referrals.

Catholic Charities' Homeless Services Center has additional staffing, including: participant advocates, outreach workers, and intake staff. The Homeless Services Center has on-site staff 24 hours a day, seven days a week.

All program participants are screened through an eligibility process. As part of acceptance into the program, each participant signs a program agreement that outlines expected behaviors, prohibited activities, and responsibilities, including good neighbor rules that are enforced by Catholic Charities staff to ensure that participants are not loitering in the neighborhood (both during daytime and after nighttime program operation hours). Catholic Charities has an on-call phone that is staffed 24 hours a day and holds quarterly meetings with the Saint Rose Neighborhood residents, business leaders, and the public.

Caritas Center – Good Neighbor Practices

In addition to 24-hour on-site staffing, screening program participants, a 24-hour phone line, and quarterly outreach meetings, Catholic Charities maintains logs of all patrols, calls, incidents, and responses. Catholic Charities strives to respond to neighborhood concerns in a way that respects the needs of the neighborhood, programs, and program participants. All Catholic Charities' good neighbor practices would remain in effect at the new Caritas Center.

2.1.6 Caritas Center

The Caritas Center would be relocated and expanded to the southern edge of the block along 6th Street. The Caritas Center will centralize Catholic Charities' services and programs currently on the site—the Family Support Center and Homeless Services Center—by consolidating them into a single comprehensive homeless support services facility totaling approximately 46,587 square feet² and would be three stories in height (See Figure 2.0-3). The Center would offer a range of services, including these:

- **Emergency Shelter** (approximately 26,082 square feet) – The emergency shelter would include emergency housing (typically limited to occupancy of six months or less) and a day center to deliver homeless services as follows:
 - The emergency housing would provide shelter for homeless families with children in their care and would include a residential lobby, up to 50 private family residence rooms, two living/kitchenette areas, a communal dining/multipurpose meeting room, a commercial kitchen, bathrooms, laundry, and children's play areas. 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 provide housing for 132 family residents. There are 120 residents currently on the project site.
 - The Nightingale Program, mental health services by partner agencies, and public health are part of the emergency shelter use. The Nightingale Program provides a place for homeless individuals to continue recovering when they are discharged

² This number includes 990 square feet of miscellaneous vertical circulation (stair towers, elevators) that was excluded from the floor area calculations by program area, which is why this number is 990 square feet higher than the sum of the program areas' square footages.

from the hospital. Nightingale Program clients receive temporary and minor care from nurses, but there are no doctors on site, nor are any medical procedures provided as part of this program. The Nightingale Program is a way to help people, who need very minor assistance with medications, mobility, and similar items, recover. The Nightingale Center would not be open to the public.

- The navigation center (approximately 3,934 square feet) would provide a central location for homeless outreach and initial delivery of homeless services, including a dedicated reception/lobby, offices for the Coordinated Entry and Homeless Outreach Services Team, client mail facilities, lockers, showers, laundry, and bathrooms.
- Wraparound services (approximately 6,847 square feet) would be provided with reception, meeting, and educational spaces for the provision of case management, resource connection, housing counseling, classes and training, including a lobby, private and shared staff offices, meeting rooms, a staff lounge, and bathrooms.
- Office and meeting space (approximately 6,635 square feet) would be provided for leadership staff of on-site programs as well as some agency administrative staff.
- Emergency shelter (approximately 2,075 square feet) would include a medical clinic not open to the public at large. It would provide outpatient physical and mental health services to children and adults. The clinic's primary patient population will be adults experiencing homelessness who are also receiving other services through Caritas Center. Almost all medical clinic patients will be receiving housing services at Caritas Center.
- **Transitional Living Space³** (approximately 2,099 square feet) – The project would include transitional housing integrated with other social services and counseling programs to assist in the transition to self-sufficiency. The transitional housing units would allow for up to 20 participants in Catholic Charities' Transitional Residency Program, through which participants develop work experience and increase social skills by assisting with Day Center operational duties, such as greeter, receptionist, administrative and technical support with showers and laundry.

Design Concept

The Caritas Center includes a progression of private walled gardens, allowing privacy to and between user groups – and also offering sheltered spaces for gathering (that are not on the street). Wooden trellis elements, as well as metal armature and raised planter boxes, provide vertical garden opportunities. There is a clear hierarchy between the Lobby entries (at the middle of 6th and 7th Streets) and the intimately scaled apartment entries (lining 7th, A, and Morgan streets).

³ This use falls within the term “transitional housing” as the City Code defines it.

Hours of Operation

The hours of operation at the Caritas Center would remain the same as existing with 24-hour staffing, seven days a week. Participant Advocates would work in two shifts: 8 AM to 4 PM and 4 PM to 12 AM. Program Aides would also work the 12 AM to 8 AM shift. An on-site coordinator would be responsible for supervising staff and report to Catholic Charities' Shelter Staff Manager. Additionally, each family would be assigned a case manager who would help the family with their housing goals as well as any behavioral issues. Additional staffing would include participant advocates, outreach workers, and intake staff.

Employees and Clients

The Caritas Center would generate 155 new employees, 441 new clients, and 327 other new program participants on an annual basis.

2.1.7 Caritas Homes

Caritas Homes would provide up to 126 units of permanent affordable rental housing in two structures plus two units reserved for on-site managers for a total of 128 units (See Figure 2.0-3). These two residential structures would be built mostly on top of ground floor podium parking for the equivalent of four-story buildings except along 7th Street. Three of the four sides of the residential structures would have active uses on the ground floor, and at the shared plaza, or mews. Other common amenities would include outward facing lobbies and community rooms. Along 7th Street, the Caritas Homes structures would be two-story townhomes and two-story stacked flats without podium parking. Along Morgan and A streets, the buildings would have ground floor residential units that conceal the internal parking garages. Each phase of the residential construction is comprised of a building providing 64 units in 61,246 square feet for a total of 128 units (126 rental units and two manager units). The residential units would be a mix of studio, one-bedroom, and two-bedroom apartments. Approximately half of these units would target people who have experienced homelessness or who are at risk of homelessness.

Design Concept

Caritas Homes would be podium-style construction where a portion of the ground level would be vehicle parking with up to three stories of residential construction above the single-story parking podium. The 7th Street frontage would be limited to two stories. The plaza, or mews, between the two residential structures would be pedestrian friendly with shared amenities lining both sides and with landscaping features. The Morgan and A streets frontages would similarly be pedestrian friendly with ground level units and entry porches along the majority of their façades. This would provide a pedestrian-friendly frontage. There would be additional open space in the form of landscaped courtyards on the second floor on top of the garage.

Population

Based on experience with similar housing projects, Caritas Homes will result in 222 new residents; this is an average of 1.7 people per housing unit for Caritas Homes.

2.1.8 512 and 600 Morgan Street

The project includes demolishing all structures on the Morgan Street parcels including the structures on 512 and 600 Morgan Street. However, there are two vacant lots, 501 A Street and 507 A Street, that have been used for a garden in the past. Alternatively, and only if it is legally and practically possible, the applicant proposes to move the structure on 512 Morgan Street to 507 A Street and the structure on 600 Morgan Street to 501 A Street. If this relocation becomes possible, then 507 A Street would be a detached single-family residence and 501 A Street will be used as administrative offices by Catholic Charities staff.

2.1.9 Tree Removal and Landscaping

Approximately 44 existing trees within the project site would be removed, which would require a Tree Removal permit from the City. As shown on Figure 2.0-3, the landscaping plan would include retaining 22 existing trees. New trees and landscaping would be installed and is discussed below.

Caritas Center

The Caritas Center would include small and large/medium trees fronting the building on Morgan Street, 6th Street, and A Street. Four outdoor courtyards would be provided. Landscaping would include: plantings, vegetated stormwater planting, landscape walls, and enhanced pavement.

Caritas Homes

The Phase 1 and 2 buildings would be separated by a central plaza area that runs through the middle of the project site from the Caritas Center to mid-block 7th Street. Landscaping for this plaza area would include pavers for stormwater infiltration, native plant stormwater swales, and shade trees. These landscaping features would provide a pedestrian friendly frontage throughout the project site. Additionally, the open spaces in the permanent housing section of the project site would have planters to manage stormwater. Finally, street frontage and setback areas would have flower plantings and sidewalk shade trees.

2.1.10 Vehicular Access

Caritas Center

Pedestrian access to the Day Services would be through a gated courtyard at the western corner of 6th Street. Pedestrian access to all other functions in the building would be through the main lobby, located at the middle of the building, facing south onto 6th Street. Vehicular access would be from A Street or Morgan Street, with surface parking lots immediately north of the building. Visitors arriving from the parking lot could use the rear entrance of the main lobby, which faces north at the center of the building.

Caritas Homes

Pedestrian access to Caritas Homes Phases 1 and 2 would be directed through the pedestrian gate at the "mews," centered on 7th Street. From that secure access point, visitors would enter the building through the adjacent lobbies into either building. Vehicular access would be through the parking garages accessed from Morgan Street (Phase 1) or A Street (Phase 2).

2.1.11 Parking

Caritas Center

Table 3-4 of the City's Zoning Ordinance sets forth the parking requirements for Caritas Center. For emergency shelters, Table 3-4 of the City's Zoning Ordinance requires one parking space for every 10 beds plus one parking space per staff person on duty for the emergency shelter use. The emergency shelter would have up to 200 beds, which would require 20 parking spaces. There would be three emergency shelter staff members on-site at any time, which would require three additional parking spaces. The Transitional Living Space would have up to 20 beds, which would require two more spaces. Thus, the total parking requirement for the residential portion of Caritas Center would be 25 parking spaces. However, the proposed Caritas Center would have 48 parking spaces including 7 compact spaces, and 2 accessible spaces. In addition, 32 bicycle parking spaces would also be provided.

Table 3-4 of the City's Zoning Ordinance states that there is no parking requirement for nonresidential uses in the Downtown Station Area Specific Plan; therefore, there is no parking requirement for the nonresidential portion of Caritas Center.

While it appears that Caritas Center meets the parking requirements in Table 3-4 of the City Code, in an abundance of caution, the applicant expressly preserves its ability to seek a parking reduction should staff require one. Santa Rosa City Code Section 20-36.050.C.1.b allows adjustments to parking requirements, including decreases in required parking requirements due to special circumstances associated with operation of the use at its location. City Code Section 20-36.050.C.2 further allows reductions to parking requirements for projects within the Downtown Station Area Specific Plan. A parking reduction, if staff requires one, would be based on (i) the project site's proximity to services and public transit (including the SMART Train Station and the Transit Mall) and (ii) the provision of some on-site and off-site parking spaces.

Caritas Homes

Podium-style parking on the ground floor of each Caritas Homes building would provide 27 parking spaces per building for a total 54 spaces, which is a ratio of 0.42 spaces per dwelling unit. Although the applicants are not requesting a density bonus, Government Code Section 65915 is an example of a parking ratio for a special needs housing development. This statute limits the required maximum parking ratio to 0.3 spaces per unit.

This ratio is consistent with a similar housing project, Burbank Housing's Hendley Circle community at Aston Avenue and Hendley Street in Santa Rosa that opened in the early 1990's to house homeless and at-risk persons with disabilities. Hendley Circle serves similar populations as Caritas Homes. In the Hendley Circle development, the actual vehicle ratio falls within the statutory limit of 0.3 parking spaces per unit for this type of housing. Given the project site's location in downtown Santa Rosa, Caritas Homes' residents would enjoy much higher quality public transportation opportunities and many amenities that are easily accessible for pedestrians. Thus, the proposed 0.42 spaces per unit at Caritas Homes is adequate for on-site residential parking and exceeds the parking need for similar uses with similar residents.

2.1.12 Aesthetics and Design

The project would be designed to be compatible with the surrounding land uses. Materials most likely to be used are a combination of stucco, cement panels, ceramic tiles, metal panels, and wood. Cement board lapped siding in combination with stucco may be used along the residential edge of 7th Street. Porches would include wood details on the railings and include exposed beams and rafters in their roofs so that dwelling units are compatible with nearby residential buildings. The design and architectural elements for each street are discussed below.

A Street

The length of A Street is lined with housing entries. Proposed housing along this street would be punctuated by living room bays looking out into the public realm for community visibility and building heights would be generally three to four stories (stepping down at the northeast corner intersection with 7th Street to avoid detracting from the nearby residential neighborhood). Ground-floor unit entries would be framed with small private patios.

Morgan Street

The project would include trees along the east side of Morgan Street and building height would be two and four stories. Similar to A Street, the four-story residential building would have bay windows to support a variety of scales. The building height would decrease to two stories near the intersection with 7th street to be compatible with the adjacent residential neighborhood. The exterior of these buildings would be a combination of stucco, cement board panels and siding, wood soffits below bay windows, and wood siding in the recessed lobby entrance.

6th Street

This three-story primary façade of the Caritas Center would be divided into eastern and western sections, flanking the primary lobby entrance at the center. Glare at night would be mitigated by projecting shading devices. The western wing would have expansive windows lined with shading devices and fronted by raised exterior planters. The eastern section of the façade would have exterior materials of stucco and cement panels, with bays and operable windows providing a more residential scale. The navigation center entrance would be located along the western edge of 6th Street.

7th Street

The residential units along 7th Street would be two stories and have porches, small front yards, and stoops to be compatible with the adjacent residential neighborhood. Additionally, the buildings would have pitched roofs, porches, and window proportions so that the project reflects the smaller scale of the adjacent neighborhood. At the corner of A Street, and at the mid-block opening, the building will step up to three stories. Lobbies for both Caritas Homes buildings address the mid-block "mews" and frame the pedestrian entrance to the residences.

2.1.13 Alternative Transportation

The project site would be served by CityBus 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-Marín Area Rail Transit (SMART) Train Station in Railroad Square and one-third of a mile from Second Street Transit Mall (City of Santa Rosa 2018). The Caritas Center would provide up to 32 bicycle parking spaces, while the Caritas Homes would provide an interior bicycle room and 4 outdoor bicycle parking spaces.

2.1.14 Sustainability

The project would be transit oriented because of its proximity to the SMART Train Station and the Transit Mall, with minimal reliance on vehicles and individual vehicle ownership. The project would also include ample space and equipment for secured bicycle parking.

Caritas Homes would exceed both city and state minimum green building requirements. It would also be GreenPoint rated and is anticipated to be GreenPoint Gold rating certified.

Caritas Village would target a sustainability rating equivalent to a LEED Gold certification. Solar photovoltaic panels would be used on the rooftops to lower energy costs; these panels are also incorporated into the exterior sunshade strategies to lower dependence on air conditioning. Indoor air quality strategies would be a focused portion of the sustainability approach. The site design and mechanical systems would ensure healthy indoor air quality within all homes and limit exposure to noise from the adjacent freeway. Individual units and living spaces would be provided with mechanically filtered fresh air, with active filtration of fine particles, and would be fitted with zero- or low-VOC finish materials. Similarly, units near freeway noise sources would have augmented exterior wall assemblies and windows with high Sound Transmission Class ratings to ensure a comfortable living environment.

2.1.15 Utilities

The City currently provides water, sewer, and utility service to the project site and would continue to do so.

Water Supply

The project site is currently served by a 12-inch waterline located at A Street and 6th Street, a 4-inch waterline located at Morgan Street, and a 6-inch waterline located at 7th Street. The 4" water line on Morgan will be abandoned and a new 8" water line will be installed. The total estimated water demand is 6,286,013 gallons per year based on the following estimates:

- Caritas Center: 2,109,518 gallons per year
- Caritas Homes Phase 1: 2,041,419 gallons per year
- Caritas Homes Phase 2: 1,896,076 gallons per year
- Landscaping: 239,000 gallons per year (includes all exterior planting areas and the roof terraces)

Stormwater

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.

Wastewater

The project site is currently served by a 6-inch and 15-inch sewer line located on A Street, a 6-inch sewer line on Morgan Street, and an 8-inch sewer line located at 7th Street. No improvements are anticipated for the sewer lines. The 6-inch line along Morgan Street will be abandoned as part of this project. The project would generate approximately 125 gallons per capita per day and 171 gallons per minute of wastewater during peak periods to the existing 18" downstream sanitation facilities.

Electricity

The project site receives electrical service from Pacific Gas & Electric. Current usage for the existing facilities on the site are X kwh of electricity per year and x therms of natural gas per year.

2.2 PROJECT CONSTRUCTION

2.2.1 Schedule

The Caritas Village would be built in three phases: Caritas Center, Caritas Homes Phase 1 (on Morgan Street), and Caritas Homes Phase 2 (on A Street). Tables 2.1-2 through 2.1-4 show the anticipated schedule with the assumption that the Caritas Center would begin construction in 2020. All schedules would be revised to reflect three phases. For Caritas Housing, the construction schedule is the same for each phase, but sequential. Caritas Housing phase 1 and 2 are identical except for the start date.

Table 2.1-2: Caritas Center Construction Schedule

Task	Start Date	Work days	End Date
Demolition	5/20/2020	10	6/3/2020
Site Preparation	6/4/2020	10	6/18/2020
Grading	6/19/2020	10	7/2/2020
Building Construction	7/3/2020	330	10/1/2021
Paving	10/2/2021	10	10/15/2021
Architectural Coating	10/8/2021	10	11/1/2021

Table 2.1-3: Caritas Homes Phase 1 Construction Schedule

Task	Start Date	Work days	End Date
Demolition	3/20/2020	20	4/14/2020
Site Preparation	4/15/2020	5	4/22/2020
Grading	4/23/2020	10	5/16/2020
Building Construction	5/7/2020	260	4/6/2021
Paving	4/7/2021	10	4/20/2021
Architectural Coating	4/21/2021	10	5/4/2021

Table 2.1-4: Caritas Homes Phase 1 Construction Schedule

Task	Start Date	Work days	End Date
Demolition	2/1/2022	20	3/1/2022
Site Preparation	3/2/2022	5	3/9/2022
Grading	3/10/2022	10	3/24/2022
Building Construction	3/25/2022	260	3/24/2023
Paving	3/27/2023	10	4/10/2023
Architectural Coating	4/11/2023	10	4/25/2023

Project construction and grading activities would be consistent with the City’s Municipal Code and would occur between 7 AM and 7 PM, Monday through Friday; and, between 9 AM and 4 PM on Saturday. Project construction and grading activities would not occur on Sundays, or holidays.

2.2.2 Access and Staging

Workers would access the project site from the city streets and Highway 101. Materials will typically be stored on-site in the future parking lot areas. However, flooring and PV panels may be stored off-site.

The construction work is anticipated to occur as far as to the centerlines of A Street, 6th Street, and 7th Street and as close as five feet from the west curb along Morgan Street (both along the larger block and the two lots northeast of the larger block). Furthermore, improvements are being proposed in the road right of way within these three streets as described below:

A Street: Preserve existing sidewalks and tree wells. Eliminate existing driveway curb cuts and create two new driveway entries. New sanitary sewer and water laterals.

6th Street: No improvements necessary.

Morgan Street: Preserve existing sidewalks and tree wells. Eliminate existing driveway curb cuts and create two new driveway entries. New Water main and lateral. New manhole and new storm drain.

7th Street: Preserve existing sidewalks and tree wells. Eliminate existing driveway curb cuts. New sanitary sewer lateral connections.

2.2.3 Construction Equipment and Workers

Construction equipment anticipated on-site would is listed in Table 2.1-5. Construction workers for each housing phase and Caritas Center would fluctuate between 10 and 65 workers per day with an average of 40 workers per day.

Table 2.1-5: Proposed Construction Equipment

Phase Name	OffRoad Equipment Type	Unit/Amount	Hours Per day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	2	8	81	0.73
Demolition	Tractors/Loaders/Backhoes	10	6	97	0.37
Site Preparation	Graders	5	8	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	10	8	97	0.37
Grading	Concrete/Industrial Saws	2	8	81	0.73
Grading	Rubber Tired Dozers	5	1	247	0.4
Grading	Tractors/Loaders/Backhoes	10	6	97	0.37
Building Construction	Forklifts	60	6	89	0.2

Building Construction	Tractors/Loaders/Backhoes	10	8	97	0.37
Paving	Cement and Mortar Mixers	4	6	9	0.56
Paving	Pavers	2	7	130	0.42
Paving	Rollers	2	7	80	0.38
Paving	Tractors/Loaders/Backhoes	2	7	97	0.37

2.2.4 Grading and Demolition

The project would create approximately two acres of new or reconstructed impervious surface. Impervious surfaces would include landscape planters, and vegetated stormwater planting. Soil will be exported in order to construct the at-grade entrances, ground floor parking and foundations of buildings. However, the amount of earthwork (cut/fill) would ultimately depend on the Geotechnical Engineer's assessment of the underlying soils, their recommendations for over-excavation/re-compaction, and the Structural Engineers recommendations for the structural section and footings beneath the buildings. It is anticipated that the upper three feet of material would be over-excavated and re-compacted, then approximately 12,000 cubic yards of material would be moved. If the upper one foot of material is exported, then this would equate to approximately 4,000 cubic yards of material. This estimate does not include depth of disturbances for excavation, grading, and foundations. Soil fill is not anticipated unless it is needed to mitigate existing soil which the Geotechnical Engineer deems unsuitable for construction.

2.2.5 Lighting and Security

All project site areas other than front yard setbacks would be secured with gates and provide limited access. The parking lot at Caritas Center would have rolling gates that will be open during business hours but then closed in the evenings and on the weekends. The courtyards at Caritas Homes would be secured with fence and the gates would have keyed access control. Front lobbies for all the three buildings would have controlled access either through a key card or by staff.

A lighting plan has been prepared for the proposed project. All exterior lighting would be night sky friendly and directed downwards to reduce spillover onto adjacent land uses. During construction security lighting would be the same for all phases. From commencement through foundation, video with remote monitoring and live audio capability would be installed. Standing guard for nights, weekends and holidays would be employed from start of framing through substantial completion.

2.3 PROJECT OBJECTIVES AND REQUIRED PROJECT APPROVALS

2.3.1 Objectives

Catholic Charities and Burbank Housing have the following project objectives:

1. Construct new affordable housing and expanded homeless services predominately on land already owned by Catholic Charities.
2. Continue to provide homeless and family support services at their existing location because the purchase funding for these parcels requires these services to be on-going. CDBG

partially funded Catholic Charities' acquisition of its parcels. CDBG funding restrictions require Catholic Charities to operate a Family Support Center and Homeless Services Center on the main part of the project site for at least 55 years, beginning in 2015.

3. Continue to provide homeless and family support services at their existing location because this is a known and familiar location for them. These services have been offered here since 1989, and the public is familiar with and expects these services to be offered at this location. Preserving homeless services at this location is of particular importance to maintain participant enrollment and for continuity of services and ease of use by Catholic Charities' clients.
4. Since many of the service recipients and potential tenants do not own vehicles, construct the expanded Center and housing within walking distance of the SMART Train Station and Transit Mall so the clients and tenants have easy access to transportation to public services and jobs.
5. Provide on-site support services for residents of Caritas Homes.
6. Help as many people as practicable by developing the project site to the highest residential density allowed by the City's General Plan.
7. Develop transit and pedestrian-oriented affordable rental housing in downtown Santa Rosa within 0.25 miles of the SMART Train Station in Railroad Square and within 0.30 miles of Bus Route 1. Bus Route 1 is one of only two city routes that picks up passengers in 15-minute increments.
8. Reduce vehicle miles travelled by siting affordable rental housing at sites that can be developed with high densities near public transportation to reduce greenhouse gas emissions. This allows Burbank Housing to pursue state Affordable Housing and Sustainable Communities funding through the state's innovative Cap-and-Trade Program. Qualifying sites for the program are rare in Sonoma County.

2.3.2 Approvals

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 501 and 507 A Street)
- Rezoning 507 A Street to R-1
- Parcel Map creating three parcels
- Conditional Use Permit to authorize emergency shelter and transitional housing
- Housing Allocation Plan Building height concession
- Design Review
- Parking space reduction
- Sign Permit
- Right of Way Abandonment
- Tree Removal Permit

- Landmark Alteration Permit(s)
- Request for Reserve A Allotments