

FOR- SALE MISSING MIDDLE SINGLE FAMILY HOME DEVELOPMENT
AT SEBASTOPOL

PROJECT DESCRIPTION

December 18th 2025,
Updated May 21th 2026

PROJECT OVERVIEW

Grupe Investment Company Inc. (Grupe) is pleased to submit this application regarding a site redevelopment opportunity located at 8100 Valentine Ave, in Sebastopol California.

Since 1966 Grupe, based in Stockton, California (www.Grupe.com), is one of Californias most prolific developers, having developed many master-planned communities across the entire United States. In addition, Grupe is also known to be a best-in-class home builder and apartment developer.

This project is envisioned as a 20-lot, 39-home single-family residential subdivision to be developed on the Church of Latter-day Saints property located at 8100 Valentine Avenue (the “Project”). The Project is designed to provide residents of Sebastopol with a much-needed alternative to traditional, high-cost for-sale housing options.

Over the past five years, Sebastopol has experienced a severely limited supply of newly constructed for-sale homes, while the existing housing stock has seen steadily increasing prices. These pricing trends have become increasingly misaligned with the area’s median household income, creating significant affordability challenges for many prospective buyers.

The Project seeks to directly address these issues by delivering attainable homeownership opportunities with a primary focus on the “missing middle” segment of the housing market, all **without the use of public subsidies**. By prioritizing thoughtful design and cost efficiency, the community will offer a lower-priced ownership option accessible to a broad range of residents, including young professionals, families, teachers, first responders, and empty nesters.

In addition to affordability, the Project has been carefully planned to foster a strong sense of community. Generous open spaces and shared areas are intentionally integrated into the site design to encourage resident interaction, engagement, and long-term neighborhood connectivity.

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BACKGROUND

Over the past 12 to 18 months, Grupe has been developing a new housing product line aligned with one of the company's core, mission-driven objectives: expanding attainable homeownership opportunities for the "missing middle" without reliance on public subsidies. This initiative has been made possible in part by leveraging recent state legislation (AB1033) and regulatory reforms that encourage the development and separate sale of accessory dwelling units (ADUs).

By reverse-engineering our site selection process to focus on municipalities that actively promote ADU construction and are experiencing affordability challenges for missing-middle households, Grupe was able to create a more efficient and streamlined underwriting approach. The City of Sebastopol emerged as a strong candidate under these criteria, and the timing aligned favorably when the subject property became available for redevelopment.

The site is currently owned by The Church of Jesus Christ of Latter-day Saints (LDS) and includes an existing religious facility that ceased operations approximately 18 months ago in preparation for the sale of the property. In the first quarter of 2025, the Church initiated a process to identify a qualified residential builder to acquire and redevelop the site. Based on Grupe's development experience and longstanding relationship with the LDS Church, Grupe was selected as the purchaser of the property.

General Site Details

The proposed project (final project name to be determined) is located at 8100 Valentine Avenue in Sebastopol, California (APN 008-510-054). The site consists of an approximately 2.96-acre parcel currently zoned R-4 (Medium-Density Residential), which allows a maximum density of 8.7 dwelling units per acre.

In its simplest form, the Project is planned as a 20-lot, single-family, for-sale residential community. In alignment with recent state legislation that promotes the construction and separate sale of accessory dwelling units (ADUs), 19 of the 20 lots will include a fully detached ADU located on the same parcel. This approach enables the Project to deliver a total of 39 homes across 20 individual lots, while remaining fully compliant with local zoning and state housing laws (further detail on the applicable regulations is provided below).

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The primary residences will be delivered in two floor plan sizes: twelve homes at approximately 1,640 square feet and eight homes at approximately 1,422 square feet. The detached ADUs will also be offered in two configurations, consisting of eight units at approximately 1,000 square feet and eleven units at approximately 748 square feet. With a density of approximately 6.76 lots per acre, the Project complies with the allowable density under the R-4 zoning designation. All inclusionary zoning requirements will be satisfied based solely on the primary dwelling units. The project is selecting 15% (3 units) of the units be inclusionary, affordable to households earning 120% or less of AMI.

Due to the unique design and layout of the community, the Project does not include attached garages within individual homes. Instead, parking is designed in a garden-style configuration, similar to a multifamily residential setting. The Project will provide a total of 83 parking stalls, resulting in an overall parking ratio of 2.13 spaces per home. Of these, 55 stalls (a ratio of 1.41) will be covered carport spaces. Additionally, the Project will provide one electric vehicle (EV) capable charging outlet location per home, located within the covered parking areas.

Through thoughtful site planning, the Project is able to offer both private and shared outdoor spaces. Each primary home will include a private backyard owned and maintained by the individual homeowner. In addition, the community will feature approximately 6,500 square feet of common open space designed to encourage resident interaction and gathering. These amenities include a redwood tree grove, dog park, large central green, and one designated community expression area distributed throughout the site.

To preserve the long-term quality, appearance, and functionality of the community, the Project will be developed as a private residential neighborhood governed by a homeowners association (HOA). The HOA will be responsible for the maintenance of common amenities, private streets and utilities, front yards and paseos, and the enforcement of the community's Covenants, Conditions, and Restrictions (CC&Rs).

A final distinguishing feature of the Project's design is the elimination of individual trash collection totes. Instead, a centralized trash enclosure will be provided for resident use, allowing for consolidated waste disposal and preventing the visual clutter commonly associated with individual trash bins throughout the community.

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SPECIFIC SITE DETAILS:

VEHICLE ACCESS, PARKING, CHARGING, AND SECONDARY EVACUATION ROUTE

Vehicular access to the Project will be provided through a single, clearly marked private entrance from Valentine Avenue, featuring project signage and accommodating full access movements, including left-in, left-out, right-in, and right-out. Upon entering the community, residents will have access to three distinct parking options: (1) conventional surface parking, (2) covered parking within carport structures, and (3) covered carport parking equipped with electric vehicle (EV) capable charging outlet locations.

Given the absence of attached garages in this product type, the parking strategy was intentionally designed to offer functional alternatives while ensuring that covered parking remains conveniently located near each residence throughout the site.

The Project will provide a total of 83 on-site parking spaces for future residents. This equates to a parking ratio of approximately 4.15 spaces per primary home (excluding on-street parking along Valentine Avenue) and approximately 2.13 spaces per home when including the accessory dwelling units. In addition, as part of the Project's forward-thinking and resident-focused design, each homeowner will be provided with at least one assigned covered parking space—totaling 39 assigned spaces—each equipped with an individual EV capable charging outlet location. Any remaining covered parking spaces will be made available to residents on a first-come, first-served basis.

Lastly, in response to community concerns and ongoing discussions with the local fire department, the project now includes a secondary emergency evacuation route along the western corridor. This route connects the end of the project's street to Valentine Avenue. The evacuation route will be provided through an intentional 12-foot-wide, unobstructed, drivable landscaped surface that can be used during emergency situations to allow residents to safely exit the community. The homeowner's association will maintain this 12-foot evacuation route to ensure it remains clear and that homeowner improvements do not obstruct its use during an emergency.

UTILITY INFRASTRUCTURE:

The Project site, which is currently developed with a religious facility, is located within a medium-density residential zoning district and is surrounded by an established, mature neighborhood. As a result, all major utility infrastructure is already available on or adjacent to the site. A detailed description of each utility service is provided below.

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Storm Drainage

An existing 12-inch municipal storm drain pipeline runs in a north–south direction along the eastern property line. This facility currently serves both the Project site in its existing condition and the surrounding neighborhood to the north, conveying stormwater south toward Valentine Avenue and into the City’s broader storm drainage system.

Because the site has historically discharged stormwater into this system and was originally designed with this infrastructure in place, the Project will utilize the existing storm drain pipeline and its available capacity. Notably, the proposed development will reduce total impervious surface area from approximately 85,000 square feet under existing conditions to approximately 66,000 square feet, thereby creating additional capacity within the City’s stormwater system.

The Project will be constructed in full compliance with current building codes and applicable water quality regulations. Stormwater treatment will be provided through two shallow water-quality basins located on-site: one at the bend in the private street and another along the Project’s Valentine Avenue frontage. These facilities will collect and treat site-generated runoff prior to discharge into the existing 12-inch storm drain within the established utility easement.

Water

The project will be developed as a private, HOA-governed community, but it will include a public water distribution system. The proposed system will connect to an existing 6-inch municipal water main located in Valentine Avenue. A new 6-inch water main will be installed through the community’s private street, extend to the hammerhead, continue along the walking path corridor, and reconnect to the Valentine Avenue main to form a looped system.

From this looped main, individual service laterals will supply 20 public water meters—one for each lot. Each lot will have a single metered water service that supplies both the primary residence and the accessory dwelling unit (ADU). The water meter for each lot will be held in the name of the HOA, which will handle monthly billing to homeowners. Usage will be allocated between the primary home and ADU through private submeters installed for each unit.

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Sewer

An existing 6-inch municipal sanitary sewer line runs north–south along the eastern property line, parallel to the existing storm drain pipeline. This sewer line currently serves both the surrounding neighborhood and the Project site in its existing condition. The proposed development will utilize this existing sewer infrastructure to serve all residential units.

The Project will include a public on-site sewer collection system consisting of a 6” sewer main within the private street feeding 4” individual water laterals to each lot. These service laterals are intended to serve both the main home and the accessory dwelling unit. (refer to the utility plan for additional details)

Dry Utilities

Dry utilities, including electrical, telecommunications, and related services, will be provided utilizing existing infrastructure along the Valentine Avenue frontage. Additional dry utility facilities will be located within the existing 25-foot utility easement along the eastern boundary of the site to support the proposed development.

Solid Waste

The Project will incorporate a centralized trash enclosure to serve all residents, eliminating the need for individual trash totes placed along internal streets. Solid waste service will be provided under a single contract managed by the HOA, with costs allocated to homeowners through monthly HOA dues. This approach supports a cleaner streetscape and more efficient waste management for the community. The projects preliminary trash enclosure design and trash truck turn around location has been reviewed and approved by the local trash service provider.

ARCHITECTURE:

In developing the architectural character of the Project, careful consideration was given to understanding the values and preferences of homeowners in Sebastopol when selecting a community in which to live. A central principle guiding the design approach is diversity—diversity in scale, form, architectural expression, materials, and visual character. This emphasis is intended to create a rich and varied neighborhood environment that feels organic, authentic, and reflective of the broader community fabric.

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To achieve this objective, the Project incorporates a diverse mix of residential product types and architectural styles. Specifically, the community will include four distinct floor plan options: a 1,640-square-foot two-story primary residence, a 1,422-square-foot two-story primary residence, a 1,000-square-foot single-story accessory dwelling unit (ADU), and a 749-square-foot single-story ADU. Within these plans, two architectural design styles are offered—Craftsman and Ranch, along with six curated exterior color palettes (refer to the design package for additional details).

This level of variation ensures that no two homes or locations within the community will appear identical, avoiding visual repetition and enhancing the overall sense of place. In addition, deliberate attention was given to the placement and distribution of each unit type throughout the site to promote variation in building massing and streetscape rhythm. The pairing of single-story ADUs with two-story primary residences naturally creates a layered and articulated architectural composition across the site, contributing to a dynamic and visually engaging neighborhood that balances scale, proportion, and cohesiveness.

LANDSCAPE AND AMENITIES:

The overall landscape concept for the Project is centered on creating a cohesive and thoughtfully designed outdoor environment that delivers high-quality landscaped spaces and meaningful amenities for residents and their guests. In developing this approach, careful attention was given to the existing character of the surrounding neighborhood, which is best described as a California Mediterranean-inspired landscape aesthetic. The proposed planting palette and landscape layout are designed to complement the established neighborhood context while incorporating low-maintenance strategies and modern water-conservation practices consistent with current sustainability standards.

A defining feature of the landscape design is the intentional and balanced integration of the site's existing mature redwood trees with new plantings. This approach allows the established natural elements of the site to blend seamlessly with the proposed development, creating a harmonious relationship between old and new. The result is a landscape that both respects the surrounding neighborhood and establishes a distinctive identity for the Project as a new residential community.

Given the Project's design and increased residential density, the creation of shared outdoor amenities that foster a sense of community was a key priority in the site planning process. To support this objective, the Project includes four distinct and usable

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common amenity spaces, each designed to serve a specific function and enhance the overall residential experience:

Central Green:

The Central Green is designed as a flexible, multi-purpose open space that encourages resident creativity and engagement. This area can accommodate a wide range of activities, including informal gatherings, community events, recreational play, or passive relaxation, allowing residents to shape the space based on their individual and collective interests.

Redwood Tree Grove:

Located in the northeast corner of the site, the Redwood Tree Grove is envisioned as a tranquil retreat that celebrates the site's mature redwood trees. This amenity provides a quiet, contemplative environment where residents can enjoy the natural beauty, shade, and serenity offered by the existing landscape.

Dog Park:

The Dog Park is situated near the bioretention area at the bend of the internal street and is specifically designed to serve the needs of pet-owning residents. This dedicated space allows dogs to run, play, and exercise in a safe and open environment, while helping to keep pet-related activities contained and compatible with other community uses. Its location ensures that the Central Green can be preserved for broader community activities when in use.

Community Expression Area:

Adjacent to the Central Green, the Community Expression Area is intended to be a flexible and evolving space shaped by the residents themselves. Once the homeowner's association (HOA) is established, and the community is fully occupied, residents will collectively determine the final use of this area. The applicant will provide seed funding to the HOA to support the future development of this amenity. Potential uses may include a community garden, children's play area, outdoor fitness space, or other resident-driven amenities. Reflective of Sebastopol's creative and expressive culture, this space is designed to empower residents to personalize their community while maintaining a cohesive and long-term landscape vision. The applicant will be providing seed money to the HOA to be used at a later date for this amenity.

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PROJECT CHALLENGES AND CONSTRAINTS:

The current Project design—including the configuration of residential units, community amenity areas, parking facilities, and private utility systems—is the result of several months of detailed analysis and coordination by the development team. As is common with many infill development sites within the City, the property is subject to multiple infrastructure-related constraints, including utility easements that influenced the overall site planning and layout.

Specifically, the eastern 25 feet of the site, extending in a north–south direction, is encumbered by a utility easement dedicated to storm drain and sanitary sewer conveyance. This condition presented a unique design challenge, as permanent structures are generally restricted from being constructed over utility infrastructure. In response, the Project team carefully integrated the easement area into the overall site plan by utilizing it for the primary entry roadway, parking areas, and expanded private backyard spaces for select residences. This approach allows the easement to remain fully functional while contributing positively to the Project’s circulation, open space, and livability.

Another notable site constraint—which ultimately became a significant design asset—was the preservation of the existing mature redwood trees on the Property. The Project team intentionally designed the Project to retain these mature trees as a defining feature and amenity for the future community. Through thoughtful site planning and design refinements, the Project will use its best efforts to preserve 8 of the 15 onsite heritage trees that would otherwise be subject to removal under the City’s permitting process, reflecting the Project’s commitment to environmental stewardship and neighborhood character. However, despite these preservation efforts, and as discussed in greater detail in the Density Bonus section below, the Project is requesting a concession from the applicability of the City’s tree ordinance in the event that unforeseen construction conditions or necessary modifications to the approved development plan require the removal of one or more heritage trees not currently identified for removal as part of the Project application.

At the time of this updated project description, the applicant understands that the City approved enabling language consistent with the intent of AB 1033 on February 19, 2026, allowing for the separate sale of Accessory Dwelling Units (ADUs). This approval makes the proposed project feasible. Without this provision, the separate sale of ADUs would not be permitted and the project would likely be infeasible. While this removes a significant barrier to the project’s viability, the project must still proceed through the standard approval process. However, it includes an additional layer of complexity

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beyond a typical subdivision. Under AB 1033, the separate sale of ADUs would be implemented through a site condominium plan recorded on each lot. The project proposes the creation of 20 lots through approval of the Vesting Tentative Map (VTM). The site condominium plan cannot be recorded until construction is complete and a Certificate of Occupancy has been issued for the ADU on each lot. Only after this milestone can the condominium units be legally created and sold separately. This sequencing requirement introduces additional complexity to the project's construction schedule and sales strategy.

Entitlement Requests/Applications:

1) SB330 Application:

- a. This project is intended to be an SB330 application and thus a preliminary application is being submitted due to compliance with the Senate Bills requirements. A full application is also being submitted at the same time.

2) Tentative Map Application:

- a. All supporting materials is attached to this project description.

3) Design Review Application:

- a. All supporting material is attached to this project description
- b. This project description takes the place of the written statement within the checklist

4) State Density Bonus Application:

- a. Application attached in the entitlement package
- b. Site:
 - a) 8100 Valentine Ave, Sebastopol California 95472
 - b) 2.96 acres
 - c) Zoned R4, allowing 8.7 lots per acre. The projects density and base density is 6.76 lots per acre (20 lots/2.96 acres).
- c. Eligibility:
 - a) 17 market rate units in the base project
 - b) 3 Affordable units (15% of total lot count to households earning 120% or less of AMI) The 15% is the percentage requirement for compliance with option A1 under section 17.250.050 of The City of Sebastopol's Inclusionary requirements
 - c) The length of deed restriction shall be in perpetuity.

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- d. Requested Density Bonus:
 - a) The project will not be requesting any additional bonus units. The projects density will be the same as listed in section 2 of the sate density bonus application section above.
- e. Concessions/Incentives:
 - a) The project consists of (i) 17 market-rate, for-sale single family dwelling units, (ii) three for-sale single family dwelling units affordable to households earning 120 percent or less of AMI as required by Sebastopol Municipal Code section 17.250.050.A.1, and (iii) 19 accessory dwelling units intended for sale pursuant to AB 1033 and local ordinance. Because at least 10 percent of the units for sale will be affordable to persons and families of moderate income, the project is eligible for one (1) incentive or concession pursuant to Government Code section 65915(d)(2)(A). An incentive or concession includes any “reduction in site development standards” or “[o]ther regulatory incentives or concessions proposed by the developer” that result in identifiable and actual cost reductions to provide for affordable housing costs, pursuant to Government Code section 65915(k). Applicant requests the following concession:
 - i) Incentive/Concession #1: Removal of Trees Pursuant to Tree Location Plan:
 - (1) The applicant requests as a concession (whether considered as a “reduction in a site development standard” or “[o]ther regulatory” incentive or concession) the right to remove all of the onsite heritage trees identified in the Tree Inventory Report by Horticultural Associates submitted as a part of the project application as being necessary for construction of the improvements on the project site, notwithstanding any provision of Chapter 8.12 of the Sebastopol Municipal Code. This concession proposed by the applicant would result in identifiable and actual cost reductions to provide for affordable housing costs in the amount of approximately \$1,125 (75X15), due to cost savings from the cost of replacement trees, in-lieu fee payment or implementation of an alternative. Alternatively, this item also qualifies as requested waiver of a development standard pursuant to 65915(e), because the trees identified on the Tree Location Plan physically preclude construction of the proposed development, which includes affordable housing.

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Additionally the waivers of development standards to be applied to the project (as of now) are as follows:

- (a) Minimum lot area (for all lot locations)
 - (i) The waiver allows for more density allowing the project to be financially feasible and allow smaller homes on smaller lots. Without it it would be physically impossible to fit the homes and ADU's on all of the lots.
- (b) Minimum lot width (for all lot locations)
 - (i) The waiver allows for more density allowing the project to be financially feasible and allow smaller homes on smaller lots. Without it it would be physically impossible to fit the homes and ADU's on all of the lots.
- (c) Building height (for all building plans)
 - (i) This waiver allows for the project to build single story ADU's that are above height limit with ceiling heights and roof pitches more consistent with today's market. Without some architectural style would not be able to be built in a way where the ADU feels like a regular single family home and does not align with today's market.
- (d) Minimum yard set backs (for all categories within this section)
 - (i) The waiver allows for more density allowing the project to be financially feasible and allows homes to be closer together and closer to the property lines. Without it, it would be physically impossible to fit the homes and ADU's on all of the lots.
- (e) Maximum lot coverage
 - (i) This waiver allows for more density, having less coverage means more buildable square footage on each lot. Without it it would be impossible to fit the ADU's and the homes on each lot.
- (f) Special setbacks-mechanical equipment
 - (i) This waiver allows for more density by providing less area between other property lines and mechanical equipment, without it, AC units would have to be placed in impractical places within homeowners back yards.
- (g) Parking spaces shall be located on the same lot or parcel as the building or use that they are to serve, or located on an adjacent or contiguous lot under an easement appurtenant to the property to be served.

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- (i) This waiver allows for more density by providing less area between the homes and the property lines and allows for parking to be efficiently aggregated in one location, parking will be located on an HOA owned lot.
- (h) Minimum Parking Stall Depth of 19'
 - (i) The project is proposing 18' parking stalls and this waiver allows for more density by providing less land area attributable to parking space, and more land area attributable to housing units.
- b) This section is covered in section (A) for the
- c) State density bonus law for 15% of the project being affordable allows for a 10% density bonus (which the project is not using its bonus units)allows for 1 concession and unlimited development waivers for the moderate category.

5) Tree Removal Permit

- 1) Application and details attached to this project description
- 2) Tree replacement requirements will be addressed during construction drawings.

6) CEQA Request – Class 32 Infill Exemption

CEQA Guidelines Section 15332 identifies the Class 32 categorical exemption for projects that qualify as infill development. The applicant believes that project qualifies for the Class 32 infill exemption, and requests the City to consider the following when evaluating whether the project is eligible:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.
- (i) The subject property has a General Plan land use designation of MDR and is zoned R4 which allows residential development by right. In addition, the base density, prior to addition of ADUs, is consistent with both the MDR and R4 zoning. Any development standard deviations achieved through waivers and concessions under the State Density Bonus law do not disqualify the proposed development project from application of the Class 32 exemption. (See *Wollmer v. City of Berkeley*) Similarly, ADUs do not count for purposes of density requirements, and the design of the project is otherwise consistent with

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state and City ADU regulations. (Gov't Code 66314(c); 66319). Therefore, the project is consistent with General Plan policies and zoning regulations.

- (b) The proposed development occurs within city limits on a project site of no more than 5 acres, substantially surrounded by urban uses.
 - (i) The project site is located within the City of Sebastopol, is 2.96 acres in size, and is surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
 - (i) The proposed project is a redevelopment of an existing church and an existing urbanized land use. It does not have value as habitat for endangered, rare or threatened species.
- (d) Approval of the project will not result in any significant effects related to traffic, noise, air quality, or water quality.
 - (i) Traffic. Level of service (LOS) standards on new development are no longer relevant metrics for purposes of CEQA. (CEQA Guidelines Section 15064.3.) Instead, CEQA requires new development to evaluate vehicle miles traveled (VMT) impacts only. The Sebastopol General Plan previously analyzed LOS impacts only (see General Plan EIR Addendum Evaluation at p. 87). The Addendum to the City's most recent Housing Element concluded that so long as residential buildout capacity specified in the General Plan EIR was not exceeded, then there would be no new significant environmental impact due to VMT. (Id. at 88.) The buildout capacity analyzed in the General Plan EIR was 750 units (General Plan EIR Addendum Evaluation at p. 16). The applicant's project, when viewed cumulatively with other projects that have been permitted or for which applications have been submitted, does not cause the City to exceed 750 dwelling units. Therefore, no traffic study of VMT is necessary consistent with the General Plan EIR Addendum's threshold of significance for VMT for new dwelling unit development.
 - (ii) Stationary Noise Sources. The single-family detached residential dwellings and accessory dwelling units are not considered to be significant stationary sources of noise. Consistent with General Plan Policy N 1-3, the project is not expected to have a significant impact due to the project's building location and the orientation of buildings, building design features, placement of noise-generating equipment

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away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant-features between noise sources and sensitive receptors, use of noise-reducing materials as required. The proposed project may result in stationary noise related to installation of HVAC systems, but HVAC noise is mitigated through project design features such as the installation of HVAC units in ways that will not exceed the City's noise ordinances. The City of Sebastopol's Municipal Code section 8.25.060.B.1 provides that noise levels in residential zones shall not exceed 55 dBA during the day and 45 dBA at night.

(iii) Construction Noise. With respect to noise, construction is anticipated to occur during permissible hours as defined in the city's municipal code. Construction noise is considered to be short term impact and would be considered significant if construction occurs outside the allowable times as described in SMC Section 8.25.060.B.6. In addition, construction projects will comply with General Plan Action N 1f of the General Plan. The demolition and grading phases of on-site construction activities will generate the highest temporary noise levels. The latest construction equipment on the site will be tractors, graders, scrapers, rollers, and dozers. The construction noise will occur during the allowable times and consistent with General Plan policies; thus, the impact is less than significant. (See General Plan at p. 6-2 "Compliance with the requirements outlined in Action N 1f shall be sufficient to reduce construction-related noise impacts to a less than significant level.")

(iv) Air Quality. Single-family detached residential dwellings and accessory dwelling units are not considered to be significant stationary sources of air emissions. Air quality impacts due to project implementation would be in the form of vehicle emissions during operation of the project and temporary impacts from fugitive dust, odors, and construction equipment emissions during horizontal improvements. The use of construction equipment results in localized exhaust emissions. Adherence to city and local Air Quality Management District requirements for demolition and construction would reduce particulate matter and diesel emissions to less than significant levels.

(v) Water Quality. The on-site residential development drainage management will be improved over current conditions, as shown by the Initial Storm Water Low Impact Development Submittal by Adobe Associates, Inc. dated Dec. 19. 2025 and the Drainage Analysis by

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Adobe Associates, Inc. dated Dec. 12, 2025, so that the project's will have a less than significant impact on water quality.

(e) The site can be adequately served by all required utilities and public services.

- (i) The project is currently served by all required utilities (electricity, water, wastewater, storm water, solid waste) and public services (fire, police, schools). Additional project residents would have a negligible impact on utility and public service capacity given the size of the project, the payment of required fees, and the increased property tax revenue that will be generated by the project that can contribute to the costs of needed public services. The anticipated population growth due to project implementation is consistent with the growth anticipated. In the general plan and the city's housing element, based on its land use designation.

In addition, none of the exceptions identified in CEQA Guidelines 15300.2 apply to the City's use of a Class 32 exemption for the project:

- (a) Cumulative Impact. There are no cumulative impacts of successive projects of the same type in the same place over time. The project is located in an area of the City where there has been little to no change in land use for years, and the project will not cause the City to exceed the overall threshold of 750 dwelling units established by the General Plan.
- (b) Unusual Circumstances. There is no reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The proposed project is a residential subdivision located on land adjacent to other existing residential subdivisions.
- (c) Scenic Highways. The project is not located within a highway officially designated as a State Scenic Highway.
- (d) Hazardous Waste Sites. The project site is not included on any hazardous waste list compiled pursuant to section 65962.5 of the Government Code, as shown in the Phase I environmental site assessment prepared by Advanced Geo dated November 17th 2025.
- (e) Historic Resources. The existing buildings on the project site do not appear on any historic register maintained by the City, the State of California or the U.S. government.

7) BOLD Program Approval as Optional Financing Mechanism:

- a. The Applicant would also like to request the Bond Opportunities for Land Development (BOLD) Program be approved as an optional financing

**FOR- SALE MISSING MIDDLE SINGLE FAMILY HOME DEVELOPMENT
AT SEBASTOPOL**

PROJECT DESCRIPTION

December 18th 2025,

Updated May 21th 2026

mechanism for the projects' development impact fees and other public project improvements. It is the applicants understanding that Sebastopol has recently joined the California Municipal Finance Authority (CMFA) and has allowed them to offer/facilitate the BOLD program on other projects within the city.