CHERRY RANCH DEVELOPMENT
PROJECT SUMMARY
04.12.22, AXIA Architects

Project Name	Cherry Ranch Development
Location	930 Fresno Avenue near Sebastopol Road
APN	035-101-004
Area	Approximately 6.87 acres
Current Zoning	R-1-6
Current General Plan Designation	Med-Low Residential, 8-13 Units / Acre
Total Units Proposed	67 Single Family Residences (Attached and Detached)
Project Valuation	Approximately $32 million
Setbacks	Porch = 6 feet Front = 10 feet Side yard = 5 feet Rear yard = 10 feet minimum, most have 15 feet
Maximum Building Height Max. Accessory Struct. Ht.	35 feet 16 feet
Maximum Height Proposed	Varies per unit type – max 30 feet to roof ridge
Maximum Coverage	40%
Actual Coverage	About 25%

Design Overview

The design objectives for this project is to create attractive family work force housing at an accessible price. The project consists of infill residential development located on a former livestock auction yard adjacent to Courtside Village near Sebastopol Road. The site is situated close to a number of amenities including shopping, cafes, small businesses, Corporate Center Parkway, and alternative transportation options (bus stop and bike path in close proximity). The project plans to leverage modular technology to fabricate the basic housing components to expedite the construction in response to the current housing crisis facing our city.

The house designs provide some variety in the massing and interface with the street. Options for some of the floor plans offer the capability to include an office or fourth bedroom. Each of the single-family homes is supported with about 400 SF of private yard and a garage. Parking is served through a combination of garages, driveway aprons, and on-street parking. There are 22 "type-A" units that are one-story single-family duplex residences with approximately 1,400 square feet, plus garage space each. The type-A units are situated around the perimeter of the single-family residence area of the development. There are also 22 "type-B" two-story duplex residential units and 3 "type-B" detached single-family residences with approximately 1,533 square feet each, plus garage space. These type-B units are situated primarily in the center of the development. There are 18 "type-C" units that are two-story single-family residences with approximately 1,511 square feet, plus garage space each, similar in design to "type-B" units. 16 of these "type-C" units are duplexes and 2 are detached. They are situated primarily on the northern portion of the development. There are 2 residential "type-D" units situated as a two story duplex at the cross roads of Terrabrook and A Street.

There will be roads within the development to allow access to the parking areas and to provide access for the fire department equipment. There are 194 parking spaces planned for the project. The City of Santa Rosa is requiring that the applicant widen Fresno Avenue along the property boundary and incorporate road improvements, such as curb and gutter along Fresno Avenue as part of the Cherry Ranch project. These road improvements will impact Corps' jurisdictional area that was not formally permitted by the Corps in its prior 2002 and 2007 permit authorizations. The applicant will also be creating landscaping berms along that frontage.

Fire Department Circulation
And Access

The project vehicular circulation is designed in a continuous loop with drives of 22 feet in width combined with 8 foot wide parallel parking on one side. Fire truck access to the sub division occurs at both ends of the main circulation drive. The inside radiuses are designed to accommodate the trucks. No point on the perimeter of the housing unit would require greater than 150 feet of hose length. The dead-end street at the north end of the development is less than 150 feet.

Response to Neighborhood Meeting

On 07/31/19 The city held a neighborhood meeting for the Cherry Ranch project. At the time, the project was 83 residential units, which included

32 multi-family apartment units. The concerns expressed by the neighbors were generally summarized as follows:

- Concern about parking
- Concern about density of multi-family apartments

Response to Neighborhood Meeting (cont.)

In response to the neighborhood meeting the owner and design team looked at options to address the concerns. The owner decided to remove the multi-family apartments from the project to reduce the density, parking requirements, and building mass. The project was reduced by 16 residential units. Duplexes now replace the multi-family apartments to better align with the scale of the adjacent neighbors. The reduction of 16 residential units also reduces the parking requirements and total traffic counts on the roads.

Attachments:

1. CEQA Environmental Screening Memorandum 02/06/20 GHD Engineers
2. Traffic Study, W-Trans Engineers