

Dutton Meadows Subdivision

2650, 2666, 2684 Dutton Meadow
1112 & 1200 Hearn Avenue

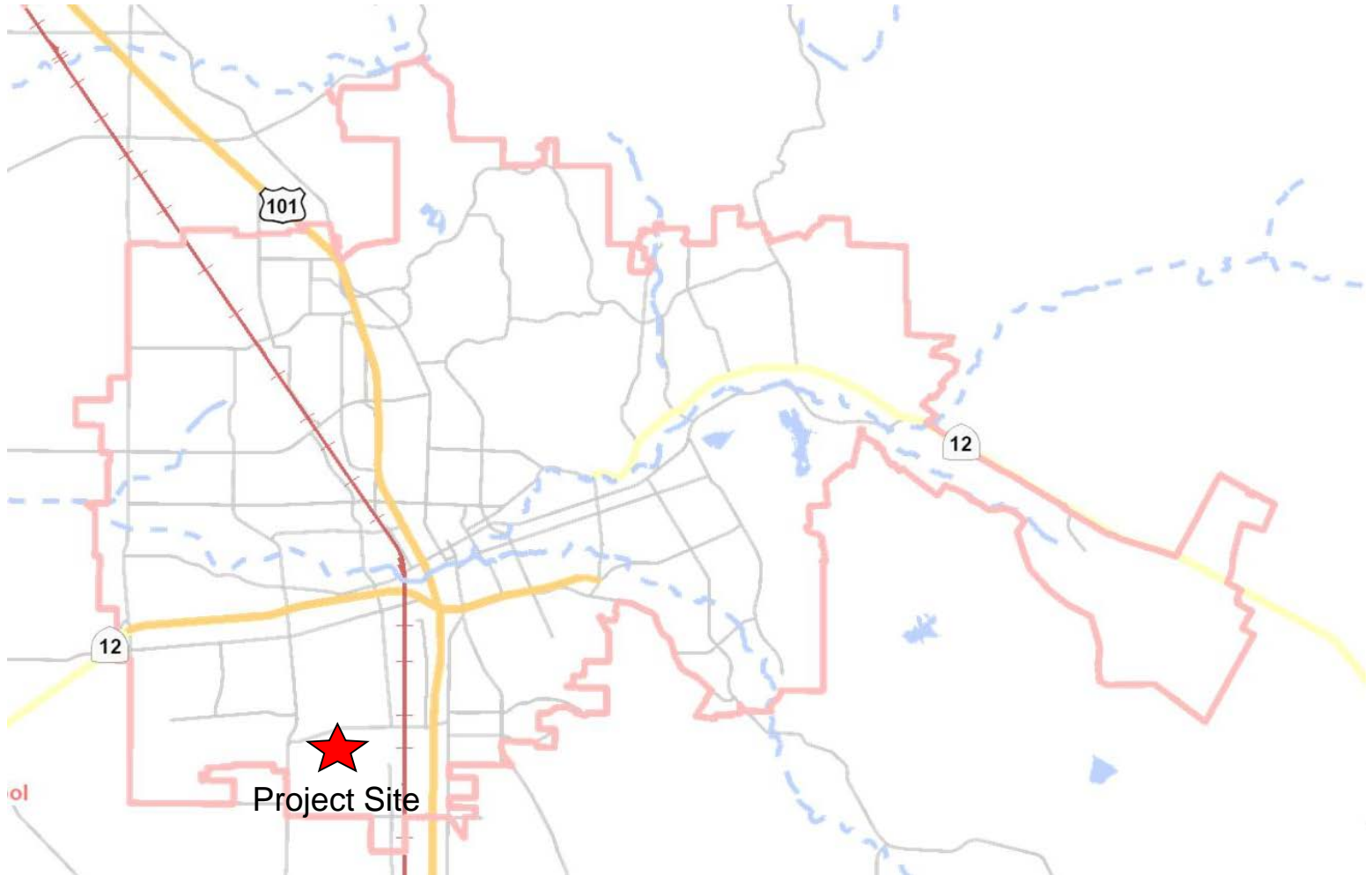
February 28, 2019

Amy Nicholson
City Planner
Planning and Economic Development

- Subdivision of an 18.4-acre site to accommodate 130 Single-Family Dwellings and 81 Accessory Dwelling Units (ADUs)
 - 20 ADUs proposed as affordable
- Proposed improvements include extension of Northpoint Parkway and Street A, lot specific and visitor parking spaces, and landscaping
- Entitlements include General Plan Amendment, Tentative Map, Conditional Use Permit

Project Location

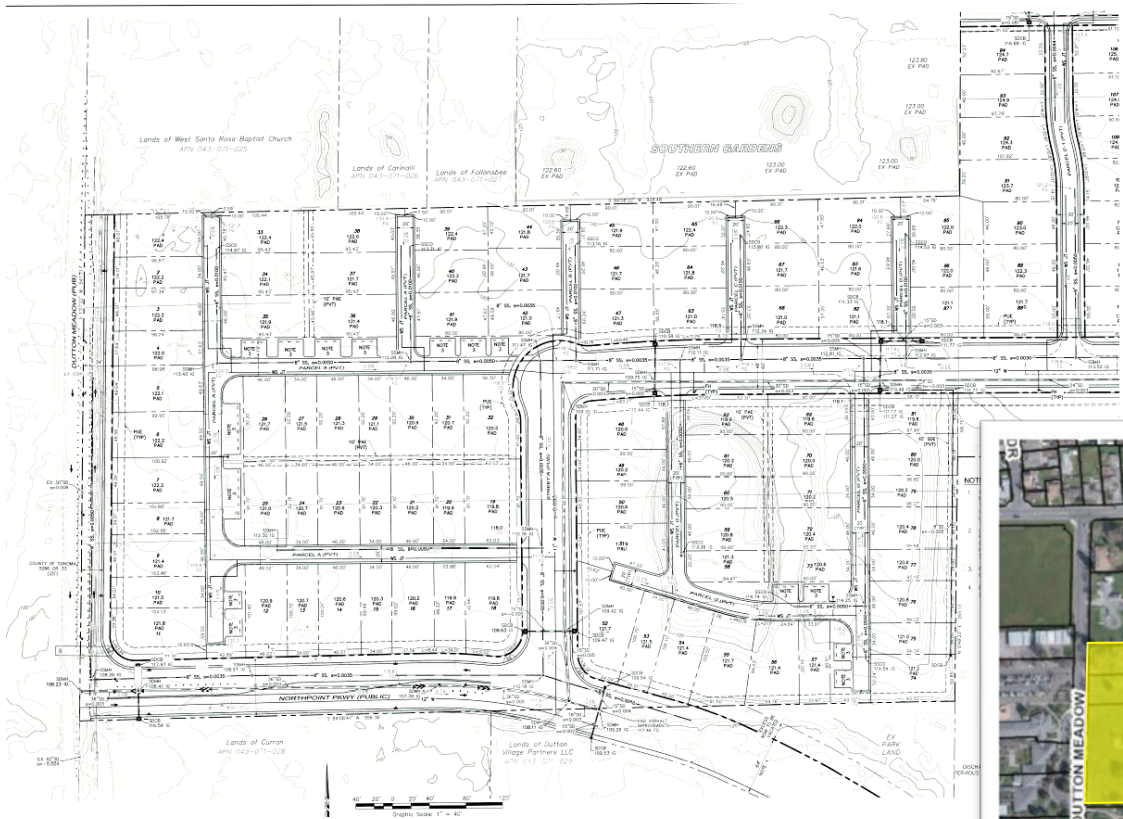
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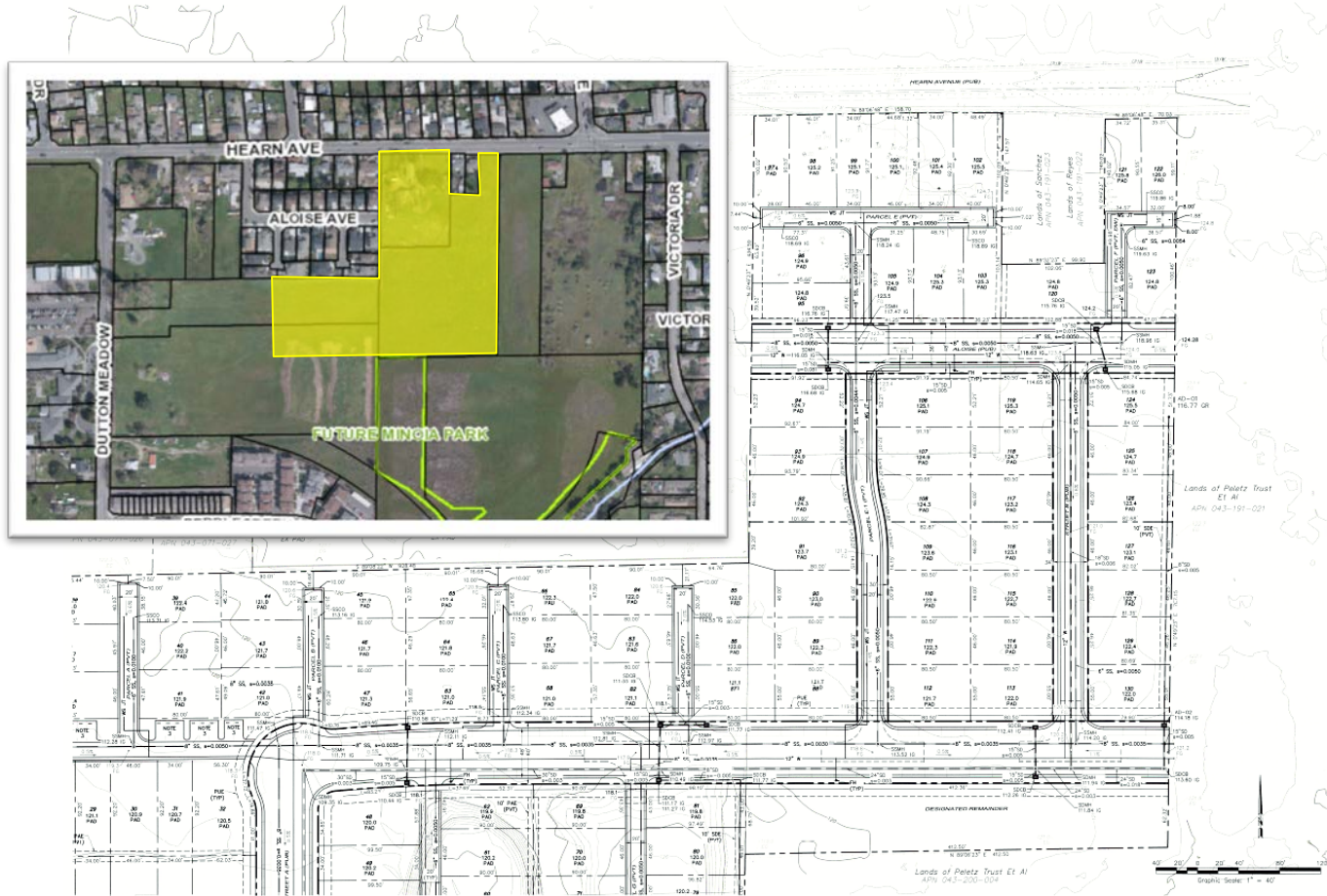
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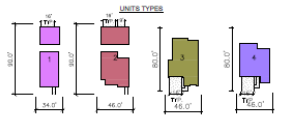




Tentative Map



Below Market Rate Unit - BMR
Deed Restriction on Accessory Dwelling Units to Affordable Rental Rates



BMR Counts

8 qty	12 qty	0 qty	0 qty
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TOTAL BMRS - 20 qty = 15%

**PARKING CALCULATIONS
AFTER RECONFIGURATION**

UNIT COUNT
UNIT 1 20
UNIT 2 20
UNIT 3 20
UNIT 4 20
TOTAL 200
PERMITTED PARKING
UNIT 1 20
UNIT 2 20
UNIT 3 20
UNIT 4 20
TOTAL PERMITTED PARKING 80
TOTAL DRIVEWAY PARKING 20
TOTAL PERMITTED PARKING 100
UNITS 1, 2, 3, 4 (PUBLIC) 100
2 CAR GARAGE 100
UNIT 1 100
UNIT 2 100
UNIT 3 100
UNIT 4 100
TOTAL GARAGE PARKING 400
EXTERIOR PARKING 400
STREET PUBLIC 100
TOTAL EXTERIOR 500
TOTAL PARKING AVAILABLE 600
PERMITTED PARKING 100
GARAGE PARKING 400
DRIVEWAY PARKING 20
CALCULATED REQUIRED PARKING 520
TOTAL 100 100 100 100 400
PROVIDED PARKING 500



Dutton Meadows Site Exhibit
 11/16/2018
 adobe associates, inc.
 2000 10th Ave, Santa Rosa, CA 95404
 707.538.1100
 www.adobe.com



'PLAN 2 - B' - WINE COUNTRY

'PLAN 1 - A' - MONTEREY

'PLAN 2 - C' - FARMHOUSE

'PLAN 1 - B' - WINE COUNTRY

'PLAN 2 - A' - MONTEREY



REAR - PLAN 2 - ELEVATION 'A'

REAR - PLAN 1 - ELEVATION 'B'

REAR - PLAN 2 - ELEVATION 'C'

REAR - PLAN 1 - ELEVATION 'A'

REAR - PLAN 2 - ELEVATION 'B'

- Late 2002 and early 2003, four public hearings were held to discuss the Dutton Meadow Master Plan (Master Plan)
 - Master Plan covered 51-acre site, including current project site
 - Focus of the public hearings was proposed circulation, which included a request to modify the alignment and width of the Northpoint Parkway extension
 - Trumark Homes, the current project applicant, was an applicant of the Master Plan

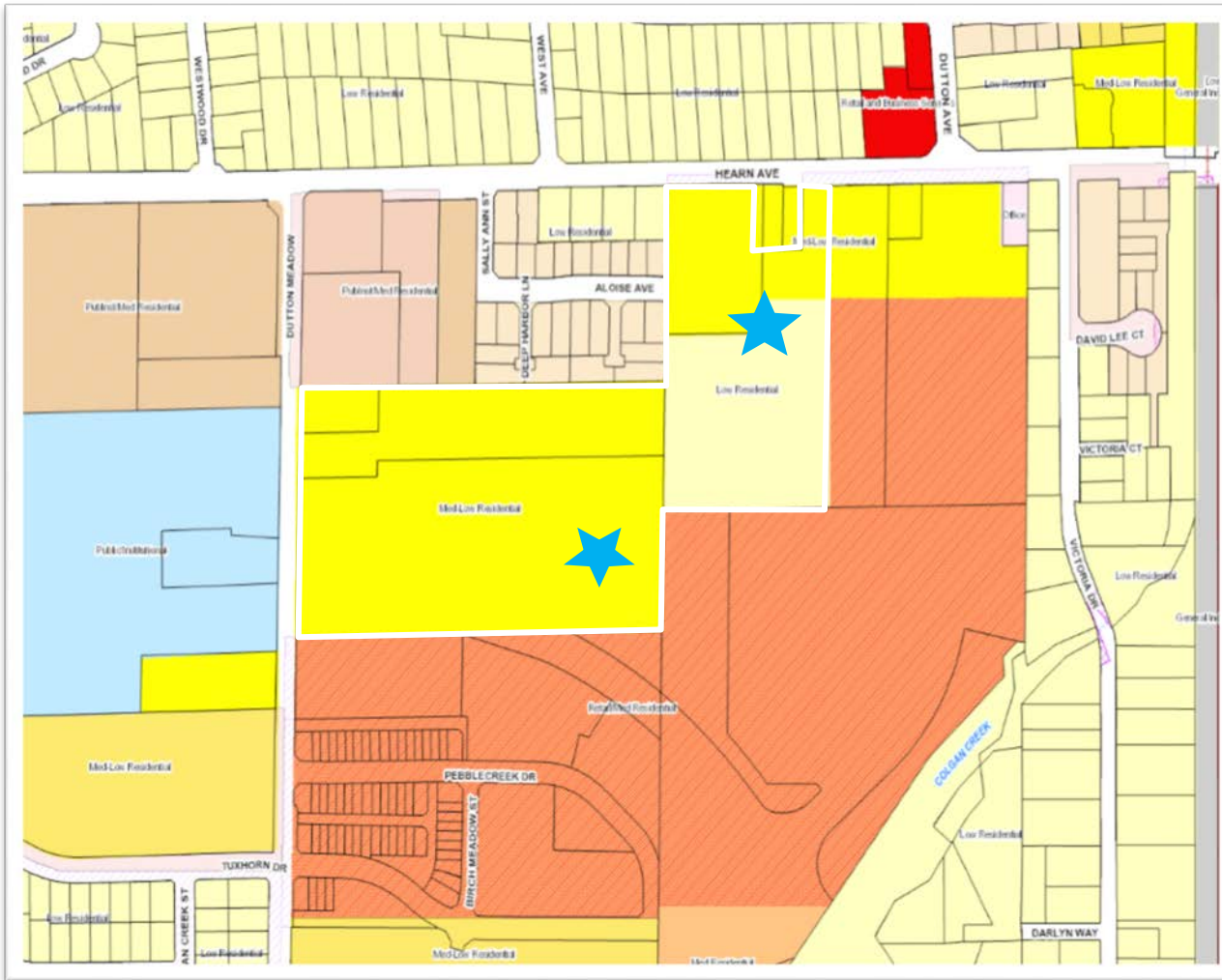
- January 2003 - Commission directed applicant to address a number of issues, with detailed focus on circulation and the design of Northpoint Parkway
- January 2006 – Circulation modifications proposed to the Master Plan and returned to Commission for consideration. The Commission found revised circulation consistent with Transportation goals and policies of the General Plan, and recommended approval of the Master Plan.

- March 2006 - Dutton Meadow Master Plan approved by City Council.
- May/July 2006 - Dutton Meadows Phase I Tentative Map (126 attached units covering the west side of the project site) and Minoia Subdivision Tentative Map (66 detached units covering the north part of the project site) approved. Both maps have expired.

- October 2009 - City Council adopted current General Plan - incorporated circulation elements from Dutton Meadow Master Plan
- October 2016 - Roseland Area Specific Plan adopted. The Specific Plan includes circulation goals, policies, and planned roadways to improve connectivity and to alleviate congestion. The Specific Plan included a number of land use changes.

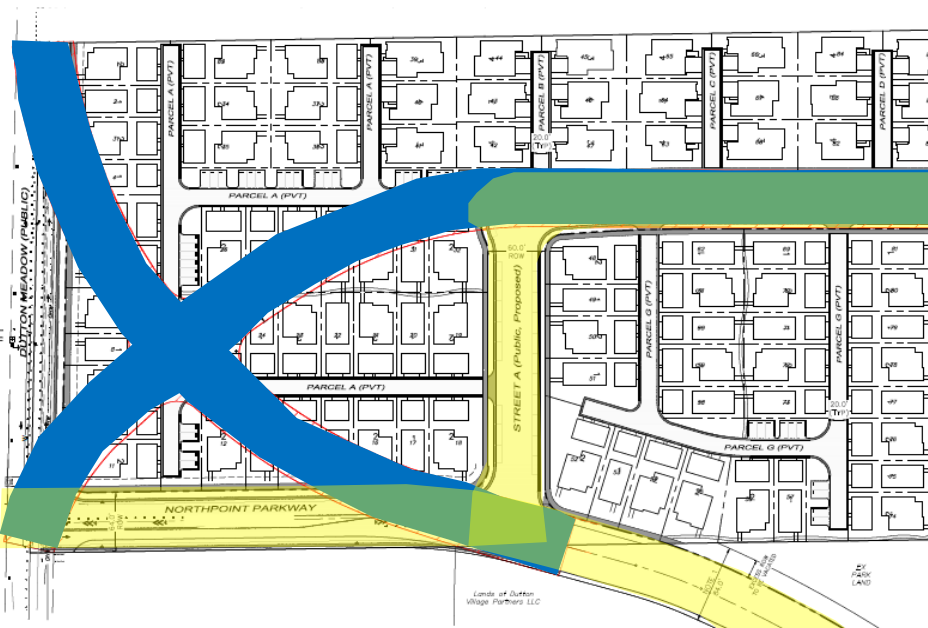
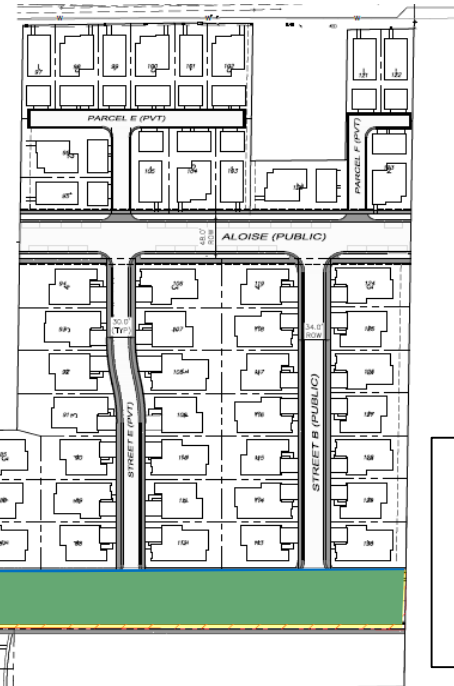
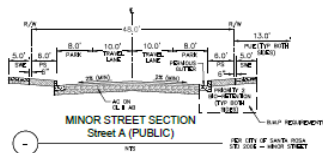
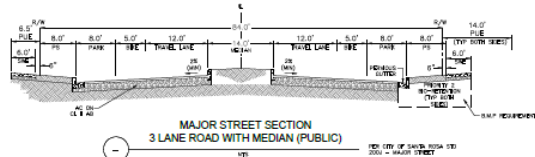
- March 20, 2018 - Pre-Application meeting held with applicant team and City Staff
- June 13, 2018 - Neighborhood Meeting held with applicant team and interested residents
- June 26, 2018 - Applications for General Plan Amendment, Tentative Map, and Conditional Use Permit was submitted

- September 27, 2018, and October 24, 2018 - City staff and applicant team met to discuss on-going concerns regarding proposed circulation modifications
- December 6, 2018 - City staff spoke with the applicant to confirm City could not support proposed circulation



-  Country Residential (0.05-0.2 units per acre)
-  Very Low Density Residential (0.2-2.0 units per acre)
-  Low Density/Open Space (2.0-8.0 units per acre)
-  Low Density Residential (2.0-8.0 units per acre)
-  Medium Low Density Residential (8.0-13.0 units per acre)
-  Medium Density Residential (8.0-18.0 units per acre)
-  Medium High Density Residential (18.0-30.0 units per acre)
-  Transit Village Medium (25.0-40.0 units per acre)
-  Mobile Homes (4.0-18.0 units per acre)
-  Transit Village Mixed Use (40 units per acre minimum)
-  Retail & Business Services
-  Office
-  Business Park
-  Light Industry
-  General Industry
-  Public/Institutional
-  Parks and Recreation
-  Open Space
-  Agriculture

Modified Circulation



Planned

Proposed

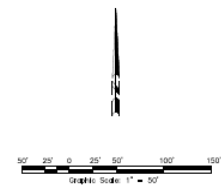
NOTES:

- ALL R.O.W.'S PER THE SUBDIVISION SERVICE PLAN.
- 25& UNITS WOULD BE AFFECTED BY R.S.P.

DUTTON MEADOWS & NORTHPOINT PARKWAY PER R.S.P.

KEY NOTES:

1. EXISTING NORTHPOINT PARKWAY RIGHT-OF-WAY (DEDICATED BY CATALINA TOWNSHIPS)



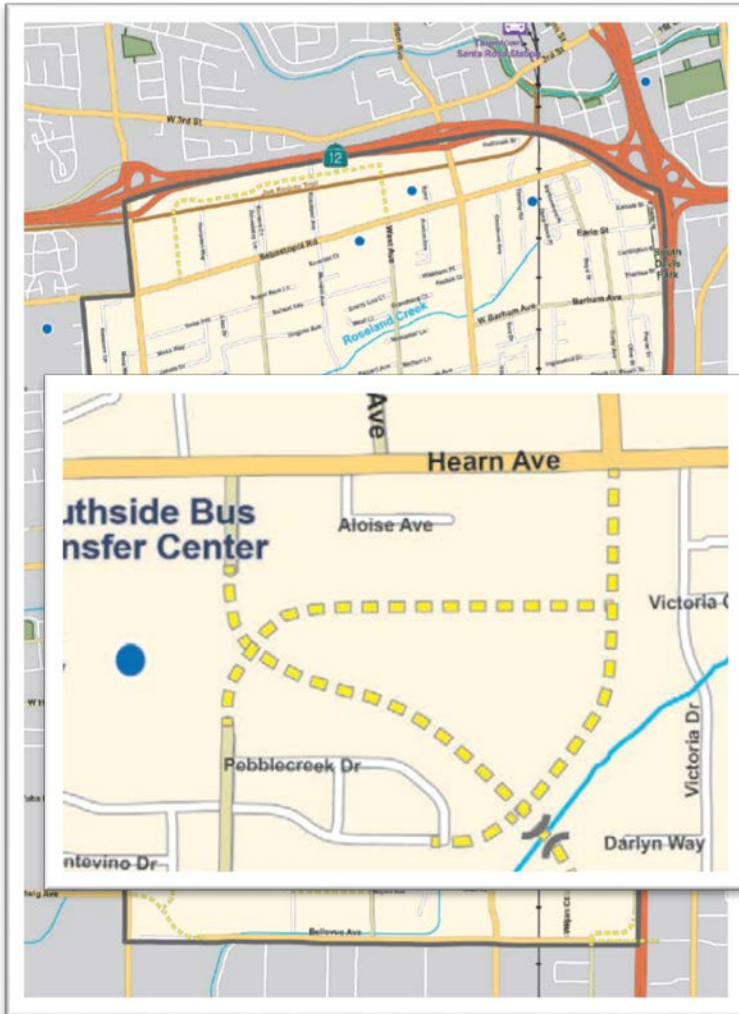
- T-C Reduce traffic volumes and speeds in neighborhoods.
- T-C-1 Minimize through traffic in residential neighborhoods and avoid excessive traffic volumes greater than that dictated by street design and classification, by providing attractive regional/arterial streets to accommodate cross-town traffic.
- T-F-3 Explore alternative circulation network improvements to accommodate regional through-traffic, focusing on regional/arterial street circulation and regional transportation routes.

- LUL-F Maintain a diversity of neighborhoods and varied housing stock to satisfy a wide range of needs.

- LUL-F-1 Do not allow development at less than the minimum density prescribed by each residential land use classification.

- H-A Meet the housing needs of all Santa Rosa residents.

- H-C-7 Promote the development of second units. Discuss this option with residential developers during initial development application meetings.



Roadway Network

RN-1 Improve connectivity and traffic flow.

RN-1.1 Improve connections by creating new streets or extensions of existing streets, as identified in Figure 4-1 and Table 4-1.

RN-1.2 Require dedication of right-of-way and related street improvements or new streets as identified in the Circulation Plan when properties develop.

RN-1.5 Support the planned construction of a new US Highway 101 overpass at Bellevue Avenue and a widened overpass at Hearn Avenue to improve east-west multimodal connectivity to and from the Roseland area.

- 1. Is there a need to amend the General Plan? Is an amendment to the General Plan warranted?*
- 2. What changes or events have occurred or what new evidence has arisen since the General Plan was adopted which now warrants a change?*
- 3. Have detailed neighborhood plans or other studies revealed the need for a General Plan Amendment?*
- 4. Describe the effect the proposed change will have on the surrounding uses. Describe how the proposed change will affect achievement of the General Plan in this and the surrounding area.*

Requested to accommodate detached single-family product

- Required density vs. proposed housing
- Destruction of units increased need, infrastructure necessary

General Plan guides future development through the year 2035 and beyond

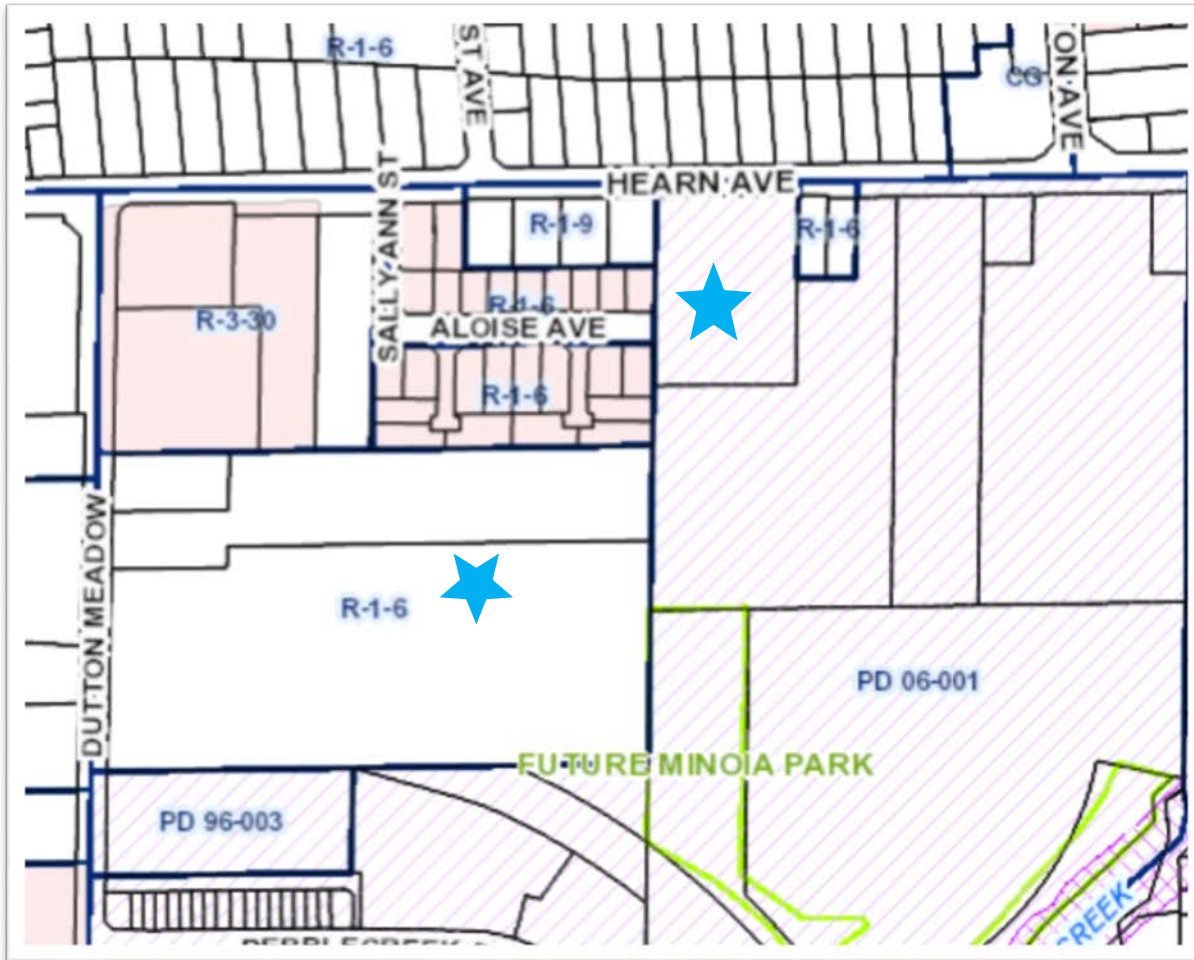
- Predictability and stability
- Amendments typically to modify land use or density
- Change to Transportation Element with widespread impacts

- No demonstration proposed housing project outweighs need for adequate regional circulation
- Applicant could decide to construct a different project, or no project
- Significant changes to area wide circulation should be beneficial with or without project

General Plan Amendment detrimental to public interest and convenience

- Reduces functionality of two planned connections
- Increased congestion along Hearn Avenue
- High volume right turn at active school crossing

- Traffic analysis demonstrates intersections would operate acceptably
 - Overall impact anticipated to negatively affect circulation
 - Much of area is undeveloped
 - Previous analysis regarding infrastructure needs based on streets identified for reconfiguration
- Proposal cannot be supported without comprehensive traffic and infrastructure analysis
 - General Plan or Specific Plan



- Zoned R-1-6 (Single-Family Residential) and PD06-001 (Planned Development)
- Each intended for low to medium density residential development, as proposed

- **Anticipated impacts to greater roadway network**
 - Realignment and resulting impacts to the region could include:
 - Property dedications for roadway widening
 - Level of service impacts
- **Southwest quadrant not developed to full General Plan buildout**
 - Circulation network planned for area designed with land use designations established by General Plan
- **Proposed roadway realignment could impact future development in area**
 - New development may not fully realize development potential in General Plan

- **Reduced efficiency of two planned connections** from residential and less populated segment of quadrant, to **business and commercial areas**
- Modification will **exacerbate existing delays along Hearn Avenue**
- Realignment creates a street that functions as a neighborhood street in place of a transitional/collector street. **Encourages regional traffic to go through a residential neighborhood**, and replaces the connection with a less desirable and obvious route for travelers.

- **Increased and unplanned volumes on Dutton Meadow** - revised from a four lane to two lane street based on the planned street network and circulation studies
- Revised location of the **Northpoint Parkway and Dutton Meadow intersection is anticipated to result in a reduced level of service, and an increased likelihood of pedestrian and vehicular conflict**, when compared to the planned alignment

Neighborhood Meeting, Notice of Application, Notice of Public Hearing

- Preference for lower density and less height (compared to previously approved project)
- Concerns about existing/exacerbating traffic on Hearn Avenue
- Overall traffic plan/circulation plan for area
- Sidewalk and pedestrian circulation
- Parking concerns
- Traffic on Dutton Meadow from multiple projects

Environmental Review

California Environmental Quality Act (CEQA)

- California Environmental Quality Act (CEQA) does not apply to projects that an agency rejects or disapproves (Pub. Resources Code § 21080 (b)(5)).
- CEQA is inapplicable once the City determines not to proceed with a project (*Las Lomas Land Co, LLC.v. City of Los Angeles* (2009) 177 Cal.App.4th 837).

It is recommended by Planning and Economic Development Department that the Planning Commission deny the General Plan Amendment, Tentative Map, and Conditional Use Permit.



Planning Commission's Options

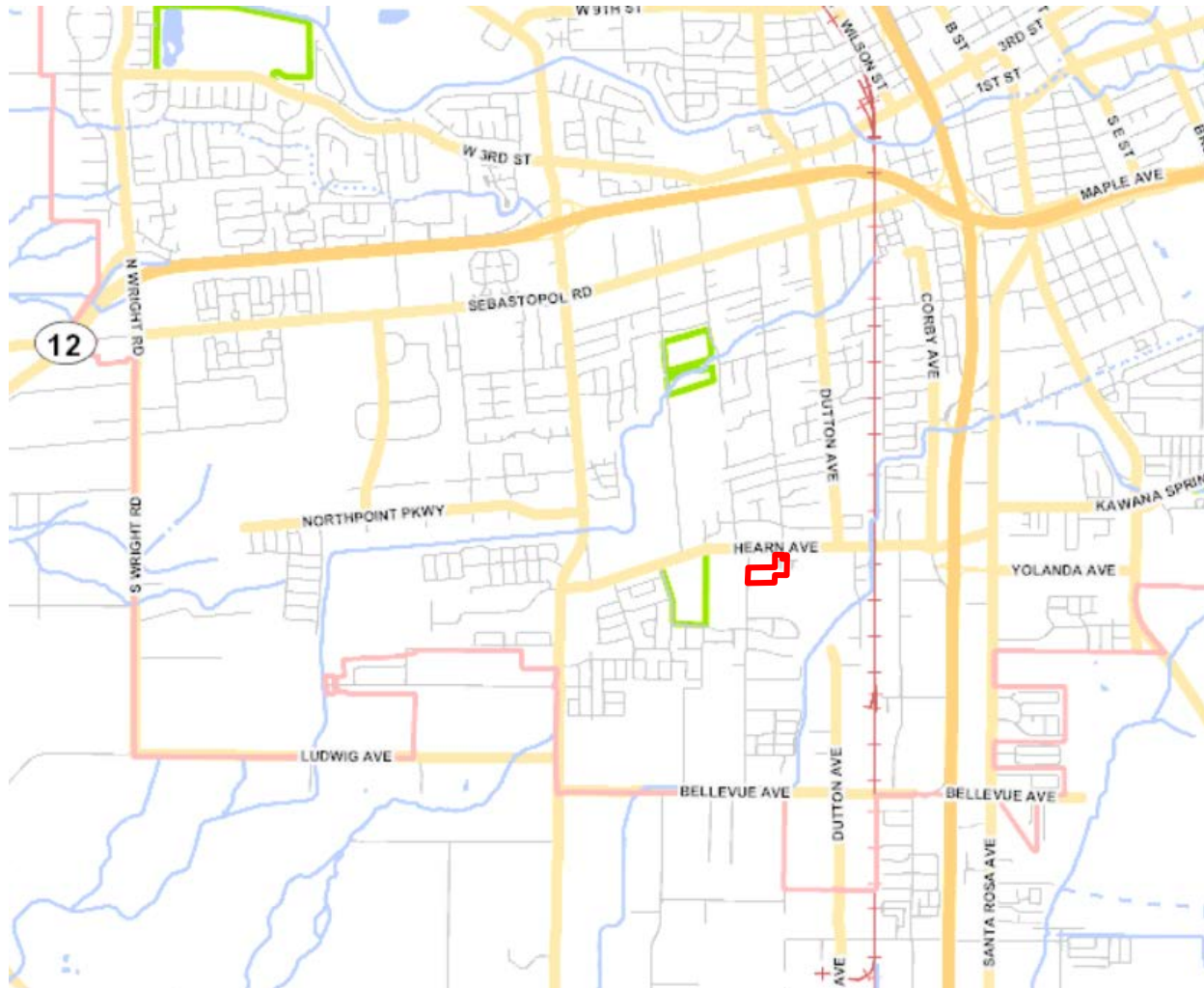
- Deny the General Plan Amendment, Tentative Map, and Conditional Use Permit (Staff's Recommendation)
- Direct Staff to return with resolutions of approval, and environmental analysis completed
 - Staff will need Planning Commission to make findings of fact
- Continue the item to allow for applicant to change project or provide additional information/analysis

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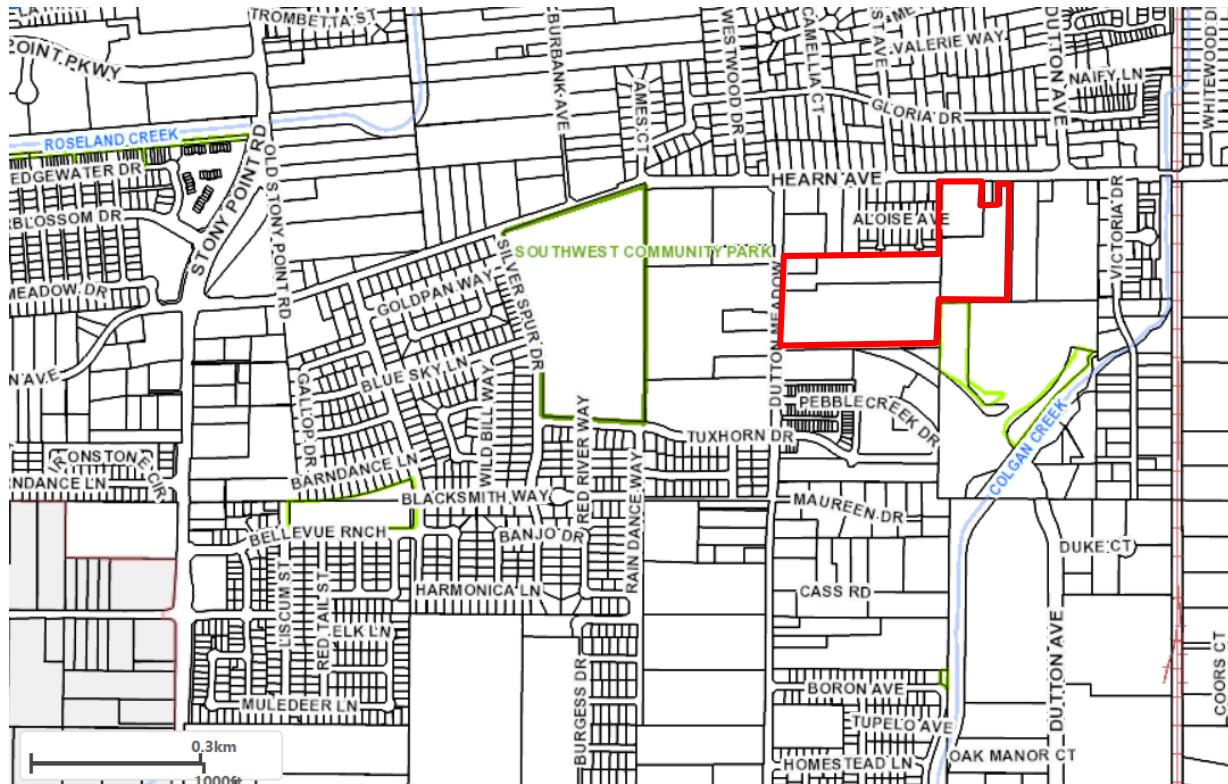


Additional Slides

Regional Circulation



Regional Circulation



Regional Circulation

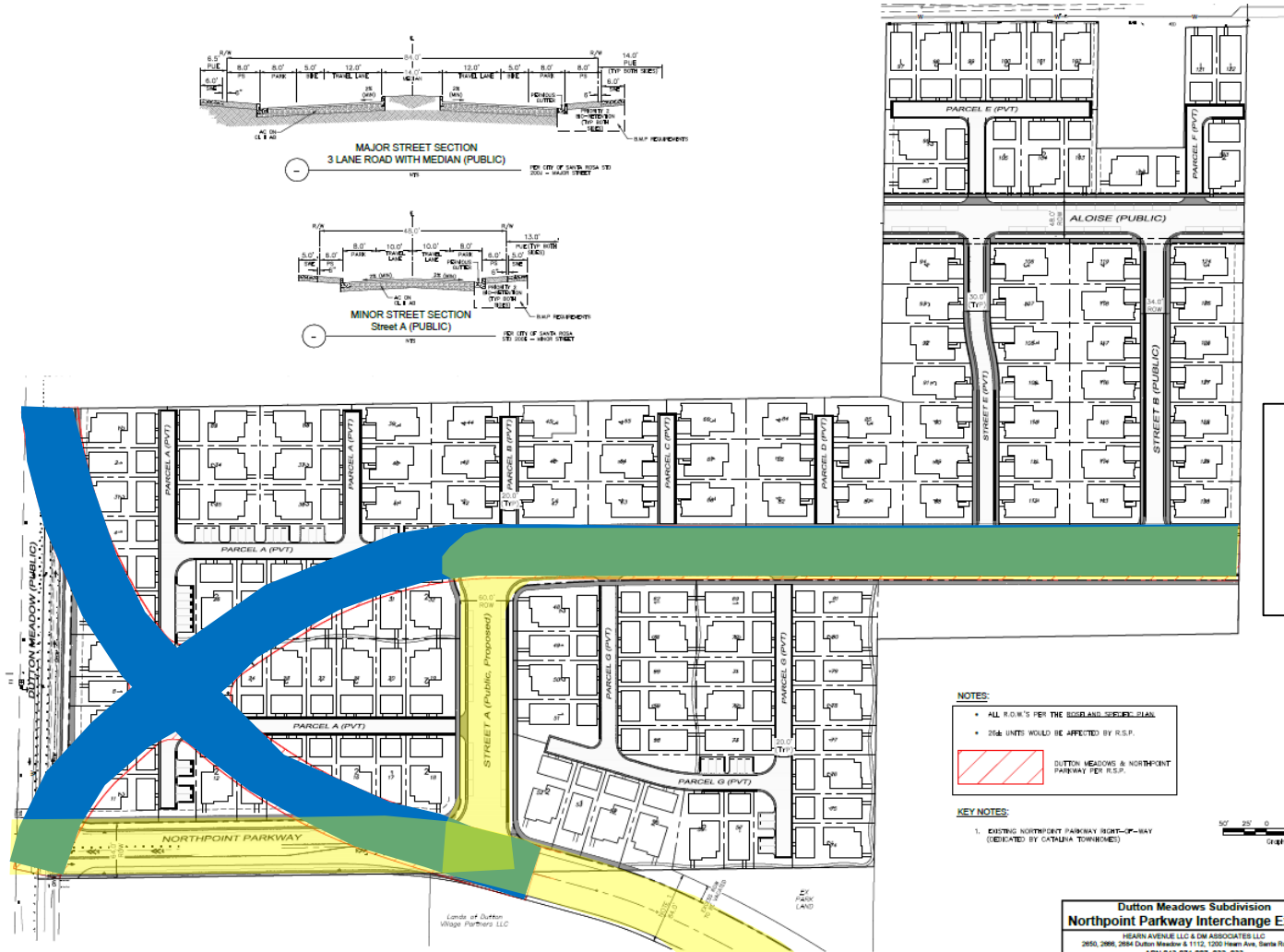
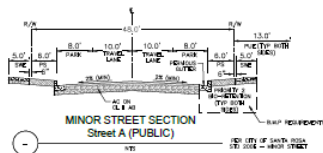
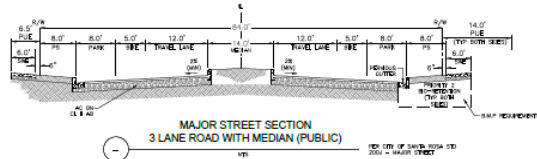




Figure 1-Roseland Specific Plan



Figure 2 – Developer's Proposal


Modified Circulation



	Planned
	Proposed

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