

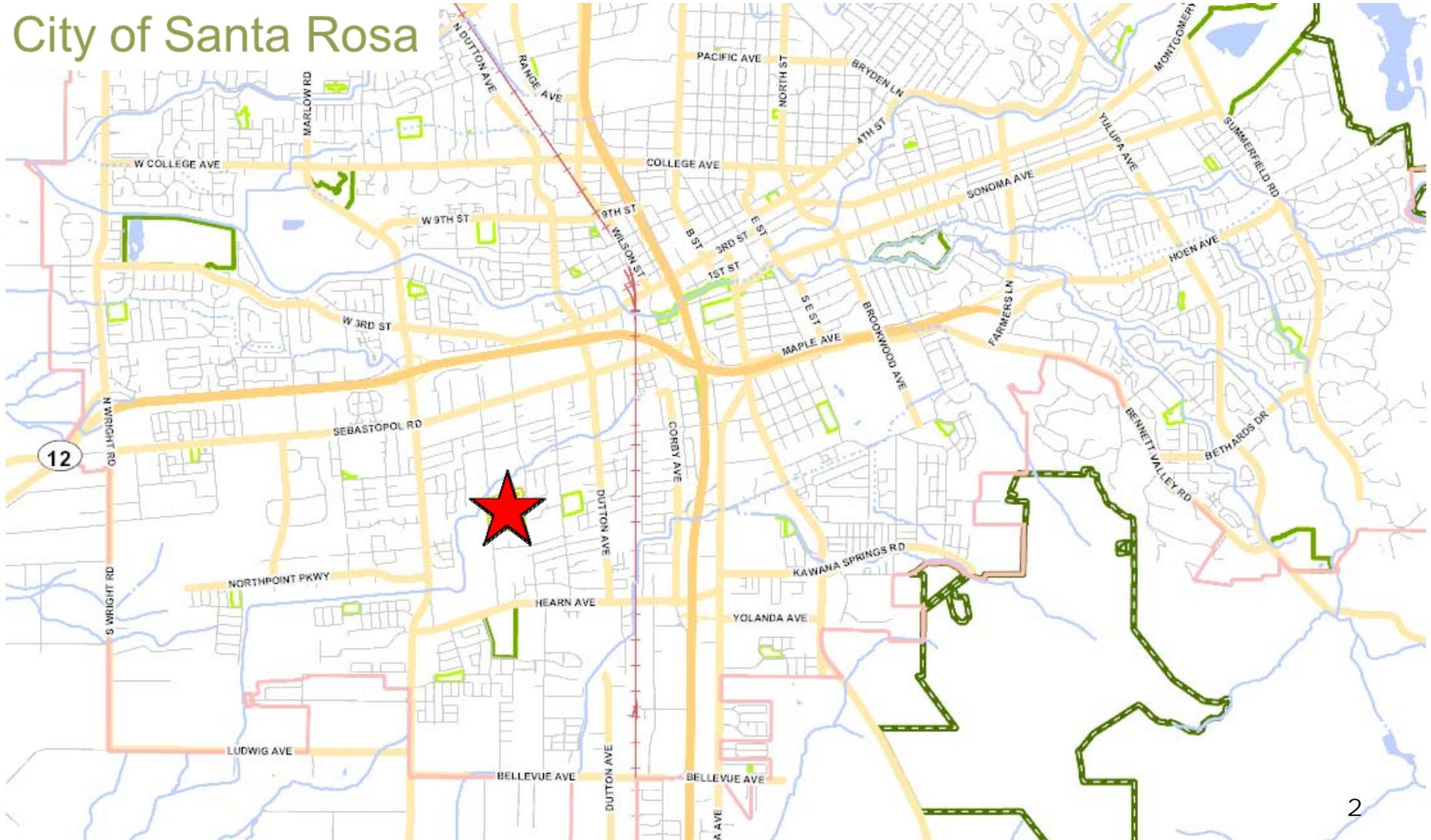
Burbank Avenue Subdivision Appeal – Minor Design Review Permit

Design Review Board

June 4, 2020

Adam Ross
City Planner
Planning and Economic Development

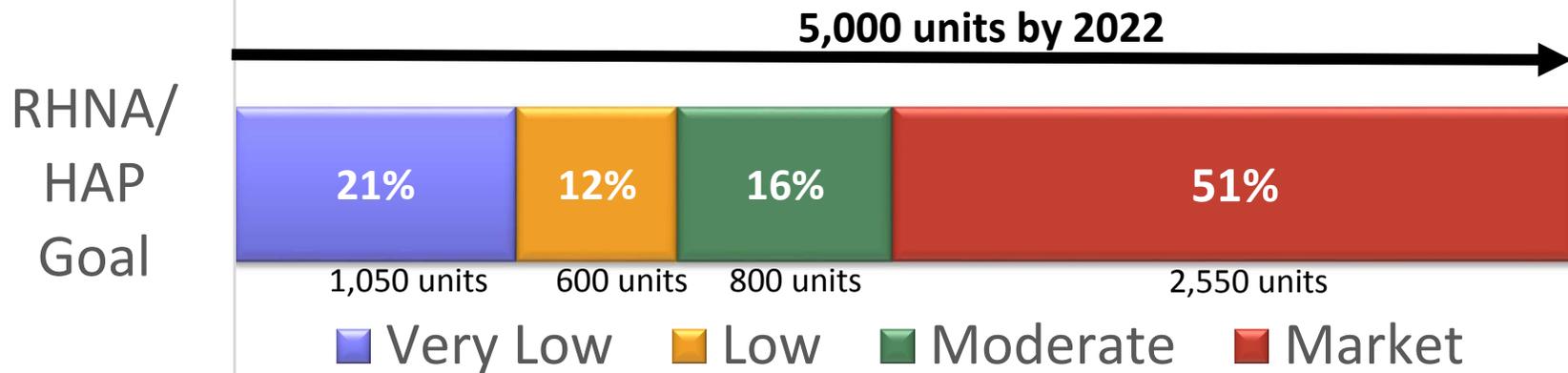
City of Santa Rosa



Project Location 1400 Burbank Avenue



Housing Action Plan



*Regional Housing Needs Allocation (RHNA) 2014 – 2022 and 2016 Santa Rosa Housing Action Plan (HAP)

Burbank Ave Subdivision: Total 138 Residential Units

Residential Project (100% market):



Market Income:
138 Units (5.4% of goal)

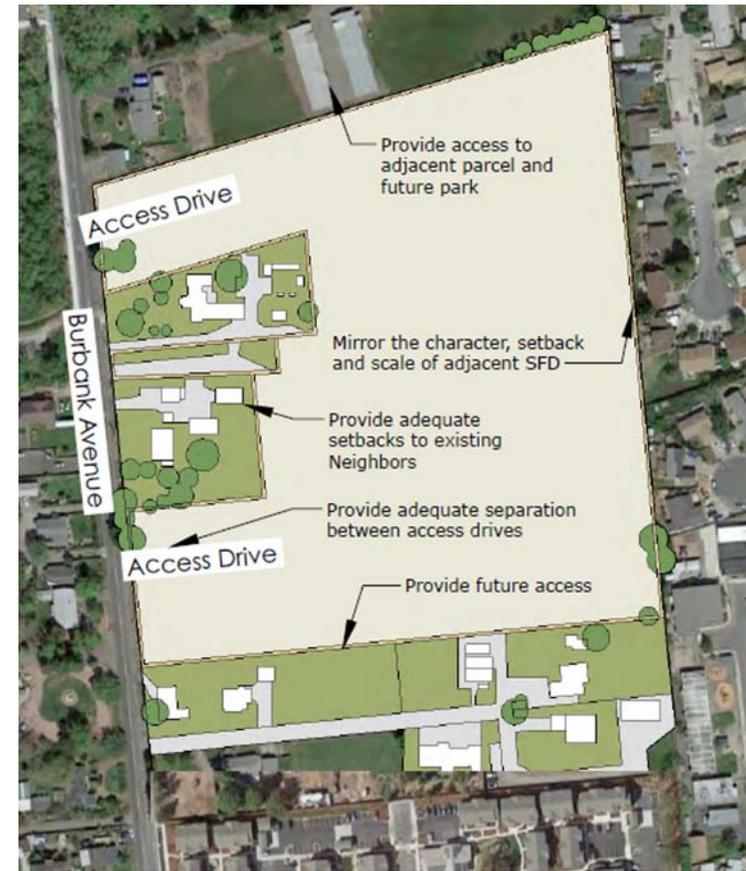
- Minor Design Review Permit to allow attached housing in a residential small lot subdivision:
 - 75 lots are proposed with each lot containing one-of-three housing types
 - 62 detached single-family
 - 12 Duets (single-family attached)
 - 64 multi-family units
 - 100% Market Rate Project

- 10.39 acres of Net Developable Area
- 3.86 of new Public Right-of-Way
- The smallest residential lots will be 2,729 square feet
- The largest proposed lot is 8,517 square feet
- Average lot size is 4,687 square feet
- Multi-family units are located on a 90,198 square-foot lot in the southwest corner of the site abutting Burbank Avenue
- Associated infrastructure (new streets, frontages, sidewalk, bike paths)
- Accessed off of Burbank Avenue

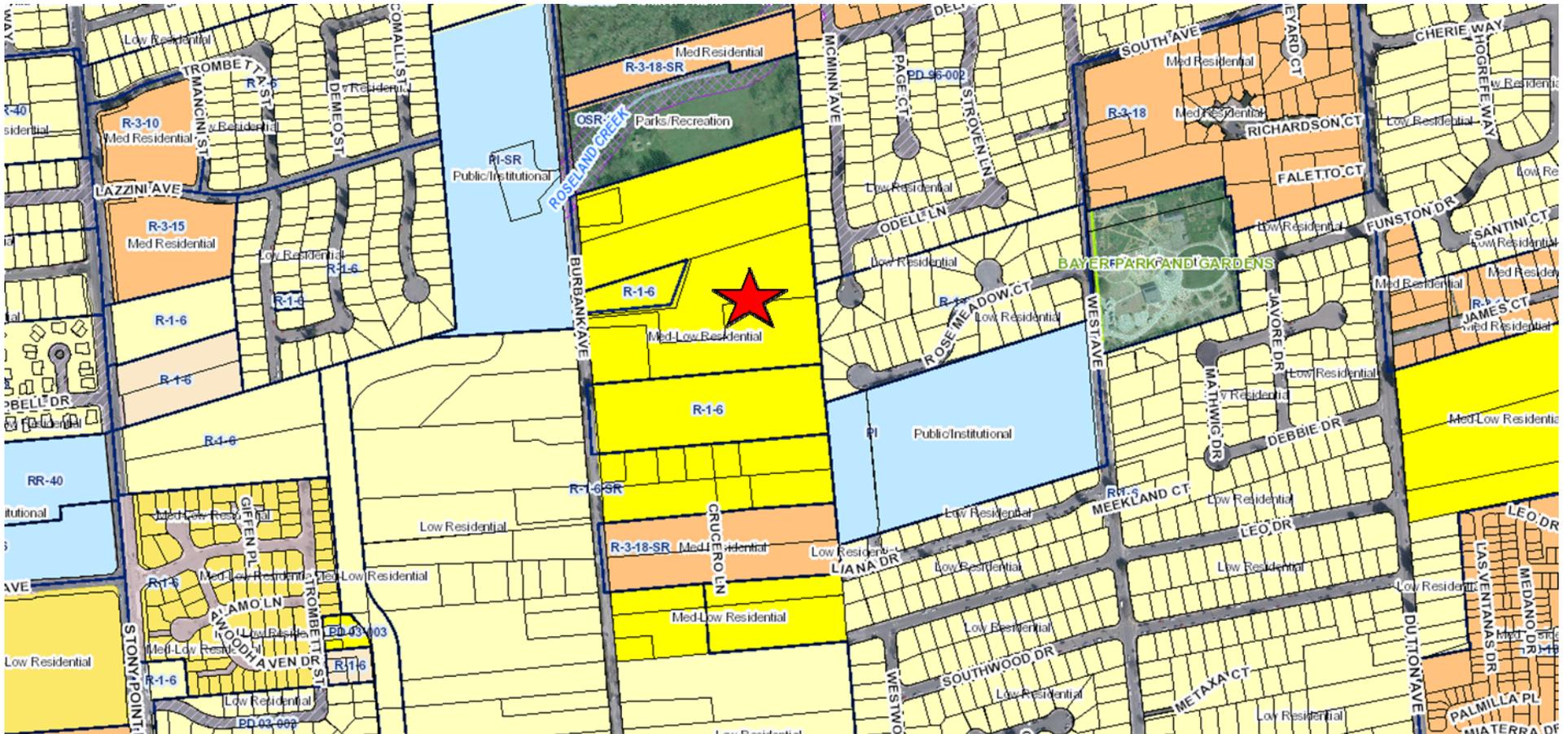
Resilient City Development Measures

- Resilient City Development Measures: Section 20-16 of the Zoning Code
- 20-16.060(B)(14) allows small lot subdivisions to be approved by a Minor Use Permit applies to projects in the Priority Development Areas
- 20-16.070 reduces the Major Design Review authority to the ZA after Concept Item with DRB to projects in the Priority Development Areas
- 20-42.140(D) requires the Use Permit for a small lot subdivision be approved prior to approval of a Vesting Tentative Tract Map

Existing Land Uses



- On July 31, 2018, Pre-Application Neighborhood Meeting was held (PRAP18-090)
- On August 13, 2019, application was submitted to the Planning and Economic Development Department: PRJ19-031 (CUP19-095, DB19-009, DR19-053, DR19-054, MAJ19-003)
- November 7, 2019, the project was reviewed as a Concept Item by the Design Review Board, where the Board provided comments and recommendations
- January 9, 2020 Application was deemed complete
- February 5, 2020, the Zoning Administrator held a special meeting for the Project to review and made findings for the approval of the Minor Conditional Use Permit and Minor Design Review Application Permit
- February 13, 2020, the Planning Commission held a Public Hearing for the Project to review and made findings for the Tentative Map approval
- February 24, 2020, an Appeal was filed with the City Clerk's Office for the Tentative Map



Land Use

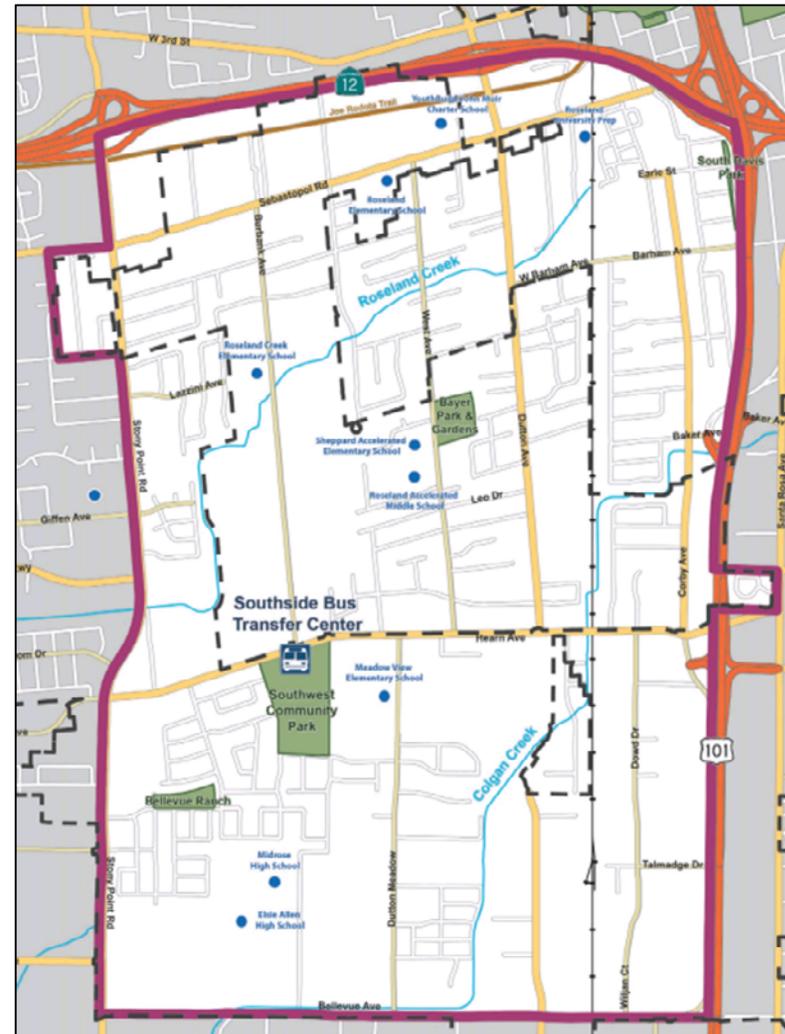
- LUL-E-2 As a part of planning and development review activities, ensure that projects, subdivisions, and neighborhoods are designed to foster livability.
- LUL-F Maintain a diversity of neighborhoods and varied housing stock to satisfy a wide range of needs.
 - LUL-F-1 Do not allow development at less than the minimum density prescribed by each residential land use classification.
 - LUL-F-3 Maintain a balance of various housing types in each neighborhood and ensure that new development does not result in undue concentration of a single housing type in any one neighborhood.
- LUL-S Develop an attractive, safe, and extensive network for pedestrian and bicyclist movements.
 - LUL-S-3 Link pedestrian and bicycle paths to community destinations (parks, etc.), the surrounding rural countryside trail system, and the downtown area.

Roseland Area/Sebastopol Road Specific Plan

The Roseland Area/Sebastopol Road Specific Plan is a planning level document that addresses land use, circulation and infrastructure needs for the area

The Specific Plan was developed concurrently with consideration of annexation of the previously unincorporated area

The plan area includes the Roseland Priority Development Area (PDA) and part of the Sebastopol Road PDA.

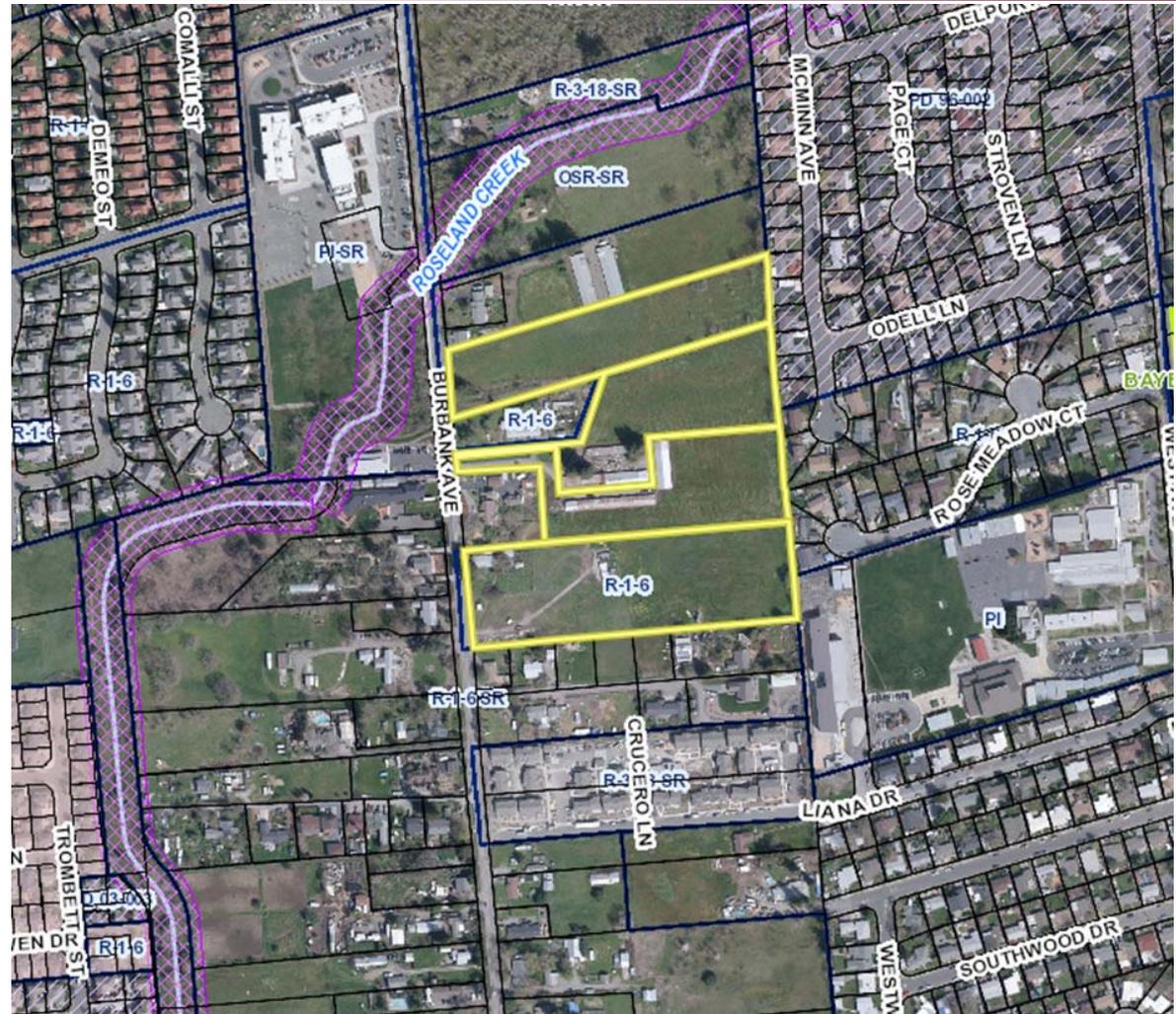


Roseland Area/Sebastopol Road Specific Plan

Roseland/Sebastopol Road Specific Plan

- AH-1 Provide a variety of housing types and densities to support a diverse population.
- AH-1.2 Encourage new residential development to include a mix of housing types, such as single-family residences with duplexes and triplexes, townhomes, and apartment units, for all income levels.
- AH-1.3 Encourage the development of quality, well-built, attractive market-rate and below- market-rate housing units that contribute to neighborhood character and quality of life.
- AH-1.5 Encourage residential development that meets the special needs of population groups including seniors, large and small families, low- and middle-income households, and people of all abilities.
- 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.
- PBN-1.5 Require dedication of right-of-way for improvements and/or expansion of pedestrian and bicycle facilities where insufficient right-of-way currently exists.
- PBN-2.2 Implement streetscape improvements resulting in attractive, functional streets with overall enhanced access, lighting, and safety for pedestrians, bicyclists, transit users, and motorists.

- The subject site is within the R-1-6-SR (Single Family Residential-Scenic Road Burbank Avenue) zoning district.
- The Burbank Avenue Scenic Road requires a 25-foot setback measured from edge of pavement to a two-story or greater structure or element, or one-story structure or element with height over 25 feet.
- This project proposes a setback greater than 25 feet



- Lot Size
- Building Height
- Setbacks
- Outdoor Lighting

Parking and Traffic

Table 10 – Parking Analysis Summary

Land Use	Units	Supply (spaces)	City Requirements	
			Rate	Spaces Required
1 bdr Apartment	17 du	64 covered sp 32 tandem sp 58 open sp	1.0 covered sp/unit 0.5 visitor sp/unit	17 covered sp 9 visitor sp
2+ bdr Apartment	47 du		1.0 covered sp/unit 1.5 visitor sp/unit	47 covered sp 70 visitor sp
Duplex	12 du	24 covered sp 24 tandem sp	1.0 covered sp/unit 1.5 visitor sp/unit	12 covered sp 18 visitor sp
Detached Single-Family Dwelling	62 du	124 covered sp 124 tandem sp	1 covered sp/unit 3 additional sp/unit	62 covered sp 186 other sp
Total		450		421

Notes: du = dwelling unit; bdr = bedrooms; sp = space

Finding – The proposed parking supply for the project would be adequate to meet the City's parking requirements.

Neighborhood Design

- 1.1. I.A To promote the development of new “neighborhoods” that incorporate a variety of uses as opposed to subdivisions that feature single-family homes exclusively.
- 1.1.I.C To promote neighborhoods that feature a variety of housing types (both single-family and multiple-family) as well as a variety of price ranges.
- 1.1.I.E To encourage neighborhood design that supports pedestrians, bicyclists and use of public transit as well as automobile use.

Streetscapes

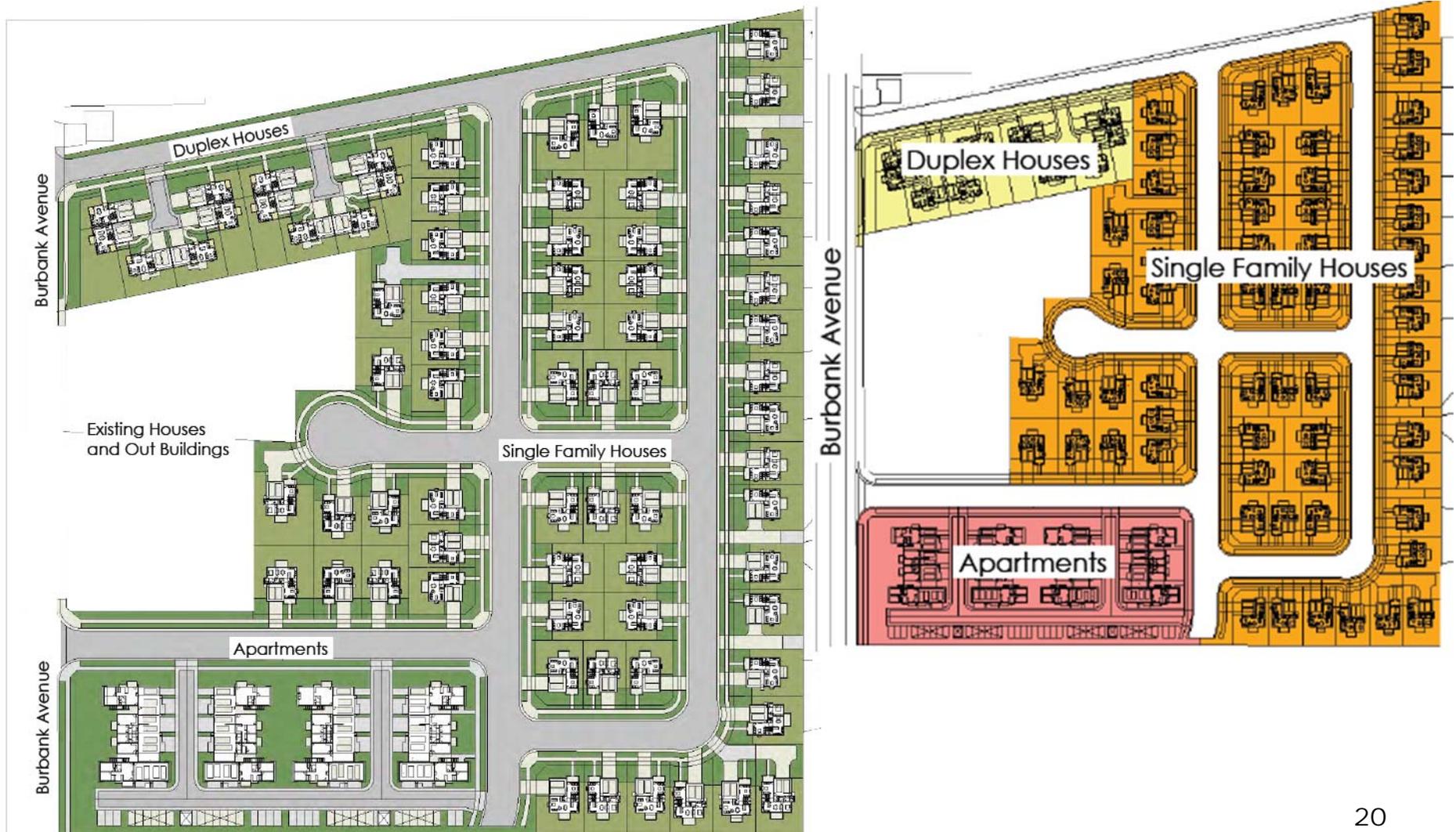
- 1.3I.E/F To develop a comprehensive pedestrian/bicycle circulation system.

Multi-family Residential

- 3.2.I.A Develop multi-family housing that is compatible with existing surrounding homes and other structures and provides “superior design.”
- 3.2.I.D Encourage multiple-family projects which are safe, contribute to safer neighborhoods, and support Police and Fire Department efforts to promote public safety.
- 3.2.I.E To provide developments with logical layouts that people can navigate through without confusion.
- 3.2.II.B.3 Integrate multiple-family projects with pedestrian and bicycle circulation systems that extends to neighborhood centers, along creek corridors and to adjacent neighborhoods and shopping districts.
- 3.2.II.L.7 All site features including trash enclosures, fencing, light fixtures, mailboxes, laundry and facilities utility screens, should be architecturally compatible with the main structures.
- 3.2.III.A.1 Break up the mass of larger structures with articulation of the form, use of color and the use of multiple materials, including: horizontal wood, cement fiber and composite siding, vertical wood siding, stucco, wood shingles, real and cultured masonry.
- 3.2.III.A.4 Avoid dressing up fronts of building with higher quality materials and switching to less expensive siding material on the sides and back. Design all four sides of buildings.
- 3.2.III.B.1 Orient the main entrance of each unit, or the building to the street or to a common open area.

Project History – DRB Concept

- Consider redesigning the + pattern on the multi-family apartment complex.
- The multi-family residential building's color is dark. Consider using a color scheme more similar to the proposed single-family units.
- Maximize the gathering areas and further develop the courtyard renderings to utilize a diverse array of amenities.
- Consider different street trees more in tune with the surrounding neighborhood and native to Santa Rosa.
- Consider lowering the apartment building to two stories.
- Provide greater screening between the north and south property lines to screen the existing single-family residential units.
- Consider horizontal massing.
- Consider alternatives to the site's perimeter fencing.
- Consider incorporating sound dampening technologies.



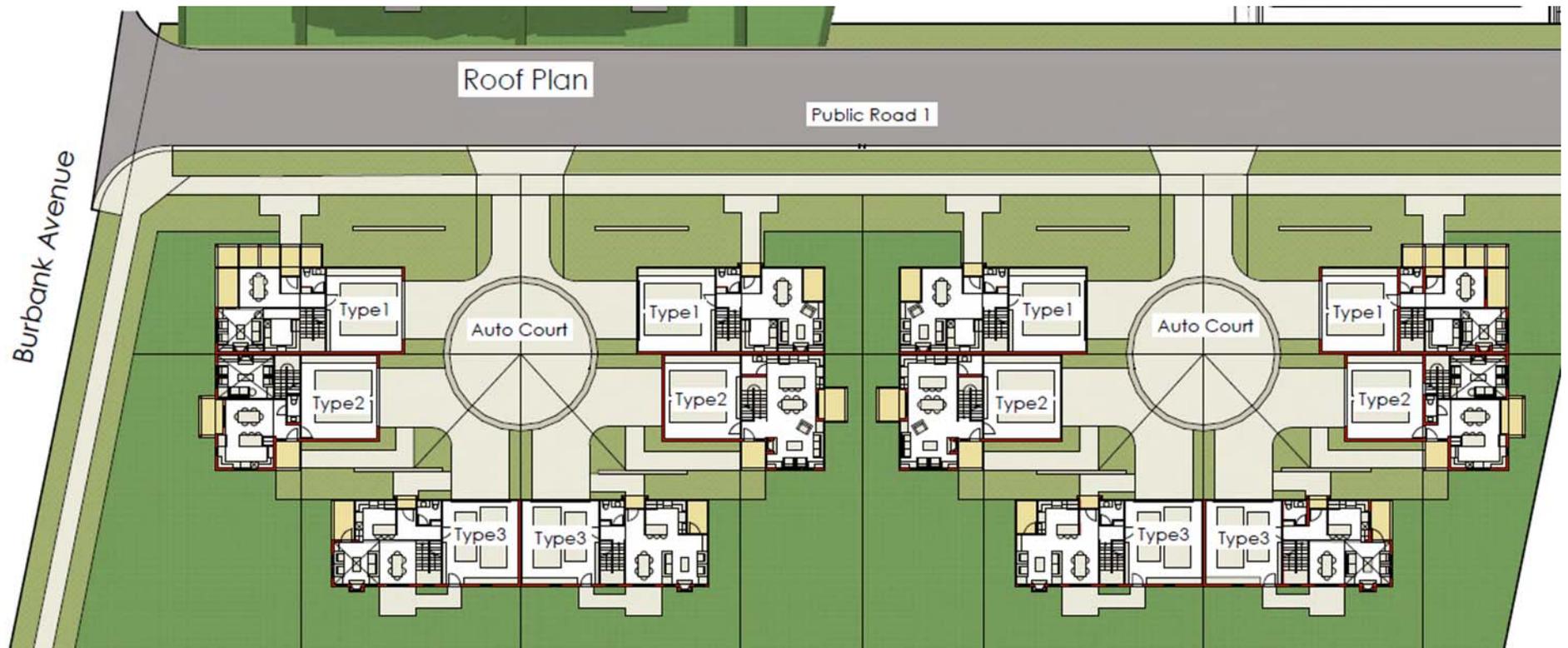
Landscape Plan



Single-Family Elevations



Single-Family Attached Elevations



Single-Family Attached Elevations



Single-Family Attached Elevations



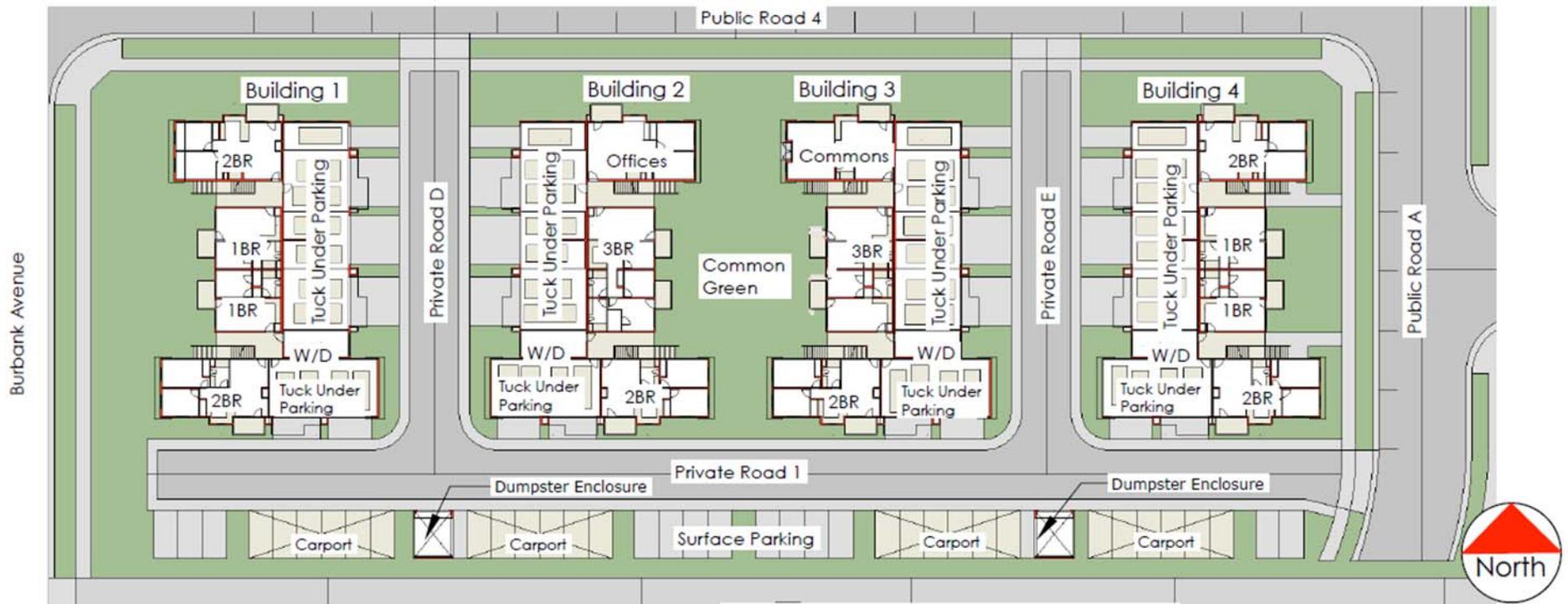
Single-Family Attached Elevations



Single-Family Attached Elevations



Multi-Family Site Plan



Multi-Family Elevations



Multi-Family Elevations



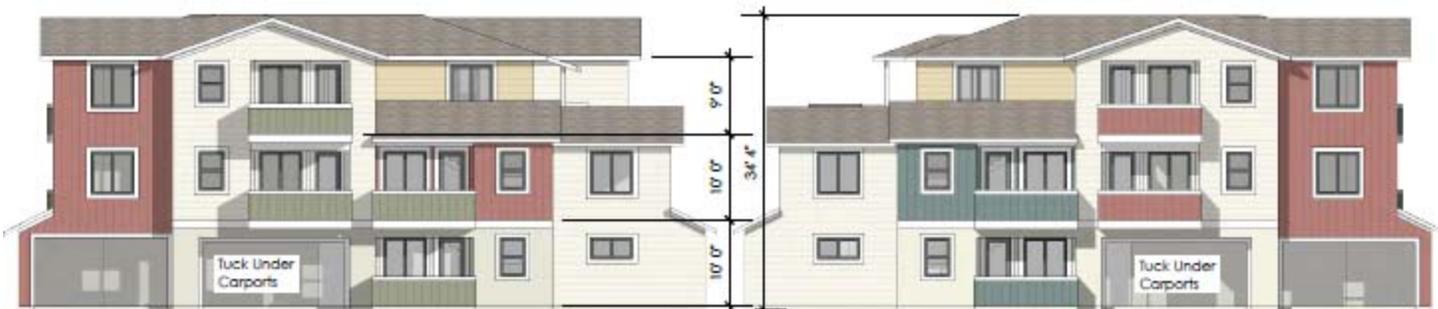
Looking Southeast along Burbank Avenue

Multi-Family Elevations



Building 2/ North (Entry Street) Elevation

Building 1/ North (Entry Street) Elevation



Building 2/ South Elevation

Building 1/ South Elevation



Jon Worden Architects
 512 Matheson Street
 Healdsburg, CA 95448
 707-239-9076

Prepared For
Schellinger Brothers

Burbank Avenue
 Concept Study

Building 1&2 End
 Elevations 1:10 25
 4-15-20

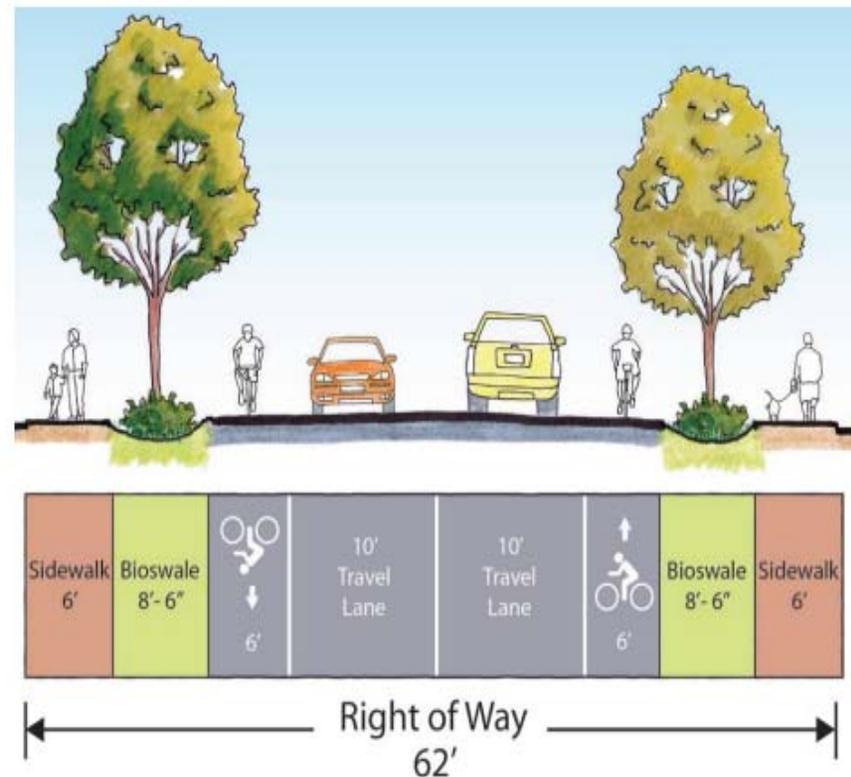
Multi-Family Elevations



Public Improvements

- Burbank Avenue will be widened from approximately 50 feet to 62 feet that includes two 10-foot vehicle travel lanes, six-foot wide Class II bicycle lanes, an 8.5-foot bioswale, and a six-foot sidewalk.

Southern Section Street Design



Public Correspondence

- Access to the site
- Density and size of three-story buildings
- Barriers separating parking and existing single-family homes
- New Public Roads and connecting to Crucero Lane in the future
- Potential light pollution
- CEQA review

Public Correspondence

- Placement of the multi-family units within the subdivision
- Phasing
- Compatibility with Roseland Area/Sebastopol Road Specific Plan

- Access will be taken off Burbank Avenue, with new public and private roads
- Traffic Engineering reviewed the project and provided Conditions of Approval
 - New Traffic Signal on Burbank Avenue and Hearn Avenue
- A good neighbor fence is proposed between the multi-family units and the existing residential units to the south.

- All lighting shall comply with the City’s Outdoor Lighting Ordinance found in Zoning Code Section 20-30.080
- A Noise Impact Analysis Study was provided and determined that the project need only comply with City standard Conditions of Approval for noise during construction

- The CDFW has authority over CTS mitigations
- The Bio Assessment indicated no CTS was found and is unlikely to occur in the future
- The project complies with CEQA Statutory Exemption 65457 of the California Government Resource Code (15182(a)(c) Projects pursuant to a Specific Plan)
- 18183 Projects Pursuant a General Plan for Streamlining

Basis of Appeal

- 1. Lack of information available to the Public at the time of Zoning Administrator Public Hearing*
- 2. Protection of Heritage Trees*
- 3. Preservation of the private roadway*

- The proposed project has been reviewed in compliance with CEQA:
 - The proposed project qualifies for a categorical exemption from CEQA under Section 65457 of the California Public Resources Code and CEQA Guidelines Section 15182(a)(c)
 - The Project implements and is consistent with the Roseland Area/Sebastopol Road Specific Plan for which an Environmental Impact Report was certified by City Council by Resolution No. 28873, dated October 18, 2016.

- The proposed project has been reviewed in compliance with CEQA:
 - Pursuant to CEQA Guidelines Section 15183, the project is consistent with the General Plan and zoning, for which an Environment Impact Report (EIR) was certified by Council in 2009.
 - Burbank Avenue Subdivision Consistency Determination Memorandum prepared for the project by FirstCarbon Solutions, dated December 18, 2019.
 - The 15182 and 15183 Analysis indicated that there are no project specific effects which are peculiar to the project or site and was supported by surveys and analyses including Special-Plant, Biological, Cultural Resource, and Traffic.

- The Zoning Administrator and the Planning and Economic Development Department recommend that the Design Review Board, by resolution, deny the appeal and approve the Minor Design Review Permit for attached housing in the the Burbank Avenue Subdivision Project.

Adam Ross
City Planner
Planning and Economic Development
ARoss@Srcity.org
(707) 543-4705

