

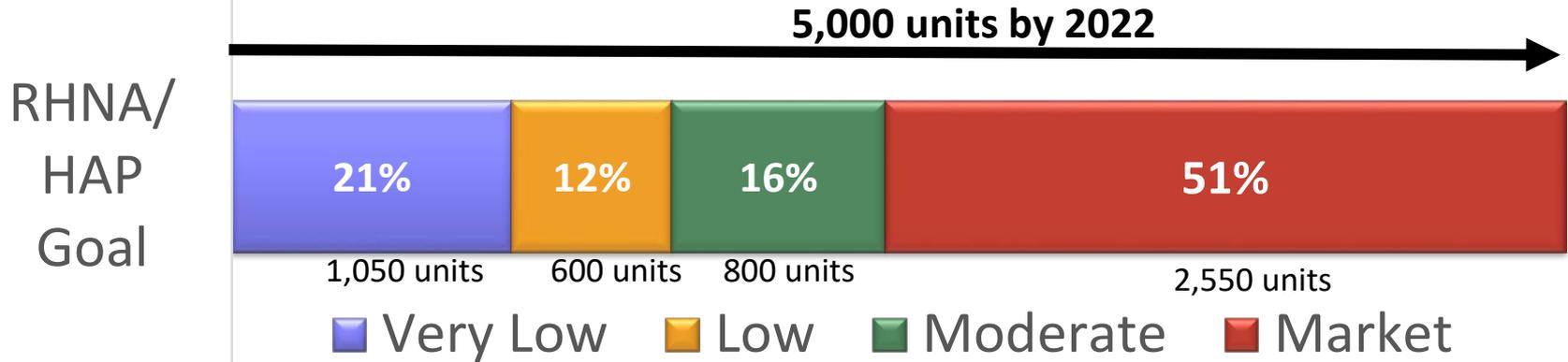
# Dutton Meadows Subdivision Conditional Use Permit Tentative Map

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

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December 9, 2021

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Planning and Economic Development



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

## Downtown Station: 137 total units



**137 Market Rate: 5.3% of the goal**

- Small lot subdivision of an 18.56-acre site for 137 detached single-family market rate units with alternative setbacks and two-story design standards
- Three parcels (A, B, and C)
- Lot sizes range from 2,703 sqft to 8,260 sqft
- Average lot size is 3,858 sqft
- On and off-site improvements include 1.4-acres of the regional serving Northpoint Parkway Extension
- New signalized intersection NorthPoint Parkway and Dutton Meadow
- Two new bus stops
- New roads, curb, and gutter right-of-way improvements

# Project Location

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



# Project Location

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



On June 26, 2018, applications for a General Plan Amendment, Tentative Map, and Conditional Use Permit were submitted to the Planning and Economic Development Department.

On February 28, 2019, the Planning Commission, with Staff's recommendation, denied the General Plan Amendment, Tentative Map, and Conditional Use Permit due to issues with the effects on the Circulation Element of the General Plan.

On March 8, 2019, Trumark Homes (applicant), appealed the February 28, 2019, Planning Commission decision to deny the applications for General Plan Amendment, Tentative Map, and Conditional Use Permit.

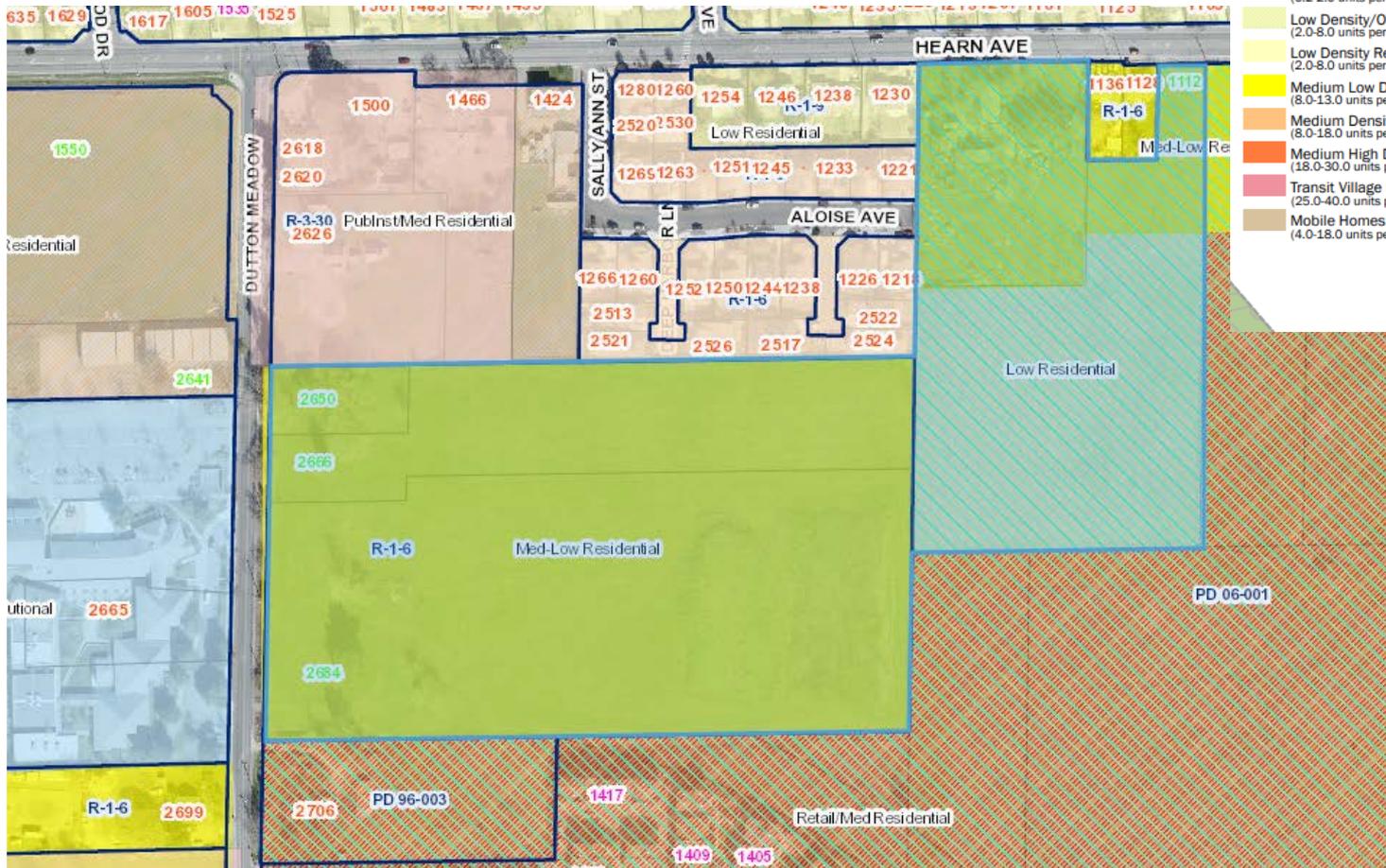
On July 9, 2019, the City Council held a public hearing and continued the item to a date uncertain in order for the applicant to modify the project to comply with the Specific Plan and General Plan Circulation Element and go back to the Planning Commission for consideration.

On December 14, 2020, the applicant submitted a revised application requesting a Conditional Use Permit and Tentative Map, and no longer included the General Plan Amendment.

On January 29, 2021, a Notice of Application was sent to all residents and absentee owners within 600 feet of the project site.

On February 10, 2021, a Neighborhood Meeting was held to introduce the new project to the neighbors and any interested parties.

## General Plan Land Use Diagram

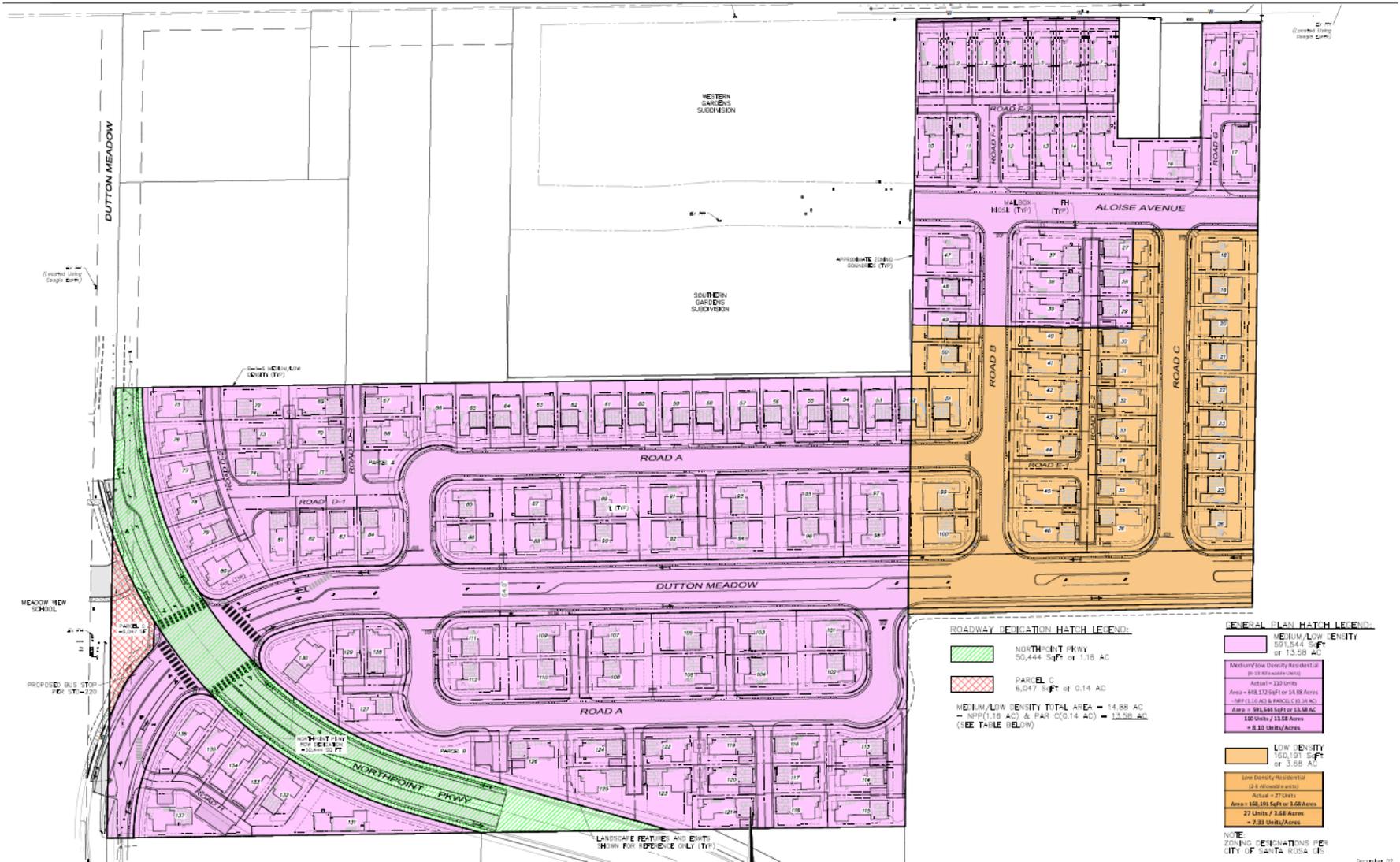


- 137 detached single-family residential units over entire 18.56-acre parcel
- Overall 7.38 units per acre
- Unique and substantial public infrastructure requirements
- Northpoint Parkway Extension and its intersection with Dutton Meadow results in the loss of approximately 1.3 acres of developable area
- Extension is not required to serve this project
- Part of the regional circulation plan intended to connect commercial and industrial facilities south of the site on Dutton and Bellevue to Hearn and then to future extension of Northpoint Parkway

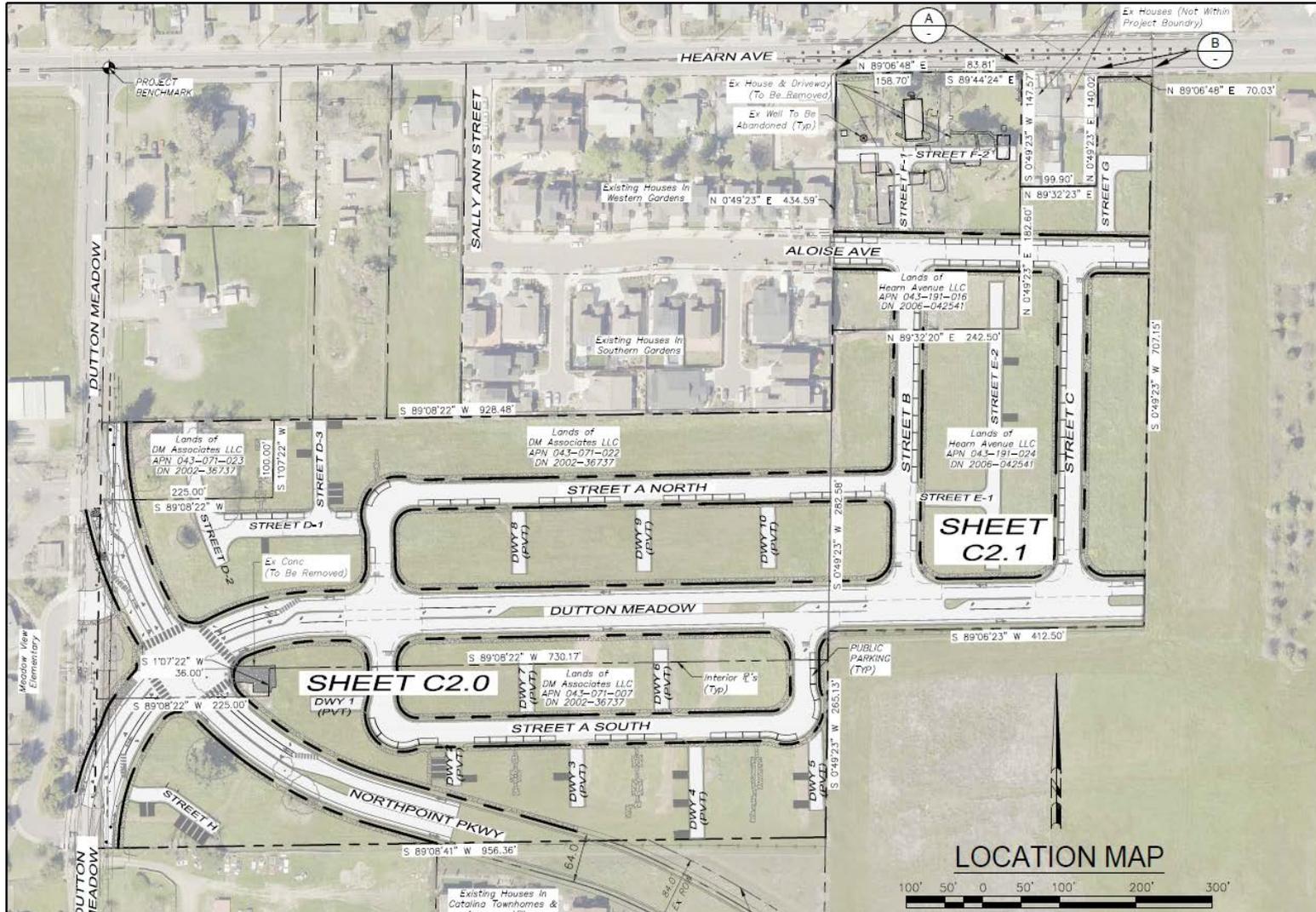
- In addition to the required dedication of developable area, the Parkway's roadway design inhibits residential development as follows:
  - It requires atypical lot designs that reduce opportunity for residential development;
  - It constrains the location or configuration of housing on certain proposed lots; and
  - It creates a 0.14-acre undevelopable parcel (Parcel C) on the western portion of the required Parkway and Dutton Meadow intersection

- 125 units across entire site identified in the General Plan without factoring in regional-serving infrastructure
- All other right-of-way improvements are included in the density calculation

<u>General Plan Designation</u>	<u>Acreage</u>	<u>Allowable Units</u>	<u>Units Provided</u>	<u>Total Units Per Acre</u>
Medium-Low Density Residential (8-13 units per acre)	14.88 Northpoint Parkway – 1.16 Parcel C – 0.14 14.88 – 1.16 – 0.14 = <b>13.58</b>	108-176	110	<b>8.10</b>
Low Density Residential (2-8 units per acre)	3.68	7-29	27	<b>7.33</b>



# Project Description



# General Plan Additional Benefits

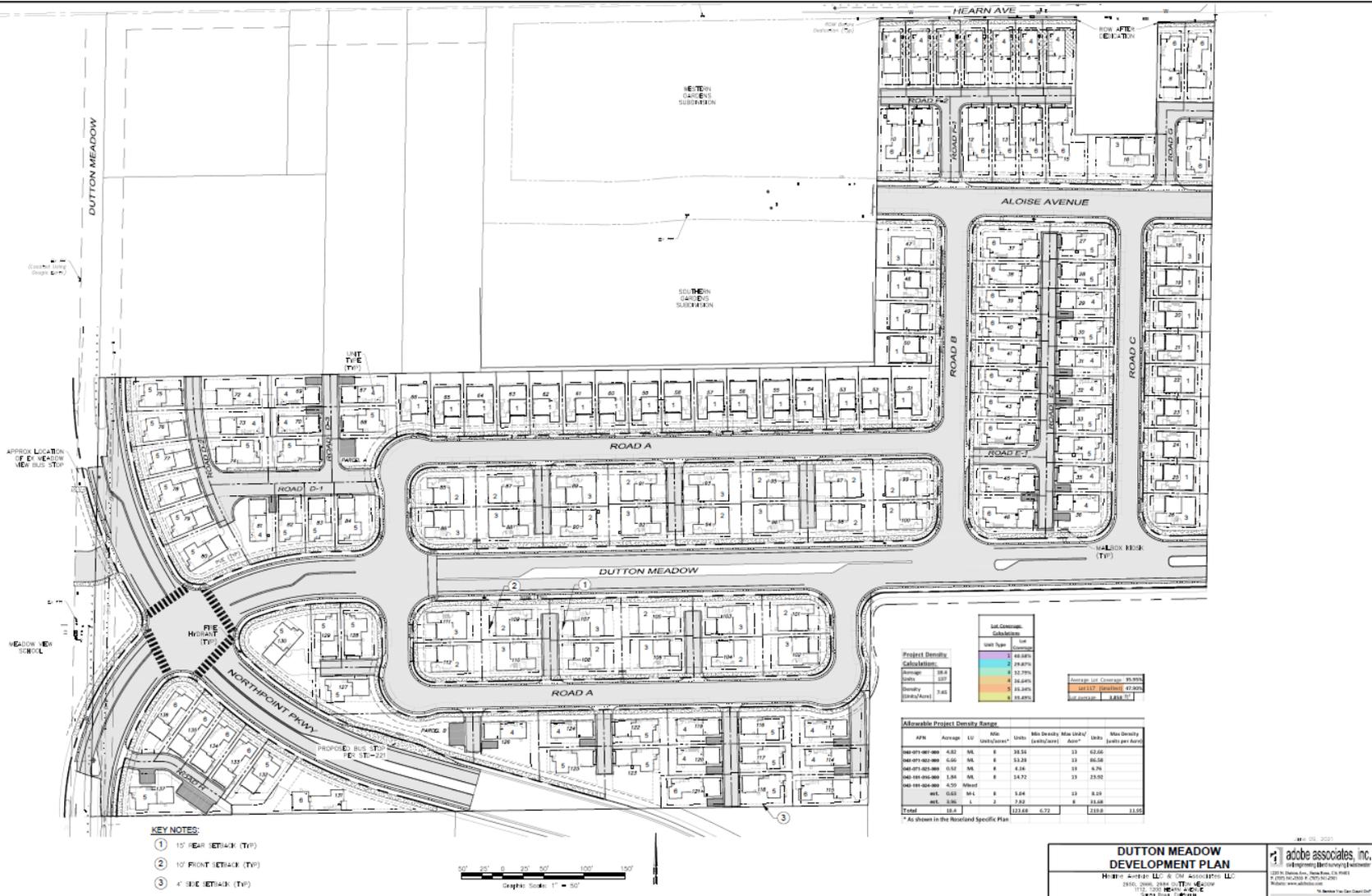
- Construction of a large portion of the Parkway, including the Parkway's intersection with Dutton Meadow, and the planned extension of Dutton Meadow to the east where it will eventually connect with the Dutton Avenue extension;
- Access to an otherwise land locked Phase 4a, 4b, 3a, and 3b of the Dutton Meadows Master Plan, which includes approximately 4.0 acres of city parkland, and a Commercial Shopping Center as identified on the General Plan Land Use Diagram;
- New signalized intersection of Northpoint Parkway and Dutton Meadow in front of Meadow View Elementary, providing safer routes to schools; and
- Much needed pedestrian, bicycle, and vehicular infrastructure to support the City's southwest quadrant.



- Both R-1-6 and PD 06-001 require lots smaller than 6,000 square feet require a Conditional Use Permit and residential small lot subdivision standards apply (20-42.140).
- Project complies with all standards of 20-42.140 but proposes alternatives to setbacks and two-story structure design.
- Commission approve different setbacks if the review authority determines that the alternative approach is more appropriate to the characteristics of the site and surroundings (20-42.140(F)).

- Setbacks - Four (4) feet for one-story portion of the residence, and eight (8) feet for the second-story portion of the home.
  - Reduction in the second-story portion for all lots to be no less than four (4) feet, which is similar to surrounding subdivisions.
  - Reduction in the rear setback from 15 feet to 13 feet.
  - Reduction in the private open space dimension from 15 to 13 feet, all lots comply with the 400 square feet of private open space.

- Two-Story Structures – Design Standards
  - The floor area of a second story is no more than 50 percent of all the roofed first floor area of the dwelling (including covered porch area and an attached garage, but not a detached garage); or
  - 25 percent of the dwelling units in the project are one-story; or
  - All two-story units have one-story elements.
- Most single-family plan types have 8-foot second story setback on one side
- Similar to surrounding subdivisions in the area and throughout Santa Rosa



## PLANTING DESIGN & WATER EFFICIENCY

1. THE PLANTING DESIGN INCORPORATES PRINCIPLES INCLUDED IN THE 'BAY FRIENDLY LANDSCAPE GUIDELINES'.
2. PLANTS ARE SELECTED FOR LOCAL CLIMATIC CONDITIONS AND ARE GROUPED BY HYDROZONE AND EXPOSURE. THE PLANTING DESIGN ALLOWS FOR THE PLANTS TO REACH THEIR NATURAL, FULL-GROWN SIZE AND ELIMINATES THE NEED FOR EXCESSIVE PRUNING OR HEDGING.
2. THE PLANTING DESIGN UTILIZES PRIMARILY 100% LOW WATER USE & NATIVE PLANT SPECIES. RECREATIONAL LAWN AREA WILL BE A LOW WATER USE FESCUE GRASS MIX SOO.
3. ALL LANDSCAPE PLANTING AND IRRIGATION DESIGN WILL COMPLY WITH THE STATE OF CALIFORNIA'S WATER EFFICIENCY REQUIREMENTS AND MEETS OR EXCEEDS THE MAXIMUM APPLIED WATER ALLOWANCE (MAWA).
4. SELECTED TREES HAVE BEEN CHOSEN TO PROVIDE A VARIATION OF HEIGHTS, WIDTHS, COLORS, TEXTURES, AND CHARACTER. TREE LOCATION AND ORIENTATION HAVE BEEN DESIGNED FOR MAXIMUM AESTHETIC EFFECT AND PASSIVE SOLAR BENEFITS.
5. THE PLANTS HAVE BEEN SELECTED UTILIZING THE STATE OF CALIFORNIA'S MODEL WATER EFFICIENT LANDSCAPE ORDINANCE PLANT LIST, WUCOLS. NO PLANTS ARE USED THAT ARE CONSIDERED INVASIVE IN THE THE REGION AS LISTED BY THE CAL-IPC.
6. SEE CIVIL ENGINEER PLANS FOR ADDITIONAL INFORMATION ON STORMWATERIC-3 TREATMENT MEASURES.

## WATER USE DESIGN STATEMENT

THE IRRIGATION SYSTEM WILL COMPLY WITH THE STATE OF CALIFORNIA'S MODEL WATER EFFICIENT LANDSCAPE ORDINANCE AS ADOPTED BY THE CITY OF SANTA ROSA. SYSTEM WILL BE A FULLY AUTOMATIC, LOW GALLON SYSTEM WITH MATCHED PRECIPITATION RATE EMITTERS ON EACH CIRCUIT. THE LOW AND MEDIUM WATER USE HYDROZONES WILL BE ON SEPARATE VALVE CIRCUITS. ALL NEW TREES WILL HAVE SEPARATE DRIP OR BUBBLER CIRCUITS. THE REMOTE CONTROL VALVES WILL HAVE INTEGRAL PRESSURE REGULATORS TO PREVENT FLUCTUATIONS AND ENSURE CONSTANT APPLICATION RATES TO MINIMIZE OVER OR UNDER WATERING. THE ELECTRONIC IRRIGATION CONTROLLER WILL BE WEATHER BASED AND MAKE AUTOMATIC ADJUSTMENTS BASED ON CURRENT CLIMATE ALONG WITH MULTIPLE PROGRAMS AND APPLICATION CYCLES/START TIMES. A RAIN SWITCH WILL BE INSTALLED TO PREVENT IRRIGATION DURING RAINY PERIODS. A FLOW SENSOR AND MASTER VALVE WILL BE CONNECTED TO THE CONTROLLER TO ALLOW AUTOMATIC SHUT OFF OF ANY VALVE CIRCUIT OR MAIN LINE IN THE EVENT OF A PIPE BRAKE TO PREVENT WATER WASTE.





Front Elevation  
1B Farmhouse

Front Elevation  
1A Vineyard

Front Elevation  
1B Farmhouse

Front Elevation 3A Vineyard



Front Elevation  
6A Vineyard

Front Elevation  
6B Farmhouse

Front Elevation  
6A Vineyard

Front Elevation  
4B Farmhouse

Front Elevation  
6A Vineyard

Front Elevation  
6B Farmhouse

Front Elevation  
4A Vineyard

STREET SCENE 4: ALONG HEARN AVE.

VINEYARD  
Composition Shingle Roofing  
Stucco Finish  
Cementitious Board & Batt Siding  
Shutters  
Enhanced Sills  
Decorative Gable End Details  
Wood Posts



Front Elevation  
2A Vineyard

FARMHOUSE  
Composition Shingle Roofing  
Cementitious Lap Siding  
Shutters  
Enhanced Sills  
Wood Posts



Front Elevation  
2B Farmhouse



Right Elevation



Right Elevation



Front Elevation 3A Vineyard

VINEYARD  
Composition Shingle Roofing  
Stucco Finish  
Cementitious Board & Batt Siding  
Shutters  
Enhanced Sills  
Decorative Gable End Details  
Wood Posts



Front Elevation 3B Farmhouse

FARMHOUSE  
Composition Shingle Roofing  
Cementitious Lap Siding  
Shutters  
Enhanced Sills  
Wood Posts



Right Elevation



Right Elevation



Front Elevation  
5A Vineyard

Front Elevation  
5B Farmhouse

- Two minimum parking standards applicable to each half of the Project.
- The two parcels on the northeast portion of the Project (043-191-016, and 043-191-024) have a parking demand of two spaces per unit
  - One must be covered plus 0.5 spaces for each unit identified in the Planned Development zoning district PD 06-001.
- Table 3-4, Zoning Code Section 20-36 requires detached single-family dwelling is required to provide four parking spaces,
  - One of which must be on-site, covered and outside of setbacks.
  - Remaining 3 spaces may be on-site (in the driveways and tandem) or on a public or private street when directly fronting the lot.

- 53 residential units within PD 06-001
  - Requires 106 parking spaces
  - 164 parking spaces provided
  - Additional 58 on-street, not fronting a lot
  - Total 222 (excess of 116)
- 84 residential units within R-1-6 zoning district
  - Requires 336 parking spaces
  - 25 lots are deficient
    - 10 lots provide 3 spaces
    - 15 lots provide 2 spaces
  - 40 parking space deficiency (12%)

- Zoning Code Section [20-36.050\(C\)\(1\)\(b\)](#), the review authority may, as a condition of project approval, approve an increase or decrease in parking spaces after first making the following findings:
  - Due to special circumstances associated with the operation of the use at its location, the proposed use will generate a parking demand different from the standards specified in Table 3-4; and
  - The number of parking spaces approved will be sufficient for its safe, convenient, and efficient operation of the use.

- 25 lots with deficient parking are smaller single-family homes, which are more likely to be sold to younger families or empty nesters, decreasing the parking demand for these units.
- Parking Study by W-Trans, dated December 2, 2021, concluded that the parking will be more than adequate to meet peak demands.
- There are 45 parking spaces provided on street or in small parking lots on the Project site for a total of 341 parking spaces.
- All of the 25 parking deficient lots are within  $\pm 300$  feet from additional parking.
- The entire Project provides 563 parking spaces (341+222) when 442 are total parking spaces are required

- The Project would generate an average of 1,274 new daily trips
- 100 AM Peak Hour
- 134 PM Peak Hour
- The study intersections are expected to operate acceptable under both existing and future conditions

**Table 2 – Existing Peak Hour Intersection Levels of Service**

Study Intersection	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Hearn Ave/Dutton Meadow	12.3	B	33.6	C
2. Hearn Ave/Dutton Ave	21.4	C	19.3	B
3. Northpoint Pkwy/Dutton Meadow	-	-	-	-

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

**Table 3 – Planned Future Peak Hour Intersection Levels of Service**

Study Intersection	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Hearn Ave/Dutton Meadow	11.3	B	14.4	B
2. Hearn Ave/Dutton Ave	47.1	D	46.6	D
3. Northpoint Pkwy/Dutton Meadow	16.7	B	17.3	B

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

**Table 8 – Existing and Existing plus Project Peak Hour Intersection Levels of Service**

Study Intersection	Existing Conditions				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Hearn Ave/Dutton Meadow	12.3	B	33.6	C	13.2	B	49.9	D
2. Hearn Ave/Dutton Ave	21.4	C	19.3	B	19.6	B	19.6	B
3. Northpoint Pkwy/Dutton Meadow	-	-	-	-	11.1	B	7.9	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

**Table 9 – Planned Future and Future plus Project Peak Hour Intersection Levels of Service**

Study Intersection	Future Conditions				Future plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Hearn Ave/Dutton Meadow	11.3	B	14.4	B	11.6	B	14.8	B
2. Hearn Ave/Dutton Ave	47.1	D	46.6	D	49.5	D	51.3	D
3. Northpoint Pkwy/Dutton Meadow	16.7	B	17.3	B	16.9	B	16.2	B

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

- Public improvements include extension of both Northpoint Parkway and Dutton Meadow with 64-foot right-of-way width including a 13-foot median, 14-foot travel lane, six-foot Class II bicycle lanes, six-foot planter strip, and a six-foot sidewalk;
- A new signalized intersection at Northpoint Parkway and Dutton Meadow with striping
- Two new bus stops
- Public right-of-way improvements on the Hearn Avenue frontage
- New interior public and private streets with right-of-way dedications.

# Environmental Review

## California Environmental Quality Act (CEQA)

- The project is Statutorily Exempt from CEQA pursuant to Government Code Section 65457, CEQA Guidelines Section 15182, subdivisions (a) and (c), and CEQA Guidelines Section 15183.
- The Project would develop a residential land use that is undertaken to implement, and is consistent with, the Roseland Area/Sebastopol Road Specific Plan. The EIR prepared for the Specific Plan was certified by the City Council in 2016 (State Clearinghouse No. 2016012030) and no events subsequent to certification have required a supplemental EIR pursuant to Public Resources Code section 21166.
- The proposed project has been found to be consistent with the Santa Rosa General Plan and complies with all Zoning Code requirements. Review of the project has revealed no significant environmental impacts which are peculiar to the parcel or to the project and which were not addressed in the General Plan EIR, nor is there any new information that shows that any environmental impacts will be more significant than as described in that EIR.

- Biggest concern over traffic impacts
- Concern over increased parking
- Concern regarding density without existing infrastructure
- Concerns over new parks and open space
- Concerns over new parks and open space
- Concern over water consumption
- Impact to the surrounding neighborhoods
- Request to remove private parking lots for specific areas and replace with open space

- Alternatives to residential small lot subdivision standards noted in this Staff Report have to be approved by the Planning Commission. Otherwise, there are no unresolved issues identified with this project.

The Planning and Economic Development Department recommends that the Planning Commission by resolutions, approve a Conditional Use Permit and adopt a Tentative Map for the Dutton Meadow Subdivision (Project), a 137-unit residential small lot subdivision with associated parcels and parking reduction located at 2684, 2666, and 2650 Dutton Meadow, and 1130, 1112, and 1250 Hearn Avenue, Assessor's Parcel Numbers 043-071-007, -022, -023 and 043-191-016, and -024.

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