

STONY POINT FLATS

Project Description

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By Andrew Trippel at 7:25 am, Jul 15, 2021

1.1. Project Location

The project site is located at 2268 Stony Point Road, in the incorporated area of Sonoma County, CA, within the limits of the City of Santa Rosa. It is on the eastern side of Stony Point Road, southeast of the intersection of Stony Point Road and Northpoint Parkway. The project site is accessible from Highway 101, approximately 1.5 miles to the east. The project site consists of one (1) 2.93-acre parcel, identified as Assessor's Parcel Number (APN) 125-521-008.

Adjoining the project site to the north is a 3.5 acre parcel, containing a single family residence and a large vacant field, of which a majority of the parcel will be dedicated to the future Northpoint Parkway extension, as outlined in the City of Santa Rosa's Roseland Area/Sebastopol Road Specific Plan. Further north, across the future parkway extension is a multi-family residential neighborhood. To the west, across Stony Point Road, is a church and office park. Roseland Creek runs along the eastern and southern boundary of the project site with an unpaved walking path planned for a future Class I path improvement.



1.2. Existing Site Conditions

The 2.93-acre project site is rectangular and extends from west to east, with elevation sloping towards the west-southwest. Current use of the property is a rural single-family residence and sheep grazing. The western portion contains a single-story 1,237-square foot (sf) house and combined garage and barn structure. On-site trees are primarily located around the buildings on the western and central portion of the property. The central portion includes a well house, two (2) sheep barns, and a collapsed chicken house. The eastern portion of the property is vacant grassland. Approximately 7,255 sf of impervious surfaces exist on site.

Stony Point Flats lies within the Santa Rosa floodplain and actions have been taken to identify, minimize and mitigate the environmental impact of the proposed community development. A two-year Biological Resource Assessment (and

1.4. Proposed Project

Project Characteristics and Site Layout

Stony Point Flats will be designed with sensitivity to the surrounding neighborhood and its future residents. The proposed project will demolish all existing buildings onsite and construct three (3) buildings to create a 50-dwelling unit affordable apartment community. The existing zoning allows for a density of 49.76 units which, when rounded up, in accordance with density bonus ordinance standards due to the project's 100% affordability, allows the project density to comply with the intent of the General Plan. Stony Point Flats will bring homes to families and individuals earning 30-60% of the Area's Median Income. The site is located close to shopping, places of worship, parks, schools, and public transportation. The opportunity for activity, a sense of community and living in a quality development are key to families of low income. The design incorporates a color scheme of gray and green hues which will allow the buildings to blend well with the local landscape.



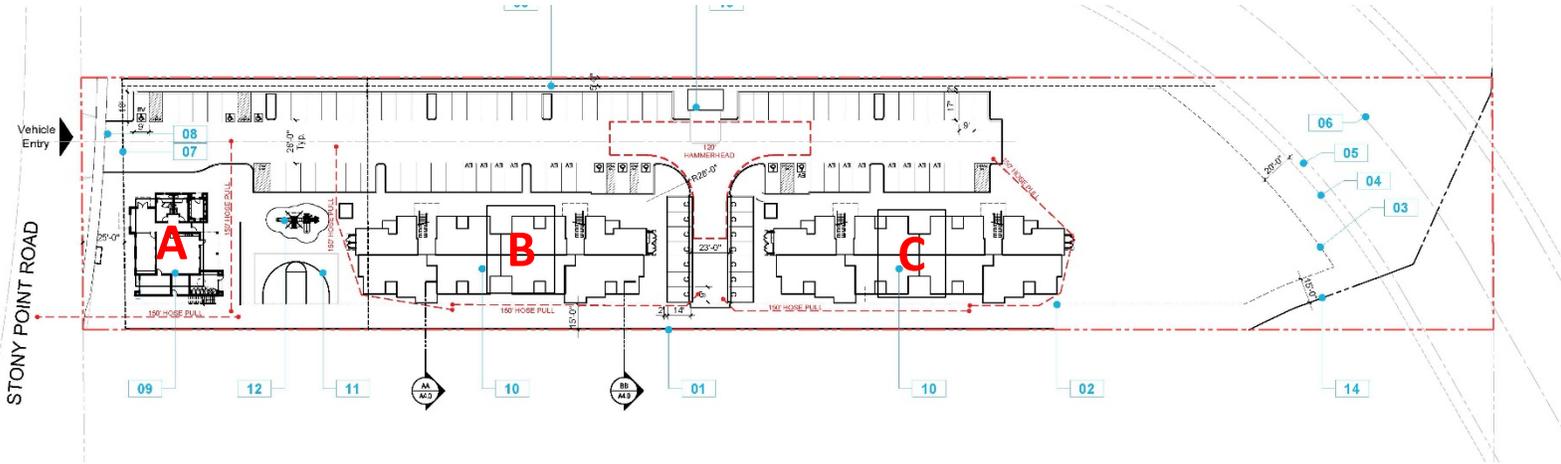
The architectural design intent is to create a blend of contemporary and rural style in recognition of the past and future of the City of Santa Rosa. The influential factors creating this design include:

- The need to maximize area available for solar panels requiring the sloped portions of the roofs in order to create the efficiencies needed.
- Flat areas of the building roofs which create ample space for the mechanical systems. This will keep all mechanical systems off the outdoor space at the ground level.
- Compliance with fire code in staying to the maximum building height allowed within the Project's design constraints.

The resulting combination of pitched and flat roof areas help to break up the scale of the buildings, which are longer and narrower than typical due to the width of the site. A combination of stucco and cementitious siding with muted earth tones, combined with the vibrant accent colors continue to break down the massing. A shed roof element has been utilized as an accent to further emphasize the combined design styles.

Buildings

At the entrance of the project site will be a 4,735-sf two (2)-story building (Building A). The first floor will contain the managed leasing office, community room, and resident services facilities. Additional amenities offered in the space will include a laundry room, computer center and mail/package room. The second story will include two (2) 930 sf, three (3) -bedroom residential units, one of which will be designated for the onsite property manager. To the east of Building A will be an outdoor



patio with electric grills, seating, and tables for resident use. Adjacent to this space will be a children’s play area/tot lot, a multi-sport court, and picnic areas. Located throughout the property will be bike lockers and bike racks for storage of residents’ bikes.

To the east of Building A on the southern portion of the project site, will be the two residential buildings (Buildings B and C). The residential units will be split between the two (2) three (3)-story buildings, both approximately 39 feet in height with a footprint of 7,589 sf.



The unit mix across all residential units will be 12 one (1)-bedroom (approximately 600 sf) units, 24 two (2)-bedroom (approximately 720-750 sf) units, and 14 three (3)-bedroom (approximately 930-1,000 sf) units, including one (1) manager's unit.

The project will also include 90 solar panels located on the roofs of Building B and C allowing the project to comply with California Building Code Title 24 net zero energy requirements.



Site Access

Vehicular and pedestrian traffic will enter the project site from Stony Point Road through a 30-foot (ft) wide, two-way drive approach and adjacent sidewalk along the western property boundary. The drive approach transitions to a 26-foot (ft) wide two-way parking drive aisle with a 23-foot (ft) wide City Standard hammerhead turnaround. The project will have 97 total surface parking spaces (9 more parking spaces than the required standard for multifamily affordable housing projects in the City's zoning code), inclusive of 8 spaces designated for Americans with Disabilities Act (ADA) accessible spaces and 14 spaces designed for the future installation of electric vehicle charging stations. A separate oversized space, close to Building A, will be dedicated to mail and delivery trucks.

Automobiles will enter the property with a right-turn from Stony Point Road and "right-turn only" signage and road markings will direct outbound traffic as recommended in the Transportation Analysis. Per this analysis, the levels of service at the intersection of Stony Point Road and Northpoint Parkway will remain consistent with the city's General Plan and not require additional improvements from the impact of the Project.

Site Characteristics

All buildings along Roseland Creek will be set back at 30 ft. from the "top of bank" in accordance with design standards required for a project site in proximity to a channelized waterway. Proposed landscaping will emphasize a palette of native plants complimentary to the surrounding area with a focus on species that are drought tolerant.

Stormwater flows will be directed to the southwest through a new on-site stormwater drainage system to an existing storm drain outfall to Roseland Creek. The stormwater from the project site will be directed to on-site vegetated bioretention beds

that will be strategically located throughout the site to meet the City's South West Low Impact Development (LID) requirements. Approximately 4,724 sf of bioretention areas will be located throughout the site to ensure proper containment of runoff water.

The project will include new utility lines on site and tie into existing utilities already located in the area/within Stony Point Road. This includes but is not limited to water and sewer service, electricity, gas, and cable/internet. The project will incorporate a recycling program for waste and be serviced by the local waste management company.

Lighting throughout the site will be incorporated in the design to provide sufficient light during the dark period of a day without disturbing adjacent sites. The project will be powered solely with electricity, incorporating solar to yield a net zero usage of energy per Title 24 requirements.

Construction and Schedule

Initially the project site will be enclosed by a temporary, covered chain-link fence to prepare for demolition of existing structures and other early site activities. Construction activities will consist of excavation and shoring, foundation and below-grade construction, and construction of the building and finishing interiors. The project will demolish all buildings, structures, and paved surfaces currently on site. The portion of the project site to be developed (2.03 acres of the overall 2.93 acre parcel) will be graded and excavated approximately 18 inches below grade and up to 2 feet in select locations. Excavation will redistribute approximately 7,800 cubic yards of soil. Of the excavated soil, 7,000 cubic yards will be used as fill; and a net 800 cubic yards of soil will be hauled off site for recycling or disposal. In order to mitigate the risk associated with the site's location on a Federal Emergency Management Agency designated 100-year flood plain, approximately 3,900 cubic yards of new soil are anticipated to be imported to the site in order to raise the elevation above the 100-year flood plain.

The approximate 100-year flood elevation of Roseland Creek was determined by adjusting the flood elevation provided on the FEMA FIRM Panel 0736F revised October 16, 2012 to the City datum. Cinquini & Passarino, Inc. provided an adjustment factor of -2.526 based on the transformation of City Coordinate Monument G-318 from the NGVD29 Datum to the NAV88 Datum. Site fill is based on the flood elevations determined before improvements to Stony Point Road, made in the last 5 years, which doubled the existing Roseland Creek culvert. A letter of map revision was not filed upon completion of the improvements. Therefore, site fill, retaining walls, and the extents of flooding are subject to change with a new flood study of Roseland Creek.

Groundwater on the site is unlikely to be encountered due to the elevation; therefore, no dewatering will be required or is anticipated. Approximately 42,000 sf of the project site will be paved. The proposed project will result in approximately 1.37 acres of impervious surfaces and 1.56 acres of pervious surfaces, including vegetated bioretention areas and landscaping.

Any materials that can be recycled will be separated on site from the waste debris. All materials will be loaded by excavator onto covered tractor-trailers and transported to either recycling centers or directly to landfill. All soils, construction waste, and any hazardous waste will be handled in accordance with all federal, state, and local laws, and will be sent to the appropriate facility based on the soil classification, which will be determined during excavation. The project may include lime treatment of the existing expansive clay soils to allow reuse of such soils.

Project construction is expected to occur over approximately 14 months, with construction estimated to commence in December 2021 and finish in February 2023.

Project Ownership

Stony Point Flats will be owned and operated by Stony Point Flats, LP, a California limited partnership. The managing general partner is IH Stony Point Flats Santa Rosa LLC, a California limited liability company of which Integrity Housing, a Colorado nonprofit corporation is the sole member. The administrative general partner is Phoenix Development of Minneapolis, LLC,

a Minnesota limited liability company. The initial limited partner is IH Stony Point Flats Santa Rosa LLC. An investor limited partner will be admitted to the partnership upon the closing of the construction loan.

2. Project Revisions

Stony Point Flats was presented in a Pre-Application Neighborhood meeting, a Conceptual Design Review meeting and Waterways Advisory Committee meeting. Over the course of these meetings, the project received comments and feedback from those in attendance as well as written communication. The development and design teams took these comments into consideration resulting in the Project's current design.

The comments and associated revisions are as follows:

- Relocation of buildings B&C: In response to comments from the neighbors to the east (across Roseland Creek), the 3-story residential buildings have been moved toward Stony Point Road. This will leave approximately 0.90 acres of open space on the west side of Roseland creek to buffer the new development from the existing home sites. Additionally, trees will be used to create additional screening for this property boundary.
- Reduction in the creation of impervious surface: Members of the Design Review Board and surrounding neighbors desired to see the maximization of pervious surface associated with this project. In response, the pervious surface of the final project has been increased to 1.56 acres, leaving nearly 60% of the parcel available to allow for the penetration of rainwater.
- Swimming pool elimination: Members of the public expressed that it would be irresponsible to include a swimming pool in the project given the recurring drought conditions in the area. The development team understands and shares the opinion that water is a precious resource. As a result the pool has been removed from the project.
- Elimination of second common area building: The Design Review Board felt that the architectural styling of the second common area building did not work well with the remainder of the design. While a redesign was initially in mind, the elimination of the swimming pool negated the need for this building.
- Elimination of perimeter fencing: The perimeter treatment of the site received many differing opinions including no fencing, wrought iron decorative fencing, and a 10 ft. wall. The design team studied all of these concepts and found that a 10 ft. wall would not meet City building standards. A wrought iron fence would be cost prohibitive for the project due to the length of the property lines. Chain link fencing, upgraded as it may be, would not be aesthetically appropriate for the Project and neighborhood. In the end, it was decided that the comment from the Design Review Board to omit fencing or walls was the best option with which to move forward. The open nature of the property will create a more pleasant aesthetic for the surrounding community and give the property a more inclusive feeling.
- Landscape buffer added to the northern property line: In response to the Design Review Board's comments to add additional landscaping on the northern property line, specifically to combat any light pollution stemming from vehicle headlights oriented toward the single family neighborhood, hedges will be incorporated into the landscape plan at a minimum covering all parking stalls.

- **Building alignment:** The Design Review Board requested the design team to study the possibility of articulating the location of the buildings in order to break up the massing. During the design phase it was determined that due to the narrow parcel, the buildings would need to remain in the current alignment in order to conform with the required drive aisle standards, particularly as it relates to fire access.
- **Additional contrast added to building color palette:** In response to the Design Review Board's desire to see a more "Santa Rosa Plains" color palette, exterior building color has been lightened to a "dusty gray" while still keeping the modern colorful contrast that was well accepted. Additional comments requested that another color be brought in to help continue breaking up the building massing. In response, a new accent color has been added to the stairwell and select window inset features.
- **Roofing color contrast:** The materials used on the roof will provide a contrasting color to that of the buildings. A suggestion was made to consider a metal roof, and while the development team agrees with the concept, the cost associated with the roofing upgrade would be infeasible for this project.

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Density Bonus Project Narrative

3. Project Update

Since the submission of the Stony Point Flats Project Narrative in Mid-July, the development team has come across new findings that could possibly change the project details. To comply with the development standards associated with projects designated by FEMA Flood Maps to be within the 100-year floodplain levels, the development team engaged a hydraulic engineering firm to study the site. During their initial analysis it was discovered that during the improvements made to Stony Point Road, an additional culvert was added to the Roseland Creek crossing.

The additional capacity added to Roseland Creek as a result of the new culvert appears to have lowered the 100-year floodplain elevation to a level that would be fully contained within the channelized waterway of the creek. Our hydraulic engineer, has been in contact with city staff in exploration of this new finding and has been granted permission to use the maps and calculations compiled by the 3rd party engineering firm engaged by the City of Santa Rosa in connection with the Stony Point Road improvement project. If the new findings are confirmed, the Stony Point Flats project team will file a Letter of Map Revision (LOMR) with FEMA on behalf of the City of Santa Rosa which would remove the project site (in addition to surrounding parcels) from the FEMA Flood Map's 100-year floodplain designation.

It is important to note that the final elevation of the site has not yet been determined and the analysis is ongoing. The only potential change to the project as a result of this analysis would be the finished floor elevation of the new buildings and the elimination or reduction of the site fill currently incorporated to raise the site to an appropriate elevation for development. The site plan and building designs will remain as they have been presented in the current submittal set and no additional project elements would be altered.

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