

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: PATRICK STREETER, SENIOR PLANNER
PLANNING AND ECONOMIC DEVELOPMENT
SUBJECT: D&J CARRIAGE HOMES REZONING – 818, 819, 824 ASTON
AVENUE – APN 038-202-016, -018, -022 – FILE NO. REZ15-006

AGENDA ACTION: ORDINANCE INTRODUCTION

RECOMMENDATION

It is recommended by the Planning and Economic Development Department and the Planning Commission that the Council introduce an ordinance to reclassify the property located at 818, 819, and 824 Aston Avenue from PD (Planned Development District) to R-3-18 (Multi-family Residential) for consistency with the Medium Density Residential General Plan land use designation and to accommodate the proposed D&J Carriage Homes development.

EXECUTIVE SUMMARY

The project involves the rezoning of three parcels from PD (Planned Development District) to R-3-18 (Multi-family Residential) for consistency with the General Plan. The project parcels are presently located within the South Park Neighborhood Development Program Planned Development zoning district, which allows a maximum residential density of 10 units per acre. In order to accommodate the proposed D&J Carriage Homes multi-family development, with a density of 15 units per acre, the applicant requests that the parcels be rezoned to R-3-18, which would be consistent with the General Plan land use designation for the area. A resolution recommending approval of the rezoning was adopted unanimously by the Planning Commission on May 11, 2017.

BACKGROUND

1. Project Description

The rezoning action would reclassify approximately 1.18 acres of the South Park Neighborhood Development Program Planned Development zoning district to R-3-18. The rezoning would accommodate the D&J Carriage homes multi-family residential development, which received Final Design Review approval in March of 2017.

The D&J Carriage Homes project proposes construction and operation of 18 residential units within a 1.18-acre multi-family residential development. The proposed units will vary in size from 1,063 square feet to 1,597 square feet and include 2-bedroom and 3-bedroom townhouse units. Aston Circle, a public street that presently abuts the project site's eastern property line, will be extended through the project to terminate in a stub end, with potential for a future extension, at the west side of the property. Additionally, 10 of the townhouse units would be accessed via a private drive between Aston Avenue and Aston Circle. The 18 residential units will be constructed within four buildings across three lots. An on-site property manager's unit is designed into the plan as is an outdoor children's play area.

2. Surrounding Land Uses

North:	Aston Avenue, multi-family residential beyond
South:	Single-family residences, County jurisdiction
East:	Attached single-family residential units
West:	Single-family and multi-family residential

The project site is surrounded on all sides by residential development. To the northeast, the Aston Place subdivision, which was approved in 2004, includes 33 attached single-family residential units. The circulation plan for Aston Place includes a street, Aston Circle, which currently stub ends on the project parcel's eastern boundary. Most of the development to the north and west involves attached residential units with some single-family parcels. The single-family development to the south of the project site backs onto the project parcels and is accessed from Petaluma Hill Road to the west and Moraga Drive to the east. The project site is located approximately 1000 feet from the Sonoma County Fairgrounds and approximately ½ mile from the Baker Avenue ramp and overcrossing at US Highway 101.

3. Existing Land Use – Project Site

The 1.18-acre project site is comprised of three parcels that are currently developed with single-family structures, accessed from Aston Avenue by a shared, private driveway. A 72-inch piped watercourse, Old Colgan Creek, and an 18-foot wide drainage easement pass through the south side of the project site. There are approximately 27 trees on site.

4. Project History

On April 17, 2014, the development project, with 20 units proposed, went before the Santa Rosa Design Review Board (Board) as a concept item.

On June 19, 2015, Planning and Economic Development received applications for Design Review and a Rezoning to accommodate the project.

On July 22, 2015, a Neighborhood Meeting was held to introduce neighbors to the project and gather feedback. At least eight neighbors were in attendance.

On September 24, 2015, an issues letter detailing additional information and revisions that would be required for staff to complete its review of the project was sent to the applicant.

On September 12, 2016, revised plans were submitted to Planning and Economic Development. In order to address roadways standards and circulation requirements, two units were removed from the project, resulting in a proposed development of 18 units.

On December 1, 2016, the Design Review Board, via Resolution No. 16-942, approved Preliminary Design Review for the development project.

On March 16, 2017, the Design Review Board adopted Resolution No. 17-949, which granted Final Design Review approval for the development project.

On May 11, 2017, the Planning Commission adopted Resolution No. 11828, which recommends that Council approve the requested rezoning.

PRIOR CITY COUNCIL REVIEW

The rezoning area is within the South Park planned development district, which was approved by Council in 1973. The policy statement for the district is broad in scope without specific details for development of individual parcels. To accommodate individual projects as well as changes to the General Plan and Zoning Code, the Council has modified the district several times in the years since it was originally adopted.

ANALYSIS

1. General Plan

The project site is designated for Medium Density (8 – 18 units per acre) Residential land use in the General Plan. This General Plan land use designation envisions single-family attached and multifamily development and is intended for areas of the City where higher density development is appropriate. The project originally proposed 20 units for the 1.18-acre parcel, however over the course of project review, the overall number of units was reduced to 18. This unit count results in a density of 15 units per acre, which is consistent with the General Plan policy of developing projects to the midpoint or higher density allowable. The General Plan identifies Aston Avenue as a Regional/Arterial

Street (existing).

The following General Plan goals and policies are applicable to the D & J Carriage Homes development project:

- LUL-F Maintain a diversity of neighborhoods and varied housing stock to satisfy a wide range of needs.
- LUL-F-2 Require development at the mid-point or higher of the density range in the Medium and Medium High Density Residential categories. Allow exceptions where topography, parcel configuration, heritage trees, historic preservation or utility constraints make the mid-point impossible.
- 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.
- H-A-2 Pursue the goal of meeting Santa Rosa's housing needs when compatible with existing neighborhoods. Development of existing and new higher-density sites must be designed in context with existing, surrounding neighborhoods.
- H-A-5 Improve community acceptance of higher-density housing through community-based outreach, recognition of existing livable neighborhoods, and assurance of well-designed high-density projects.
- UD-E-2 Provide an open space network that is linked by pedestrian and bicycle paths, and that preserves and enhances Santa Rosa's significant visual and natural resources.
- UD-F-4 Provide visual interest in building, site, and landscape design that avoids the sense of a monotonous tract development.

The development project, which would be accommodated by this rezoning action, implements many General Plan goals and policies in that it proposes a well-designed, multi-family use in an area identified by the City for higher density development. All of the required parking will be provided within the development and sidewalks will connect each new unit to the existing pedestrian network within the neighborhood. New units would be within walking distance of Martin Luther King, Jr. Park. The project would add new multi-family housing to a neighborhood that contains a mix of single-and multi-family homes, and rental and ownership properties.

2. Zoning

The project site borders County jurisdiction to the south and is surrounded to the

north, east, and west by PD (Planned Development) Zoning. Each of these PD districts was originally part of the South Park planned development district, approved by Council in 1973, however several of the surrounding parcels have since been rezoned into new PD districts to accommodate specific development projects. The South Park PD allows development to a maximum of 10 units per acre. To accommodate the D&J Carriage Homes project, which proposes a density of 15 units per acre, and to achieve consistency with the General Plan policy of requiring development at the midpoint or higher of the density range for Medium Density land use areas, the project parcels are proposed to be rezoned. While the parcels could be rezoned into a new project-specific PD, in an effort to reduce restriction of development and to simplify future land use analysis, staff recommends that the project parcels be rezoned to an R-3 (Multi-family Residential) zoning district. The D&J Carriage Homes project meets all applicable parking and development standards for the R-3-18 district, pursuant to the Zoning Code.

3. Design Guidelines

The development project, accommodated through the proposed rezoning, will bring an underutilized infill site into compliance with the densities and pattern of development envisioned by the City's General Plan. The proposed buildings are complementary to the style of other new developments in the neighborhood and include architectural features such as dormers and covered porches to break up the monotony of the street-facing elevation. Each unit will have a one-car garage and private outdoor space. Additionally, a children's play area is proposed along the private lane. The community manager will live on-site in one of the proposed units. The Design Review Board granted Final Design Review approval to the D&J Carriage Homes project on March 16, 2017.

4. Neighborhood Comments

A Neighborhood Meeting was held on July 22, 2015. Concerns from neighbors of the proposed project primarily related to traffic on Aston Avenue and concerns about the speed of vehicles traveling along the interior streets, particularly Aston Circle. A request was made for outdoor lighting to be shielded and operational concerns related to pet ownership, rent restrictions, and graffiti issues were raised. One member from the public spoke during the Preliminary Design Review public hearing for the project. The speaker was a neighbor of the proposed development and expressed concerns over parking, specifically regarding garage sizes and spillover parking impacts.

5. Public Improvements/On-Site Improvements

Aston Circle will be extended through the project parcels and a new private lane will be constructed. Aston Circle will terminate in a stub end on the west side of the development, in anticipation of future development. All on-site roadways will

be improved with curb, gutter, and sidewalk. The existing contiguous asphalt sidewalk on Aston Avenue will be replaced with a concrete sidewalk, separated from the street by a planter strip. Aston Avenue will be improved and striped to boulevard standards.

FISCAL IMPACT

This rezoning action would not directly affect the General Fund.

ENVIRONMENTAL IMPACT

The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA). The project is consistent with the development density established by the Santa Rosa General Plan 2035, for which an Environmental Impact Report has been certified and, as supported by a Traffic Impact Study and a Preliminary Standard Urban Stormwater Mitigation Plan, there are no project-specific impacts which are peculiar to the project or its site. Pursuant to CEQA Guidelines Section 15183, no additional environmental review is required.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

The project went before the Design Review Board as a concept item on April 17, 2014. At the meeting, members of the Board discussed variety of elevations and rooflines, including treatment of the rear of buildings. The Board also suggested relocating the trash area and eliminating the proposed outdoor staircases. On December 1, 2016, the Design Review Board approved Preliminary Design Review for the project, with specific direction to revisit building elevations, enlarge the children's play area, and address parking through design. The applicant responded to the Design Review Board's action items and on March 16, 2017, the project received Final Design Review approval.

At its May 11, 2017, meeting, the Planning Commission unanimously voted (7-0) to adopt a resolution recommending that the Council approve the requested rezoning. Members of the Planning Commission expressed support for projects that present the opportunity to bring zoning into compliance with the General Plan.

NOTIFICATION

The project was noticed as a Public Hearing per the requirements of Chapter 20-66 of the City Code. Notification of this public hearing was provided by posting an on-site sign, publishing notice in a newspaper of general circulation, mailed notice to surrounding property owners, electronic notice to parties that had expressed interest in projects taking place in this geographic area of Santa Rosa, and bulletin board postings at City Hall and on the City website.

ATTACHMENTS

- Attachment 1 - Disclosure Form
- Attachment 2 - Location Map
- Attachment 3 - General Plan and Zoning Maps
- Attachment 4 - PD 73-001 South Park Policy Statement
- Attachment 5 - Proposed Zoning Exhibit
- Attachment 6 - D&J Carriage Homes approved design review plans, dated received February 22, 2017
- Attachment 7 - Design Review Board Minutes: April 14, 2014; December 1, 2016; March 16, 2017
- Attachment 8 - Design Review Board Resolution Nos. 16-942 and 17-949
- Attachment 9 - Planning Commission Draft Minutes: May 11, 2017
- Attachment 10 - Planning Commission Draft Resolution No. 11828
- Attachment 11 - Trip Generation Study prepared by W-Trans and dated October 27, 2015
- Ordinance

CONTACT

Patrick Streeter, Senior Planner
Planning and Economic Development
100 Santa Rosa Avenue, Room 3
(707) 543-4323
PStreeter@SRCity.org