

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
STAFF REPORT FOR DESIGN REVIEW BOARD
July 6, 2023

PROJECT TITLE

Kawana Meadows Lots 4A and 70 (A.K.A.
- Residences at Taylor Mountain – Lots
4A and 70)

APPLICANT

Kawana Meadows Development LLC

ADDRESS/LOCATION

2880 Franz Kafka Avenue

PROPERTY OWNER

Kawana Meadows Development
Corporation

ASSESSOR'S PARCEL NUMBERS

044-460-004 & 005 (Lot 4A)
044-460-070 (Lot 70)

FILE NUMBER

PRJ21-020 (DR21-050 & HDP21-009)

APPLICATION DATE

September 2, 2021

APPLICATION COMPLETION DATE

May 30, 2023

REQUESTED ENTITLEMENTS

Design Review

FURTHER ACTIONS REQUIRED

Hillside Development Permit

PROJECT SITE ZONING

PD 96-001F (Planned Development)

GENERAL PLAN DESIGNATION

Medium Density Residential

PROJECT PLANNER

Michael Wixon, Contract Planner

RECOMMENDATION

Approval

CITY OF SANTA ROSA
DESIGN REVIEW BOARD

TO: CHAIR JONES-CARTER AND MEMBERS OF THE DESIGN REVIEW BOARD
FROM: MICHAEL WIXON, CONTRACT PLANNER
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT
SUBJECT: MODIFICATIONS TO KAWANA MEADOWS LOTS 4A AND 70
AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Planning and Economic Development Department that the Design Review Board, by Resolution, grant Design Review to allow new building designs for Lots 4A and 70 for development of 53 multi-family units, and associated improvements.

EXECUTIVE SUMMARY

Lots 4A and 70 are presently two remaining undeveloped lots which are part of the Residences at Taylor Mountain project, which was approved by the City of Santa Rosa in 2017.

During plan check for building permits, the Fire Department, in accordance with Building and Fire Code, requested the project design provide a minimum 26-foot wide driveway aisle width because the proposed structures were taller than 30-feet. The applicant has indicated there is not enough area on-site to accommodate the requested change and, therefore, is requesting approval of design modifications to the approved project, primarily to modify the exterior design and reduce the overall building height.

The applicant is requesting modifications to the previously approved 3 and 4-unit buildings, as well as introducing a new 6-unit building. Effectively, the designs for the 3 and 4-unit buildings are new but have similar appearances to the previous designs. The new building designs are also leading to a series of other minor site design changes, which are analyzed below.

Overall, the project maintains consistency with the previously approved project and with the City's Zoning Code, General Plan, and Design Guidelines. Therefore, staff is recommending approval of the Design Review.

BACKGROUND1. Project Description

Buildings – The design of each building located on Lots 4a and 70 as been revised from the previous approval(see attached architectural drawings). The applicant is also introducing a new 6-unit building, adding to the previously approved 3- and 4-unit buildings. While the building designs are new, they continue to use similar features of the previously approved building elevations. Also, each building will maintain units with 1, 2 and 3 bedrooms, offering choice to future tenants/owners. Because each building has a new design, each building has a slightly different floor plan, for which some pertinent details are listed below. Overall, however, all buildings will retain a 3-story elevation and floor plan.

3 UNIT BUILDING			
FEATURE	1st Floor	2nd Floor	3rd Floor
Units/Bdrms/Baths	1/1/1	1.5/2/2.5	.5/2/2
Living Area	940 SF	1,716 SF	1,031 SF
Common Entry	52 SF	42 SF	--
Covered Patio/Deck	68 SF	42 SF	--
Carport/Garage Spaces	3 (725 SF)	N.A.	N.A.

4 UNIT BUILDING			
FEATURE	1st Floor	2nd Floor	3rd Floor
Units/Bdrms/Baths	1/1/1	3/3/2/5	1/2/2
Living Area	1,724 SF	2,703 SF	1,031 SF
Common Entry	92 SF	42 SF	--
Covered Patio/Deck	214 SF	98 SF	--
Carport/Garage Spaces	4 (974 SF)	N.A.	N.A.

6 UNIT BUILDING			
FEATURE	1st Floor	2nd Floor	3rd Floor
Units/Bdrms/Baths	2/2/2	3/3/2.5	2/6/5
Living Area	1,880 SF	3,424 SF	2,406 SF
Common Entry	182 SF	84 SF	--
Covered Patio/Deck	136 SF	84 SF	--
Carport/Garage Spaces	6 (1,442 SF)	N.A.	N.A.

Lot 4A

Lot 4A was approved with four 3-unit buildings for a total of 12 units. No changes are proposed to the overall building or unit count. Lot 4A was also approved as a condominium project to create for sale units. No changes are proposed to this aspect of the project.

The new floor plan, creates a slightly different series of footprints on-site and proposes small changes to the grades.

The building footprints have increased slightly, but the total building coverage is 22.2%, which remains well below a 55% maximum lot coverage.

The development of Lot 4A was approved to have 27 parking spaces, 3 of which were on-street parking. Due to the slightly enlarged driveways facing Franz Kafka Ave., one (1) on-street parking space will be lost, although the total number of parking spaces on-site remains unchanged. Development proposed on Lot 4A requires a minimum of 26 parking spaces based upon the bedroom count for each unit, which will be met with the proposed changes.

Setbacks on Lot 4a (as well as Lot 70) were previously reduced as a concession to accommodate affordable housing within the project. The configuration of units on Lot 4A will maintain minimum setbacks as previously approved, although the unit closest to Farmers Lane will be closer to the rear property line and a rear yard retaining wall will extend further south along the rear property line to accommodate the new building footprints and small changes to the grading. The proposed changes continue to meet the minimum required setbacks established for Lot 4A.

Pad grade elevations have dropped slightly from north to south, such that the pad grade for the northernmost unit will be about 2-feet lower, which raises the height of the retaining wall in the rear yard area. The retaining wall height in the rear of the lot will be about 4-feet taller overall. Staff does not see this as an issue, however, because it should not be visible behind the buildings from Franz Kafka Ave., and it will be seen from a different angle along Goya St. behind the side yard landscaping.

The revised 3-unit building elevations will also have a lower finished roof height at 30-feet, which is lower than the previously approved height of 38-feet 11-inches. However, the roof design is more varied and architectural features are similar. Further, the exterior finishes will use the previously approved paint colors.

LOT 70

Lot 70 was previously approved with 13 buildings, which yielded a total of 43 units, of which 19 units are to be provided for low-income households per a previous Affordable Housing Agreement (see attachments). The project included both 3- and 4-unit

buildings. As noted above, the new building designs have created a series of changes to the development of the site. The proposed Site Plan for Lot 70 would permit 11 buildings, which are made up of 3-, 4- and 6-unit buildings, would yield 41 units (2 less than previously approved).

The new building footprints have caused some minor changes to the overall Site Plan and project layout, but the overall project remains consistent with the previous approval. Specifically, the access and primary driveway remain in the same location as previously approved. Buildings are oriented around the entrance and driveway as previously approved and the overall direction of drainage and grading remains consistent.

The overall lot coverage also is shown as 31%, which remains well below the maximum 60% permitted.

The modifications to the project also depict a total of 123 parking spaces, which is a reduction of four (4) parking spaces overall based upon the reduction of two (2) units. The Site Plan demonstrates more than enough parking spaces will be provided to meet the minimum requirements for an affordable project, 60 parking spaces, which is based upon two (2) parking spaces for every unit having two or more bedrooms. The project also provides two (2) trash enclosures, whereas the previous project only included one enclosure.

The project maintains the setbacks as originally approved. The revised Grading Plan proposes changes to finished grades of those buildings along the west side of the site, along Petaluma Hill Road; these buildings will have finished pad elevations 3-5 feet lower (5-feet lower at the northwest corner of the project site), which eliminates the need for the previously approved retaining wall along Petaluma Hill Road landscape corridor. It will also create more elevation change across the site to create more interest.

As previously noted, the revised building elevations will also have lower finished ridge lines at 30-feet, lower than the previously approved height of 38-feet 11-inches. However, the roof plan design and elevations show more variation, and building elevations have a similar architecture. Further, the exterior finishes will use the previously approved paint colors.

Site improvements to the area include landscaping comprised of trees, shrubs, grasses and groundcover to be located around the periphery of the development, within the parking area, and on all sides of the condominium buildings. A variety of trees will be incorporated into on-site landscaping including ornamental trees (Red Maple and pear) and oaks (Coast Live Oak, Red Oak, Cork Oak). As proposed, the planting palette is comprised primarily of low water use plants with a limited number of moderate water use plants.

A summary of changes is presented below by lot and by project feature.

FEATURE	LOT 4A		LOT 70	
	APPROVED	PROPOSED	APPROVED	PROPOSED
Site Area	30,825 SF	No Change	99,485 SF	No Change
Building Footprint	7,015 SF	7,200 SF	26,950 SF	25,445 SF
Hardscaped Area	5,835 SF	6,980 SF	30,585 SF	29,550 SF
Landscaped Area	17,975 SF	16,645 SF	41,950 SF	44,490 SF
Total Building Area	17,650 SF	18,945 SF	65,390 SF	66,060 SF
FAR	0.6	0.6	0.7	0.7
Total Units	12	No Change	43	41
Total Buildings	4	No Change	13	11
Total 3 Unit Bldgs	4	No Change	9	7
Total 4 Unit Bldgs	0	No Change	4	2
Total 6 Unit Bldgs	0	No Change	0	2
Total Parking	27	26	100	97
Covered Parking	12	No Change	43	41
On-Site Driveway	12	No Change	43	41
On-Street Parking	3	2	14	15

2. Surrounding Land Uses

North: Developed multi-family

South: Developed agricultural land

East: Undeveloped Single Family Lots and Taylor Mountain Regional Park

West: Under Development retail/medium density units, and undeveloped light industrial land

3. Existing Land Use – Project Site

Lots 4A and 70 are a portion of the former 5.08-acre Residences at Taylor Mountain site, which is located within the Kawana Meadows Subdivision (Subdivision). The site has access to infrastructure and the lots have been previously graded. The graded portions of the lots are relatively flat, although

there is an undulating topography on the project site, with hillside features ranging from 0% to over 25% slopes.

4. Project History

On May 22, 1997, the Planning Commission (Commission) held a public hearing to consider the Kawana Meadows Subdivision project. The Commission continued its discussion of the project to July 24, 1997, to allow for a study session to review several issues identified.

On July 24, 1997, the Commission approved Kawana Meadows Tentative Map.

The Commission granted one-year extensions on August 26, 1999, August 10, 2000, and August 23, 2001.

On February 6, 2002, the City Council adopted Resolution 25136, which approved the preparation for the Environmental Impact Report for the Farmer's Lane Extension. The action precluded the applicant from filing a Final Map prior to certification of the EIR. Under the Subdivision Map Act, the Tentative Map was therefore extended for the period when the applicant was precluded from filing the Final Map.

On October 7, 2003, the Farmers Lane Extension's final location was formally designated by the City and the EIR was certified.

On February 2, 2004, an application for a map extension was filed, which automatically extended the life of the Tentative Map for 60 days, amending the expiration date to May 4, 2004.

On April 22, 2004, the Commission, by a 7-0 vote, denied the request for a one-year extension of time to file the Kawana Meadows Final Map. The Commission denied the extension on the basis that it was not consistent with the City's General Plan regarding hillside development.

On April 23, 2004, the applicant representative, James Hummer & Associates, filed an appeal of the decision.

On August 16, 2005, the Kawana Meadows Subdivision Tentative Map was approved by the City Council, which consisted of six multifamily lots, and 69 single-family lots.

On September 7, 2005, the Kawana Meadows Subdivision Final Map was recorded with the County Assessor.

On September 21, 2015, a grading permit for the Kawana Meadows Subdivision was issued. On-site grading was initiated in October of 2015.

On March 25, 2016, the California Regional Water Quality Control Board (RWQCB), North Coast Region (Regional Water Board) issued a Notice of Violation for storm water discharge violations associated with the construction activities (Order NO. 2009-0009). Subsequently, the Applicant submitted the required technical reports, satisfying all the requirements of the violation, and prepared and carried out an Interim Corrective Measures Plan to the RWQCB satisfaction.

On February 21, 2017, applications for Residences at Taylor Mountain were submitted to the Planning and Economic Development Department.

On August 29, 2017, a Mitigated Negative Declaration was released for the 30-day public review period.

On September 28, 2017, the Planning Commission held a Public Hearing to consider the Hillside Development Permit and Density Permit associated with the proposed project.

On October 5, 2017, the Design Review Board held a public hearing and granted both preliminary and final design review approval for the Residences at Taylor Mountain (Reso 17-967), which includes Lots 4A and 70.

On September 2, 2021, an application for a Design Review Modification and a Hillside Development Permit were submitted to Planning and Economic Development Department, which was accepted as complete on May 30, 2023.

ANALYSIS

1. General Plan

The project site includes Medium-Low Density Residential (Lot 4A) and Medium Density Residential (Lot 70) land use parcels. The Medium Low Density Residential land use designation allows housing at densities from 8.0 to 13.0 units per gross acre. This designation is intended for attached single family residential development, but single family detached housing and multifamily development may be permitted. The Medium Density Residential land use destination permits housing densities from 8.0 to 18.0 units per gross acre and permits a range of housing types, including single family attached and multifamily developments, and is intended for specific areas where higher density is appropriate.

Lot 4A will maintain a density of 16.7 units per acre, while Lot 70 will have a resulting density of 18 units per acre with two fewer units. Consistent with the General Plan, residential densities more than the land use designation were granted with a Density Bonus application in accordance with California State

Law. The proposal remains consistent with this requirement, and thus, is consistent with the General Plan.

In addition, the following General Plan Goals and Policies remain applicable to the Residences at Taylor Mountain:

Land Use

- 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. Downtown is excepted.

Urban Design

- UD-G-2 Locate higher density residential uses adjacent to transit facilities, shopping, and employment centers, and link these areas with bicycle and pedestrian paths.

- UD-A Preserve and enhance Santa Rosa’s scenic character, including its natural waterways, hillsides, and distinctive districts.

- UD-A-1 Maintain view corridors to natural ridgelines and landmarks, such as Taylor Mountain and Bennett Mountain.

Housing

- H-A-2 Pursue the goal of meeting Santa Rosa’s housing needs through increased densities, when compatible with existing neighborhoods. Development of existing and new higher-density sites must be designed in context with existing, surrounding neighborhoods.

- H-C Expand the supply of housing available to lower-income households.

- H-F-2 Fast track all development projects that fully comprise units affordable to extremely low-, very low-, and low-income households with long-term affordability restrictions. Utilize a fast track schedule mutually acceptable to the project applicant and the City.

H-F-4 Continue to implement the City's Density Bonus Ordinance, consistent with state law.

Staff Response:

The project design continues to comply with relevant General Plan policies for Land Use, Urban Design, and Housing. Specifically, the proposal will result in a varied housing stock of attached residential units having between one and three bedrooms, and the residential units are in a convenient location with easy access to shopping, recreation, and schools. The proposal will also result in an expansion of the housing supply to lower income households by continuing to designate 19 attached residential units to low-income households. Increased residential density has previously been granted for these lots by the City of Santa Rosa via the Density Bonus application for The Residences at Taylor Mountain (see attached Affordable Housing Agreement).

The project will result in minor changes to the scenic qualities of the area. The project will, however, continue to site the buildings on the flattest portions of each multi-family lot, preserving view corridors of Taylor Mountain through by using lower building elevations (30-feet in height) and slightly lower pad elevations (0.5- feet to 5-feet depending on the lot and location thereon). In addition, the project continues to be connected to nearby employment centers, parks, and schools through pedestrian and bicycle paths to be completed upon project construction.

No change to the Affordable Housing Agreement is proposed.

2. **Zoning**

The subject site is zoned PD (Planned Development 96-001F), intended for a variety of residential densities. The Kawana Meadows Subdivision Planned Community Policy Statement intended for very low and low density single-family residential areas on the hillside portions of the site, and multi-family residential areas on the flatter areas of the site. Development Standards are not indicated within the Policy Statement but require that setbacks be consistent with the those indicated on the Final Map sheet. The proposed modifications remain consistent with the indicated setbacks and previously approved plans, and the project meets the minimum setbacks indicated.

Based on the existing sloped topography of 4A, it is normally subject to the more restrictive setbacks required by the Hillside Development Ordinance. The multi-family units on Lot 4A were, however, granted a five-foot reduction from the Hillside Development Standards to the setback from Franz Kafka Avenue, resulting in a 15-foot front yard setback. The Planning Commission previously approved the Hillside Development Permit for the project, including the development of Lot 4A and Lot 70, in 2017. The applicant has recently submitted

a Hillside Development Permit (HDP21-009) reflecting minor changes to the previously approved project shown herein. The Planning and Economic Development Director is expected to act upon the application following the Design Review Board hearing due to the minor nature of the changes, as allowed by [Zoning Code Section 20-16.080](#).

Zoning Code Section 20-36 requires two parking spaces for each two or more-bedroom multi-family unit for affordable housing projects. Under this requirement, the proposed project need only provide a total of sixty (60) parking spaces - sixteen (16) parking spaces for Lot 4A and forty-four (44) parking spaces for Lot 70. As shown on the Site Plans for each lot, the applicant will provide 123 parking spaces, twenty-six (26) parking spaces on Lot 4A and ninety-seven (97) parking spaces on Lot 70. Despite the loss of two units and four parking spaces overall, the changes will maintain a ratio of 2.3 parking spaces per unit, and parking for each specific lot and well above the minimum standard required for an affordable housing project. The breakdown of parking spaces is also listed in the above chart under the heading of Project Description.

3. Design Guidelines

The following is a list of the most relevant Design Guidelines that apply to the proposed project:

- 3.2. I. B. To provide a quality living environment.
- 3.2. II. A. 2. Integrate new development carefully into existing neighborhoods.
- 3.2. II. E. 2. Locate parking areas such that the walk from parking to the dwellings is short and direct.
- 3.2. II. J. 1. Provide for parking in small lots reasonably close to the dwellings they serve and within sight of some of the dwellings. Provide required parking on-site.
- 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. C. 1. Incorporate features such as balconies, cantilevers, dormers, bay windows, patios, entries, accent materials, etc. to provide articulation and interest.

- 3.2. III. C. 2. Avoid buildings with a massive appearance. Divide buildings into segments that break down the scale.
- 4.1. II. 6. Select landscape materials and plants that are appropriate in scale and function to the locations in which they are placed.
- 4.1 II. 10. Select planting materials that are appropriate for local climatic conditions and historic continuity.

Hillside Considerations

- 4.5 II. C.1. Establish building setback lines to protect existing vegetation, major rock outcroppings and drainage flows. Avoid steep slopes and unstable areas.
- 4.5 II. C.3. For lots with slopes in excess of 10 percent, provide a minimum side yard setback of 15 feet to allow for adequate drainage. When adjacent to streets that have gradients of more than 5 percent, provide a minimum side yard setback of 10 feet.
- 4.5 II. E.2. Plant cut and fill slopes to stabilize the slope and control erosion as well as add visual and environmental enhancement.
- 4.5 III. A.2. To minimize grading on hillsides step floor levels to follow the hillside.
- 4.5 III. A.4. Design roof pitches to approximate the slope of the hillside, i.e., a 30% slope equates to a 4 in 12 pitch.

Staff Response:

Staff has found the proposal continues to be consistent with the Design Guidelines related to multi-family development and hillside considerations, by providing an orientation of buildings that delivers adequate views of community and parking areas, the provision of attractive buildings and landscaping abutting public streets, the consideration of existing and planned development to create appropriate neighborhood integration, and the continued preservation of natural features and views.

The varying roof pitches continue to help mimic the varying natural topography of the site. Also, the three-story buildings will continue to have massing features to break up the building façade with differing heights and features including patios and the use of accent materials. As noted above, the overall height of the buildings is proposed to be no more than 30-feet, and there will be a lowering of some pad grade elevations between 0.5-5 feet. The exterior walls will continue to

be a combination of the previously approved horizontal lap siding and vertical board and batten siding to provide a combination of texture and style, and building elevations include a variety of windows, balconies, and doors, all of which articulate the individual living units and provide visual interest to the various elevations. In addition, the project will continue to provide a combination of native and ornamental plant species to further enhance the site.

4. Public Improvements/On-Site Improvements

The residential units on Lots 4A and 70 will be accessed by Franz Kafka Avenue, which is designed and constructed as a minor street, including two 12-foot wide travel lanes, two 8-foot wide parking lanes, a 6-foot wide planter strip and a 5-foot wide sidewalk on each side.

The residential units on Lots 4A and 70 will also frontage upon Farmers Lane, while Lot 70 will also have frontage along Petaluma Hill Road. Farmers Lane and Petaluma Hill Road are both designated as regional arterial streets in the General Plan. As such, both roads will ultimately be constructed to have four travel lanes (2 lanes in each direction), Class II bike lanes, and curb, gutter and sidewalk. In addition, the frontage of Lot 70 along Farmers Lane is designed to ultimately provide a minimum 10-foot wide Class I Multi Use Trail (which will replace the sidewalk along this side of the road).

At this time, the design of the road along Farmers Lane and Petaluma Hill Road will provide for the ultimate right of way needed for a regional arterial road, but they will be constructed to include two travel lanes, curb, gutter and sidewalk.

On-site improvements include the driveways and surface parking areas, in addition to landscaping throughout. The proposed project will be required to comply with the City's Low Impact Design (LID) Manual for stormwater through the installation of bioretention areas.

ENVIRONMENTAL IMPACT

On September 28, 2017, the Planning Commission adopted a Mitigated Negative Declaration – MND - (see attached Resolution 11852). Mitigation measures were incorporated into previous project approval. Mitigation measures were incorporated into the previous conditions of approval in the following resource areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Hazards & Hazardous Materials, Hydrology/Water Quality, Noise, Transportation/Traffic, and Tribal Cultural Resources. It was determined that the project impacts would be mitigated to a less-than-significant level through implementation of the recommended mitigation measures.

The threshold to determine whether further environmental review should be performed for the previously adopted MND is listed in CEQA §15162. The approving body should

consider whether circumstances surrounding a project have substantially changed, if new information of substantial importance has been uncovered that indicates the project would create new significant impacts or increase the severity of the previously identified significant impacts. There is no evidence to suggest that the proposed minor design changes outlined in this report would create any new significant impacts or increase the severity of previously identified significant impacts; nor is there evidence presented which would indicate there new circumstances or new information that would create such impacts or require more robust analysis. The previously adopted mitigation measures will continue to be applied to the project with the conditions of approval. Therefore, no further environmental analysis is recommended.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

On September 28, 2017, the Planning Commission approved the Hillside Development Permit and Density Permit for the 93-multifamily unit proposal known as the Residences at Taylor Mountain, which included the lots which are the subject of this report, Kawana Meadows Lots 4A and 70 .

On October 5, 2017, the Design Review Board approved the Preliminary and Final Design for The Residences at Taylor Mountain, again including lots which are the subject of this report, Lots 4A and 70.

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.

ISSUES

While staff can make the findings that the project is consistent with the General Plan, Zoning, and Design Review Guidelines, the previous design seems to have provided design features to establish even more attractive building elevations. Examples of these features include the use of craftsman style awnings above doors and windows, the use of double hung windows, the finish details at roof eave lines, and trim depth around the doors and windows to create shadow and relief. These could possibly be considerations for discussion by the Design Review Board, if similar concerns are raised.

ATTACHMENTS

- Attachment 1 - Disclosure Form
- Attachment 2 - Location Map
- Attachment 3 - Neighborhood Context Map

RESIDENCES AT TAYLOR MOUNTAIN

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Attachment 4 – Design Concept Narrative

Attachment 5 – Civil Plan Set

Attachment 6 – Architectural Plans

Attachment 7 – Architectural Plan Elevation Comparisons

Attachment 8 – Landscape Plans

Attachment 9 – Visual Analysis of Lots 4a and 70

Attachment 10 – PC Resolution 11852 and Mitigated Negative Declaration

Attachment 11 – 2017 Approved DRB Development and Grading Plans

Attachment 12 – 2017 Approved DRB Elevations and Renderings

Attachment 13 – Recorded Affordable Housing Agreement

Attachment 14 – DRB Resolution RES-17-967

Resolution – Design Review

CONTACT

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