

## **Consistency Determination for the Schellinger Burbank Avenue Subdivision with the Roseland Area/Sebastopol Road Specific Plan**

Proposal Name: Schellinger Burbank Avenue Subdivision

Proposal Applicant: Schellinger Brothers

Proposal Consultant: Munselle Civil Engineering

Proposal File Number: PRJ 19-031

Jurisdiction: City of Santa Rosa

Proposal Address: 1400, 1690, 1720, 1780 Burbank Avenue

General Plan/Specific Plan Land Use Designation: Medium Low Residential

Specific Plan: Roseland Area/Sebastopol Road Specific Plan

Zoning District: R-1-6

### **Proposal Description:**

This is a request to construct the “Schellinger Burbank Avenue Subdivision” which proposes to subdivide 14.25 acres into 138 residential units on 75 lots. The project proposes to construct 62 single family units, 12 duets on their own parcels, and 64 multifamily apartment units within five phases. The single-family units square-footage ranges from 1,530 square-feet to 1,750 square-feet. Each single-family unit will have a two-car garage, stepped back from the front of each single-family dwelling. Each driveway can accommodate two additional parking spaces for guests.

Primary access for the subdivision is off Burbank Avenue from two new public streets that will be dedicated as part of the subdivision process. The City Engineering Department anticipates that the new internal public streets will connect to future streets to the north and the south of the proposed project, so stub outs have been provided.

The project proposal includes 64 contracted low-income housing units included in the multifamily apartments. The attached letter from the project attorney advises the City that the project will utilize the Density Bonus Law (Gov. Code § 65915) and the Housing Accountability Act (Gov. Code § 65589.5).

### **Site Location:**

The project site is located east of Burbank Avenue and opposite Roseland Creek Elementary School in the Roseland Neighborhood of the City of Santa Rosa. The proposed site is on 14.25 acres comprised of four merged parcels located at 1400, 1690, 1720, and 1780 Burbank Avenue. The project is located entirely within the City of Santa Rosa’s Roseland Area/Sebastopol Road Specific Plan, which was approved by the City in 2016, with the associated Environmental Impact Report (EIR).

Surrounding land uses include residential single-family to the east and rural low-density residential single-family to the north, south, and southwest. Single-family residences directly border the proposed project site to the northwest, west, and south. Roseland Creek Elementary School lies to the northwest corner across Burbank Avenue, and Sheppard Accelerated Elementary School lies adjacent to the southeast boundary of the project site. The site is unimproved.

### **CEQA Determination:**

Multiple exemptions may apply in combination to a project. *California Farm Bureau Federation v. California Wildlife Conservation Bd.* (2006) 143 Cal. App. 4th 173, 191. The project is consistent with the City's General Plan and Roseland Area/Sebastopol Road Specific Plan. Therefore, the project's environmental review should be governed by CEQA Guidelines 15182 and/or 15183 and Government Code section 65457.

### **Land Use Designation/Zoning District Consistency:**

The General Plan and Specific Plan land use designations for the project site are Medium-Low Density Residential, which permit between 8-13 units per acre and allows attached and detached single-family residential development and multi-family development. (General Plan, p. 2-10; Specific Plan, Table 3-1.) Development at the mid-point of the density range is desirable, but not required. Utilizing a mid-point of 10 dwelling units per acre, the midpoint development for this site would be 146 units. A total of 138 residential units are planned as part of the development.

The project site is located within an R-1-6 zoning district, which principally permits single family dwellings and allows multi-family development with an MUP. (§ 20-22.030.) This "zoning district is applied to areas of the City intended to be maintained as residential neighborhoods comprised of detached and attached single-family houses, clustered residential hillside projects, and small multi-family projects, together with compatible accessory uses." (§ 20-22.020.B.) This district is consistent with the Medium Low-Density land use classifications of the General Plan. (*Id.*)

### **Specific Plan Consistency:**

#### **GOAL R-1 Encourage the development of attractive residential neighborhoods that maintain and enhance the diverse character of the Roseland area.**

**Policy R-1.1** Include a variety of housing types near workplaces, schools, parks, stores, and amenities.

Response: The project proposes a variety of housing types: single family units, duets, and multifamily apartment units.

**Policy R-1.3** Maintain rural residential character along Burbank Avenue as new development occurs.

Response: The majority of the project is set back from Burbank Avenue, thereby helping to maintain the area's rural residential character while providing several different housing types. Buildings have been revised to front Burbank Avenue and the southern property boundary in response to Design Review and public comments to diversify the massing and create a mix of one, two, and three-story elements. Previously, the buildings were consistently three stories.

**Policy R-1.4** Encourage community pride by promoting beautiful and safe neighborhoods and quality of life.

Response: The project will feature attractive and colorful architecture and landscaping.

#### **GOAL RET-1 Enhance access to goods and services by providing retail uses proximate to all residents.**

**Policy RET-1.3** Encourage small neighborhood stores, such as corner food markets, in residential areas to provide services within walking and bicycling distance. Location of such stores is allowed where they can be economically supported.

Response: The project is less than ½ mile from commercial areas along Sebastopol Road, and there is a walking path that allows pedestrian connectivity to the commercial area.

#### **GOAL AH-1 Provide a variety of housing types and densities to support a diverse population.**

**Policy AH-1.1** Promote inclusion of second dwelling units in new and existing single-family neighborhoods to provide a smaller, more affordable housing option.

Response: The project proposes apartments and duets as affordable housing options.

**Policy 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.

Response: The project proposes three basic housing types: single-family units, duets, and multifamily apartment units.

**Policy 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.

Response: The project proposes high-quality architecture that was recommended for approval by the Design Review Board and subsequently modified in response to Design Review and public comments. The architecture is a farmhouse vernacular that complements the rural character of the existing neighborhood while expanding overall housing opportunities by providing both market-rate and below market-rate homes.

**Policy AH-1.4** Encourage the integration of market-rate housing with affordable units at the project level as well as at the neighborhood level to encourage housing for all income levels within the plan area.

Response: The project proposes three basic housing types within the project and neighborhood, including single-family units, duets, and multifamily apartment units.

**Policy 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.

Response: The single-family component of the project proposes 4 different floor plans, ranging from 3 bedrooms to 5 bedrooms which allows for a variety of family sizes. The apartments provide 1 to 3-bedroom units and 10 accessible units.

#### **GOAL AH-2 Minimize displacement of existing residents.**

**Policy AH-2.1** Continue to engage the community in developing new and refining existing affordable housing and anti-displacement strategies.

Response: The project will not displace any residents and instead proposes to provide new affordable housing to the community.

**Policy AH-2.2** Continue to preserve existing affordable housing in order to prevent displacement in the plan area, and identify funds to preserve units at risk of converting to market rate.

Response: The project will provide new affordable housing and will not displace any persons on this undeveloped site.

#### **GOAL HF-1 Promote convenient access to healthy foods, goods, and services for all residents in the plan area.**

**Policy HF-1.5** Support development of small-scale neighborhood nodes that provide a range of neighborhood-serving retail, public amenities, and services to residents within walking distance of their homes.

Response: The project is within walking distance (less than ½ mile) of retail and public amenities (including schools).

#### **GOAL RN-1 Improve connectivity and traffic flow.**

**Policy RN-1.1** Improve connections by creating new streets or extensions of existing streets, as identified in Figure 4-1 and Table 4-1.

Response: Stubs for street extensions to the north and south of the project are provided and have been reviewed and approved by the City of Santa Rosa engineering staff.

**Policy 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.

Response: The project proposes to dedicate right-of-way along Burbank as specified in the Specific Plan. The proposed public streets will meet City standards for a minor street.

**Policy RN-1.3** Enhance existing intersections along major arterials to improve traffic flow through use of coordinated or adaptive signal timing and/or dedicated turn pockets, as identified in Table 4-2.

Response: The project proposes to contribute funds towards the installation of new traffic controls at the Hearn and Burbank intersection to maintain an LOS D standard for major corridors set by the General Plan.

**Policy RN-1.4** Implement coordinated or adaptive signal timing along arterials to improve traffic flow, using intelligent transportation systems (ITS) strategies rather than roadway widening to maximize roadway efficiency, minimize congestion, and reduce greenhouse gas emissions.

Response: The project proposes to contribute funds towards the installation of new traffic controls at the Hearn and Burbank intersection to improve traffic controls. The City of Santa Rosa will ultimately be responsible for the installation of the signal and will be responsible for utilizing intelligent transportation systems strategies.

**Policy RN-1.5** Support the planned construction of a new US Highway 101 overpass at Bellevue Avenue and a widened overpass at Hearn Avenue to improve east–west multimodal connectivity to and from the Roseland area.

Response: The project impact fees will provide funds toward capital improvement projects such as this.

**GOAL RN-4 Maintain the rural quality of Burbank Avenue.**

**Policy RN-4.1** Implement the new street design in order to balance new improvements with the existing rural character along Burbank Avenue.

Response: The project’s frontage along Burbank will match the street sections outlined in the Specific Plan.

**Policy RN-4.2** Balance the desire to maintain rural character with pedestrian and bicycle safety along Burbank Avenue.

Response: The project’s frontage along Burbank will match the street sections outlined in the Specific Plan which includes a planter area to maintain a more rural feel, a bicycle lane, and a separated sidewalk .

**GOAL RN-5 Ensure roadways, paths, and parking are designed to be accessible to all users.**

**Policy RN-5.1** Ensure all paths, streets, and crossings are designed to be safely accessed by all users, in accordance with the Americans with Disabilities Act (ADA).

Response: All of the project’s proposed paths/sidewalks, streets, and crossings are designed in conformance with the Americans with Disabilities Act (ADA).

**Policy RN-5.2** Consider providing accessible on-street parking spaces along major commercial corridors such as Sebastopol Road.

Response: The project’s frontage along Burbank will correspond with the street sections outlined in the Specific Plan.

**Policy RN-5.3** Ensure proper connectivity and accessible pathways to and from transit stops and amenities since transit riders typically start and end trips as pedestrians.

Response: The project’s frontage along Burbank will match the street sections outlined in the Specific Plan, which contain accessible sidewalks along Burbank Ave. There is a transit stop to the south at the intersection of Hearn and Burbank. There is an existing path along the east side of Burbank Ave that is separated by an asphalt dike that connects the project with the existing transit stop. As properties develop to the south, pedestrian pathways will be further developed and enhance the connectivity.

**GOAL PBN-1 Establish a complete network of paths for pedestrians and bicyclists to conveniently navigate through the plan area and beyond.**

**Policy PBN-1.1** Ensure convenient opportunities to walk and bike to daily destinations.

Response: The project’s frontage along Burbank will match the street sections outlined in the Specific Plan which provides sidewalks and bike lanes. As properties develop to the south, pedestrian pathways will be further developed and enhance the connectivity. The streets within the development will meet City Standards for minor streets, which have sidewalks for pedestrians.

**Policy PBN-1.2** Design streets to safely serve and accommodate all travel modes and users.

Response: The project's frontage along Burbank will match the street sections outlined in the specific plan which provides sidewalks and bike lanes. As properties develop to the south, pedestrian pathways will be further developed and enhance the connectivity. The streets within the development will meet City Standards for minor streets, which have sidewalks for pedestrians.

**Policy PBN-1.3** Identify gaps and build sidewalks to complete the pedestrian network in neighborhoods.

Response: This goal is outside of the scope of this individual project, but the impact fees will help fund capital improvement projects such as the proposed.

**Policy PBN-1.4** Develop a system to prioritize bicycle and pedestrian improvements for future funding opportunities.

Response: This goal is outside of the scope of this individual project, but the impact fees will help fund capital improvement projects such as the proposed.

**Policy 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.

Response: The project will dedicate right-of way frontage along Burbank to allow space for the street sections outlined in the specific plan. These typical sections along Burbank provide sidewalks and bike lanes.

**Policy PBN-1.6** Develop and install wayfinding signage to the downtown Sonoma-Marin Area Rail Transit (SMART) station, SMART multi-use path, Sebastopol Road commercial district, and other key destinations. Wayfinding should be designed to help create a sense of place and strengthen project area identity.

Response: This goal is outside of the scope of this individual project, but the impact fees will help fund capital improvement projects such as the proposed.

**GOAL PBN-2 Ensure pedestrian and bicycle facilities are designed with safety and comfort in mind.**

**Policy PBN-2.1** Provide pedestrian and bicycle amenities such as directional signs, benches, drinking fountains, etc., in high travel locations to serve the recreational and travel needs of residents and visitors.

Response: This goal is outside of the scope of this individual project, but the impact fees will help fund capital improvement projects such as the proposed.

**Policy 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.

Response: The project's frontage along Burbank will match the street sections outlined in the specific plan which provides a planting strip, sidewalks and bike lanes. Street lighting will be provided as required by the City of Santa Rosa.

**Policy PBN-2.3** Install high-visibility crosswalk markings and signage in areas with high pedestrian activity.

Response: The project will provide crosswalk markings and signage as required by the City.

**Policy PBN-2.5** Ensure that pedestrian and bicyclist safety and convenience are maintained where paths and trails cross streets through a variety of measures such as signing, special pavement markings or colors, raised crosswalks, and/or warning lights alerting motorists to the presence of bicyclists and pedestrians at major crossings.

Response: The project will provide crosswalk markings and signage as required by the City.

**Policy PBN-2.6** Support bike education events and classes.

Response: This goal is outside of the scope of this individual project, but the impact fees will help fund capital improvement projects such as the proposed.

**GOAL PBN-4 Ensure safe routes to school.**

**Policy PBN-4.1** Ensure safe routes to school, including safe pedestrian crossings and clearly marked routes near schools.

Response: The project will provide an ADA compliant sidewalk to connect to the existing crosswalk on Burbank Avenue. There is an existing ADA compliant sidewalk along the west side of Burbank that connects the crosswalk to Roseland Creek Elementary School. The project is adjacent to Sheppard Elementary School and will reach out to the school to see if the school will allow access to the subdivision.

**Policy PBN-4.2** Provide crosswalk enhancements near schools, parks, and high-volume pedestrian areas.

Response: The project will provide an ADA compliant sidewalk to connect to the existing crosswalk on Burbank Avenue. There is an existing ADA compliant sidewalk along the west side of Burbank that connects the crosswalk to Roseland Creek Elementary School.

**Policy PBN-4.3** Prioritize pedestrian crossing signal timing enhancements at signals around schools to promote safety for pedestrians, including techniques such as early release pedestrian crossing phases (in which pedestrians receive a “walk” signal several seconds before drivers see a green light), dedicated pedestrian phases, and reduced cycle lengths (to minimize wait times).

Response: This goal is outside of the scope of this individual project, but the impact fees will help fund capital improvement projects such as the proposed.

**GOAL T-1 Promote the use, efficiency, safety, reliability, and convenience of public transit in the plan area.**

**Policy T-1.1** Provide 11-foot travel lanes on streets with transit service.

Response: The project’s frontage along Burbank will match the street sections outlined in the Specific Plan, which will have 10’ travel lanes.

**Policy T-1.2** Provide well-lit shelters with benches and bicycle parking at bus stops near schools and shopping areas consistent with CityBus standards for bus stop amenities and accessibility.

Response: The project's impact fees will help fund capital improvement projects such as the proposed.

**Policy T-1.3** Support increased connectivity and frequency of transit routes serving the Southside Bus Transfer Center, in keeping with the CityBus long-range plan for southwest Santa Rosa service.

Response: The project's impact fees will help fund capital improvement projects such as the proposed.

**Policy T-1.4** Ensure that public transit service connects major destinations in the Roseland area, including educational institutions, community facilities, parks, and major commercial corridors, as well as to the downtown and destinations outside of the plan area.

Response: The project's impact fees will help fund capital improvement projects such as the proposed.

**GOAL PF-1 Provide a variety of outdoor public gathering spaces for visitors and residents of the plan area.**

Response: The project's impact fees will help fund capital improvement projects such as the proposed.

**GOAL PF-2 Provide new social and cultural services and amenities to meet the needs of the plan area and the larger community.**

Response: The project's impact fees will help fund implementation of this citywide goal.

**GOAL PF-3 Ensure public safety facilities adequately serve existing and new development in the plan area.**

Response: The project's impact fees will help fund implementation of this area-wide goal.

**GOAL U-1 Ensure utilities adequately serve existing and new development in the plan area.**

**Policy U-1.1** Upgrade street lighting to meet City standards, promote high visibility, and accommodate all modes of travels.

Response: Proposed street lighting for the project will meet City of Santa Rosa standards and will satisfy this policy.

**Policy U-1.2** Provide utility upgrades to ensure water and wastewater services support new development in the area.

Response: The project engineers will work closely with the City engineering staff to ensure this policy goal is met.

**Policy U-1.3** Provide an area-wide storm drain maintenance program for surveying the existing infrastructure and programming aging infrastructure.

Response: The project's impact fees will help fund implementation of this area-wide goal.

**Policy U-1.4** Prioritize and secure funding to complete a comprehensive storm drain hydrology and hydraulic analysis to protect areas sensitive to flooding.

Response: The project's impact fees will help fund implementation of this goal.

**Policy U-1.5** Underground overhead utilities to enhance visibility for motorists and residents and to minimize risks associated with electrically charged aboveground facilities.

Response: The project will provide underground utilities as required by the City.