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PROJECT DESCRIPTION

- 1. Project Title:** Lago Fresca Apartments

- 2. Project Address:** 4730 Hoen Avenue
2445 Summerfield Road
4744 Hoen Avenue (New Project Address assigned by City)

- 3. Lead Agency** City of Santa Rosa
Department of Planning and Economic Development
100 Santa Rosa Avenue, Rm. 3
Santa Rosa, CA 95404

- 4. Contact Person** Monet Sheikhali, City Planner
msheikhali@srcity.org

- 5. Project Location** 2445 Summerfield Rd., and 4730 Hoen Ave.
Santa Rosa, CA 95405
APN: 014-361-029 and 014-361-028

- 6. Project Applicant** Auxon Lago Fresca, LLC
Janver Holly
janver@hollyandassociates.com
707-541-0700
73 St. James Drive
Santa Rosa, CA 95403

- 7. General Plan/Specific Plan Designation** Medium-High Density Res. - 30 units/ac
Office

- 8. Zoning** CO

- 9. Allowable Site Coverage** 65% (43% proposed)
1.31 acre site (56,531 sf)
24,326 sf of building coverage

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10. Allowable Building Height

35' (45' maximum proposed to Top of highest ridge)

12. Setbacks

Front Yard = 15', concessions to reduce front yard setback at Hoen Avenue to 9' and at Summerfield Road to 8' are requested
Side Yard = 5'
Rear Yard = 15', concession to reduce rear yard setback to 11' at Building D is requested

13. Existing Setting and Neighboring Land Uses:

Lago Fresca Apartments (“the Project”) is located on the south side of Hoen Avenue and the west side of Summerfield Road, situated near the intersection of Hoen Avenue and Summerfield Road (see Figure 1). The ±1.3-acre site is currently undeveloped and not within a Priority Development Area. A Major Conditional Use permit is required to change the use of the site to multi-family within a CO zoning district. (See Fig. 1, below).



Figure 1 – Existing Uses and Site Constraints

As depicted in Figures 2 and 3 below, the site is adjacent to office/commercial uses and to a low-to-medium density residential area. The Project is across Summerfield Road from an R-1-6 zoned single family residential neighborhood, within ¼ mile of four bus stops, an elementary school and Annadel and Howarth Parks, and within ½ mile of neighborhood retail services and a middle school.

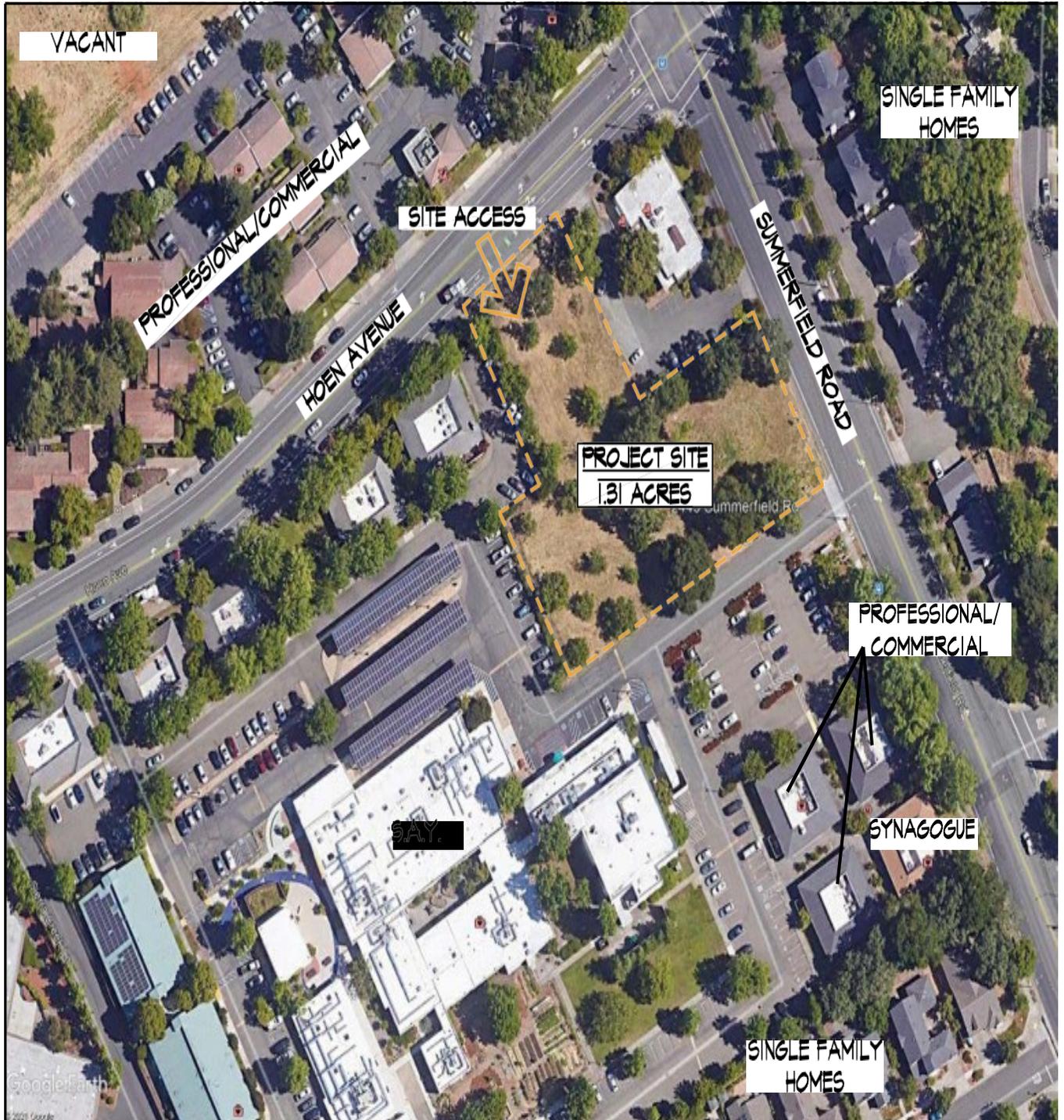


Figure 2 – Neighborhood Context

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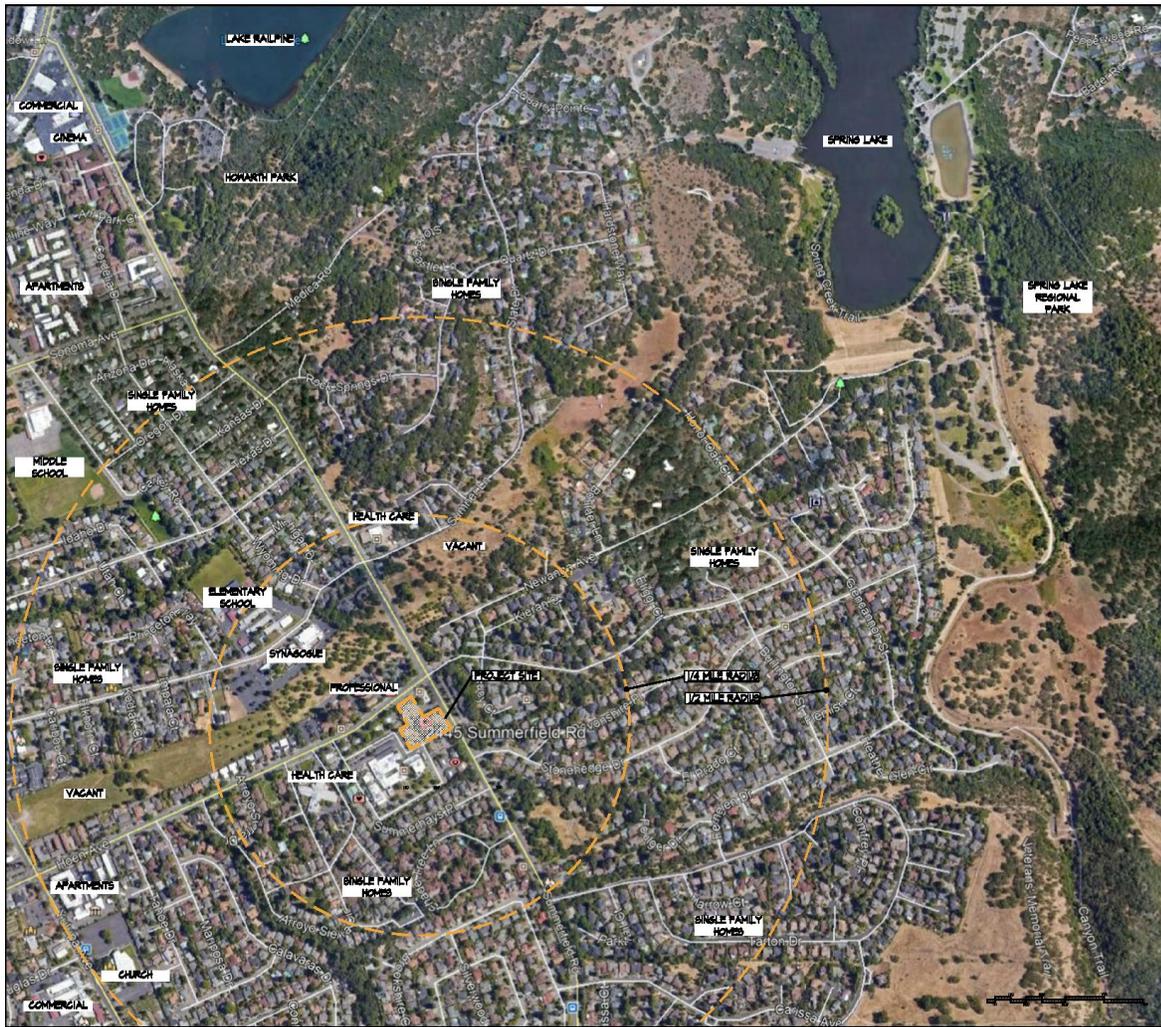


Figure 3 – Area Context Map

14. Project Description

Lago Fresca Apartments is a proposal to develop this underutilized infill site into a medium-high-density multi-family of 50 units, with 6 of the units offered as affordable to very-low Income residents. The Project will provide area residents displaced by recent wildfires, as well as the local workforce, with new family housing opportunities in an established neighborhood with pedestrian access to mass transportation, job centers, retail, entertainment, recreational, and community services.

The Project aims to deliver critically needed dwelling units to an impacted community. Santa Rosa, like the rest of California, continues to experience a housing shortage caused in part by ongoing under-building of dwelling units. The lack of supply has also exacerbated a crisis in housing affordability. The 2017 wildfires and demographic trends resulting from the impact of COVID-19 on the workforce turned an already historic lack of supply into a housing crisis.

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A mix of 1, 2-, 3- and 4-bedroom apartment dwellings is proposed in a total of 50 units. Lago Fresca will add a measurably significant number of family-sized apartments in an area which is contextually well-suited for the development of higher density housing for this demographic. 20 one-bedroom units are either affordable units or offer market rate housing alternatives which are affordable by design.

The Project includes a Community Room on Summerfield Road, with a kitchenette, secure short term bicycle parking and restroom. Site amenities include an arbor – portal to the project from Summerfield Road, a fountain at the project monument sign on Summerfield Road, fire pits, a barbeque area, and a rain garden-dry stream bed in a landscaped courtyard.

Each unit is provided with a private patio at grade or an above-grade balcony. Storage space for each unit is provided in assigned garages and/or in a closet at the balcony/patio. Each unit is provided with one secure long term bicycle parking space.

15. Inclusionary Housing and the State Density Bonus Law, Development Incentives, Concessions and Waivers of Development Standards for Building Height and Setbacks

The applicant proposes to construct 50 apartment units on two parcels totaling 1.3-acres. The existing Commercial Office land use designation permits a density of 30 housing units per acre with a use permit. The base density allowed is 39 units. The project is eligible for a State 50% density bonus. The maximum allowable units on the site is 59 dwellings, or 45 units per acre. The project proposes a density of 38.17 units to the acre, or a 27.5% density bonus over base density of 30 DU/Acre. 15% of the base density, or 6 units are designated as affordable for Very Low Income residents. The mix of affordable units is (4) 4-bedroom units, (1) 2-bedroom unit, and (1) 1-bedroom unit.

The Project is comprised of four 3-story buildings with a mix of one-to-four bedroom apartments and a Community Room at the ground floor of Building C. A total of 72,535 square feet of construction is proposed. The proposed building height is 30 feet or less from grade to top of structural plate at the long sides of each building, with a maximum of 45' in height from grade to top of ridge at the parapet gable end walls which are a main architectural feature in the project. State Density Bonus Law allows projects that include affordable housing to request waivers of development standards. A waiver of the maximum allowable height standard of buildings in the CO zone, which is 35', is requested.

The project is entitled to three development incentives in the form of a concession to reduce setbacks at the front and rear yards. Waivers of front yard and rear yard setback standards are requested as a development incentive for the inclusion of affordable housing units. The proposed front yard setbacks on Hoen and on Summerfield is a minimum of 8 feet or more, reduced from 15 feet. The proposed rear yard setback is a minimum of 11 feet, reduced from 15 feet. The proposed side yard setback is conforming, and a minimum of 5' or more.

16. Parking and Waiver of Parking Standard

Sixty-five (65) parking stalls are provided, thirty-five (35) of which are covered, and three (3) of which are accessible for users with disabilities, including van accessible. 100% of the stalls in the project will be equipped with infrastructure for EV charging capability, and EV chargers at various stalls will be provided in adherence to the State's CalGreen Building Code standards.

A reduction of parking standards is required for the construction of the additional density and inclusion of the low-income units. The Project requires that the City permit a waiver of the parking standard from 105 stalls (calculated per the City of Santa Rosa Municipal Code's Ordinance provision, Section 20-31.090 Available Incentives and Concessions, C, 2.) or 69 stalls (calculated per the State Density Bonus Law). The project requests a waiver to reduce the parking standard to 65 stalls. To make the project economically feasible, the project requires a critical mass of 50 units. A reduction of standard in the number of parking stalls, front and rear yard setbacks, as well as increase in overall building height, are required to provide the increased lot area that is available for the construction of the project.

An expanded traffic study prepared by WTrans Traffic Engineers demonstrates that on-street parking on Hoen Avenue supplements the parking provided on the site. 84 on-street spaces are available on Hoen Avenue, and the study finds that during peak use hours, at least 58 of the spaces are not occupied and available for public parking.

12 covered and secured parking stalls are available at the ground floor of Building A and will be assigned spaces. 22 covered and secured tandem parking stalls are available at the ground floor of Building B, with all but one of such stalls being assigned.

31 unassigned surface stalls are available for residents and guests, including 3 accessible stalls. Parking will be managed by an on-site property manager and will include individual placards for residents and guests. The parking management program also includes provision for bicycle storage in each unit. The owners are currently exploring available car-share options which would provide one or more vehicles on-site for use by residents via a smartphone application which would further reduce parking demand and vehicle generated greenhouse gas emissions. The owners are currently also giving consideration to making available to the project residents discounted or free mass transit passes to reduce automobile traffic generated by the project.

The Site Plan – Master Plan has been revised on two occasions, specifically in response to neighborhood comments. The addition of 3 parking stalls from the initial 62 stall project presented at the Pre Application Development Review Meeting in 2021 to 65 stalls in the current site plan materially demonstrates the Applicant's responsiveness to the concerns of the Neighborhood and City Planning. In response to the comments of attendees of the

Neighborhood Meeting in September 2021, the number of parking spaces provided was increased from 62 spaces to 64 spaces (submitted for Design Review in January 2022). The two additional spaces were generated by decreasing the size of one of the ground floor units in Building C from a 4-bedroom unit to a 1-bedroom unit.

In response to Planning staff comments in a meeting with the City on February 14, 2022, the project plan was revised to increase the number of parking spaces from 64 spaces to 65 spaces. See Site Plan, attached.

Two codified procedural pathways are available to the project Applicant to request a waiver to reduce the parking standard.

The first method is Municipal Ordinance Section 20-31.090, “Available Incentives and Concessions, C, 2.-Pre-Approved Concessions and Incentives” to streamline approval of density bonus projects, which provides, in pertinent part:

C. To streamline the approval of density bonus projects, the following Concessions or Incentives shall be considered pre-approved by the City. No supporting evidence is required to establish that pre-approved Concessions result in identifiable and actual cost reductions, as defined in California Government Code Section 65915, to provide for affordable housing costs or for rents for the targeted units as specified in Section 20-31.060 (State Density Bonus). The City may deny a pre-approved Concession or Incentive pursuant to the provisions of subsection B. A pre-approved Concession or Incentive may be requested only once; additional requests for the same Incentive or Concessions, or a request for a greater Incentive or Concession than those stated below, may require supporting evidence that the Incentive over and above those stated below would result in identifiable and actual cost reductions to offset the cost of affordable housing in the project.

1. Setback reduction. A setback reduction of up to 25 percent, but not to be less than 20 percent below the average of the developed lots on the same block face.

2. Auto parking. Up to 50 percent reduction where State Density Bonus Law reduced parking ratios are not already applied. This Incentive or Concession does not apply on rights-of-way with narrow travel lane widths where on-street parking could impair emergency access at the determination of the Director in consultation with emergency services providers.

3. Lot coverage. Increase in allowable lot coverage by up to 10 percent of lot area.

4. Building height. Increase of the larger of up to 12 feet or 10 percent beyond current maximum permitted. If this pre-approved Concession is utilized, all floors above two stories in the development, not only additional stories that result from a density bonus, shall be stepped back a minimum of six feet from the story below.

(Highlighting and emphasis added)

The parking calculation for the project, using the City’s Parking Requirements by Land Use Type, Table 3-4, Residential Use, Multifamily Dwelling, and calculating the number of parking spaces required with all units as market rate and all parking is on-site, is:

20 one-bedroom units @ 1,5 spaces/unit	= 30 spaces
22 two-bedroom units @ 2.5 spaces/unit	= 55 spaces
4 three-bedroom units @ 2.5 spaces/unit	= 10 spaces
4 four-bedroom units @ 2.5 spaces/unit	= 10 spaces
50 TOTAL units require	= 105 spaces

65 spaces are provided in the proposed plan (see attached revised parking plan, Sheet A1.1, with 65 spaces)

Pursuant to this ordinance, the project is eligible to request a preapproved concession to reduce parking required by 38% ($65/105 = .62 \times 100 = 62\% - 100\% = -38\%$) to streamline the approval of Lago Fresca as a density bonus project.

The second method available to the Project to request a parking standard reduction is via Gov. Code 65915, State Density Bonus Law, which provides, in pertinent part:

(b) (1) A city, county, or city and county shall grant one density bonus, the amount of which shall be as specified in subdivision (f), and, if requested by the applicant and consistent with the applicable requirements of this section, incentives or concessions, as described in subdivision (d), waivers or reductions of development standards, as described in subdivision (e), and parking ratios, as described in subdivision (p), if an applicant for a housing development seeks and agrees to construct a housing development, excluding any units permitted by the density bonus awarded pursuant to this section, that will contain at least any one of the following:

(B) Five percent of the total units of a housing development for rental or sale to very low income households, as defined in Section 50105 of the Health and Safety Code.

Lago Fresca qualifies for a Density Bonus because it is proposing 15% of units as Very Low Income. Pursuant to the applicable California State law, the affordable units at Lago Fresca are deed restricted for 55 years:

(c) (1) (A) An applicant shall agree to, and the city, county, or city and county shall ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for the award of the density bonus for 55 years or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program.

As outlined CA Govt Code § 65915(d), Lago Fresca is eligible for the protections and benefits of the Density Bonus Law, unless the City can make a written finding of evidence of (A), (B), or (C):

(d) (1) An applicant for a density bonus pursuant to subdivision (b) may submit to a city, county, or city and county a proposal for the specific incentives or concessions that the applicant requests pursuant to this section, and may request a meeting with the city, county, or city and county. The city, county, or city and county shall grant the concession or incentive requested by the applicant unless the city, county, or city and county makes a written finding, based upon substantial evidence, of any of the following:

(A) The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or on any real property

that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

(C) The concession or incentive would be contrary to state or federal law.

The Lago Fresca project requests a parking reduction in order to develop an inclusionary housing development at the density proposed and with the concessions, incentives, and waivers permitted by the application of the State Density Bonus Law. As defined in CA Govt Code § 65915(e), the City's parking standard is a physical constraint that would otherwise preclude the construction of the project:

(e) (1) In no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section. Subject to paragraph (3), an applicant may submit to a city, county, or city and county a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted under this section, and may request a meeting with the city, county, or city and county. If a court finds that the refusal to grant a waiver or reduction of development standards is in violation of this section, the court shall award the plaintiff reasonable attorney's fees and costs of suit. This subdivision shall not be interpreted to require a local government to waive or reduce development standards if the waiver or reduction would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon health or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.

Parking ratios in the City Municipal Code, including that in Section 20-31.100, Table 3.6, conform to the definition of "Development standard"

(o) For purposes of this section, the following definitions shall apply: (1) "Development standard" includes a site or construction condition, including, but not limited to, a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation.

Lago Fresca meets the criteria of CA Govt Code § 65915(d)(1)(B) and (C), above, and therefore, is not required to meet a parking ratio that exceeds that in CA Govt Code § 65915(p)(1)(A), (B), and (C) - provided below.

(p) (1) Except as provided in paragraphs (2), (3), and (4), upon the request of the developer, a city, county, or city and county shall not require a vehicular parking ratio, inclusive of parking for persons with a disability and guests, of a development meeting the criteria of subdivisions (b) and (c), that exceeds the following ratios:

(A) Zero to one bedroom: one onsite parking space.

(B) Two to three bedrooms: one and one-half onsite parking spaces.

(C) Four and more bedrooms: two and one-half parking spaces.

The project's request for reduction of parking development standard is separate from the number of incentives/concessions that the project is otherwise entitled to, and the project can request a reduction of parking beyond those provided in the Santa Rosa Municipal Ordinance and the State Density Bonus Law, as outlined in CA Govt Code § 65915(P)(5)-(9), which states:

(5) If the total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number. For purposes of this subdivision, a development may provide onsite parking through tandem parking or uncovered parking, but not through onstreet parking.

(6) This subdivision shall apply to a development that meets the requirements of subdivisions (b) and (c), but only at the request of the applicant. An applicant may request parking incentives or concessions beyond those provided in this subdivision pursuant to subdivision (d).

(7) This subdivision does not preclude a city, county, or city and county from reducing or eliminating a parking requirement for development projects of any type in any location.

(8) Notwithstanding paragraphs (2) and (3), if a city, county, city and county, or an independent consultant has conducted an area wide or jurisdiction wide parking study in the last seven years, then the city, county, or city and county may impose a higher vehicular parking ratio not to exceed the ratio described in paragraph (1), based upon substantial evidence found in the parking study, that includes, but is not limited to, an analysis of parking availability, differing levels of transit access, walkability access to transit services, the potential for shared parking, the effect of parking requirements on the cost of market-rate and subsidized developments, and the lower rates of car ownership for low-income and very low income individuals, including seniors and special needs individuals. The city, county, or city and county shall pay the costs of any new study. The city, county, or city and county shall make findings, based on a parking study completed in conformity with this paragraph, supporting the need for the higher parking ratio.

(9) A request pursuant to this subdivision shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled pursuant to subdivision (d).

The project is requesting a reduction of parking development standard from the 69 spaces calculated applying CA Govt Code § 65915(p)(1)(A)-(C), to 65 spaces, which includes accessible, tandem, assigned and unassigned spaces, as well as guest parking and a potential carshare service.

The California State Density Bonus Law supersedes local zoning and land use requirements even when a proposed project is inconsistent with them. The project proposes to include six (6) very-low income units, or 15% of the residential units. As such, the project is eligible for the protections and benefits offered via CA Govt Code § 65915, which allows the project to increase the number of units from 39 units (at base density) to 50 units.

In summary, Lago Fresca, as currently presented, is:

- a) consistent with the City's applicable zoning regulations, general plan, and the housing element; and,
- b) consistent with the California Density Bonus Law, as outlined in CA Govt Code § 65915, in its requests for waiver of building height standard, concessions to reduce front and side yard setbacks, and waiver of standards to reduce the parking provided to 65 spaces.

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Pursuant to subsection (r) of CA Govt Code § 65915, the State Density Bonus provision “**shall be interpreted liberally in favor of producing the maximum of total housing units.**” Lago Fresca and its owners respectfully request the City of Santa Rosa and all affiliated parties honor such regulation.

17. Circulation and Access

An Engineering Variance from City standard for off-site street frontage improvements on Hoen Avenue and Summerfield Road is requested. Street improvements at the sidewalk and parkways are proposed to align with existing conditions. A public utility easement is located 13’ behind the back of sidewalk, which is approximately 11’ behind the curb edge at the right of way.

A fire apparatus access road/driveway, with parking on both sides along its entire length, enters the project site at Hoen Avenue, between Buildings A and B, and extends in the interior of the parcel, to the west of Buildings C and D. The driveway is a minimum of 26’ wide and the building height where ladder access is required is 30 feet or less from grade to top of structural plate. An on-site private fire hydrant will be provided.

18. Architectural Building Design

The project massing is broken down into four buildings, compatible with the scale of the adjacent commercial and residential campuses. The four residential buildings, A, B, C, and D, consist of 20 one-bedroom units, 22 two- bedroom units, 4 three-bedroom units, and 4 four-bedroom units. The buildings are three stories in height and comprise a total of 50 units.

The exterior elevations of the buildings feature a rhythmic repetition of gable end parapet walls, coved copings at the juncture of the gable end walls with the top of the exterior wall plane, cement plaster stucco walls in “Clay” integral color, garage doors, flush doors, eaves and fascias painted in the “Moss Stone” accent color, composite decking, rim joists and structural posts simulating stained wood, composite shingle roofing, anodized bronze or black exterior patio doors, windows, and railings, and weathered copper colored perforated aluminum accent panels at selected screens and guardrails (See Sheet A5.6, Colors and Materials for the color and material palette).

The architectural design of the project seeks to be compatible with the development pattern of the neighboring campuses. The project uses the organizing principles of campus settlements, where buildings are unified by a dominant architectural style and define the edges of semi-private to public quadrangle spaces. In the Lago Fresca campus, the public spaces between the buildings are transitions between the urban street and sidewalk network and the private realm of the apartment community within the project. The campus pattern language in Lago Fresca is signified by the gable end parapet walls that define the

buildings at the street frontage, and the edges of the parking and pedestrian courts. The open spaces between the buildings act as legible extensions of public spaces in the urban street grid. The gable end parapet walls of elevations at Hoen Avenue and Summerfield Road are mediators between the public and private realms. In concert with the proposed landscaping, the design of the project improves the walkability of the neighborhood by providing visual interest at the ground floor level carried throughout the buildings in a thematic repetition and variation.

In transforming a vacant and underused site into a linking element in the neighborhood fabric, Lago Fresca makes multifamily development an act of social responsibility. The apartment buildings create positive courtyard spaces between them, creating an archetypal symbol of community that fits into the existing Summerfield neighborhood system. The project recognizes that its investment is not just in the apartment buildings themselves, but in the enhancement and protection of the neighborhood's identity. The interconnection of urban design, inclusionary housing, and property development shows the positive impact that incremental infill housing projects like Lago Fresca can make on sustainable real estate development.

19. Common Open Space, Landscaping, Tree Mitigation

All existing trees on the site will be removed. Please refer to the attached tree mitigation report and landscape plans.

Two of the four 3-story buildings define a central landscaped garden courtyard, whose central feature is a dry creek bed that functions as a bio retention area.

20. Adherence to Land Use Goals, Objectives and Policies

The Lago Fresca Apartment project places housing in close proximity to jobs and allows the city's workforce to live close to community services, schools, parks, and transit. With a reduced parking-to-unit ratio, the Project optimizes the utilization of existing public mass transportation. The Project is designed to have no environmental impacts, to comply with the goals of Santa Rosa's Climate Action Plan, as well as the standards of the Bay Area Air Quality Management District, and to meet one of the objectives of Santa Rosa's Housing Element and General Plan, to reduce greenhouse gas emissions. Lago Fresca is an example of a sustainable infill development, demonstrating that pockets of higher density housing can be an ecologically sound use of underutilized parcels within a historically lower density neighborhood and commercial zone.

The project adheres to the goals, objectives and policies of the City's General Plan 2035:

LUL-A Foster a compact rather than a scattered development pattern in order to reduce travel, energy, land, and materials consumption while promoting greenhouse gas emission reductions citywide.

LUL-E-2 Promote livable neighborhoods by requiring compliance with green building programs to ensure that new construction meets high standards of energy efficiency and sustainable material use. Ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents.

LUL-E-6 Allow residential or mixed-use development in the Retail and Business Services or Office designations.

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.

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.

LUL-V Establish a land use pattern and residential environment which promotes efficient, harmonious relationships between different activities and reinforces the identity of the southeast area.

UD-G Design residential neighborhoods to be safe, human-scaled, and livable by addressing compact development, multi-modal connectivity and reducing energy use.

UD-G-8 Promote personal safety in project design, particularly in multifamily Residential uses along Brown Street provide a hospitable street environment, with front porches and walkways. development, by locating windows and walkways to assure visual access to common areas. Locate children's play space within view of the nearest units, and discourage designs with unutilized open space.

OSC-L Encourage the development of nontraditional and distributed sources of electrical generation.

PSF-A-15 Require the provision of private play space and/or recreation centers for children, families, and older adults in small lot subdivision, multifamily developments, and gated communities, on each lot or in common open space areas as part of the development project.