

Dutton Meadows – Santa Rosa

Project Description & Design Concept Narrative – Neighborhood Meeting
February 20, 2019

Subject Property History

In 2002, Trumark Homes purchased approximately 19-acres known as Dutton Meadows (Phase-1) and Minoa (Phase-2) properties located in the southwest quadrant of Santa Rosa. In 2006, Trumark successfully entitled what the City of Santa Rosa believed was a home-style and density acceptable to the residential marketplace. These previous approvals included (126) 2 and 3-story townhomes, and (65) 3-story detached homes equaling 10 homes per acre density combined and a total of 191 new homes. These approvals met the General Plan and Zoning desires of the City including the creation of the 50-acre Dutton Meadows Master Plan, including an EIR (Master Development Plan attached). All parties involved were excited to bring the project to fruition.

Unfortunately, almost immediately upon the project approvals, the region, as well as the nation, entered into what would later be called the “Great Recession”. Market values of homes and land were decimated, and the project was rendered infeasible and remains so almost a decade later. Trumark Homes has worked and studied for years to recreate a viable residential community and finally build the much-needed housing in Santa Rosa, but due to the historic city zoning restrictions and requirements, the land continues to sit fallow 12 years after the original project approval.

As the City well knows Santa Rosa has been in dire need of affordable housing for many years now. With the 2017 North Bay Fires destruction to nearly three thousand residential units in Santa Rosa alone, the need for housing of all types is even greater than before. Since news of the North Bay Fires was announced Trumark Homes has been working to find a way resurrect the Dutton Meadows project in effort to provide the City with housing that can quickly serve the needs of local households. To meet this goal the project must meet the threshold for lenders and the project’s economic viability. Historically this was not possible due to the high cost of offsite improvements, infrastructure, CTS mitigation costs, ever increasing construction costs, and a 15% Affordable Housing Requirement mandated by the 2006 project approval. With the City’s recent adoption of Resolution No. 11836 & Ordinance 2017-024 this allows the project to include Accessory Dwelling Units on Single Family Home lots.

Project Description & Design Narrative

Trumark believes the most viable development plan is one with (traditional) less density than the approved 2006 plan. Our new proposal would consist of 130 single family detached 2-story homes on 2 different lot styles. First, we are proposing an alley-loaded home on 90’ deep lots with garages accessed from rear alleys. These ‘Alley-Loaded’ lots vary in width. Plan “1” is the smaller home at approximately 1,870 square feet fits on a 34’ wide lot and has a detached rear 2-car garage with approximately 560 square foot studio/one-bedroom apartment above. Plan “2” is the larger ‘Alley-

Loaded' home, and approximately 2,100 square feet, and fits on a 46' wide lot. Plan "2" has a 3-car rear garage with approximately 700 square foot 1-bedroom apartment above. Our second home style proposes 2 traditional-style 'Front-Loaded' floor plans, both fitting on 46'-wide x 80'deep lots. Plan "3" measures 2,250 square feet, and Plan "4" measures 2,650 square feet and fits on a 46.5' wide lot. The most important feature of all 4 floor plans is they all have a bedroom on the ground floor which caters to a variety of family and household configurations in today's market.

The traditional home-style and density was recently developed just North of our property on Aloise Avenue. We believe traditional-style 2-story, detached homes, ranging in size between 2,200 to 2,650 square feet, with 3 or 4 bedrooms, with modest 15' to 20' deep back yards, and full driveway aprons, is the most feasible residential land use for this property. Our market research supports sales in the 4-5 per month range which is the industry standard absorption rate. Modest sized family oriented traditional homes on smaller lots allows the price point to remain achievable for Southwest Santa Rosa. The Alley-Loaded homes provide a unique and stylish alternative while also providing much needed accessory dwelling units above the rear garages. These accessory units can be used for extended families, or as rental units to support a greater variety of household configurations at various stages of life in our communities. All 130 homes are within an easy walk of Dutton Meadows Elementary School which will be very attractive to young families. Furthermore, the alley-loaded style of home has been introduced by design to remove the garage from view from the adjacent Northpoint parkway, Dutton Avenue, and the future 4-acre Dutton Meadows Park. These relationships do not lend themselves to traditional driveway aprons, therefore, we are suggesting front doors face these public features and allow garage access from rear alleys.

The 2006 approvals included a sweeping alignment of Northpoint Parkway through the property intended to connect Hearn Avenue to Dutton Avenue. By adjusting the street circulation pattern to be more efficient, as we have proposed, it allows our proposed single-family detached home scenario described above to achieve a yield of 130 homes, plus potentially 81 accessory dwelling units on approximately 19-acres. This proposal provides the community with the potential of 203 dwelling units. The revised street pattern allows for regional circulation and creates a safer intersection in front of Dutton Meadow Elementary School while improving the yield for the most sought-after and marketable home-styles.

Project Benefits

The project as proposed not only has the potential to provide the City with 130 new homes that in the wake of the 2017 North Bay Fires it also provides up to 81 accessory dwelling units (ADU). The mix of new single-family homes with varying sizes from 1870 SF up to 2650 SF and ADU's ranging from 560 SF to approximately 700 SF. This mixture of unit types not only serves a variety of the City's housing needs with regard to home size but also serves the City's needs for, "for sale" and "for rent" homes. This mixture of for sale and for rent product types is intended to promote neighborhood diversity in addition to the growing needs of the City. In addition to the affordable by design ADU home type, Trumark is proposing that 20 - AUD's (15% of the of the total lot count) be designated as Affordable Units and enter into a contract with the City as affordable housing units. The remaining 61 Accessory Dwelling Units (formerly known as "secondary units") are proposed to be affordable by design as they are relatively small in size and scale and meet the City's ever increasing needs for rental properties that service the City's Growing Population.

**SANTA ROSA
GENERAL PLAN AMENDMENT APPLICATION****DUTTON MEADOWS****7/24/18****1. Why do you want the General Plan changed?**

In 2005 the Dutton Meadows project was approved with a different site plan and circulation plan both the project and the circulation plan were adopted into the current Roseland Specific Plan and ultimately the City's General Plan. The previously approved project site plan and circulation plan worked together with appropriate road sizes for the traffic volume anticipated at the time of the 2005 approval.

The proposed site plan has been modified (from the previously approved) to accommodate new product types in effort to meet some of the current housing needs of the City; in doing so the circulation plan for this project is also required to be modified as well. The re-alignment of the planned North Point Parkway extension is proposed to shift from its previously planned connection point North of Meadow View Elementary School, to a proposed 4-way stop at the southern end of school. Additionally, the road width for the Dutton North Extension is reduced due to reduced traffic volumes anticipated for this street. The Traffic Study for the project created by W-Trans addresses how the new traffic configuration reallocates the volume of traffic anticipated for the Dutton North Extension (Dutton Ave. & Hearn Intersection) and is reduced from an anticipated Level of Service (LOS) C to LOS of B for AM Peak hours. See Traffic Study - Table 5 and 6 on Page 12.

Trumark Homes is requesting a General Plan amendment to allow for 126 new single-family homes. Of the 126 new homes proposed, 77 of the lots are proposed to have accessory dwelling units located above detached garages on the same lot as the single-family home which generates a total of 203 units. The mixture of single-family homes and accessory dwelling units on the same lot addresses not only for-sale housing inventory that is needed in Santa Rosa but also the need for rental housing as well.

The project design approved in 2005 included 196 single family detached and attached homes all at 3 stories. The current project is proposed to be two story which is more reflective of the existing homes in the Roseland Southwest Area. Without modification to the connection point of North Point Parkway to Dutton Meadow, the project density as proposed with two story single family homes couldn't be achieved. To achieve the required level of density (Low to Medium residential zoning) and maintain the two-story single-family home appearance within a small lot subdivision, North Point Parkway's connection point to Dutton Meadow is proposed to be modified by connecting slightly south of where the General Plan and Roseland Specific Plan has it currently located. Should the connection point remain as shown in the General Plan, the project density would have to be reduced below the threshold allowed by the approved Master Plan for this project. The only alternative to meet the density required for this site is to change the housing type to a three-story townhome product that reduces the livability of the home for elderly and multigenerational families. The Master Plan for this project was adopted into the General Plan and the Roseland Specific Plan, therefore a further reduction in the unit count would require its own General Plan Amendment. To maintain the residential character of the Southwest (Roseland) Area of Santa Rosa, and the density required per the Planned Development, a modification to Northpoint Parkway road alignment is requested.

2. What Changes or events have occurred or what new evidence has arisen since the General Plan was adopted which now warrant a change.

When the Dutton Meadows project was originally approved in 2005 as part of a 56-acre master plan this phase of the proposed project (Dutton Meadow & Minoa) consisted of 191 three-story town homes and three-story detached single-family homes. For this location three story homes are unfavorable based on our community outreach and feedback received from the neighboring property owners. It should be noted that in the neighborhood meeting for this project (conducted on 6/13/18), members of the public who are neighbors to the project site expressed their pleasure and relief that the project changed from three story homes to two story homes.

On the day of the Northbay wildfires I was in the City of Santa Rosa for a meeting with the City to discuss the City's need for more housing. As the City is aware the need for housing in Santa Rosa was already highly elevated for many years prior to the fires. Unfortunately, the building where the meeting was supposed to occur was converted to an emergency Red Cross Center to help the residents who were impacted the evening before. That morning I recall Ash from the fires the size of small pancakes falling from the sky. Days later when the fire was put out, nearly 3000 homes in Santa Rosa were lost.

Trumark Homes re-evaluated the Dutton Meadows project in effort to address the immediate housing needs of the Community while still maintaining the feel of the suburban-rural neighborhood. With the City's adoption of Ordinance 2017-024 approving Accessory Dwelling Units on single family home lots; this changed the City's Zoning and Land Use policies allowing Trumark to design the proposed project with the look and feel of a detached single-family home neighborhood and the capacity to accommodate the density required for this Planned Unit Development (PUD) at low-medium density. The combination of for-sale single family homes and accessory dwelling units available for-rent is a new approach for Trumark in our efforts to meet Santa Rosa's housing needs for the widest variety of residents.

3. Have detailed neighborhood plans or other studies revealed the need for a General Plan amendment?

Yes, Figure 4-1 Roadway Network of the Roseland Specific Plan Chapter 4 -3 shows the current circulation plan as adopted within the General Plan and attached is the proposed Site Plan that shows North Point Parkway proposed re-alignment. Additionally, Dutton Meadow Northern Extension connection point to North Point Parkway, as well as its road type is proposed to be modified from what is described in the Roseland Specific. See the Roseland Specific Plan Chapter 4 Figure 4-1, Table 4-1: Roadway Network for the road alignment and road types incorporated in the Roseland Specific. The Traffic Impact Study for the Dutton Meadows project prepared by W-Trans discusses the modified traffic circulation and reduced traffic volume on the proposed Dutton Meadow North Extension.

Attached is an exhibit titled *Northpoint Parkway Interchange Exhibit* showing the North Point Parkway Extension and the North Dutton Ave Extension (as approved per the Roseland Specific Plan and adopted by the City of Santa Rosa General Plan,) overlaid onto the current proposed site plan for Dutton Meadows. The result of applying the old circulation plan with the new proposed site plan results in a reduction of the proposed lot count by 33 lots. This translates to an impact to the unit count by 33

single family homes and 22 accessory dwelling units. Should the roadway layout not be modified the project would not meet its density requirements per the Master Plan approval.

- 4. Describe the effect of the proposed change will have on the surrounding uses. Describe how the proposed change will affect achievement of the General Plan in this and surrounding areas.**

See attached Traffic Study from W-Trans page 15.