

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
STAFF REPORT FOR PLANNING COMMISSION
December 9, 2021

PROJECT TITLE

Dutton Meadow Subdivision

ADDRESS/LOCATION

2650, 2666, 2684 Dutton Meadow
1112 & 1200 Hearn Avenue

ASSESSOR'S PARCEL NUMBER

043-071-007, -022, -023 &
043-191-016, -024

APPLICATION DATE

June 26, 2018 and Revised on December
14, 2020

REQUESTED ENTITLEMENTS

Conditional Use Permit
Tentative Parcel Map

PROJECT SITE ZONING

R-1-6 (Single-Family Residential) and PD
06-001 (Planned Development)

PROJECT PLANNER

Adam Ross

APPLICANT

Trumark Homes

PROPERTY OWNER

DM Associates LLC & Hearn Avenue LLC

FILE NUMBER

PRJ18-039 (CUP18-101 and MAJ18-006)

APPLICATION COMPLETION DATE

October 11, 2021

FURTHER ACTIONS REQUIRED

None

GENERAL PLAN DESIGNATION

Low Density Residential/Medium Low
Density Residential

RECOMMENDATION

Approval

For Planning Commission Meeting of: December 9, 2021

CITY OF SANTA ROSA
PLANNING COMMISSION

TO: CHAIR WEEKS AND MEMBERS OF THE PLANNING
COMMISSION

FROM: ADAM ROSS, CITY PLANNER
PLANNING AND ECONOMIC DEVELOPMENT

SUBJECT: DUTTON MEADOWS SUBDIVISION

AGENDA ACTION: TWO RESOLUTIONS

RECOMMENDATION

The Planning and Economic Development Department recommends that the Planning Commission, by resolutions, approve a Conditional Use Permit and adopt a Tentative Map for the Dutton Meadow Subdivision (Project), a 137-unit residential small lot subdivision with associated parcels and parking reduction located at 2684, 2666, and 2650 Dutton Meadow, and 1130, 1112, and 1250 Hearn Avenue, Assessor's Parcel Numbers 043-071-007, -022, -023 and 043-191-016, and -024.

EXECUTIVE SUMMARY

The request is for a Conditional Use Permit and Tentative Map to establish a 137-lot residential small lot subdivision comprised of 137 for sale market rate detached single-family dwellings with three parcels (Parcel A, B, and C) on an 18.4-acre site. The proposed lots range in size from 2,703 to 8,260 square feet, with an average lot size of 3,858 square feet. On- and off-site improvements consist of an extension of Northpoint Parkway and Dutton Meadow, a new signalized intersection at Northpoint Parkway and Dutton Meadow as proposed in the Roseland Area/Sebastopol Road Specific Plan and General Plan (Attachment 13), two new bus stops, internal public and private streets, and a connection to Aloise Avenue.

Planning and Economic Development Staff is recommending approval of the Project for its consistency with the Roseland Area/Sebastopol Road Specific Plan, as well as its compliance with all applicable City Code requirements.

BACKGROUND

1. Project Description

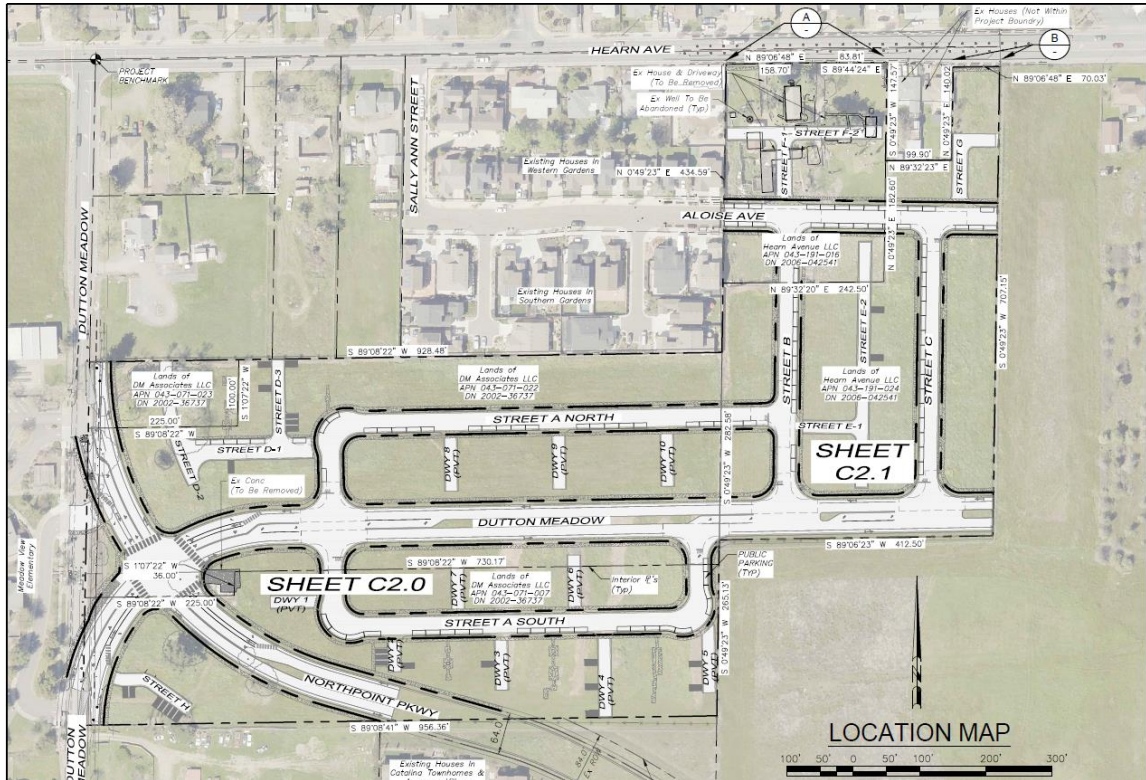
The project site is located in the southwest quadrant of the City within the Roseland Area/Sebastopol Road Specific Plan boundary along Dutton Meadow and Hearn Avenue. The site consists of mostly undeveloped parcels with one single-family residence to be removed as part of this project.

The proposed project would subdivide an 18.4-acre site, designated for Low and Medium Low-Density Residential development (between 2-13 units/acre), into 137 single-family lots. Each of the single-family lots would be developed with a two-story, detached single-family dwelling, featuring six floor plans, each with two elevation styles including varying materials, colors, and architectural features. Parking is provided via two-vehicle garages serviced by front loading and rear loading depending on the lot configuration for each single-family residence, along with tandem driveway parking, and on and common off-street parking areas. While parking provided exceeds the amount required in Zoning Code Section [20-36.040](#), Table 3-4, nine lots do not provide guest parking directly fronting the lot. Refer to the Parking Section of this Report for further information.

Access to the project site is proposed from the Northpoint Parkway extension with a new signalized intersection including Northpoint Parkway and Dutton Meadow, and the proposed extension of Aloise Avenue, by way of Sally Ann Street to the north. A total of five new public streets and 17 private streets are proposed to contain utilities and provide access to garages. Four new public streets, Roads A North, A South, and Road B also deliver access through the neighborhood and to individual residences.

Easements are provided across property lines on rear loading parcels to comply with the 400 square-foot open space requirement in Zoning Code Section [20-42.140\(F\)\(5\)](#). Further, alternative side and rear setbacks are requested as part of the proposal. Refer to the Zoning Section of this Report for further analysis.

Landscaping is proposed in the front yards of each single-family residence and is a mix of low water ground cover, shrubs, grasses, and trees. A similar plant and tree mix is proposed for the planter strips and guest parking areas. Six-foot tall solid wood fences are proposed on interior side and rear yard property lines. All of the existing 64 trees on-site are proposed for removal and are subject to City Code Section [17-24.050](#).



2. Surrounding Land Uses

North: Single-Family Residential
 South: Single-Family Residential and Undeveloped Land
 East: Single-Family Residential and Undeveloped Land
 West: Public Institutional and Single-Family Residential

The subject site is bordered by a variety of developed and undeveloped land uses including residential uses to the north, south, and east, and public/institutional uses to the west (Meadow View Elementary School).

3. Existing Land Use – Project Site

The 18.4-acre site is located within the Roseland area in southwest Santa Rosa, south of Hearn Avenue. The site is primarily undeveloped, with one single-family residence and associated accessory structures. Topography of the site is generally flat, with the exception of small mounds of fill. Vegetation consists of weedy herbaceous habitat, and 64 trees, comprised of heritage species including valley oaks and redwoods, in addition to non-heritage species.

4. Project History

On June 26, 2018, applications for a General Plan Amendment, Tentative Map, and Conditional Use Permit were submitted to the Planning and Economic Development Department.

On February 28, 2019, the Planning Commission, with Staff's recommendation, denied the General Plan Amendment, Tentative Map, and Conditional Use Permit due to issues with the effects on the Circulation Element of the General Plan.

On March 8, 2019, Trumark Homes (applicant), appealed the February 28, 2019, Planning Commission decision to deny the applications for General Plan Amendment, Tentative Map, and Conditional Use Permit.

On July 9, 2019, the City Council held a public hearing and continued the item to a date uncertain in order for the applicant to modify the project to comply with the Specific Plan and General Plan Circulation Element and go back to the Planning Commission for consideration.

On December 14, 2020, the applicant submitted a revised application requesting a Conditional Use Permit and Tentative Map, and no longer included the General Plan Amendment.

On January 29, 2021, a Notice of Application was sent to all residents and absentee owners within 600 feet of the project site.

On February 10, 2021, a Neighborhood Meeting was held to introduce the new project to the neighbors and any interested parties.

ANALYSIS

1. General Plan

The project site is designated for Low Density Residential (2-8 units/acre) and Medium Low Density Residential (8-13 units/acre) development. Based on the area covered by each of the land use designations, the following analysis was completed:

Density - The Dutton Meadow Subdivision proposes 137 detached single-family residential units across a project site totaling approximately 18.56 gross site acres. The overall density of the proposed project would be 7.38 units/acre.

The project site has unique and substantial public infrastructure requirements. Right-of-way dedications would be required to develop an integral component of the future Northpoint Parkway Extension (Parkway) and its intersection with Dutton Meadow, which results in the loss of approximately 1.3 acres of developable area. All of the required acreage would be derived from acreage designated Medium-Low Density Residential. The Parkway is part of a regional circulation plan intended to connect commercial and industrial facilities south of the site on Dutton and Bellevue Avenues to Hearn Avenue and the future extension of Northpoint Parkway north of the site. Although crucial for regional

connectivity, the Parkway is not required to serve this Project.

In addition to the required dedication of developable area, the Parkway’s roadway design inhibits residential development as follows:

- It requires atypical lot designs that reduce opportunity for residential development;
- It constrains the location or configuration of housing on certain proposed lots (see Lots 123, 125, 126, 127, 130, 131, 137, and Parcel A and B of the Density Exhibit [Attachment 9]); and
- It creates a 0.14-acre undevelopable parcel (Parcel C) on the western portion of the required Parkway and Dutton Meadow intersection identified on Attachment 9.

Of the ± 18.56-acre site, 3.68 acres are designated Low Density Residential (2-8 units/acre), which require seven (7) to 29 residential units. The proposal includes 27 residential units on this portion of the site, which meets the density requirements of the General Plan. The remaining 14.88 acres are designated Medium-Low Density Residential (8-13 units/acre). This acreage is divided by the Low-Density Residential area with a portion of this acreage fronting Hearn Avenue and another portion fronting Dutton Meadow. The remaining 14.88 acres designated Medium-Low Density Residential requires 119-190 units. However, when accounting for the significant required dedication of land for Parkway infrastructure improvements, the 14.88 acres would be reduced to 13.58 gross site acres with a required range of 108-176 units.

<u>General Plan Designation</u>	<u>Acreage</u>	<u>Allowable Units</u>	<u>Units Provided</u>	<u>Total Units Per Acre</u>
Medium-Low Density Residential (8-13 units per acre)	14.88 Northpoint Parkway – 1.16 Parcel C – 0.14 14.88 – 1.16 – 0.14 = 13.58	108-176	110	8.10
Low Density Residential (2-8 units per acre)	3.68	7-29	27	7.33

The project proposes 110 units across those portions of the site designated Medium-Low Density. The General Plan requires that at least 125 units be developed across the entire site, but it does not factor in regional-serving road infrastructure. The project’s 137 units overall would provide more than the minimum number of units required by the General Plan when dedications for regional-serving road infrastructure are incorporated. All other public and private roads required to serve this project are included in the gross developable acreage.

The General Plan requires that density calculations are based on a project’s

gross site acreage. While practice is to include areas of required dedications for development-serving public improvements in gross site acreage, it is reasonable to subtract land dedications for the development of regional-serving infrastructure from the gross site acreage before calculating a project's minimum required density. Implementation of such an approach would result in the addition to 137 new residential units, and the City would gain the following:

- Construction of a large portion of the Parkway, including the Parkway's intersection with Dutton Meadow, and the planned extension of Dutton Meadow to the east where it will eventually connect with the Dutton Avenue extension;
- Access to an otherwise land locked Phase 4a, 4b, 3a, and 3b of the Dutton Meadows Master Plan, which includes approximately 4.0 acres of city parkland, and a Commercial Shopping Center as identified on the General Plan Land Use Diagram;
- New signalized intersection of Northpoint Parkway and Dutton Meadow in front of Meadow View Elementary, providing safer routes to schools; and
- Much needed pedestrian, bicycle, and vehicular infrastructure to support the City's southwest quadrant.

The following General Plan goals and policies are most relevant to the proposed project:

Land Use

- LUL-E-2 As a part of planning and development review activities, ensure that projects, subdivisions, and neighborhoods are designed to foster livability.
- 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.
- LUL-S Develop an attractive, safe, and extensive network for pedestrian and bicyclist movements.
- LUL-S-3 Link pedestrian and bicycle paths to community destinations (parks, etc.), the surrounding rural countryside trail system, and the downtown area.

Urban Design

UD-F-3 Encourage creative subdivision design that avoids walling to neighborhoods abutting regional/arterial streets with long monotonous stretches of fencing or walls.

Transportation

T-D Maintain acceptable motor vehicle traffic flows.

T-D-3 Require traffic studies for development projects that may have a substantial impact on the circulation system.

T-J Provide attractive and safe streets for pedestrians and bicyclists.

Roseland/Sebastopol Road Specific Plan

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

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.

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.

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.

RN-1.1 Improve connections by creating new streets or extensions of existing streets, as identified in Figure 4-1 and Table 4-1 (of Specific Plan)

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.

RN-3.3 Ensure convenient pedestrian and bicycle connections to and from the bus transfer center with new linked bike lanes and paths, as shown on the Pedestrian and Bicycle Network map.

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.

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

Staff Response

The Project fosters livability by designing the lots to accommodate detached single-family residential homes with varying lot configurations so that both smaller and larger homes are incorporated into the subdivision while not exceeding the allowable density for the site. While no affordability component is proposed, the detached units provide two sizes that would be available to a diverse group of buyers. Additionally, while the Low Density Residential land use classification is mainly intended for detached single family dwellings, the Medium Low Density Residential land use classification is intended for attached single family residential development, but single family detached housing and multifamily development may be permitted. Neither attached or detached single-family units are prohibited in either classification. Therefore, the Project is consistent with the General Plan.

The Project provides safe and attractive streets including right-of-way dedications, street improvements, and new public and private roads. A new signalized intersection is incorporated in front of Meadow View Elementary as shown on the Roseland Area/Sebastopol Road Specific Plan Circulation Element, which incorporates new crosswalks to provide a safer route to the school for students, teachers, parents, and staff. Furthermore, Class II bicycle lanes are incorporated throughout the subdivision.

2. Zoning

The project site is zoned R-1-6 (Single-Family Residential) and PD06-001 (Planned Development), which are each intended for low to medium density residential development, as proposed. The proposed project would maintain the existing Low-Density Residential land use designation and PD zoning. Because the subdivision proposes lot sizes smaller than the R-1-6 minimum lot size of 6,000 square-feet, the applicant has requested a Conditional Use Permit for a residential small lot subdivision. Zoning Code Section [20-42.140](#) provides development standards for residential small lot subdivisions and allows flexibility for setbacks and two-story individual units or project design alternatives if authorized by the review authority as part of Conditional Use Permit approval. The project proposes development and design standards for second-story side setbacks and two-story structures that require Planning Commission approval and is summarized below along with other residential small lot development standards:

Lot Size, Configuration - The Code does not limit the lot size for attached units. The Project proposes lots ranging in size from 2,703 to 8,260 square feet and provides a variety of lot configurations.

Setbacks - For residential small lot subdivisions, the side setback requirements are four (4) feet for one-story portion of the residence, and eight (8) feet for the second-story portion of the home. In this case, the Project

proposes a reduction in the second-story portion for all lots to be no less than four (4) feet, which is similar to surrounding subdivisions. Rear setbacks for alley loaded units request a 13-foot rear yard setback. Pursuant to Zoning Code Section [20-42.140\(F\)\(4\)](#), the Commission may approve different setbacks, if the review authority determines that the alternative approach is more appropriate to the characteristics of the site and surroundings. All other setbacks comply with Zoning Code Section [20-42.140\(F\)](#).

Private Open Space - The standard requirement for private open space on individual lots within a small lot subdivision is 400 square feet, of which no dimension should be less than 15 feet, unless otherwise approved through the CUP process. Some lots may require a 13-foot dimension within the private open space dimensions but will still comply with the 400 square-foot private open space requirement. Staff supports the request for alternative setbacks because the requested setback alternative is in response to the unique shape of the project site and is similar to surrounding subdivisions as well as other subdivisions throughout the City that have been granted the same alternative setbacks.

Building Height - The maximum allowable building height for residential structures is 35 feet. The proposed elevations depict the proposed units at 29.3-feet tall. While these plans are not binding through the CUP process, the plans indicate the applicant's intent to develop within the height regulation. The Project has been further conditioned to comply with development standards in Zoning Code Section 20-42.140.

Site Coverage - No residential unit shall exceed 65% of allowable lot coverage. As shown on the Lot Coverage Exhibit (Attachment 11), all lot coverages comply with Section 20-42.140.

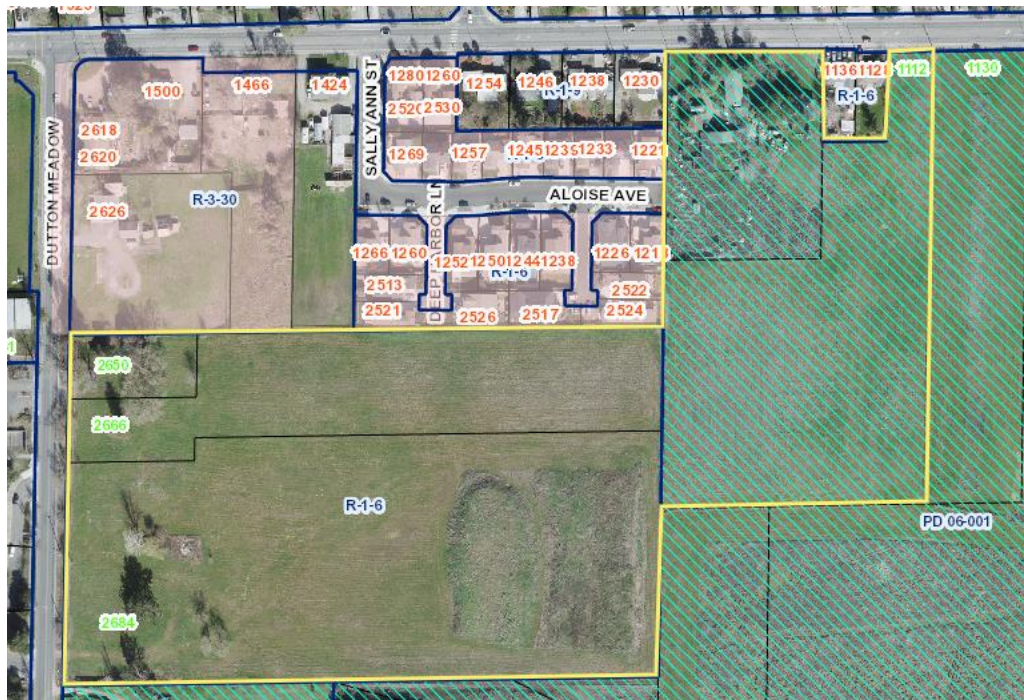
Two-Story Structures - Per Zoning Code Section 20-42.140(F)(8), proposed detached dwellings shall be designed as follows unless the review authority approves otherwise:

- a. The floor area of a second story is no more than 50 percent of all the roofed first floor area of the dwelling (including covered porch area and an attached garage, but not a detached garage); or
- b. 25 percent of the dwelling units in the project are one-story; or
- c. All two-story units have one-story elements.

The second story element is greater than 50% of all the roofed first floor area of the dwelling; there are no single-story units included in this project; and there are no one-story elements. The project requests Planning Commission approval of the design as proposed as part of the Conditional Use Permit approval pursuant to Zoning Code Section [20-42.140\(F\)\(8\)](#), which allows the Planning Commission to approve the alternative design should the Commission find that the alternative approach is more appropriate to the characteristics of the site and surroundings. Staff is supportive of the request

for two-story design alternatives because the design alternative is in response to current development trends typically found in residential small lot subdivisions throughout the City.

Parking - There are two minimum parking standards applicable to each half of the Project. The two parcels on the northeast portion of the Project (043-191-016, and 043-191-024) have a parking demand of two spaces per unit; one must be covered plus 0.5 spaces for each unit identified in the Planned Development zoning district PD 06-001. Pursuant to Zoning Code Chapter 20-36, Table 3-4, a detached single-family dwelling is required to provide four parking spaces, one of which must be on-site, covered and outside of setbacks. The remaining 3 spaces may be on-site (in the driveways and tandem) or on a public or private street when directly fronting the lot.



The Project includes 53 residential units within PD 06-001, requiring a total of 106 parking spaces. For the 53 residential units, 164 parking spaces are provided along with an additional 58 on-street parking spaces for a total of 222 parking spaces, which provides an excess of 116 parking spaces.

There are 84 residential units within the R-1-6 zoning district on the project site. A total of 336 parking spaces are required for the residential units located within the R-1-6 zoning district. However, 25 lots do not provide the minimum parking spaces. Of those 25 lots, 10 lots provide three parking spaces and 15 lots provide two parking spaces resulting in a 40-parking space deficiency or 12% reduction.

Pursuant to Zoning Code Section [20-36.050\(C\)\(1\)\(b\)](#), the review authority may, as a condition of project approval, approve an increase or decrease in

parking spaces after first making the following findings:

- (1) Due to special circumstances associated with the operation of the use at its location, the proposed use will generate a parking demand different from the standards specified in Table 3-4; and
- (2) The number of parking spaces approved will be sufficient for its safe, convenient, and efficient operation of the use.

The 25 lots that are deficient in parking supply are the smaller single-family units where the parking demand is less because the units are likely sold to young families or older residents with less vehicle ownership. Each of the 84 residential units has a two-car garage providing 168 covered spaces while 59 lots provide two additional parking spaces in the driveway, onsite, or on street directly fronting the lots, and 10 lots provide one space in the driveway, onsite, or on street directly fronting the lots providing 296 parking spaces. A Parking Study by W-Trans, dated December 2, 2021, concluded that, "The 25 units that do not meet minimum City parking requirements, ten are estimated by ITE to fully meet peak demand off-street and fifteen units are anticipated to have a peak demand of 32 spaces, an excess of two from their proposed off-street supply of 30 spaces." The Study further found that, "Based on the 85th percentile peak parking generation rates for Single-Family Detached Housing (Institute of Transportation Engineers LU #210), 113 spaces would be needed in PD 06-001 and 180 spaces in R-1-6. The proposed parking supplies in both areas would be adequate to accommodate the overall estimated peak parking demands." Moreover, there are 45 parking spaces provided on street or in small parking lots on the Project site for a total of 341 parking spaces. All of the 25 parking deficient lots are within ± 300 feet from additional parking. Finally, the entire Project provides 563 parking spaces (341+222) when 442 are total parking spaces are required. Therefore, the Project provides adequate parking for all of the 137 new residential units.

Traffic

A Traffic Impact Study by W-Trans, dated May 20, 2021, was completed as part of the Project application. The Traffic Impact Study concluded the following:

- The Project is expected to generate 1,274 net new trips daily, including 100 during AM Peak Hours and 134 PM Peak Hour Trips.
- The study intersections (Hearn and Dutton Avenue; Hearn and Dutton Meadow;) are expected to operate acceptably under both Existing and future conditions. With the addition of the project trips, the study intersections and the new Dutton Meadow/Northpoint Parkway intersection would operate at acceptable service levels.
- The project would provide continuous pedestrian facilities as well as bike lanes along Northpoint Parkway and the new section of Dutton Meadows. A marked crosswalk on Dutton Meadow east of its

intersection with Northpoint Parkway is not recommended.

- From each of the projects access points there is a clear line of sight for a posted speed of 25 mph. For the south leg of the unsignalized intersection 250 feet east of the Northpoint Parkway intersection, the driver would need to approach the travel lane and the two adjacent parcels on the southerly side of Dutton Meadow would need to keep any vertical elements clear of the line of sight.
- The median on Dutton Meadow should extend through the intersection 800 feet from Northpoint Parkway resulting in right-turn only access and egress. Landscaping and fences between the intersections located 950 feet from the Northpoint Parkway/Dutton Meadow intersection and the one 150 feet to the north should be low-lying to maintain adequate sight lines.
- A signal is not warranted at the intersection of Sally Ann Street/Hearn Avenue under existing and future peak hour volumes, with and without the project.
- Meadow View Elementary's internal circulation should be modified.

3. Design Guidelines

Zoning Code Section [20-52.030\(B\)\(1\)\(e\)](#) excludes design review for "Single-family dwellings," therefore, no Design Review is required.

4. Public Improvements/On-Site Improvements

Public improvements include extension of both Northpoint Parkway and Dutton Meadow with 64-foot right-of-way width including a 13-foot median, 14-foot travel lane, six-foot Class II bicycle lanes, six-foot planter strip, and a six-foot sidewalk; a new signalized intersection at Northpoint Parkway and Dutton Meadow with striping; two new bus stops; public right-of-way improvements on the Hearn Avenue frontage; and new interior public and private streets with right-of-way dedications. Refer to the Tentative Map (Attachment 5) for further information.

5. Neighborhood Comments

Since the Notice of Application, Neighborhood Meeting, and throughout the project review period, residents of the surrounding neighborhood have provided issues and concerns regarding the project. Those issues and concerns are summarized below and are provided as Attachment 13 – Public Correspondence.

- Biggest concern over traffic impacts
- Concern over increased parking
- Concern regarding density without existing infrastructure
- Concerns over new parks and open space
- Concerns over new parks and open space

- Concern over water consumption
- Impact to the surrounding neighborhoods
- Request to remove private parking lots for specific areas and replace with open space

Staff Response: The Traffic Impact Study, by W-Trans dated May 20, 2021, concluded that the Project would have a less than significant impact to the surrounding area. Additionally, the Project would contribute to a portion of the regional serving roadway network with the buildout of a portion of the Northpoint Parkway Extension. While there is technically a parking reduction included with this Project, the site provides 563 parking spaces when 442 are total parking spaces are required. Infrastructure improvements are included with the project that would adequately serve the site. Moreover, this Project is part of a larger phased master plan to the area that identifies a Community Shopping Center and parkland dedicated to the City for development. The General Plan has water supplies allocated to service density ranges within the City's land use designation for all potential developments within the City and the project is required to comply with the City's Water Efficient Landscape Ordinance (WELO). Finally, the Project has been reviewed by City Staff and Conditioned appropriately to ensure the Project will not be detrimental to the health, safety, and welfare of the surrounding neighborhoods.

FINDINGS REQUIRED FOR TENTATIVE MAP

Decisions on Tentative Maps are based on the four discretionary standards found in City Code Section 19-24.080(A-D). Applicable Tentative Map standards followed by a staff analysis of the project's compliance with the standards is as follows:

- A. That the proposed map is consistent with the General Plan and any applicable specific plans as specified in Government Code Sections 65451 and 66474.5.

Staff Response: The project site is located in an area designated by the General Plan Land Use Diagram as both Low Density Residential and Medium-Low Density Residential, which allows residential development at a density of 2-8 units per acre and 8-13 units per acre. Of the ± 18.56-acre site, 3.68 acres are designated Low Density Residential (2-8 units/acre), which require seven (7) to 29 residential units. The proposal includes 27 residential units on this portion of the site, which meets the density requirements of the General Plan. The project proposes 109 units across those portions of the site designated Medium-Low Density. The General Plan requires that at least 125 units be developed across the entire site, but it does not factor in regional-serving road infrastructure. The project's 137 units overall would provide more than the minimum number of units required by the General Plan when dedications for regional-serving road infrastructure are incorporated. All other public and private roads required to serve this project and are included in the gross developable acreage.

In addition to the 137 new residential units, the project would implement the

following General Plan goals:

- Construction of a large portion of the Parkway, including the Parkway's intersection with Dutton Meadow, and the planned extension of Dutton Meadow to the east where it will eventually connect with the Dutton Avenue extension;
- Access to an otherwise land locked Phase 4a, 4b, 3a, and 3b of the Dutton Meadows Master Plan, which includes approximately 4.0 acres of city parkland, and a Commercial Shopping Center as identified on the General Plan Land Use Diagram;
- New signalized intersection of Northpoint Parkway and Dutton Meadow in front of Meadow View Elementary, providing safer routes to schools; and
- Pedestrian, bicycle, and vehicular infrastructure to support the City's southwest quadrant.

- B. That the proposed subdivision meets the housing needs of the City and that the public service needs of the subdivision's residents are within the available fiscal and environmental resources of the City.

Staff Response: City Staff has reviewed the proposed development and determined that there is adequate water and sewer capacity. The site will be developed in compliance with the City's Standard Urban Stormwater Mitigation Plan (SUSMP).

- C. That the design of the proposed subdivision has, to the extent feasible, provided for future passive or natural heating or cooling opportunities.

Staff Response: All structures have been designed with sufficient windows to allow the inflow of sunlight for natural heating, and tree species ranging from 25 to 45 feet in height at maturity will be planted throughout the subdivision providing shade or cooling opportunities.

- D. That the proposed subdivision would not discharge waste into the City's sewer system that would result in violation of the requirements prescribed by the California Regional Water Quality Control Board (Ord. 3396 § 1, 1998; Ord. 2622 § 1, 1987).

Staff Response: The proposed development has been reviewed by City Staff and will be required to comply with all City Utilities and Infrastructure requirements, including required connections to City sewer and storm water systems.

FINDINGS REQUIRED FOR CONDITIONAL USE PERMIT

- A. The proposed use is allowed within the applicable zoning district and complies

with all other applicable provisions of this Zoning Code and the City Code;

Staff Response: The proposed residential small lot subdivision provides new residential units within the allowable density of both Low Density Residential and Medium Low Density Residential and is allowed with Conditional Use Permit approval as regulated in Zoning Code Section [20-42.140](#) along with the Planned Development District (PD 06-001) and complies with all other Zoning Code and City Code regulations.

- B. The proposed use is consistent with the General Plan and any applicable specific plan;

Staff Response: The project site is located in an area designated by the General Plan Land Use Diagram as both Low Density Residential and Medium-Low Density Residential, which allows residential development at a density of 2-8 units per acre and 8-13 units per acre. Of the ± 18.56-acre site, 3.68 acres are designated Low Density Residential (2-8 units/acre), which require seven (7) to 29 residential units. The proposal includes 27 residential units on this portion of the site, which meets the density requirements of the General Plan. The project proposes 109 units across those portions of the site designated Medium-Low Density. The General Plan requires that at least 125 units be developed across the entire site, but it does not factor in regional-serving road infrastructure. The project's 137 units overall would provide more than the minimum number of units required by the General Plan when dedications for regional-serving road infrastructure are incorporated. All other public and private roads required to serve this project and are included in the gross developable acreage.

In addition to the 137 new residential units, the project would implement the following General Plan goals:

- Construction of a large portion of the Parkway, including the Parkway's intersection with Dutton Meadow, and the planned extension of Dutton Meadow to the east where it will eventually connect with the Dutton Avenue extension;
- Access to an otherwise land locked Phase 4a, 4b, 3a, and 3b of the Dutton Meadows Master Plan, which includes approximately 4.0 acres of city parkland, and a Commercial Shopping Center as identified on the General Plan Land Use Diagram;
- New signalized intersection of Northpoint Parkway and Dutton Meadow in front of Meadow View Elementary, providing safer routes to schools; and
- Pedestrian, bicycle, and vehicular infrastructure to support the City's southwest quadrant.

- C. The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and future land uses in the vicinity;

Staff Response: The proposed activity is consistent with the Northpoint-Dutton Community Commons District (PD District No. 06-001), which envisions residential development in this area which would include single-family detached units on small lots. The project site is located within walking distance to a school and public park. The site takes access off of Aloise Avenue and Dutton Meadow and provides a connection to the subdivision to the north and future connection to the subdivisions and future developments to the south and east of the site with a new internal public roads. The site plan provides circulation, setbacks, and design features compatible with the surrounding neighborhood and similar to the existing residential uses.

- D. The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints;

Staff Response: The project complies with General Plan objective criteria for land use and density, as well as all site development and use standards contained in applicable Planned Development and Zoning Code regulations. The project site is located in a developed area within the City that has access to City services and has been reviewed by City staff and conditioned to include improvements as necessary to support the project and its associated uses.

A Traffic Impact Analysis by W-Trans dated May 20, 2021, with Addendum dated June 21, 2021, was included as part of this Project. The Traffic Impact Analysis concluded that the project would not cause a specific or cumulative impact as it relates to traffic and the current intersections would continue to operate at acceptable levels;

- E. Granting the permit would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located;

Staff Response: The proposed scale, scope, and operations of the Project has been thoroughly analyzed and reviewed by multiple city departments, undergone significant environmental analysis, and been conditioned to avoid potential impacts on the environment and surrounding neighborhood.

- F. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).

Staff Response: See Environmental Impact Section below.

ENVIRONMENTAL IMPACT

The proposed project has been reviewed in compliance with the California Environmental

Quality Act (CEQA). As set forth in the August 19, 2021 memorandum prepared by Grassetti Environmental Consulting, the project is statutorily exempt from CEQA pursuant to Government Code Section 65457, CEQA Guidelines Section 15182, subdivisions (a) and (c), and CEQA Guidelines Section 15183. The Project would develop a residential land use that is undertaken to implement, and is consistent with, the Roseland Area/Sebastopol Road Specific Plan. The EIR prepared for the Specific Plan was certified by the City Council in 2016 (State Clearinghouse No. 2016012030) and no events subsequent to certification have required a supplemental EIR pursuant to Public Resources Code section 21166. Furthermore, the proposed project has been found to be consistent with the Santa Rosa General Plan and complies with all Zoning Code requirements. Review of the project has revealed no significant environmental impacts which are peculiar to the parcel or to the project and which were not addressed in the General Plan EIR, nor is there any new information that shows that any environmental impacts will be more significant than as described in that EIR.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

N/A

NOTIFICATION

This item 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

Alternatives to residential small lot subdivision standards noted in this Staff Report have to be approved by the Planning Commission. Otherwise, there are no unresolved issues identified with this project.

ATTACHMENTS

Attachment 1 - Disclosure Form

Attachment 2 - Location Map

Attachment 3 – Site Analysis and Neighborhood Context Map

Attachment 4 – Revised Project Description, received December 14, 2020

Attachment 5 – Tentative Map, received September 15, 2021

Attachment 6 – Development Plan and Striping Plan, received September 15, 2021

Attachment 7 – Architectural Plans (For Reference), received December 14, 2021

Attachment 8 – Landscape Plans, received December 14, 2021

Attachment 9 – Density Exhibit, received November 16, 2021

Attachment 10 – Parking Exhibit, received October 10, 2021

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Attachment 11 – Parking Study, received December 2, 2021

Attachment 12 – Roseland Area/Sebastopol Road Specific Plan Roadway Network

Attachment 13 – Public Correspondence as of November 16, 2021

Attachment 14 – Dutton Meadow Subdivision Project Vehicle Miles Traveled (VMT)
Letter, dated March 2, 2021

Attachment 15 – Roseland Area Sebastopol Road Specific Plan Consistency
Determination with Appendices

Resolution 1 – Conditional Use Permit

Resolution 2 – Tentative Map

Exhibit A – DAC Report, dated November 23, 2021

CONTACT

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