



# Hedgpeth Architects

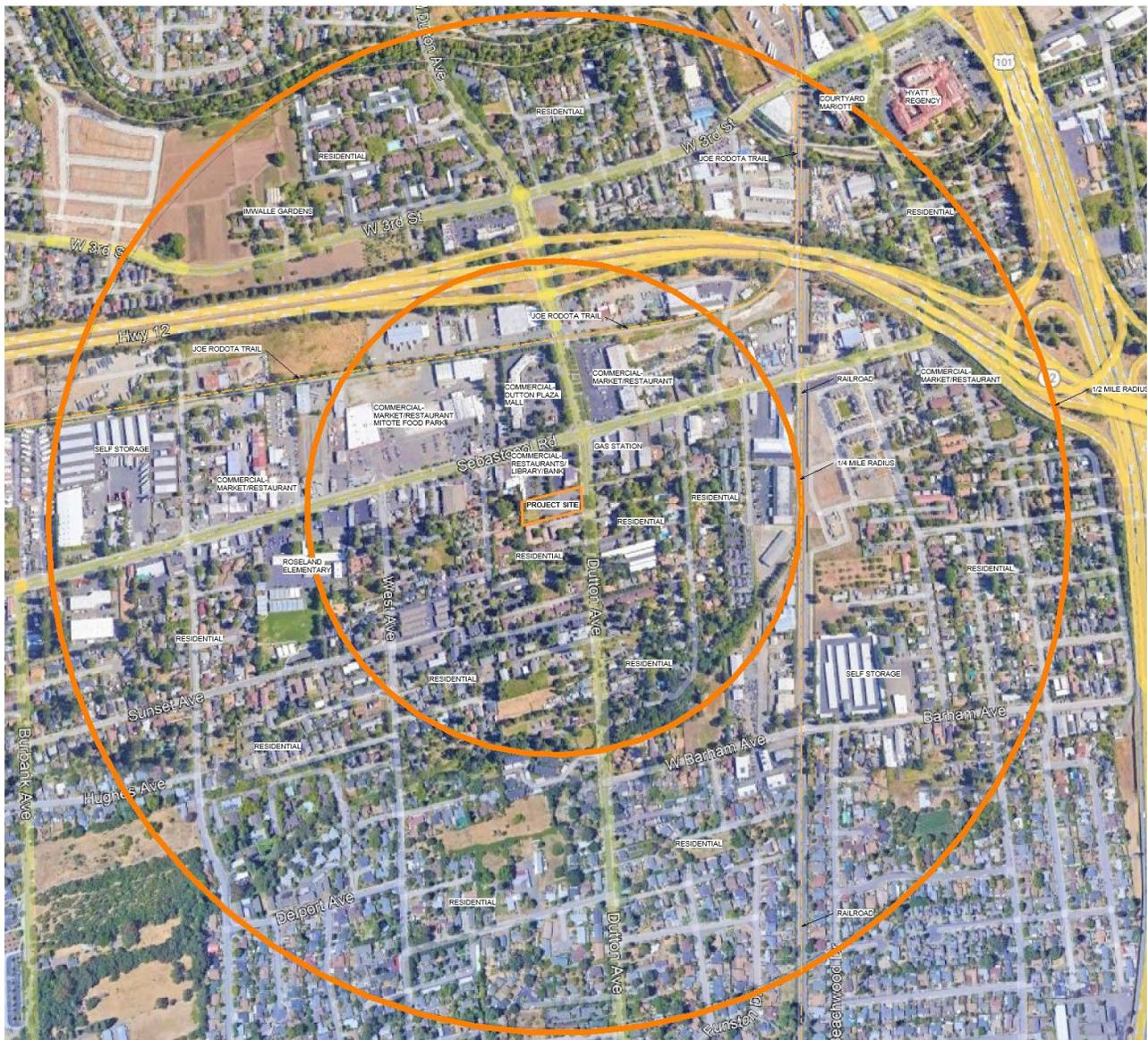
707.523.7010  
www.hedgpetharchitects.com

## PROJECT DESCRIPTION

- **Project Name:** 595 Dutton Apartments
- **Project Address:** 595 Dutton Avenue  
Santa Rosa, CA 95407
- **Parcel Number** APN: 125-162-013
- **Lead Agency** City of Santa Rosa  
Dept. of Planning and Economic Devel.  
100 Santa Rosa Avenue, Rm. 3  
Santa Rosa, CA 95404
- **Project Applicant** 595 Dutton LLC  
1275 4<sup>th</sup> Street, #6046  
Santa Rosa, CA 95404  
[caleb@cavprops.com](mailto:caleb@cavprops.com)  
858-381-2844  
[cameron@cavprops.com](mailto:cameron@cavprops.com)  
858-382-7630
- **General Plan/Specific Plan** Medium-High Density Res. - 30 units/acre  
Roseland Specific Plan Area  
Priority Development Area  
Roseland Opportunity Zone
- **Zoning** R-3-30
- **Allowable Site Coverage** 65% (26% proposed)  
0.948 acre site (41,310 sf)  
10,760 sf of building coverage
- **Allowable Building Height** 45 feet
- **Allowable Density** 1,450 sf/unit; 30 units/acre
- **Allowable Lot Coverage** 65%
- **Allowable Setbacks** Front Yard = 10 feet  
Side Yard = 0 feet, 10 feet  
Rear Yard = 15 feet

**Hedgpeth Architects**  
2321 Bethards Drive, Santa Rosa, California 95405  
707.523.7010 ph. 707.542.2328 fax  
[office@hedgpetharchitects.com](mailto:office@hedgpetharchitects.com)



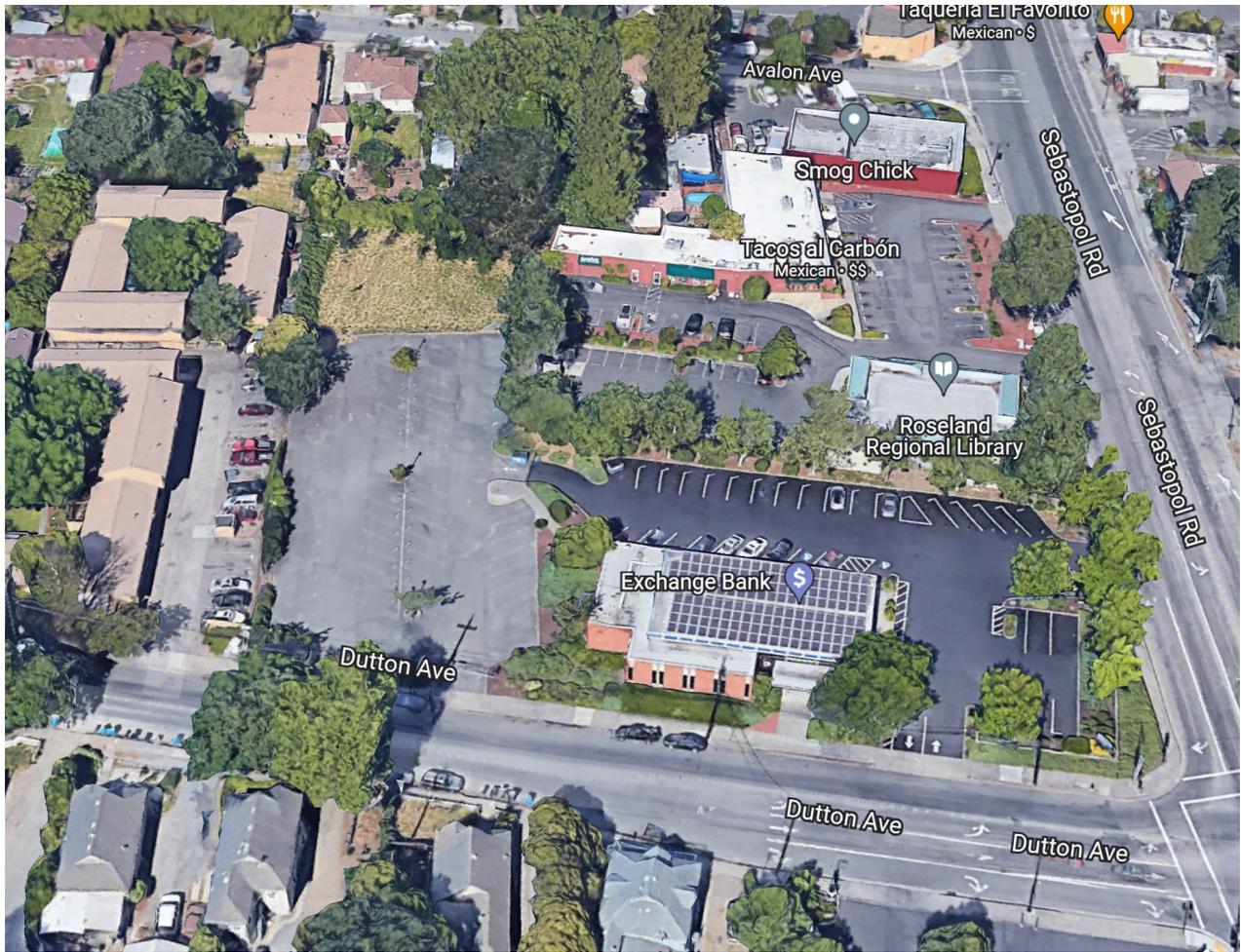


**Fig. 2. Land uses within ¼ mile and ½ mile of parcel**

### Existing Site Conditions

The 0.948-acre project site is rectangular and extends from west to east, with site drainage towards the west-southwest. Current use of the property is as an asphalt paved surface parking lot at the east end and an unpaved vacant field at the west end. There are no structures on the site. On-site trees are primarily located around the parcel's perimeter. Approximately 30,700 sf, or 74% of the site is composed of existing impervious surfaces.

**Hedgpath Architects**  
 2321 Bethards Drive, Santa Rosa, California 95405  
 707.523.7010 ph. 707.542.2328 fax  
 office@hedgpatharchitects.com



**Fig. 3. Existing land use**

### **Planning Context and Surrounding Uses**

The project site has a designated Land Use in the General Plan of Medium High Density Residential and R-3-30 zoning. The R-3-30 zoning district is intended for residential neighborhoods with medium and higher residential densities, to provide home rental and ownership opportunities, and to provide a full range of choices in housing types to improve access to affordable housing.

A maximum residential density of up to 30 units per acre is permitted by right.  
Base density of the parcel is  $30 \text{ DU/acre} \times .0948 \text{ acres} = 28.44 \text{ DU}$  or 28 dwelling units per acre.

## Project Description:

595 Dutton Apartments is designed with sensitivity to the surrounding neighborhood and its future residents. The proposed project will remove the existing parking lot and construct a single building with 44 apartment dwellings, including 5 affordable apartments. The parcel's zoning allows for a Base Density of 28.4 units.

In accordance with State Density Bonus Law, Gov. Code 65915, base density can be rounded up to 29 units. The project is allowed an increase in density of up to 50% for the inclusion of 15% of base density in deed restricted units for Very Low Income (VLI) residents. Inclusion of affordable units provided allows the project to develop an additional 50% of base density (14.5, round up to 15) as bonus units. 595 Dutton Apartments would provide homes for 5 VLI households earning up to 50% of the Area's Median Income (AMI).

The site is within ½ mile of a major grocery store, retail shopping, library, school, and public transportation. The site is well situated to be a quality housing opportunity within the heart of Roseland, and to contribute to the sense of community, quality of life and livability of this Santa Rosa neighborhood.



Figure 4 – Sebastopol Road corridor in Roseland

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## **BUILDING DESIGN**

The architectural design intent is to express a modern vernacular style that embodies sustainable living, forward looking contemporary style, and recognition of the cultural identity of the Roseland neighborhood. Factors influencing the architectural design include:

- Maximize area available for solar panels on the flat roof, with portions of the roof sloped in order to break up the length of the building massing
- Flat areas of the building roof to accommodate screened mechanical systems and to keep all mechanical systems out of the usable outdoor space at the ground level
- Compliance with the City's and State's Fire Codes and emergency vehicle and aerial access requirements.

### **-Fire Safety**

A 26-foot wide, two-way driveway entry and fire access road from Dutton Avenue, with a 20 foot wide hammerhead turnaround for emergency vehicles at the west end of the fire access road, is provided for emergency vehicle access. Fire Department hose pull access is provided around the perimeter of the building. The project is requesting an increase to the allowable maximum length of hose pull allowed from 150 feet, up to 190', or as required. Aerial access is required per D105 of the California Fire Code, and is provided from the driveway on the site and also from Dutton Avenue, as shown on Sheet A1, Diagrams 2 and 3.

### **-Building Amenities**

This project and its urban site, within ¼ mile of services, library, and retail centers, offer a variety of common amenity spaces at the ground, second and third floors. They include an Entry Garden area and adjoining Community Room, a second floor Fitness Room, a third floor roof terrace with outdoor dining area and barbecue overlooking Dutton Avenue and the Entry Garden, a Main Entry Lobby with mail area, an on-site management office, bicycle storage at every floor level, a play structure in an area separated from vehicular traffic, a teen recreational area in the emergency vehicle turn-around, and a fenced pet area. Additional amenities include in-unit laundries, trash chutes at each floor level, Juliet balconies at units that don't have balcony spaces, on site generated photo-voltaic solar energy meeting the requirements of Part 6 of Title 24, and EV capable parking meeting the requirements of Part 11 of Title 24.

Semi – private outdoor space (minimum 40 square feet) is provided in 20 two bedroom-plus den/ two bathroom unit type, but is not provided in the remaining 24 units. The cost of providing private outdoor space for each individual unit is economically not feasible for this inclusionary housing project. A waiver of standard for provision of semi-private open space and common open space areas is requested, as allowed by the State Density Bonus Law. The common use amenities provided in the project, and the proximity to community services within walking distance in the neighborhood, are proposed as a mitigation measure for the concession to not provide conforming balconies and patios at all the units.

Similarly, in lieu of outdoor storage provided for each unit, interior storage has been increased through the inclusion of walk-in and secondary closets located within the individual apartments.

### **-Compatibility with Neighborhood Context**

The building is predominantly four stories, with a two story terminus at the east end of the building, where the project has frontage on Dutton Avenue. Stepping down to two stories of building at the Dutton Avenue elevation softens the building massing where it interfaces with the neighborhood.



**Figure 5 – Massing Study on Dutton Avenue**

The building will be developed to include a combination of pitched and flat roof areas. The upper 3 stories are cantilevered off the length of the south façade of the building, to give a human scale to the entry sequence and pedestrian walkway along the active side of the building. The cantilever breaks down the height, bulk and mass of the building, which is long and narrow due to the geometry of the site. It also provides shelter over a walkway along the length of the south side of the building.

Elevations will be clad in stucco, metal and composition siding, and include articulation with spandrel glass, metal windows, metal awnings, metal railings and deep roof eave overhangs at the sloped roofs.

Entrances at the ground level are defined by awnings and the cantilevered overhang, giving human scale to the vertical massing and adding visual interest at street level. Fenestration will include differentiated storefront and operable multi-unit components at the stair towers, residential units, and office/common amenity spaces. The materials palette is a mix of integral color stucco, composition siding, and metal siding. The selection of materials prioritizes durability and sustainability.

The project is requesting a waiver of standard for the overall height of the building, in order to construct the 44 units proposed. The permitted maximum height in an R-3-30 zone is 45 feet. The project is requesting a waiver of height standard to allow a maximum building height of up to 55 feet. The additional height is required to accommodate the density bonus units. A density bonus makes the proposed project economically feasible. 595 Dutton Apartments can be developed as an inclusionary market rate project because the provisions of Gov. Code 65915 allow the project an additional 15 density bonus units.

At the north interior side yard, the project abuts a commercial zone. The applicant requests a development incentive to reduce the side yard setback from 10 feet to 5 feet at portions of this north facing elevation. The reduction of setback is required to create livable unit floor plan layouts for the two bedroom, two bathroom, with den unit type.

## **SITE ACCESS**

Pedestrian access is defined by a linear sequence of resident amenity spaces, beginning with an Entry Garden area and Community Room opening onto the garden, a third floor roof terrace overlooking Dutton Avenue and the Entry Garden, a Main Entry Lobby with mail area, an on-site management office, play structure area, a teen recreational area in the emergency vehicle turnaround, and a fenced pet area.

Vehicular traffic will enter the project site from Dutton Avenue through a 26-foot wide, two-way drive approach and adjacent sidewalk along the south elevation of the building. The drive approach transitions to a 26-foot wide, two-way parking drive aisle with a City Standard hammerhead turnaround for emergency vehicles. The project will have 45 total surface parking spaces, inclusive of 2 spaces designated as accessible spaces and 45 spaces constructed as EV capable for the future installation of electric vehicle charging stations.

Aerial access is required per D105 of the California Fire Code, and is provided from the driveway on the site and also from Dutton Avenue, as shown on Sheet A1, Diagrams 2 and 3.

In the 2035 Santa Rosa General Plan this portion of Dutton Avenue is identified as a Regional/Arterial Street on Figure 5-1, with a Class 2 Bicycle Lane on Figure 5-2. The project proposes to follow the Parkway street standard with a 32-ft wide Right of Way from the monumented centerline to the new property line for a one-lane half street section with a bike lane and a landscaped median.

Since the construction of a roadway median with this project cannot be accommodated with lane shifts within the 120-ft long site frontage, the travel lane width will be proposed to be 11-feet and an interim 8-ft wide parking lane provided in order to locate the curb line in the ultimate condition. Half width street improvements shall consist of:

- 11' wide transit lane
- 5' wide bike lane
- 8' wide parking lane
- 6" curb (a 2-ft gutter is included in the parking lane width)
- 8' wide planter strip
- 6.5' wide sidewalk

A reduced PUE width of 11.5-feet is proposed to accommodate the new housing building footprint. An improvement variance application with letters from the applicable utility companies will be submitted for approval of the reduced PUE width.



Figure 6 – Right of Way Widening on Dutton Avenue

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## **SITE CHARACTERISTICS**

### **-Landscaping**

Existing on site vegetation and trees are to be removed. Proposed landscaping will emphasize a palette of native plants complimentary to the surrounding area with a focus on species that are drought tolerant and can thrive with low summer water irrigation.

A landscaped entry garden at the street elevation provides a visual buffer area of trees and shrubs. Bio-treatment of roof runoff is provided in planters at the north and south exterior walls of the building. A privacy fence, shade trees and landscaping, including a bio-treatment swale, are located at the perimeter of the site.

### **-Storm Water Treatment**

The project proposes taking credit for the existing paving and implementing a Priority 3 LID treatment-only system in vegetated swales and flow through planters, in lieu of a standard Priority 1 bio-retention areas.

Storm water flows will be directed to the southeast through on-site storm water drainage treatment, into an existing storm drain outfall to Roseland Creek. The storm water from the project site will be treated in vegetated bio-treatment planters and swale strategically located on the site to meet the City's Storm Water Low Impact Development (LID) requirements. Approximately 1,300 sf of bio-retention areas is proposed throughout the site to ensure proper containment and treatment of runoff water.

### **-Utilities**

The project will include new underground dry utility lines on site and tie into existing utilities already located in the area/within Dutton Avenue. This includes but is not limited to water and sewer service, electricity, gas, and cable/internet. The project will incorporate a recycling program for waste and be serviced by the local waste management company. Wayfinding and security lighting throughout the site will be incorporated in the design to provide sufficient light during the dark period of the day without disturbance to adjacent sites and to comply with Part 6 and Part 11 of Title 24. The project will be powered solely with electricity, incorporating solar energy from photovoltaic arrays on the building roof, as required by the California Energy Code.

## **SUSTAINABLE DESIGN**

595 Dutton Apartments strives to incorporate sustainable building design and practices where ever possible. The project will comply with California's updated Title 24 requirements and incorporate photovoltaic solar panels on the building's southern facing roof. Lighting throughout the property will utilize low energy LED bulbs and all appliances will be Energy Star rated.

100% or 45 of the property's parking spaces are EV capable for the future installation of electric vehicle charging stations. Water conservation measures are implemented through the use of low flow plumbing fixtures and drought tolerant landscaping.

### **ADHERENCE TO THE CITY OF SANTA ROSA'S APPLICABLE LAND USE GOALS AND POLICIES**

595 Dutton Apartments places housing in close proximity to jobs, and allows the city's workforce to live within easy walking and biking distance to community services, schools, parks, and transit.

With a reduced parking-to-unit ratio of 1 stall per unit, the Project optimizes the utilization of existing public mass transportation and of infill sites for housing instead of for parking lots.

The Project is designed to comply with the goals of Santa Rosa's Climate Action Plan and the standards of the Bay Area Air Quality Management District, and to meet a principle objective of Santa Rosa's Housing Element and General Plan, to reduce greenhouse gas emissions.

595 Dutton Apartments 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.



**Figure 7 – Massing Study, View from Northeast**

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## IMPLEMENTATION OF STATE DENSITY BONUS LAW

The applicant proposes to construct 44 apartment units on a single parcel totaling 0.948-acres. The Medium High Density land use designation permits a density of 30 housing units per acre with a use permit. The base density allowed is 29 units. The project is eligible for a State 50% density bonus, per the provisions of Gov. Code 65915.

With the density bonus, the maximum allowable units at the site is 44 dwellings, or 46.4 units per acre.

- $150\% \times 29 = 43.5$  units, round up to 44 units
- 15% of the base density, or 5 units are designated as affordable for Very Low Income residents.
- $15\% \times 29 = 4.35$  units, round up to 5 units
- 14 base density market rate units + 5 affordable units = 29 base density units
- 15 bonus density units are allowed for 15% Very Low Income units.
- 14 base density MR units + 5 VLI BMR units + 15 Density Bonus MR units = 44 units
- The mix of affordable units is (4) 1-bedroom units and (1) 2-bedroom units = 5 units.

Density Bonus Law, Gov. Code 65915 entitles applicants proposing inclusionary housing projects to an unlimited number of waivers of development standards, including reductions in site development standards, such as reduction of setback or minimum square footage requirements, and modifications of zoning code or architectural design requirements, that would physically prevent the project from being built at the permitted density. The applicant is also entitled to up to 3 incentives or concessions based on the percentage of affordable units in the project.

The project is allowed a reduction of parking standard per the parking ratio provisions of the State Density Bonus Law. The applicant is requesting consideration to implement City of Santa Rosa Municipal Code 20-31.090, a provision for pre-approved concessions to streamline approval of density bonus projects, which allows a reduction of parking of up to 50% where State Density Bonus Law reduced parking ratios are not already applied. 90 parking spaces are required, per the City's parking standard, 20-36.040. 45 parking spaces are proposed for the project. ( $50\% \times 90 = 45$  spaces)

The applicant is requesting a waiver of standard for the overall height of the building, in order to construct the 44 units proposed. The permitted maximum building height in an R-3-30 zone is 45 feet. A waiver of height standard to allow a maximum building height of up to 55 feet is requested. The additional height is required to accommodate 15 density bonus units. The density bonus units make the affordable units included in the proposed project economically feasible.

The applicant is requesting a waiver of standard for the interior side yard setback at the north property boundary. At the north interior side yard, the project abuts a commercial zone. The applicant requests a development incentive to reduce the side yard setback from 10 feet to 5 feet at portions of this north facing elevation. The reduction of setback is required to create livable unit floor plan layouts for the two bedroom, two bathroom, with den unit type.

## SUMMARY

The Project 595 Dutton Apartments delivers critically needed high quality dwelling units to an impacted city. 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 the COVID-19 pandemic on the workforce turned an already historic lack of supply into a housing crisis.

595 Dutton Apartments will provide area residents displaced by recent wildfires and other economic factors, as well as the local workforce, with modern, sustainably built, safe and healthy housing opportunities within an established neighborhood.



Figure 8 – Massing Study Entry Elevation