

July 16, 2021

Adam Ross
Interim Senior Planner
Planning & Economic Development
City of Santa Rosa
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

**RE: Design Concept Narrative - Proposed Revisions to the Residences at Taylor Mountain
(Kawana Meadows Multi-Family)**

Dear Adam:

Included is the design review submittal for the revised architectural building plans and site layouts for Lots 4A and 70 of the Residences at Taylor Mountain (Multi-Family).

For Lot 4A, the changes include the new building type for the 3-unit building, which has a reduced overall building height and revised driveway, carport, and garage configurations. The new building plans match the existing dwelling unit and bedroom counts. The revised garage configuration required moving one surface guest parking space to Lot 70 in order to have driveway access to the garage on the south side of the lot. (Guest parking on Lot 4A is reduced from three (3) spaces to two (2) spaces.)

For Lot 70, the changes include regrading the site to remove the large retaining wall on the west side of the lot and to reduce the height of the retaining wall on the south side of the lot. This shifted all the buildings east on the lot and reduced the overall buildable area.

Also, during plan check on this lot, the Fire Department noted they will require the larger 26-foot-wide fire access road for an aerial fire apparatus, due to the height of the buildings being over 30 feet tall. There is not enough room on the lot to accommodate this larger drive aisle width, so it is necessary to lower the building height of all units below the 30 foot height threshold that is described in the California Fire Code (CFC), Appendix D. Building height for pitched roof buildings, as described in the California Building Code and CFC, is taken from the grade plane to the average height of the highest roof surface. Due to this, the building height of all new proposed building types has been reduced to stay under this 30-foot height threshold, so that the 20-foot-wide fire access road standard from CFC Appendix D may be used.

Other revisions to the site are the new building types for the 3-unit and 4-unit buildings, which have the reduced overall building height and revised driveway, carport, and garage configurations. A new 6-unit building type was added due to the reduced buildable lot area. The number of buildings has been reduced from 13 to 11, the number of dwelling units has been reduced from 43 to 41, and the overall lot bedroom count has been reduced from 94 to 84. One surface guest parking space from Lot 4A was moved to Lot 70, increasing from 14 spaces to 15 spaces. Also, due to the reduced buildable area on Lot 70, we reduced from three (3) trash enclosures to two (2) trash enclosures.

For the proposed new building plans, the existing design styles, materials, and colors have been maintained, but they are revised with new unit plan designs, and the reduced overall building height as previously discussed. Each unit plan has been revised to allow for better livability for residents, and to improve the ability to furnish each room.

Unit F replaces Unit A as the ground level, CBC Chapter 11A adaptable 1-bedroom unit. Unit F is designed to now provide a private 1-car garage with an accessible threshold to enter the unit from the garage. It also adds a den to provide space for residents who may work from home. One (1) additional uncovered parking space is provided in the driveway.

Unit G replaces Unit E as the 2nd level 2-bedroom flat in the 3-unit building. Unit G also replaces Unit C in the 4-unit building, which reduces the overall bedroom count in that building type by one (1) bedroom. Parking remains the same, with one (1) covered parking space in a common carport and one (1) uncovered parking space in the driveway.

Unit H replaces Unit B as the multi-level 3-bedroom unit on the 2nd and 3rd floors. Parking remains the same, with one (1) covered parking space in a common carport and one (1) uncovered parking space in the driveway.

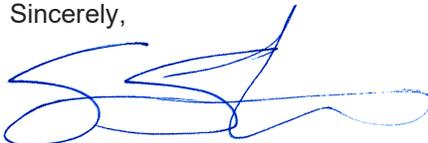
Unit I replaces Unit D as the multi-level 3-bedroom unit on the 1st and 2nd floors of the 4-unit building. Unit I is designed to now provide a private 1-car garage with an accessible threshold to enter from the garage. The full ground level of this unit is designed to be adaptable per CBC Chapter 11A. One (1) additional uncovered parking space is provided in the driveway.

The proposed 3-unit building matches the existing bedroom count of six (6) bedrooms per building. The proposed 4-unit building reduces the bedroom count from ten (10) bedrooms to nine (9) bedrooms. The proposed 6-unit building is a combination of two (2) 3-unit buildings and has a bedroom count of twelve (12) bedrooms.

Due to the dwelling unit and bedroom count reduction, there will also be a reduction in traffic intensity, and so we do not believe a new traffic study is necessary for these proposed project revisions. Also, traffic circulation on Lots 4A and 70 have only minor revisions, and there are no changes in circulation in the greater subdivision. For these reasons, we are submitting a copy of the original traffic study with these plans.

Thank you for your time to review these proposed plan revisions. Let me know if you have any questions in your review.

Sincerely,



Sean Southwick
Senior Project Manager