

Burbank Avenue Subdivision

The Burbank Avenue Subdivision site is the merger of four parcels located on the east side of Burbank Avenue roughly midway between Hughes and Hearn. The parcels are bounded on the east by the backyards of an existing subdivision of single family detached houses and Sheppard Accelerated Elementary School, on the north by a single family house, a relatively narrow agricultural parcel and (beyond) a proposed park site, on the west by Burbank Avenue, existing semi-rural housing, Roseland Creek Elementary School and the Roseland School District Offices and on the south by the back yards of existing semi-rural housing.

The four parcels wrap two other parcels (containing single family detached houses with assorted out buildings) and together form a roughly "U" shaped site with an overall area of 14.6 acres. The City's General Plan zoning for the Roseland area is Medium Low Density with a range of 8-13 units per acre. At 14.6 acres, our site requires a density of between 118 and 191 units. Our plan shows 138 units: 64 affordable apartments, 62 single family detached houses and 12 duplex houses.

The proposed site plan has two entry roads off Burbank Avenue. The apartment complex is located along the southern entry road, the duplex complex along the northern entry road with the detached single-family dwellings providing the connection between the two.

The apartments are stacked flats in four, three story buildings with tuck under parking. There are 17-1 bedroom/ 1 bath units, 28-2 bedroom/ 1 bath units and 19-3 bedroom/ 2 bath units. The tuck-under parking provides one space per unit (16 spaces per building for a total of 64 spaces) with an additional 32 tandem driveway spaces and 45 off street surface parking spaces and 13 on-street parallel spaces for a total of 154 spaces providing an apartment parking ratio of 2.40 spaces per unit.

The apartment buildings are arranged so that the tuck-under parking faces inward and away from Burbank Avenue and the public street system creating a pair of auto courts connected by an internal private drive along the southern property boundary. Management offices, resident's community room, fitness room and laundry along with 10 ADA units (representing at least one of each unit type) are located at grade. Upper level units are accessed by common stairs. All units have either a private balcony or patio.

The 12 duplex houses are located along the north side of the north entry drive and are arranged in two clusters around a pair of auto courts. There are two types of duplexes. The four front buildings contain one street fronting house (Type 1) with a wraparound porch and one internal house (Type 2). The two back buildings are comprised of two houses (Type 3) joined at their garages. Each of the duplex houses

contains 3 bedrooms and two and one half baths in two stories with a private fenced yard, entry porch and a two car garage with full driveway. The primary living spaces are on the lower levels with bedrooms located above.

The remainder of the site is platted with single-family lots forming a grid of streets connecting the two entry roads. The houses have been laid out with larger lots abutting the neighbors to the east and south and smaller lots in the internal blocks at the center. There are three basic plan types, each with two to three roof forms and three different elevations. Plan types, roof forms, elevation types, materials and colors are to be varied along the streetscape to create a visually diverse neighborhood.

Each house has a two-car attached garage with a full driveway apron and additional parallel parking on the street for a parking ratio in excess of 5:1. All houses have large front (and back) porches that provide the primary visual feature of the front facades. Garage doors are either held back behind the porches or located around the corner from the front elevation to reduce their visual impact on the streetscape.

The typical street within the development is based on the Santa Rosa Minor Street Standards which contains a 5' walk, a 6' curbside planting strip including the 6" curb, an 8' wide parallel parking space, and 10' travel lane on each side of the street.