

## PROJECT NARRATIVE – STONY OAKS APARTMENTS

The Stony Oaks project will provide 142 units of affordable housing within the City of Santa Rosa. Sited to minimize disruption to an existing oak grove, the project's main access is provided from the dead-end Old Stony Point Road. Pedestrian and vehicular access focuses on the resident amenity spaces in the building which include a large multi-purpose community room, indoor mailboxes, and on-site management offices. Additional amenities include a secure bike storage room, laundry, and multiple flex spaces throughout the building. Fire access is provided around the perimeter of the building with a secondary vehicular entry/exit to Hearn Avenue.

Outdoor amenities are provided for the residents on site. A spacious resident courtyard has been designed adjacent to the western end of the building, which will allow for indoor/outdoor space at the community room. Other programmed and passive areas are provided for the residents at the existing western oak grove, activating this focal point as residents and visitors drive into the site. This passive outdoor space under the existing oak grove canopy will complement two outdoor play areas, providing age appropriate activities for both young children and families. Along the south side of the building, a series of smaller intimate courtyards have been designed, each with its own unique program including age targeted children's play areas, quiet workspaces, and outdoor fitness opportunities.

As this project proposes a unique and abundant variety of outdoor common amenities, private outdoor space has not been provided for the residents; the cost of providing private outdoor space for each resident is infeasible for this affordable housing project. Similarly, in lieu of outdoor storage being provided for each unit, interior storage has been increased through the design of deep and secondary closets that are more convenient for the residents as they are located within the individual unit.

The building is predominantly four stories, with wings off the south side stepping down to three stories to soften the massing towards the existing neighborhood. At the Hearn Avenue corner, which will be the most visible aspect of the building from the public right-of-way, the building steps to two stories to interface with the surrounding context. A landscaped area will provide tree buffering around the entire perimeter of the site. Entrances at the ground level have been designated by lower level roofs, which break up the vertical massing and add visual interest at street level. Window design includes differentiated components for the building, including the stairs, residential units, and office/common amenity spaces.

The material palette is a mix of color blocked stucco and cementitious siding. The selection considered both durability, as well as resiliency. The application of the color and materials has been carefully designed to highlight the form and massing of the architecture, both from a vehicular and a pedestrian scale. Furthermore, as the building will be experienced from all sides, architectural articulation and finishes have been provided around all four sides of the building.

Parking has been provided pursuant to Government Code Section 65915, which requires one parking space for one-bedroom units and one and one-half parking spaces for two- and three-bedroom units. Based on the unit mix for this project, 185 parking spaces are required and provided. For more information on the data, please refer to sheet A1.4 in the plan set.

The project is requesting a concession as part of its Density Bonus entitlement for the overall height. While the permitted height per the Santa Rosa City Zoning Code is 45 feet, the project is requesting a concession to allow height up to 50 feet. This will allow for variety in the roofline and concealing of rooftop equipment.

Following the Concept Design Review hearing, the Design Review Board's ("Board") comments were addressed accordingly:

1. While initially the Board expressed a desire to split the building in two, consensus was reached that this would be inconsistent with the priority of minimizing disruption to the existing oak grove at the western end of the site. The board agreed that minimizing disruption to the oaks was of greater importance, and the building should remain a single structure as proposed.
2. The revised project addresses the Board's request for a more contemporary building design and a departure from the neighboring architecture with a complete elevation and roof redesign. Consistent with comments from the Board, the shed and hipped roof forms were removed and replaced with more contemporary canted parapet walls, flat roofs, and flat awnings, avoiding the 1980s/1990s aesthetic and shed roof "hiccups," pushing toward a more urban, rather than suburban solution. As part of the revised roof design, a heavier shadow line was created at specific locations and more of the dark accent color was incorporated to provide greater definition to these elements, as suggested by one of the Board members. Angled elements have been added at certain window head areas to create more façade articulation and movement along the elevation. The length proposed and use of the dark color accenting these elements addresses what the Board was looking for, creating impactful places on the building. Additional interest in the glazing pattern has been added, described in item 4 below.
3. The proposed color palette has been redesigned. Lighter, brighter, bolder colors have been selected to support the more contemporary design and contribute more liveliness to the building. The use of color blocking, which the Board expressed worked well to break up the massing, has been maintained in the revised elevation design, with more color and horizontal siding added to break up the long northern elevation as requested. The amenity courtyards have been brightened, reducing the dark colors that the Board suggested may feel too heavy, and more of the dark accent color was used at rooflines and other trim elements throughout as suggested. Overall, the new bolder color palette supports the more vivacious architectural design.
4. The Board made specific comments related to the glazing. Units at the southern ends were redesigned to accommodate both more and larger glazing, as requested by the Board. Bullet windows have been added adjacent to the typical living room windows to create more variety in the window package along the length of the building. Another comment requested that more interest be provided to the glazing at the western community areas. The windows provided at these spaces have been varied to provide more differentiation between these public spaces and the residential units above.
5. The Board expressed a desire to explore more pedestrian connections from the building to the south sidewalk. The applicant continues to make good faith efforts in procuring a sidewalk easement from the owner of 1825 Hearn Avenue, which would be required in order to create a safe pedestrian crosswalk across Hearn Avenue. The conversations are ongoing at this time. Given that there has not been a conclusion reached at this time, the current design assumes that there is no pedestrian access on Hearn Avenue.
6. Related to vehicular traffic, the Board expressed an interest in conditioning a right-in right-out only at Hearn Avenue. There was also discussion that traffic calming measures of some kind could be desirable at the drive aisles on the north and south sides. On civil sheet 4 of 4, two locations have been identified as potential locations for traffic calming measures. The final types and locations will be coordinated with fire. Hearn Avenue is currently striped as a 3-lane street, with a center turn lane. Because this feature is already in place, we do not feel it is necessary for the driveway to be only right-in/right-out.
7. The Board expressed admiration for the landscape design, the human scale, and the variety of the amenities on site. After examining use of the Ginkgo trees as suggested by the Board, the landscape design team ultimately concluded that Ginkgo trees would not be appropriate for this project as they tend to be very slow growing trees, and the project's plant palette proposes medium to fast growing trees. Great care has been taken in the landscape selection to ensure

there is good variety of plant, trees, and color in the landscape design that support the proposed architecture.

8. Finally, while a request was made to consider enhancing the Orchard style parking with more tree planting or covered spaces, these solutions have been studied and determined to be infeasible for the project. The project cannot afford to lose any additional parking stalls, both with regard for Government Code Section 65915 and the functionality of the project for residents. To address the city's design guideline of one tree every 5 parking stalls, tree diamonds are proposed at the outer perimeter parking that allow for a tree to be provided at every 5 stalls along the majority of the outer edge. Though not a full landscape island, this will provide the canopy that the city is suggesting through their design guidelines and will also allow the project to adequately function from a parking standpoint.