

Meadow Creek Townhomes
Design Concept Narrative

Ryder Homes would like to present a project consisting of 63 attached townhome units on its remaining 4.78-acre plot of land adjacent to the Meadow Creek Subdivision. The site is bordered on the other 3 sides by Elsie Allen High School to the west, Colgan Creek on the south, and mix of developed and undeveloped residential property to the east. Maintaining the orientation of adjacent public street, the main circulation within the site runs in the north/south direction, while buildings run in an east/west orientation to allow a simple and logical navigation throughout the site.

The proposed project is 13.18 units/acre, mid-range of the allowed zoning density, and has been designed with a compatibility to the surrounding homes, while providing a transition in scale from the residential neighborhoods to the high school across the street. The site plan proposes a blend of 5-unit and 6-unit Townhome two-story buildings in an alley-loaded configuration. This design provides a sense of identity for each unit with private courtyards/patios for each unit and front entries mostly along green space elements in an “eyes on street” approach to the neighborhood. A large central park present itself as the primary focal point when entering the neighborhood and provides a pedestrian connection throughout the site with a paseo element running from the Colgan Creek access through the site to a passive garden between buildings 7 and 8. The designed landscape elements of this proposed project further enhance the quality of the life for future residents, by providing both a desirable design of the homes along with a sense of community within the neighborhood that emulates a sense of pride and ownership in where they live.

The proposed townhome units provided three bedrooms in a range of about 1500-1800 square feet with an appeal for buyers looking for homes in an economically priced segmentation of the Santa Rosa housing market.

On November 17th, 2022, the project design was presented to the city’s Design Review Board for a *Concept Design Review*, which is an informal review seeking comments from the board. Please see the following correspondence between Ryder Homes and city planning regarding comments that arose from that meeting and Ryder’s responses in addressing the comments in its formal applications herewith submitted.

Sheila Wolski, City Planner
Planning & Economic Development
100 Santa Rosa, Santa Rosa, CA. 95404

December 13, 2022

Dear Sheila,

I am in receipt of the Meadow Creek Townhomes Concept Review DRB Planner Notes, dated 11/17/2022. After reviewing the notes, we have prepared a response as to how we will address the comments made:

In regards to the summary of comments by Chair Weigel, please see the following responses:

- 1) Be mindful of providing excess parking. Want it pedestrian focused and human scale

The site plan's west property line includes a portion of the Burgess Drive right-of-way, including 20 parallel parking places that would normally be considered "off-site".

Within the net site area, approximately 45 uncovered/unassigned parking spaces are provided for 63 townhomes, resulting in a very reasonable overall community parking ratio of 2.7:1 (there are two garage spaces per home). This is a common parking ratio for residential communities of this type and works because it results in few, if any, parking complaints by residents or their guests. Providing less common parking will lead to future complaints, will stress the parallel parking condition along Burgess Drive and is not recommended.

- 2) Consider site plan alternatives, including the proposed access roads, the location and size of the proposed park/common open space, and orientation of North and South units.

The original concept for this proposed townhome community envisions an extroverted, pedestrian-friendly community with a very open, inviting feeling. To achieve this engagement of resident to community, we designed building composites that have front door orientations out to the edge of the subject property or aligned to the common gathering space. Notably, this common gathering space represents the epicenter of the community and is central to all residents. In addition, the front patio areas, which are located ahead of the front doors of the homes, encourage residents to interact with neighbors and guests alike.

Along Burgess Drive, only the shorter building sides are presented, to create a better rhythm for the public streetscene. This same rhythm is provided to the internal north-south street in the center of the subject property, allowing the associated landscaping to lead the eye, not the building mass. By having only one street access from Burgess Drive into the community, the community park that is viewed upon entry to the community remains the focus and terminus to the entry sequence. This site plan is all about community interaction. The front doors lining either side of the entry street allow it to act as a "community collector" which reinforces three layers of road hierarchy within the community: entry collector, local street and drive-aisle. It is a big plus for a small

site to be able to provide this roadway hierarchy because it provides such a clear route-path for pedestrians travelling throughout the site.

3) Address concerns with the right, left and south elevations

a. Design Guidelines speak to designing all four sides

All four sides of the building have been designed to include both material and color variations which accentuate the attention paid to both the scale of the building as a whole and the individual units composing it.

b. While side elevations don't need to present as a front elevation, they should provide more articulation and visual interest

The side elevation proposes a cantilevered gable massing with board and batten siding at the second floor to break the wall plane and roof line with added articulation and color to reduce the flat proportion and scale of along the side elevations.

c. Consider adding additional materials

We modified the locations of the Board and Batt siding to help with visual break-up of the massing we already had between units. We pulled off the siding we had on the stepped back areas of the second floor to help offset the added siding across the lower level. Additionally, the new elevations will display the courtyard wall across the front, thereby adding another layer to the visual of different spaces and offsets that the project is providing.

4) Consider a full paseo in the site plan to create an interconnected neighborhood that's pedestrian-oriented

Pedestrian connectivity, whether coming to the site or leaving it, is provided via numerous sidewalk access points, found on all edges of the site. Pedestrian connectivity for this community is strong.

5) Add design variation between the buildings

a. Examples were color variations to distinguish between the buildings and to provide owners a sense of place so they don't all look identical

We are adding another variation to Farmhouse style as a second elevation for each building type in addition to revising the color schemes for each elevation. It should also be noted that plate heights are 9' not 8' as stated in the meeting.

In Summary, we do not plan to change the site plan much as we feel that the site plan actually already addresses the concerns and ideas that were brought up by the DRB members and is the best solution for this site. The amount of green space and pedestrian continuity in the site plan is extensive. To further enhance the presentation at the next step in the process, we intend to provide better colored renderings in multi dimensioned views of both the site plan and

architecture, so that the articulation and details can be better understood. The architectural detail in particular was difficult to see on a black and white flat view.

In regards to the comments about the site plan, please see the below the comprehensive response prepared by Scott R. Adams, member, American Institute of Certified Planners (AICP). The responses above were drawn mostly from Mr. Adam's comments. Mr. Adams is a Senior Principal and Land Planner at Bassenian Lagoni, Architecture, Planning and Interiors, Newport Beach, CA and is responsible for the overall community site plan for the Meadow Creek Townhomes.

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The buildings have been designed with a smaller, low density scale; in this case two-story townhomes with only five-plex and six-plex building composites. These smaller, shorter buildings let the community's landscape features dominate. As an added benefit of the "row townhome" building type and wherever possible, the garages are oriented away from front doors and patios, meaning the less-desirable garage door façade is deemphasized, both onsite and off. Pedestrian connectivity, whether coming to the site or leaving it, is provided via numerous sidewalk access points, found on all edges of the site. Pedestrian connectivity for this community is strong.

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The site plan's west property line includes a portion of the Burgess Drive right-of-way, including 20 parallel parking places that would normally be considered "off-site". Within the net site area, approximately 45 uncovered/unassigned parking spaces are provided for 63 townhomes, resulting in a very reasonable overall community parking ratio of 2.7:1 (there are two garage spaces per home). This is a common parking ratio for residential communities of this type and works because it results in few, if any, parking complaints by residents or their guests. Providing less common parking will lead to future complaints, will stress the parallel parking condition along Burgess Drive and is not recommended.

The community park has been designed to include both active and passive activity areas and is generously sized to serve the 63 homes proposed for this new community.

Meadow Creek Townhomes

PRJ22-011 (MAJ23-002, DR23-010, CUP23-020)

Resubmittal Narrative

5/8/24

The package of documents submitted on this date shall constitute the complete resubmittal of application documents in response to the comments in the letters received by applicants in an email from city planner Sachnoor Bisla on 12/12/23.

The project design submitted in this resubmittal is essentially the same as the design submitted in the original application submittal. The main difference being a reconfiguration of the street layout to comply with the 30-50' required building setback from Colgan Creek as noted in the EDS comment letter. Please note that the project now proposes 62 units, which is down one unit from the original 63 unit proposal. All of the building units are located more than 50' from the top of bank of Colgan creek, except for Lot 1, which is about 38' at the corner of the unit. This still complies with the 30' creek setback that was originally assigned to this area and expanded to 50' in recent years. The neighboring development, Colgan Village, has units that are in the 30' range from the creek top of bank as a reference.

The project description that was submitted with the original submittal is still valid as a response to previous city design concept hearings.

Please see the response letters for our response to each comment received by the various departments and agencies.

Thank you and we look forward to moving the project forward.

Meadow Creek Townhomes

PRJ22-011 (MAJ23-002, DR23-010, CUP23-020)

3rd Submittal Narrative

11/13/24

The package of documents submitted on this date shall constitute the complete resubmittal of application documents in response to the comments received at the Waterways Advisory Committee on 6/27/24 after a second submittal of documents was made in May of 2024.

At the WAC hearing, we learned more specifics about the 50' required setback restrictions from the Colgan Creek top of bank and had to make some site plan revisions to comply. We also heard from Committee members regarding what elements they desired to be within the setback and facing the creek area. The primary changes that occurred were to move the large open space element and park space from the center of the site to the area bordering the creek. We also made sure that paving and other nonplant improvements were placed outside of the 50' setback. The way we achieved this was to have the front of the buildings face the open space and creek and place the drive alleys and garages to the other side.

Otherwise, the project remains in substantial compliance with the original submittal. The unit count is at 62 units and the architecture remains the same as the previous submittal. Parking and circulation are similar to previous submittals, but were modified somewhat to accommodate the required changes.

The project descriptions, response letters, and other related documents that were submitted with the original submittal and at the 2nd submittal are still valid as a response to previous city design concept hearings as well as to the comment letters received after the original submittal.

Thank you and we look forward to moving the project forward.