

“ELNOKA” SOUTHEAST SANTA ROSA SENIOR HOUSING PROJECT HIGHWAY 12, SANTA ROSA

PROJECT DESCRIPTION

Date: May 1, 2025

**Applicant/
Property Owner:** BHDC SESR Senior Community, LLC

Property Address: Highway 12, Santa Rosa

APNs: 031-061-003, 031-050-014, 031-050-018, 031-050-019, 031-050-060,
031-050-061, 031-050-062, 031-050-063, 031-050-064, 031-050-065,
031-050-066, 031-050-067, 031-050-068, 031-050-069, 031-050-070,
031-050-071, 031-050-072 & 016-760-030

Project Overview

The Southeast Santa Rosa Senior Housing Community (SESR) will transform an approximately 69-acre vacant, undeveloped in-fill housing site into a 275-unit age-restricted master planned community that will provide high-quality housing for seniors. The Project will preserve approximately 35 acres, 51% of the Project Site, for open space and park use and will develop the remainder of the Project Site for very-low, low and medium density housing, consistent with the City’s adopted General Plan and Housing Element. The Project has been designed in conformance with fire safe building and landscape standards and will provide a range of active-living for-sale and rental homes, including 27% of the overall Project reserved for senior affordable housing. The Project will also enhance fire and life safety through the construction of public roads as well as an emergency vehicle access road/recreation trail that will connect to Stonebridge Drive in the Oakmont Village Adult Community and a fire and utility access point at Susan Road. The Project will also provide regional connections for bicyclists and pedestrians through the construction of approximately 5,100 linear feet of publicly accessible bike trail with connections to the Sonoma Valley Regional Trail and approximately 4,050 linear feet of creekside walking paths.

Project Context

The Project Site is a large, vacant undeveloped infill site comprised of approximately 69 acres and located within the City limits on the east side of the City of Santa Rosa, California. The Project Site is comprised of grasslands and small areas of oak woodlands located on Sonoma Highway/State Route 12, a major transportation corridor and public transit route that acts as a main point of access between Santa Rosa and greater Sonoma County to the southeast. The Project Site is surrounded by urban development including large-lot, single-family residential homes and Melita Road to the northwest; Oakmont Village Adult Community to the southeast; and Sonoma Highway/State Route 12 and large lot, single-family residential homes to the

northeast. Undeveloped natural vegetation exists to the southwest of the Project Site, across Channel Drive.

Project Benefits

Compatibility with the Existing Neighborhood

The Project Site is surrounded by urban development including large-lot single family homes to the northwest, northeast and southwest as well as traditional single-family homes to the southeast in the Oakmont Village Adult Community. The Project design seeks to ensure compatibility with these adjacent uses offering ample setbacks from adjacent neighbors of approximately 79' to 112', placing fire safe, ignition resistant landscaping in key locations to screen the Project from adjacent neighbors and locating the higher density, attached housing types more interior to the Site while gradually transitioning to larger single family detached lots. Aesthetics and views have been protected by limiting the height of all of the structures to two stories. In addition, the existing trees and vegetation have been maintained to the greatest extent feasible and fire safe, ignition resistant landscaping has been proposed.

Demand for Affordable & Market Rate Housing

The Project Site is identified for development with very-low, low and medium density housing in the City's adopted General Plan and included on the Housing Sites Inventory of the City's certified Housing Element. The Project will offer a range of senior housing types including attached and detached, for sale and rental housing as well as market rate and affordable housing serving a broad segment of the senior population.

Improved Fire Safety

Development of the Project Site will convert 69 acres of grassland that has limited access roads and utility infrastructure, into a fire safe master planned senior residential community designed with a comprehensive fire protection system comprised of fuel modification, structural ignition resistance enhancements, and fire protection delivery system upgrades. Implementation of these fire safety measures including ignition-resistant landscapes (drought-tolerant and low-fuel-volume plants), ignition- and ember-resistant structures, interior fire sprinkler systems, non-combustible parking areas, adequate and reliable water supply and fire apparatus access, improved accessibility for fire personnel, and actively maintained fuel modification/defensible space zones, on-site fire potential will be significantly reduced.

Enhanced Access & Connectivity

Development of the Project will provide increased fire and life safety as well as vehicular access to the Project Site through the construction of a series of public streets that will connect to Highway 12 and Melita Road as well as construction of an emergency vehicle access (EVA) road/recreation trail that will connect to Oakmont Village at Stonebridge Drive and fire/utility access that will connect to Susan Road. The EVA will provide an additional means of ingress and egress through the Project which can also be used for evacuations, providing greater access to critical neighborhood exit routes on Montgomery Drive and Highway 12, during public emergencies. The Project will also provide approximately 5,100 linear feet of bike path completing a long segment of the Sonoma Valley Regional Trail along Highway 12 and providing connections through the new community to enable pedestrians and bicyclists to more

easily access Trione-Annadel State Park and Spring Lake. In addition, the Project will provide approximately 4,050 linear feet of walking paths along Oakmont, Annadel and Melita Creeks offering greater recreational opportunities adjacent to these important creek corridors and natural spaces.

Proximity to Commercial Retail & Medical Services

The Project site is surrounded by urban development and located in close proximity to commercial services and restaurants. A major grocery store/supermarket and other retail uses in the Valley of the Moon Plaza, Skyhawk Village and Saint Francis Shopping Center are located within approximately 1.9 miles of the Project Site. The Project Site is also within a 15-minute drive of several major healthcare providers including St. Joseph's, Kaiser Permanente, Sutter and Santa Rosa Memorial.

Access to Transit Services

The Project Site is served by several local and regional public transportation services including Sonoma County Transit, Paratransit and Sonoma-Marin Area Rail Transit (SMART). From the Project Site, transit riders can enjoy access to downtown Santa Rosa and greater Sonoma County via regional bus service provided by Sonoma County Transit's Route 30, Route 30x and Route 34. Route 34 runs along the Project frontage on Sonoma Highway/State Route 12 with three bus stops in the vicinity of the Project site at Melita Road and Sonoma Highway/State Route 12 and additional bus stops near Oakmont Drive that connect the Project Site to downtown Santa Rosa and the Sonoma Plaza. The Project will improve the existing eastbound bus stop on the project's Highway 12 frontage to be ADA accessible including an accessible landing, bench and waste bin as well as improve the existing westbound bus stop at Melita Road/Hwy 12 with an accessible landing.

Project Objectives

The Project objectives include:

- Transformation of an approximately 69-acre vacant undeveloped in-fill site severely damaged by the 2020 wildfires into a vibrant, firesafe, mixed income master planned senior housing community;
- Providing a mix of senior residential homes including a variety of units by size, type, and affordability to serve a cross-section of needs and income levels;
- Constructing 201 units of new, high quality, market rate rental and for-sale senior homes to help address Santa Rosa's acute need for more housing especially in the over-55 age group as identified by the General Plan and Housing Element;
- Constructing 74 senior affordable rental homes, 27% of the Project's total units, to support the lower income housing needs of seniors in the community;
- Expanding capacity to connect seniors seeking a home with affordable housing solutions as well as amenities and services that improve their everyday lives;
- Increasing the City's post-fire housing stock to help address the loss of more than 3,000 homes as a result of the wildfires;

- Improving housing opportunities in the City by providing market rate and lower income, for-sale and rental homes to help achieve the City's Regional Housing Need Allocation and the goals of the General Plan and Housing Element;
- Improving connectivity by providing regional connections for bicyclists and pedestrians to Sonoma Valley Regional Trail, Trione-Annadel State Park and Spring Lake with the construction of approximately 10,000 linear feet of a continuous network of bike trails and meandering creekside walking paths that connect approximately 35 acres of open space and neighborhood parks; and
- Improving pedestrian access and multi-modal connections through the creation of safe, active, pleasant streetscapes with public sidewalks, pedestrian paths, bicycle facilities and pedestrian amenities.

Project Description

The Project is a proposed unified master plan development permit application for 275 units of senior housing consisting of 201 age restricted, market rate, for sale and rental units and 74 age restricted affordable rental units for lower income households on a 69-acre vacant, undeveloped in-fill housing site. Although the Project is seeking approval in a unified application the housing will be developed in phases: the 201 units of market rate housing will be developed by a market rate developer(s) and the 74 units of affordable housing will be developed by Burbank Housing. The Project components will be developed and leased/sold separately. The table below summarizes the Project components:

Site	Use	Acreage	Maximum # Units
Single family	Market Rate Single Family Detached	17.81	106
Multifamily	Affordable Multifamily	1.10	37
	Affordable Multifamily	1.37	37
	Market Rate Multifamily	4.23	72
Single family	Market Rate Cottage Single Family Detached	1.70	23
Open Space & Parks	Open Space, Parks, Bike Trail & Walking Paths	35	NA
Streets & Drives	Public Streets & Private Driveways	7.72	NA
	Total	69	275

Site Design - The Project Site has been designed as a series of four distinct neighborhoods that have been clustered together in order to preserve approximately 35 acres of parkland and open space including segments of Melita Creek, Annadel Creek and Oakmont Creek which meander

through the Project Site and protect scattered native and non-native trees of varying species. The community will provide 275 homes for seniors and will offer a range of unit types and sizes, both market rate and affordable, as well as for sale and rental units that will be available to a wide range of incomes. The community will include:

- Open Space & Parkland – Approximately 35 acres of preserved parkland and open space that protects segments of Melita Creek, Annadel Creek and Oakmont Creek which meander through the Project Site and also support scattered native and non-native trees of varying species. In addition to approximately 3.15 acres of developed parkland, the Project Site will include a continuous network of bike and walking paths that connect the community to the regional recreational amenities in the vicinity including the Sonoma Valley Regional Trail, Trione-Annadel State Park, Spring Lake and other recreational amenities within the greater community.
- Single Family – Approximately 18 acres, comprised of 106 market rate single family homes, one and two stories in height, designed for senior living, with lots ranging in size from approximately 4,000 to 21,000 sf. The design of these lots will benefit from exceptions to development standards granted as a result of application of the State of California Density Bonus Laws. The total number of lots within this portion of the project satisfies the density range assigned by the Very Low Density General Plan Land Use Designation.
- Multifamily – Comprised of three components containing approximately 6.7 acres and 146 market rate and affordable senior multifamily homes as follows:
 - Affordable Multifamily – Approximately 1.1 acres comprised of 37 affordable senior rental homes in a two-story building.
 - Affordable Multifamily - Approximately 1.37 acres comprised of 37 affordable senior rental homes in a two-story building.
 - Market Rate Multifamily – Approximately 4.23 acres comprised of 72 market rate senior multifamily homes in seven, two-story buildings.
- Single Family Cottage – Approximately 1.7 acres comprised of 23 two-story cottage homes designed for senior living.

The Project design ensures compatibility with adjacent uses offering ample building setbacks from adjacent neighbors of approximately 79' to 112', placing fire safe, ignition resistant landscaping in key locations to screen the Project from adjacent neighbors and locating the higher density, attached housing types more interior to the Site while gradually transitioning to lower density, larger detached single-family lots. Aesthetics and views have been protected by limiting the height of all of the structures to two stories. In addition, the existing trees and vegetation have been maintained to the greatest extent feasible and fire safe, ignition resistant landscaping has been proposed.

Access & Circulation - Primary access to the Project Site will be provided by a series of public streets that connect to Melita Road and Highway 12 as well as private drives. An emergency vehicle access road (EVA) /recreation trail that will connect to Oakmont Village at Stonebridge Drive as well as fire/utility access at Susan Road will provide increased fire and life safety for the greater community. The EVA will provide an additional means of ingress and egress through the Project which can also be used for evacuations, providing greater access to critical neighborhood exit routes on Montgomery Drive and Highway 12, during public emergencies. These access points will meet the City's requirements for fire apparatus access as well as emergency ingress and egress from the Project Site. The public streets, private drives, emergency vehicle access road and fire/utility access will provide the fire department and emergency services easy access into and throughout the Project Site as well as to each building in the community. The Project will also provide approximately 5,100 linear feet of bike path completing a long segment of the Sonoma Valley Regional Trail along Highway 12 and providing connections through the new community to enable pedestrians and bicyclists to more easily access Trione-Annadel State Park and Spring Lake. In addition, the Project will provide approximately 4,050 linear feet of creekside walking paths along Oakmont, Annadel and Melita Creeks offering greater recreational opportunities adjacent to these important creek corridors and natural spaces.

Utilities & Infrastructure - New water, sewer and storm drain infrastructure will be constructed to serve the Project Site. A public water main will be looped through the Project Site providing two points of connection to the existing main in Melita Road and through the new EVA to Stone Bridge Rd in Oakmont. Private fire mains will also be constructed in the multi-family area to serve individual buildings. The existing water tank, pump house, and well will be retained. A public sanitary sewer line will be constructed that will connect to the existing line that runs along Melita Road. A new sewer lift station will be installed to pump sewage from the north end of the Project Site up to Street B where it will gravity flow to Melita Road. Public storm drains will flow to bioretention basins that will overflow into existing storm drain outfalls located at two different spots along Street A into the south fork of Melita Creek and along Street B into Melita Creek. Required public improvements, including the public street and public utility infrastructure, will be phased with development of the Project Site.

Parcel Configuration - The Project Site will be subdivided via a phased tentative map to create separate legal parcels for the market rate housing components, affordable housing components, open space and park. Creation of separate legal parcels will enable the affordable and market rate housing components to be sold/leased separately and also allow for separate phasing of construction and financing for each component.

Affordable Housing – The Project will provide 27% affordable senior units, or 74 units, to be built by Burbank Housing, or its affiliates, and located on approximately 2.5 acres in the central portion of the Project Site.

The affordable units will front on the main public road providing access to Highway 12, will be adjacent to Melita Creek, and will be located directly across from the central park. This location offers seniors close proximity to the park which will serve as a central gathering area for the community, as well as the walking path that meanders along Melita Creek. The location will

Building	# of Units	Square Feet (Approx.)
Phase 1	37	34,000
Phase 2	37	34,000
	74	68,000

offer ample access to the open space in the new neighborhood including the park and adjoining pedestrian and bicycle paths.

The affordable housing will be developed with two buildings comprised of two-story elements. Two buildings will break up the massing, and along with the buildings' articulation, entries and relationship to the tree-lined street, will create an attractive pedestrian environment. Pedestrian scaled lighting will provide a pedestrian oriented streetscape and create a welcoming, pedestrian friendly environment. These features allow for easy access from the buildings, and support a healthy community, making walking for seniors through the affordable housing and around the community an enjoyable experience.

Each of the buildings in the affordable housing component has associated open space in the form of semi-private courtyards for the senior residents and their visitors to enjoy. These courtyards will provide gathering and seating spaces, as an extension of the community rooms, and will also have a community garden, in the form of raised planters, for ease of use by the senior residents. The mirrored buildings have a unique entry design with a formal forecourt plaza, accented by a large oak tree to provide shade for those waiting outside for pick- up and drop-off. There is a covered entry facing the private drive as well as a community courtyard which visually connects the courtyard to Melita Creek.

The building design is reminiscent of the rural building character, with large low sloped roofs with overhangs and accented by modest tower elements at the main entries. The horizontal and vertical board and batten siding maintains the agrarian character of the area. Windows and doors are trimmed to add another level of detail. The low slung 2 story buildings have bays of articulation to add variety and break up the longer elevations with the unique mirrored towers framing the entry courtyard. These roof forms and articulated bays and detailed features reduce the building mass and add visual interest along the streets and drives. The orientation and courtyards and key building elements, frame the natural features of the site and embrace the creeks and open spaces throughout the plan.

Each of the courtyards are interconnected by walkways which allow residents to walk throughout the senior community, talk with neighbors and fellow gardeners, or as they are walking their dogs through the complex. This design connects the buildings of the larger senior community while also providing opportunities for convenient and pleasant exercise for its residents as part of the Project's healthy community principles.

The buildings will include 74 units comprised of 72 one-bedroom/one-bath units and 2 two-bedroom/one-bath units (including two manager's units), as shown in the table below:

The units will range in size from approximately 640 to 915 gross square feet. The affordable housing will be designed to meet the needs of seniors and will include such amenities as multi-

purpose activity common rooms, health and wellness room, media room, laundry rooms, bike rooms, manager's offices, reception areas with alternative transportation mode kiosk or monitors and community gardens. 87 parking spaces will be provided. 80 bicycle spaces will also be provided in secure in-door bicycle rooms and at building entries to encourage visitors to arrive by alternative modes.

The units are anticipated to be affordable to lower income seniors; final affordability levels will be determined by Project funding sources. It is anticipated project-based vouchers will be pursued for the affordable component to provide even deeper levels of affordability. On-site management will be provided 24 hours per day, seven days per week by two dedicated on-site staff. Professional facilities repair and maintenance staff as well as tenant services staff will also support the affordable housing.

Market Rate Housing - The market rate housing will be built by a market rate developer(s) on the remainder of the Project Site where housing development is to occur. The market rate housing will have frontage on the public roads and will offer ample access to the open space in the new neighborhood, including the park, open space and pedestrian and bicycle paths.

The market rate housing, which will undergo further design review and approval at a later date, will share a number of design principles with the affordable housing component. There will be multiple buildings of one and two stories. The buildings will have similar articulation, a variety of materials and will orient their entries toward the public streets and internal drives. Parking will be located and accessed so as not to impact the primary pedestrian walkways, connections, or open spaces. The private drives will provide shared ingress and egress and are designed similar to the public street with parking, street trees and sidewalks, reinforcing the pedestrian focus of the Project. These fundamental shared characteristics tie the community together and reinforce its pedestrian focus.

The market rate component is anticipated to be developed with a variety of unit types and sizes, as follows:

Product Type	# of Units	Lot Size (Approx. SF)	Building Size (Approx. SF)
Single Family Detached	106	3,840-21,123	1,800-5,000
Multifamily Attached	72 (7 Buildings)	N/A	10,000 each x 7 = 70,000
Single Family Cottage Detached	23	2,600-4,750	1,600-1,800
Total	201		

The market rate housing will be developed in conformance with the objective standards of the General Plan. The market rate housing will comply with the objective standards and criteria of the RR and R-1 Zoning District, as modified herein. The affordable housing component to be

constructed by Burbank will provide the required inclusionary units for the overall Project. The emergency vehicle access that connects to Oakmont Village Adult Community at Stonebridge Drive will be constructed concurrent with the market rate single family lots.

Existing Site Conditions

Prior to the 2020 Glass Fire, the Project Site was developed with three homesites. Improvements on the Project Site included paved roads and driveways, single family homes with accessory buildings and pools. Entrance to the Project Site is gained via two gates at Susan Road and Highway 12. Pacific Gas & Electric provided gas and electric utilities. Sewer service was provided by on-site septic systems. Water supply was provided from private on-site wells.

The 2020 Glass Wildfire completely destroyed the homes on the Project Site. Redevelopment of the Project Site will reduce fire risk through implementation of fire safe building and landscape design.

Requested Entitlements

In order to construct the Project as proposed, the Applicant requests the entitlements summarized in the table below.

Requested Entitlement	Proposed	Review Authority
Matter of Right Uses – Zoning Clearance ¹	129 Single Family Dwellings in RR & R-1 Zoning Districts 146 Multifamily Dwellings in R-3-18 Zoning District	Planning Director
Hillside Development Permit ²	106 Single Family Dwellings in RR Zoning District	Zoning Administrator (PC)
Phased Tentative Map – Major Subdivision ³	Create separate legal parcels	Planning Commission
Minor Design Review ⁴	Conceptual Design Review for Entire Project	Conceptual Design Review by Design Review Board

¹ Per City of Santa Rosa Zoning Code Table 2-2

² Per City of Santa Rosa Zoning Code Sections 20-32.020.A and 20-28.100.F

³ Per City of Santa Rosa Zoning Code Section 20-28.100.I, the RC Combining District reduces review authority for projects with new structures that would otherwise be subject to discretionary review with public hearing per the conditions of a Final Subdivision Map, to review and approval by the Director of Planning and Economic Development

⁴ Per City of Santa Rosa Zoning Code Sections 20-52.030.B.1 and 20-28.100.G

	Final Design Review for 74 Senior Affordable Multifamily Dwellings in R-3-18 Zoning District	Preliminary Design Review by Zoning Administrator
Inclusionary Housing Requirement	Alternative Compliance to exceed requirements and provide 74 senior affordable inclusionary units to be built on-site by Burbank	Alternative Compliance by Planning Director

General Plan

The General Plan designates the Project Site for Very Low, Low and Medium Density Residential which allows for a total maximum unit count of 321 units under the City's General Plan.

The Very Low-Density land use designation allows residential development from 0.2 to 2.0 units per gross acre, accommodates rural and hillside developments within the UGB and is intended for single family detached units. The Low-Density land use designation allows single family residential development at a density of 2.0 to 8.0 units per gross acre and is mainly intended for detached single family dwellings. The Medium Density land use designation allows housing densities from 8.0 to 18.0 units per gross acre and permits a range of housing types, including multifamily developments.

The Project is consistent with the City of Santa Rosa General Plan in that it proposes a housing project consisting of 275 units including up to 129 single family detached units within the Very Low and Low Density land use designations and 146 units of multifamily development within the Medium Density land use designation, consistent with the objective standards and criteria of the adopted General Plan as well as the objective standards and criteria of the zoning district which implements the subject General Plan land use, as shown in Table 2-1, of the City's Zoning Code.

The Project is also consistent with the goals and policies of all elements of the General Plan as it is consistent with the City's land use and RHNA housing goals and will result in significant public benefit by increasing the supply of new market rate units in the City to help address the significant loss of housing units as a result of the wildfires and increasing the supply of affordable housing in the City by providing 74 units, or 27% of the total Project units, as affordable senior rental units.

Zoning⁵

⁵ Per City of Santa Rosa Zoning Code Section 20-28.080, the Senior Housing (SH) combining district only applies to residential developments proposed as senior housing that seek automobile and bicycle parking allowances based on the "senior housing project" parking requirements, pursuant to Section [20-36.040](#), Table 3-4 (Automobile and Bicycle Parking Requirements by Land Use Type), or any other allowances from the City based on the senior

The Project Site has two base Zoning designations: approximately 60 acres are designated PD 93-002 and 9 acres designated R-3-18. The Project Site is also within the Resilient City (RC) Combining District. Parcels fronting Sonoma Highway/State Route 12 are also within the Scenic Road (SR) Combining District.

The PD 93-002 designation (approximately 60 acres) allows a maximum of 460 dwelling units and expressly limits those residential units as licensed Residential Care Facility for the Elderly (RCFE) units. This limitation, which specifically requires 75% of the residents to be 60 years or older with varying levels of care, is inconsistent with the General Plan land use designation which has no such limitation and allows a mix of residential housing types, including non-licensed single family and multifamily uses with varying levels of density and carrying no RCFE limitation. As a result, the PD zoning is inconsistent with the General Plan land use designation.

Under the Housing Accountability Act and City of Santa Rosa Zoning Code Section 20-20-020.C, when there is inconsistency between a zoning land use designation and General Plan designation, the General Plan land use designations govern and there is no requirement to rezone a site for consistency with the General Plan if a proposed housing project is consistent with objective General Plan standards, unless the Project seeks relief from a standard through the State Density Bonus Law. The applicable proper objective standards, are those contained e in the zoning district that corresponds with the subject General Plan land use designations as shown in Zoning Code Table 2-1 and in Table 2 below.

Zoning District	General Plan Land Use Designation Implemented by Zoning District
Rural Residential (RR)	Very Low Density
Single Family Residential (R-1-6)	Low Density
Multi-Family Residential (R-3-18)	Medium Density

Per Table 2-2 of the City of Santa Rosa Zoning Code, single family dwellings are allowed as a matter of right in both the RR and R-1 Zoning Districts, subject to Zoning Clearance issued by the Planning Director. The objective standards in the RR and R-1 Zoning Districts would apply to the single-family component of the Project.

The remaining approximately 9 acres of the Project Site (APN 031-050-062) are zoned Multifamily Residential (R-3-18) with a maximum allowable density of 18 dwellings per acre. Per Table 2-2 of the City of Santa Rosa Zoning Code, multifamily dwellings are allowed as a matter of right in the R-3 Zoning District, subject to a Zoning Clearance issued by the Planning Director. The Project is consistent with the City of Santa Rosa Zoning Code in that it proposes multifamily development of 146 multifamily units on the approximately 9 acres zoned for multifamily and is consistent with the R-3-18 development standards. In instances where the multifamily component is not consistent with R-3-18 it will seek relief from those standards through the State Density Bonus Law as described in more detail below.

housing status. The Project does not seek allowances from the City based on the senior housing status; therefore rezone to the SH combining district is not required.

The Project proposes development of up to 129 single family units and up to 146 multifamily units (non-RCFE) consistent with the General Plan land use designation. The single-family component is consistent with the Rural Residential (RR-20) and Single Family Residential (R-1-15) development standards and the 146 multifamily units are consistent with the Multifamily Residential (R-3-18) development standards, as follows:

	Zoning District		
Development Standard	RR-20	R-1-15	R-3-18
Gross Area	20,000 SF	15,000 SF	6,000 SF Interior Lot 7,000 SF Corner Lot
Width	Per Subdivision ⁶	80’	80’ Interior Lot 90’ Corner Lot
Maximum # Dwelling Units per Parcel	1 dwelling unit, plus 1 second unit ⁷		1 unit per 2,400 SF
Setback Primary Structures			
Front	20’	20’	10’ provided a 1-story portion may project up to 6’ into the setback and required stairs and landings may project up to 10’ into the setback
Side – Interior	5’	10’	1 story – 5’ 2 story – 10’ 3 story – 15’
Side – Corner	15’	15’	10’ provided a 1-story portion may project up to 6’ into the setback and required stairs and landings may project up to 10’ into the setback
Rear	20’	20’	15’
Garage/Carport Front	19’ from the rear of the sidewalk, street property line, or street plan line, whichever is greater. A garage facing a public or private alley or driveway shall be set back 3 to 5 ft, or 19 ft from the alley property line, back of curb, sidewalk, or pavement edge, whichever is greater.		
Setback Accessory Structures			
Front	20’	20’	20’
Side – Interior	5’	5’	5’
Side – Corner	20’	15’	15’
Rear	5’	5’	5’
Building Separation	Per Section 21-30.110		
Lot Coverage – Residential Structures	40%	40%	60%
Height Limit			
Primary Structures	35’	35’	35’
Accessory Structures	16’	16’	16’
Fences, Walls & Hedges	Maximum 3’ in any required front or corner side setback or 6’ in any other location on the lot		
Landscaping	Per Section 20-34		
Parking ⁸			
Senior Affordable Housing Project	Vehicle - 1 space per unit Bicycle - 1 space per 8 units if units do not have a private garage or private storage space for bike storage		
Senior Housing Project	Vehicle - 1 space per unit with 0.5 of the spaces covered, plus 1 guest parking for each 10 units Bicycle - 1 space per 8 units if units do not have a private garage or private storage space for bike storage		
Signs	Per Chapter 20-38		

⁶ Per City of Santa Rosa Zoning Code, Table 2-3 width is determined through subdivision process

⁷ Per City of Santa Rosa Zoning Code, Table 2-3 where allowed by Section 20-42.140

⁸ Per City of Santa Rosa Zoning Code, Chapter 20-70 Definitions “senior housing” is defined as age-restricted residential housing that is intended and operated for occupancy by persons 55 years of age or older. At least 80

Per the City of Santa Rosa Zoning Map and Zoning Code Section 20-28.050.B, the standards of the Scenic Road Combining District apply only to the portions of parcels within 125' or less from the edge of the pavement of Sonoma Highway/State Route 12, a designated scenic road (APNs 031-050-061, -062 and -071); all portions of a parcel more than 125' from the edge of the pavement of a designated scenic road shall be regulated by the standards of the primary zoning district. Per the City of Santa Rosa Zoning Code Section 20-28.050.D.3, the minimum setback from Sonoma Highway/State Route 12 measured from the right of way is 50' to back-on fencing or one-story structure with a maximum height not exceeding 25 feet and 100' to a two-story structure or one-story with height over 25 feet. Non back-on fences and walls, hedges, swimming pools, uncovered parking, uncovered decks, gazebos, and other decorative type accessory structures need only comply with the setbacks and other standards of the primary zoning district. No development is currently proposed within the Scenic Road or Highway 12 setbacks as part of this application.

State Density Bonus

The Project qualifies for the State Density Bonus law as a Housing Development that provides 27% of the overall Project as affordable to lower income residents. Consistent with Government Code Section 65915 a qualifying Housing Development is eligible for a state density bonus as well as unlimited waivers,⁹ and incentives or concessions. The Project does not seek extra density under the State Density Bonus Law but does seek waivers of development standards, mostly to modify the development standards (lot size, setbacks and coverage/FAR) for the single-family lots within the RR Zoning District. As noted above the Project is consistent with applicable development standards with the exception of any standards that the Project will waive under State Density Bonus Law. The requested waivers are necessary because strict adherence to the development standards of the zoning districts would: a) physically preclude construction of the Project as proposed; b) result in the construction of fewer affordable units; and, c) preclude the project's dedication of substantial open space, bicycle and pedestrian paths, and EVA and other connections for the benefit of the Project and adjacent community.

Design Review

Per City of Santa Rosa Zoning Code Section 20-52.030.B.1, Design Review approval is required for all private projects requiring a building permit. Per City of Santa Rosa Zoning Code Section 20-28.100.G, the RC Combining District reduces final design review authority for projects with new structures that are designed to support a more intensive or substantially different use than existed pre-fire, or that would otherwise require Design Review Board review pursuant to Zoning Code Section [20-52.030](#), to review and approval by the Zoning Administrator.

percent of the occupied units shall be occupied by at least one person who is 55 years of age or older, consistent with Federal and State law requirements

⁹ Govt. Code Section 65915(e)(1).

Conceptual design Review approval is requested for the overall master plan. Conceptual Design Review and Final Design Review is requested for the affordable component of the Project. The market rate components will undergo further design review and approval at a later date.

Hillside Development

Per City of Santa Rosa Zoning Code Section 20-32.020.A, a Hillside Development Permit is required for proposed subdivisions on that portion of a site with a slope of 10% or greater. Per City of Santa Rosa Zoning Code Section 20-28.100.F, the RC combining district reduces review authority for hillside development projects that increase pre-fire footprint by at least 10% or that otherwise increase visual or environmental impact, or a new land use on that portion of a site with a slope of 10 percent or greater, or any new structures within the -RC combining district that would otherwise require Planning Commission review for hillside development to review and approval by the Zoning Administrator.

Phased Vesting Tentative Map/Major Subdivision

The Project Site consists of eighteen legal parcels of various sizes and dimensions. The Project seeks a phased vesting tentative map/major subdivision to re-subdivide the Project Site into logical separate legal parcels that will enable the affordable and market rate components to be phased for construction. The affordable component, to be developed by Burbank, is currently anticipated to be developed in two phases, with each phase on individual parcels for financing purposes. The market rate component will be developed by a market rate developer(s) in one or more phases, the exact number of which will be determined at a later date, each phase must be on individual parcels for financing purposes. Upon approval of the Project entitlements, the affordable housing component and the market rate component, each with its associated sequencing, will proceed on individual schedules. Either the affordable component or the market rate component may commence first. The Burbank affordable housing component will provide the required inclusionary units for the Project overall and qualifies the overall Project for provisions of the State Density Bonus Law.

Inclusionary Housing Requirement

The City's Inclusionary Housing Ordinance requires that for-rent residential housing projects either pay a housing impact fee or construct on-site affordable housing with at least 8% of the total number of new dwelling units as affordable to low-income households or 5% as affordable to very-low income households. All for sale residential development projects must provide 10% of all new dwelling units as affordable to moderate income households.

The Project proposes to exceed the Inclusionary Housing requirements by constructing 27% of the total Project's dwelling units as on-site affordable to lower income senior households. By providing additional affordable housing far in excess of the Inclusionary Housing requirements, the Project seeks relief from the Code's dispersion and concurrency requirements¹⁰ by utilizing the alternative compliance provisions. The alternative compliance would enable the affordable senior units to be clustered, resulting in greater management efficiencies and lower costs, and addressing funding requirements. The alternative compliance would also help facilitate separate

construction phases and independent financing for the market rate and affordable housing components, including allowing the Burbank affordable units to be built before, during or after the market rate housing. The affordable units will be subject to an affordability agreement for a term of at least 55 years.