

**Project Description  
Dry Creek Commons  
155 Dry Creek Road, Healdsburg**

<b>PROJECT TITLE:</b>	Dry Creek Commons
<b>REQUESTED ENTITLEMENTS:</b>	Major Design Review State Density Bonus Parking Reduction (State Density Bonus Law) Covered Parking Waiver (State Density Bonus Law & Land Use Code Section 20.16.150.B.1) Height Waiver (State Density Bonus Law) Open Space Waiver (State Density Bonus Law & Land Use Code Section 20.08.175.B.1) CEQA Review NEPA Review (May be completed by another lead agency)
<b>PROPERTY ADDRESS:</b>	155 Dry Creek Road, Healdsburg, CA
<b>ASSESSOR PARCEL NO.:</b>	089-071-002
<b>SIZE:</b>	3.53 acres
<b>GENERAL PLAN LAND USE DESIGNATION:</b>	Mixed Use (MU) (10-16 UPA)
<b>ZONING DISTRICT:</b>	Mixed Use (MU)
<b>OWNER:</b>	City of Healdsburg
<b>APPLICANT:</b>	Burbank Housing Development Corporation (BHDC)

**OVERVIEW**

The project will develop an existing vacant 3.53-acre City-owned, in-fill site, located at 155 Dry Creek Road, Healdsburg with 58 units of high-density affordable rental housing and associated amenities for extremely low-, very low- and low-income families, including approximately 5 supportive housing units offered through a partnership with Reach for Home. The project will also protect the Foss Creek watershed and riparian corridor and mitigate for wetland impacts on-site at a ratio of 2:1.

**BACKGROUND**

The property was acquired by the City of Healdsburg's former Redevelopment Agency in 2003 for the development of low to moderate income housing. In January 2021 the City solicited Requests for Qualifications from development teams to design and develop an affordable

housing project on the property. BHDC was chosen as the preferred developer of the property and has entered into an Exclusive Negotiating Rights Agreement with the City to develop the property.

## **PROJECT OBJECTIVES**

The project objectives include:

- Partnering with the City to transform a 3.53-acre vacant, City-owned infill site into a sustainable, compact, high-density affordable rental housing community (Consistent with General Plan Guiding Principle 1B, Goal H-A, Policies H-A-6 and NR-F-2; Program H-7);
- Maximizing the density allowed on-site and constructing 58 units of new, high quality, affordable rental housing that will help achieve the City's affordable and rental unit targets identified in the adopted Housing Action Plan, offering a mix of residential units by size and affordability thereby serving a cross-section of needs and income levels (Consistent with General Plan Guiding Principle 2C and Housing Action Plan Targets);
- Addressing the City's housing needs by providing units that will serve a range of income levels including extremely low-, very low-, and low-income households and partnering with Reach for Home to provide much needed supportive housing units (Consistent with City Council 2020-2022 Goals, Housing Action Plan Objectives, General Plan Housing Policies H-A-2, H-A-4, H-E-2 and H-E-4; Housing Program H-9 and 2023-2031 Regional Housing Needs Allocation);
- Developing high-quality affordable housing near public transportation, employment and services that enhances the livability of the community and provides housing in order to retain existing and attract new workers to the City (Consistent with General Plan Guiding Principle 6A, Policies H-C-1 thru 4, H-C-7 thru 8, Goal ED-C);
- Transforming a long stretch of the Dry Creek Road Entry Corridor into a more attractive and pedestrian friendly corridor through infrastructure improvements including curb and gutter, public sidewalks, pedestrian paths, street trees, street lighting, landscaping, signage and pedestrian amenities as well as ample off-street parking (Consistent with General Plan Policies T-A-5, T-A-12, T-C-2, T-D-2);
- Maximizing existing infrastructure and enhancing the visual character of a prominent site on the Dry Creek Road Entry Corridor by creating a pedestrian-scale urban character compatible with adjacent uses and enhanced by landscaping, lighting and utility undergrounding (Consistent with General Plan Guiding Principle 1G, Policies CD-A-1, CD-A-6 and 7, CD-A-11);
- Protecting Foss Creek as one of the City's important waterways, promoting the health of the watershed, enhancing the riparian corridor through the creation of wetland habitat on-site and providing visual access for the community (Consistent with General Plan Guiding Principle 1H and 4D, Policies NR-B-2 thru 4); and,
- Incorporating sustainable building practices into the project design including solar arrays, all electric design, low impact development, water conservation, etc. to support the City's

sustainability goals and encourage conservation (Consistent with General Plan Guiding Principle 4C and Policies H-G-2-3, H-G-5-9, PS-A-5, PS-B-2, PS-C-3).

### PROJECT DESCRIPTION

The applicant, BHDC, requests Major Design Review approval, a state density bonus, state density bonus parking requirement, covered parking waiver, height waiver, open space waiver and environmental review in order to construct a 58-unit affordable family rental housing project (including one manager’s unit) on a 3.53-acre City owned property located at 155 Dry Creek Road, Healdsburg. The project consists of two, four story apartment buildings of approximately 61,579 gross square feet connected by an above ground pedestrian bridge.

The buildings include a mix of one-, two-, and three-bedroom units as follows:

	<b>Building 1</b>	<b>Building 2</b>	<b>Total</b>
One Bedroom	17	11	28
Two Bedroom	3	12	15
Three Bedroom	3	12	15
<b>Total Units</b>	<b>23</b>	<b>35</b>	<b>58</b>
<b>Total Square Feet</b>			<b>61,579</b>

The units will range in size from approximately 499 to 946 square feet. The affordable housing will be designed to meet the needs of families and will include approximately 3,079 square feet of amenities including multi-purpose activity common/teen rooms, laundry room, bike room, and reception areas, as well as space for Property Management, Resident Services and Reach for Home (RFH) staff to provide vital on-site resident services aimed at helping households retain housing, improve their health outcomes and maximize their ability to live and work in Healdsburg. 97 off-street parking spaces will be provided and bicycle spaces will be provided in a secure in-door bicycle room. Additional bicycle parking will be provided at the entries to the buildings to encourage visitors to arrive by alternative modes.

All of the units (excluding the one manager’s unit) will be offered to extremely low-, very low- and low-income households earning between 30-60% area median income. To further meet the City’s housing needs, RFH will have first priority to approximately 5 of these units, to help address the City’s extremely low-income supportive housing needs. BHDC will partner with RFH to provide supportive services to these residents.

Site Design – The site design concept embraces Foss Creek by expanding the wetland and riparian environment and providing children and families with strong visual connections to the wetlands and creek. A series of stormwater management elements and newly created wetlands will filter and cleanse stormwater runoff, offer flood protection, and preserve and enhance important wetland habitat and riparian corridor. The project design seeks to emphasize the unique qualities of the project site, maximizing its location on the Dry Creek Road Entry Corridor while integrating its natural features, through preservation and restoration of the Foss Creek riparian corridor and creation of wetlands on site. The buildings have been located close to Dry Creek Road to create a semi-urban feel, seeking to activate and enhance the pedestrian streetscape. The L-shape formed by the two buildings orients toward Foss Creek, respecting and protecting this important watershed and riparian corridor. In doing so, the buildings have also

been located as far west of the railroad tracks as possible and separated by the project driveway and parking, reducing the potential for noise and vibration impacts.

Access/Frontage Improvements - Primary access to the project site is provided by a private driveway that takes access off of Dry Creek Road and runs the entire length of the eastern side of the site, connecting to the Sauers property to the north. This connection has been aligned to provide emergency vehicle access to the site as well as to the adjacent property ensuring the City’s requirements for fire apparatus access as well as emergency ingress and egress are met for the property. The site frontage improvements also correct an existing deficiency in the public improvements and public sidewalk along Dry Creek Road filling an existing gap in the circulation system between Plank Coffee and Big John’s Market. The frontage improvements include a new tree-lined, pedestrian-friendly streetscape with lit sidewalk and a low block or stone wall providing a plinth the building rests on. The existing utilities along the project frontage will be undergrounded.

Parking - The project meets and exceeds the parking requirement of the State Density Bonus Law (SDBL), as follows:

<b>Unit Type</b>	<b>Unit Count</b>	<b>SDBL Parking Ratio</b>	<b>SDBL No. Spaces Required</b>
1-Bedroom	28	1	28
2-Bedroom+	30	1.5	45
<b>Total</b>	<b>58</b>	-	<b>73</b>
<b>Total Number Spaces Provided</b>			<b>97</b>

The existence of an easement associated with the Geysers’ water pipeline that runs the entire length of the eastern property line as well as the need to provide fire access to the buildings limits the ability to provide covered parking on-site. Given the project’s status as a 100% affordable housing project requesting a State Density Bonus, as well as the existence of the pipeline easement along the eastern property line which precludes the construction of a permanent structure, as provided for by State Density Bonus Law and Section 20.16.150.B.1 of the City’s Land Use Code, the project requests a waiver of the covered parking requirements. Strict adherence to the covered parking requirements would physically preclude the provision of 58 affordable housing units, resulting in a reduction in the number of affordable housing units.

Architectural Design - The project design strikes a balance between the more urban character of Dry Creek Road, the immediate surroundings that are more commercial/industrial in nature and the residential nature of the greater community. The placement of the two buildings is dictated by the Dry Creek Road Entry Corridor and by the wetland preservation/mitigation plan. The project seeks to activate and enhance the Dry Creek Road Entry Corridor by placing the building along the Dry Creek Road frontage. The buildings will be four stories in height with a third story datum created by the bays to reflect the scale and size of Hotel Trio and with a single story covered walk incorporated at the Dry Creek frontage, building corners and entries to reduce the

perceived scale and highlight the building entries. Two buildings connected by a bridge allows a visual connection to the wetlands and breaks up the massing, and along with the buildings' articulation and entry relationship to the tree-lined street, will create an attractive pedestrian environment. Pedestrian scale lighting will provide a pedestrian oriented streetscape and create a welcoming, pedestrian friendly environment.

The building's two large simple volumes offer a hybrid form between local agricultural and industrial buildings with bays which reflect a residential scale and pattern. The materials reflect this as a combination of metal siding and roofing and a collection of bays with vertical board and batten facade elements. The building serves as the site's landmark structure with a unique metal clad tower located near the front entrance of the site and the building. The building's covered arcade addresses Dry Creek Road, bringing the building scale down to a more pedestrian-friendly level and providing large ground-floor windows that yield well-lit interior community spaces. Ground-floor uses include management offices and resident services that will help to further activate the street frontage.

The second building continues the rural/industrial form and residential characteristics but with ground-floor residential units. The pronounced lobby entry is again accented by a similar metal siding applied on the main building lobby to help visually tie the buildings together. A pedestrian bridge connects the two buildings providing elevator access and connectivity for the residences.

Colors & Materials – The color palette has been chosen to fit within both the built environment of the Dry Creek Entry Corridor which is predominately commercial in nature and also reflect the more natural elements present within Foss Creek, its riparian corridor and the existing wetlands. The proposed metal siding and panels, and selected alternates, reflect the industrial uses in the area. The horizontal boards and simple mass reflect the rural and agricultural forms while the vertical board and batten reflect the new residential character and scale of smaller bays. The preferred accent materials include corrugated metal or standing seam metal; should cost reduction measures be required, fiber cement random board and batten is proposed as an alternate.

Open Space - The building layout creates a common outdoor open space focused on the wetlands and creek, totaling approximately 10,225 sf, for residents and visitors to enjoy. These areas include a central plaza which connects to the common rooms, teen center and lobby, communal green space and boardwalks and play areas and are in addition to the 2,247 sf of indoor common space provided in the project. These outdoor features will provide gathering and seating spaces, encouraging communal activities. Given the project's proximity to the Healdsburg Community Center and Carson Warner Memorial Skatepark, as well as the provision of ample indoor and outdoor common open space totaling approximately 12,472 sf, the project requests a reduction to the usable outdoor open space requirement from the required 11,600 sf to 10,225 sf, as provided for in Section 20.08.175.B.1 of the City's Land Use Code.

Grading & Utilities – The project design includes filling portions of the site to elevate buildings out of the floodplain, connecting to a downstream 36" storm drain in Dry Creek Road, undergrounding the existing utilities along the Dry Creek Road project frontage, connecting to

the existing waterline and sewer line in Dry Creek Road, installing a joint trench and lighting as well as constructing a private fire main on site.

Signage – Per Section 20.16.230 of the City’s Land Use Code, the project proposes an illuminated individual sign within the walkway at Dry Creek Road and above the main building entry. BHDC will apply for a sign permit prior to start of construction.

Wetlands & Riparian Setback – The project site contains a total of 0.57 acres of seasonal wetlands and 0.14 acres of waters of the U.S. and state, known as Foss Creek. The seasonal wetlands occur as two features: a 0.53-acre wetland that occurs in the south-central portion of the project site that drains from the northeast to southwest towards Foss Creek and a 0.04-acre wetland in the northeast portion of the project site that is fed by a storm drain culvert under the railroad tracks that flows onto the property and towards Foss Creek in an east-west direction. Foss Creek and its associated 35’ riparian corridor setback forms the western boundary of the project site; however, only a portion of Foss Creek falls within the property boundary so that only 0.14 acres of waters of the U.S. and state occur within the project site.

The site design respects the 35’ riparian setback requirement (no work or improvements are proposed within the creek or riparian setback) and seeks to minimize impacts to the existing wetlands to the greatest extent feasible while also maximizing the density allowed under the General Plan. The project will preserve and protect approximately 0.32 acres of the existing wetland. In order to achieve the City’s affordable housing goals, it is necessary to impact approximately 0.25 acres of wetlands on site. Currently there are no available mitigation banks from which mitigation credits can be purchased to mitigate for wetland impacts in the Healdsburg area. As such, all wetland impacts will need to be mitigated on-site at a ratio of 2:1.

Approximately 0.85 acres have been set aside for the protection and creation of wetlands on-site. The wetland creation will result in wetlands of comparable value on the site and will serve to enhance and improve the existing wetlands adjacent to Foss Creek. It is anticipated a 404 Permit will be required from the U.S. Army Corps of Engineers as well as a 401 Water Quality Certification from the North Coast Regional Water Quality Control Board. No work will be undertaken within the bed or bank of Foss Creek; therefore, a 1602 Streambed Alteration Agreement is not anticipated to be required, however, coordination with California Department of Fish and Wildlife will be undertaken. The applicant has initiated outreach with these agencies.

Sustainability – The buildings will be designed to be all-electric, helping to achieve the City’s sustainability goals. Building rooftops are planned to include solar panels for on-site energy generation which will help off-set the residential building loads. The development will also focus on minimizing water use, using recycled materials and recyclable material content, as well as enhancing indoor air quality. The buildings will be GreenPoint rated and are anticipated to be certified with the GreenPoint Gold rating.

## **LAND USE**

Per the City’s adopted Land Use Plan, the property is designated Mixed Use (MU) with an allowed density of 10-16 units per acre. Stand-alone residential development is allowed under the MU designation provided it does not undermine the overall purpose and character of the

designation. The MU designation allows for a maximum of 57 units; therefore, the project requests a State Density Bonus to allow for one additional unit, for a total of 58 units.

**ZONING**

Per the City’s adopted Zoning Map, the property is zoned Mixed Use. Per Section 20.08.155 of the City’s Land Use Code, multifamily dwellings not a part of a mixed-use development are a use allowed by right in the district. Per Section 20.28.105.B.1 of the City’s Land Use Code, residential projects with two or more residential units per site which involve the development of vacant land with site and building improvements require Major Design Review, subject to the approval of the Planning Commission at a public hearing.

The project meets the development standards of the MU Zoning District except for the maximum height requirement. Per Section 20.08.170.B.3 of the City’s Land Use Code, the maximum height allowed in MU Zoning District is 50’. However, since the property is located adjacent to a parcel also zoned MU which allows multifamily dwellings by right, per Section 20.08.170.B.2 of the City’s Land Use Code the maximum height allowed on the property is 40’. In order to maximize the density on the property while also minimizing the impact to existing wetlands, the project proposes a more compact footprint with two four-story buildings with a roof ridge and parapet maximum height of 47’ (and a maximum height of 57’ for the stairwells). As provided for by State Density Bonus Law, the project requests the height waiver of 7-10’ to allow for the increased height, maximize the density on the site and minimize the impact to the existing wetlands. As noted below, strict adherence to the project site’s maximum height limits, while minimizing the impacts to the existing wetlands, would physically preclude the development of 58 affordable housing units and would result in a loss of affordable housing units. (For visual reference, Hotel Trio and the affordable housing project located across Dry Creek Road, south of the project site were approved at a maximum height of 56’6” and 49’8”, respectively.)

**STATE DENSITY BONUS**

As a 100% affordable project, the project qualifies for a state density bonus. The project requests a density bonus to increase the density from the 16 dwelling units per acre allowed under the MU designation to 17.4 dwelling units per acre. Under State Density Bonus Law, the project is eligible for up to four concessions/incentives and, where it can be demonstrated a development standard would physically preclude development of the housing units, an unlimited number of waivers. The project meets and exceeds the parking requirements of the State Density Bonus Law and requests a waiver of the City’s covered parking requirements (see parking discussion above). The site is physically precluded from meeting the City’s covered parking requirements by the existence of a 20’ wide easement associated with the Geyser’s water pipeline that runs the entire length of the eastern property line. The project also requests a waiver to the City’s maximum height requirement in order to allow the project footprint to be consolidated into a more compact footprint containing two four-story buildings while maximizing density on the site. Given the project’s proximity to the Healdsburg Community Center and Carson Warner Memorial Skatepark, as well as the provision of ample indoor and outdoor common open space, the project also requests a reduction to the usable outdoor open space requirement from the required 11,600 sf to 10,225 sf. Without these waivers, the project would be physically precluded from providing 58 units of affordable housing as an approximately 18,262 additional sf of building footprint and an approximately 1,375 additional sf of outdoor open space would be

needed which would result in additional impacts to wetlands and additional area for mitigation which could not be accommodated on-site. Without the addition of a fourth story to the project, the project would be physically precluded from developing the density proposed and would result in a loss of approximately 16 affordable housing units. Furthermore, the provision of additional outdoor space and requirement to provide covered parking would also result in the loss of additional units.

## **DESIGN GUIDELINES**

The project responds to the City's adopted Design Guidelines as follows:

- The main building fronting on Dry Creek Road has been oriented toward the street creating an active street presence and has been placed moderately close to the back of the sidewalk, creating a building presence and street wall (Citywide Design Guidelines, Character Area 7, Key Design Objectives);
- The main building fronting on Dry Creek Road has been articulated with a ground floor arcade and three-story bays to reduce the perceived mass and create human scaled modules (Citywide Design Guidelines, Character Area 7, Key Design Objectives; Design Guideline 6.41, 6.46 and 6.58);
- Surface parking has been located perpendicular to and set back from Dry Creek Road and buffered with landscaping to minimize visual impacts from the entry corridor (Citywide Design Guidelines, Character Area 7, Key Design Objectives; Design Guidelines 6.20 and 6.21);
- The main building has been located most proximate to Dry Creek Road, establishing a sense of entry and transition from rural to urban with street edge landscaping, natural building materials and the more agrarian architectural design which draws upon the rural vineyard character and Foss Creek riparian corridor (Citywide Design Guidelines, Character Area 7, Key Design Objectives);
- Common outdoor space has been located adjacent to the buildings and facing onto the wetlands and Foss Creek riparian corridor creating opportunities to activate and interact with the natural amenities on the site while also making it highly visible from individual units increasing the sense of safety (Citywide Design Guidelines, Multifamily Design Guidelines);
- The buildings have been designed in an L-shaped configuration, linked above grade by a pedestrian corridor, which frames the common outdoor space, creating a sense of enclosure and a gateway that provides a sense of arrival to the outdoor space (Citywide Design Guidelines, Multifamily Design Guidelines);
- The plaza, communal green space and play areas have been designed to be a primary feature of the site encouraging social interaction by providing play equipment for children and benches and low walls for sitting while the wetlands and riparian corridor represent a majority of the outdoor area (Citywide Design Guidelines, Multifamily Design Guidelines; Design Guideline 6.15);
- The project provides easily accessible and secure bicycle parking that has been centrally located within the main building and at building entries to encourage alternative modes of

transportation (Citywide Design Guidelines, Multifamily Design Guidelines 7.27, 7.28 and 7.29);

- Pedestrian access has been thoughtfully designed to provide lighting within the parking area, along walkways and within the plaza to ensure well-lit areas that enhance safety for residents and visitors (Citywide Design Guidelines, Multifamily Design Guidelines);
- Ground floor community space has been oriented, and windows placed, to overlook common outdoor spaces and play areas thereby increasing safety (Citywide Design Guidelines, Multifamily Design Guidelines);
- Parking areas have been located so that the walk to the dwellings is short and direct (Citywide Design Guidelines, Multifamily Design Guidelines);
- The main building has been aligned with Dry Creek Road with windows fronting on the street, transforming a vacant undeveloped section of the street into a safe, interesting and comfortable pedestrian environment that promotes pedestrian activity (Citywide Design Guidelines 6.1 and 6.2);
- The street edge has been defined by placing the main building a limited distance from the sidewalk edge and incorporating a landscape buffer between the sidewalk and building on Dry Creek Road (Citywide Design Guidelines Figure 6.5);
- The main building on Dry Creek Road has been sited to establish a strong visual connection to the public realm, including the public street and sidewalk. The main building's lobby and primary entrance face onto the street, creating an engaging and pedestrian-friendly streetscape (Citywide Design Guidelines, Site Design Guideline 6.4);
- The buildings and common outdoor space have been oriented toward Foss Creek providing views to the natural features of the adjacent wetland, creek and riparian corridor (Citywide Design Guidelines, Site Design Guideline 6.4, 6.13);
- Clearly marked pedestrian connections have been provided between the buildings and public sidewalk on Dry Creek Road (Citywide Design Guidelines, Site Design Guideline 6.7);
- Pedestrian and bicycle connections have been provided within the common outdoor spaces, to the Foss Creek Pathway and to the public sidewalk and bike lanes (Citywide Design Guidelines, Site Design Guideline 6.8);
- An internal walkway system, including distinct lighting, connects key outdoor components, such as the building entries, parking areas and common outdoor areas (Citywide Design Guidelines, Site Design Guideline 6.9, 6.14, 6.22);
- Vehicular access has been designed to minimize pedestrian-vehicular conflicts by limiting the number of vehicle access points to one and reducing the width to the minimum required (Citywide Design Guidelines, Site Design Guideline 6.10);
- Vehicular access has been aligned with the proposed development to the north to create a shared vehicular access point between the properties and provide easy emergency and public service access to and through the project (Citywide Design Guidelines, Site Design Guideline 6.11, 6.22);

- The parking area has been designed with LID principles including planted areas to slow runoff and clean water as well as trees to provide shade and reduce the temperature of adjacent parking spaces (Citywide Design Guidelines, Site Design Guideline 6.23);
- The site has been designed to reserve and maintain healthy, mature trees and other significant vegetation by including existing vegetation as part of the landscape design scheme, to the extent feasible (Citywide Design Guidelines, Design Guideline 6.27, 7.32, 7.33, 7.34);
- The site has been designed with a coordinated landscape palette including drought tolerant plant materials that are native to the area (Citywide Design Guidelines, Design Guideline 6.28);
- The site's landscape design places emphasis on pedestrian facilities by using plantings to define the edges of sidewalks, pedestrian paths and outdoor places, to highlight building entries and to incorporate shade trees to create a canopy over pedestrian areas (Citywide Design Guideline 6.29, 7.1);
- Appropriately scaled lighting has been incorporated into the site design to illuminate pedestrian walkways, common outdoor spaces and building entries while also minimizing light spill onto adjacent properties and protecting the night sky (Citywide Design Guidelines 6.35, 9.8, 9.10, 9.11, 9.12);
- The utility transformer has been located away from residential areas and outdoor spaces to the side of the buildings in the parking area and proximate to Dry Creek Road where it has been buffered by landscaping to limit visibility (Citywide Design Guidelines 6.37, 9.17, 9.18, 9.19);
- The trash enclosure has been integrated into the building design eliminating run-off issues (Citywide Design Guideline 6.39);
- The building design includes architectural elements with well-defined lowers, especially on the ground floor with incorporation of an arcade and the roof is architecturally consistent with the overall design and detailing (Citywide Design Guideline 6.39 and 6.55);
- Project signage has been designed to be compatible with the primary building, in both architectural character and materials, located to be subordinate to the primary building, and human scale (Citywide Design Guidelines 6.69, 6.70, 6.72);
- The building design orientation maximizes exposure to winter sun, avoids summer heat and incorporates features that conserve energy and materials that reduce energy consumption including light colored surface materials that reflect heat, solar panels (Citywide Design Guidelines 7.5, 7.6, 7.7); and
- Low impact development best management practices, conservation designs and stormwater management features have been incorporated into the site design to limit impacts to City systems and maintain pre-development hydrologic conditions including directing stormwater into re-created wetlands and depressed landscape (Citywide Design Guidelines 7.10, 7.11, 7.12, 7.13, 7.14, 7.16).

## **EXISTING SITE CONDITIONS**

The project site is a 3.53-acre vacant undeveloped infill site with frontage on Dry Creek Road, one of the City’s gateway arterial corridors. The project site benefits from proximity to existing infrastructure, utilities, transit, services, and major employers. It is surrounded by urban development including Plank Coffee to the west, Big John’s Market to the east, Hotel Trio to the south and vacant undeveloped industrial land to the north. Transit service is available in close proximity to the project site, on Healdsburg Avenue and Grove Street.

Located immediately adjacent to the eastern boundary of the site is the North Coast Rail Authority (NCRA) right-of-way and railroad tracks and Geysers’ pipeline. The NCRA rail corridor is currently inactive but is planned for future passenger rail service operated by Sonoma-Marine Area Rail Transit (SMART). A water easement associated with the Geysers’ pipeline encumbers the entire length of the eastern side of the property. The western boundary of the site is formed by Foss Creek. The Foss Creek riparian corridor includes a 35’ riparian setback which contains riparian vegetation comprised of trees and brush (no work or improvements are proposed within the creek or riparian setback). Two wetlands exist on the property: a linear drainage running east to west in the northern portion of the property and a larger wetland more central to the site and proximate to Dry Creek Road. While some tree removal will need to occur, removal of heritage trees of 30” diameter or greater is not anticipated as part of the project.

**REQUESTED ENTITLEMENTS**

The Project requests several entitlements which are summarized in the table below.

<b>Entitlement</b>	<b>Description</b>
<b>Major Design Review</b>	Per Section 20.28.105.B.1 of the City’s Land Use Code, residential projects with two or more residential units per site which involve the development of vacant land with site and building improvements require Major Design Review, subject to the approval of the Planning Commission at a public hearing. Per Section 20.16.230.C individual signs are subject to Design Review.
<b>State Density Bonus</b>	Per the City’s adopted Land Use Plan, the property is designated Mixed Use (MU) with an allowed density of 10-16 units per acre. The MU designation allows for a maximum of 57 units; therefore, the project requests a State Density Bonus to allow for one additional unit, for a total of 58 units. The project meets and exceeds the parking requirements of the State Density Bonus Law.

**Density Bonus Waivers**

Covered Parking - Table 17, Section 20.16.150 of the City's Land Use Code, requires one parking space per unit to be located in a garage or carport. Given the existence of an easement associated with the Geysers' water pipeline that runs the entire length of the eastern property line and the need for fire access to the buildings, a waiver of the City's covered parking requirement is being requested as provided for by State Density Bonus Law and Section 20.16.150.B.1 of the City's Land Use Code. Without a waiver of this requirement, the project would be physically precluded from providing 58 affordable housing units and would have to reduce the number of affordable housing units to strictly comply with the covered parking requirements.

Height – Per Section 20.08.170.B.3 of the City's Land Use Code, the maximum height allowed in MU Zoning District is 50'. However, since the property is located adjacent to a parcel also zoned MU which allows multifamily dwellings by right, per Section 20.08.170.B.2 of the City's Land Use Code, the maximum height allowed on the property is 40'. In order to maximize the density on the property while also minimizing the impact to existing wetlands, the project proposes a more compact footprint with two, 4 story buildings with a roof ridge and parapet maximum height of 47' (and a maximum height of 57' for the stairwells). As provided for by State Density Bonus Law, the project requests a waiver of the maximum height limits. Absent the waiver, the project would be limited to a 40' height limit and would thus be physically precluded from providing 58 affordable housing units. Strict compliance with the height limit would require a reduction in the proposed height while still minimizing impacts to the existing wetlands which would reduce the overall number of affordable housing units in the

	<p>project. (For visual reference, Hotel Trio and the affordable housing project located across Dry Creek Road, south of the project site were approved at a maximum height of 56’6” and 49’8”, respectively.)</p> <p>Open Space - The orientation of the building placement creates a common outdoor open space focused on the wetland and creek, totaling approximately 10,225 sf. These areas include a central plaza, communal green space, boardwalks and play areas and are in addition to the approximately 2,247 sf of indoor common space provided in the project. Given the project’s proximity to the Healdsburg Community Center and Carson Warner Memorial Skatepark, as well as the provision of ample indoor and outdoor common open space totaling approximately 12,472 sf, the project requests a reduction to the usable outdoor open space requirement from the required 11,600 sf to 10,225 sf, as provided for by State Density Bonus Law and Section 20.08.175.B.1 of the City’s Land Use Code.</p>
<b>Sign Permit</b>	To be requested prior to start of construction.
<b>Environmental Review</b>	<p><u>CEQA</u> - The Project will be subject to environmental review under the California Environmental Quality Act (CEQA).</p> <p><u>NEPA</u> - Funding for the project may include federal funds, therefore, the Project may be subject to environmental review under the National Environmental Policy Act (NEPA).</p>