

Altamira Family Apartments

Applicant Statement

Introduction

Satellite Affordable Housing Associates (SAHA) is excited to bring Altamira Family Apartments to 20269 Broadway in Sonoma. SAHA is a California 501(c)3 public benefit corporation with 50 years of experience in building, owning and managing affordable housing throughout the entire Bay Area. Today, the organization's portfolio is comprised of 61 properties and close to 3,000 units of affordable housing in 19 Bay Area cities. SAHA specializes in building housing for a diverse group of individuals – families, seniors, and individuals with special needs. We work closely with the local community to plan and design each individual building to meet the needs of the immediate neighbors, future residents and other stakeholders. SAHA has sponsored an extensive community engagement process beginning in February 2016 to gather and incorporate stakeholder feedback into the design for Altamira. In addition to two community-wide open houses, SAHA convened a small working group consisting of eight members – neighbors, community leaders and other stakeholders and met three times in June and July. This Community Advisory Committee (CAC) provided detailed feedback which resulted in significant changes to the proposed development, as described in more detail below.

Site Description

Altamira's site has an area of 1.98 acres and is a flat, rectangular lot located on the southern edge of the City of Sonoma. There are currently two billboards on the southeast corner of the lot – no other structures exist on the site. The site's zoning designation is Mixed Use which allows for density up to 20 units per acre. Mixed Use also allows for commercial development, but this site will not include any commercial development.

The site is currently owned by the Sonoma County Community Development Commission (CDC). Sonoma CDC and SAHA have entered an Exclusive Rights to Negotiate Agreement (ERNA) and will be executing a Disposition and Development Agreement prior to the land being transferred to SAHA.

Proposed Development Concept

SAHA is proposing to build a 100% affordable apartment complex for families earning between 30%-60% of the County's area median income. The 1-, 2- and 3- bedroom units will be developed around a central open space that includes planting beds, seating, a turf area and play equipment for children. Community input has shaped the evolution of the site plan. Key design features are listed below:

- **Location of Entrance on Broadway**

At a meeting in February 2016, immediate neighbors expressed their concern about having the driveway entrance and exit located on Clay Street as originally shown in the site plan. SAHA conducted a third-party traffic study to determine if there was an opportunity to shift the entrance

and exit on to Broadway. The study, conducted by W-Trans, a traffic engineering firm in Santa Rosa, provided analysis that allowed us to shift the entrance and exit off of Clay Street and on to Broadway as shown in the current site plan.

- **Siting of Community Building on Broadway**

The location of the community clubhouse has gone through several iterations. The original Site Plan showed the community building at the southeast corner of the property at Clay Street and Broadway. Through discussions with the CAC group, we learned that neighbors strongly preferred shifting the clubhouse to the north, away from Clay Street. In response we proposed situating the clubhouse in a more interior location on the site plan. After receiving feedback at the Planning Commission Study Session in September about having this building showcase the property with a more prominent Broadway position, we were able to shift the building south along Broadway to front the street and provide both a prominent presence as well as a strategic location for maximum use by the future residents.

- **One-and Two –story Building Heights**

Early feedback from neighbors, the CAC group, and other community stakeholders indicated that the community strongly felt that three-story buildings at this location fit would not be compatible with the current or future character of the neighborhood. SAHA did propose some three-story elements in the initial site plan. However, because of this feedback we adapted the site design to eliminate the three-story buildings and provide only one- and two-story buildings throughout the site.

- **Preservation of Existing Trees**

There are several mature trees on the site that date back to the previous use as a farm. The proposed site plan will preserve four large trees to integrate into the new landscape.

- **Porches Along Clay Street**

Units along Clay Street offer the street a soft “front porch” element to help transition the apartment complex into the single family home neighborhood that sits to the west of the site. This element was discussed at a CAC meeting and the immediate neighbors were enthusiastic about a soft transition to extend the neighborhood character and friendly feeling.

- **Siting of Buildings**

The site is comprised of nine (9) separate buildings that have been deliberately and carefully located on the site to address neighbor concerns as well as to maximize convenience and livability for future residents. The one-bedroom units are located on the western property line, closest to Bragg Street at the request of Bragg Street neighbors who prefer proximity to these smaller households rather than the larger units serving families. The three-bedroom townhouse units surround the center courtyard to allow for easy access to the outdoor amenities for the families that will live in the larger units. Accessible paths have been created to connect all residential buildings with the community

building, trash and parking lot. Parking has been created to conveniently distribute spaces throughout the site, with a main lot as well as second parking court.

Current Unit Mix

In establishing a proper unit mix, SAHA balanced the requirements of prospective funding sources, and stakeholder feedback to provide a balance of one-, two-, and three-bedroom units:

1-bedroom	22
2-bedroom (includes 1 managers unit)	14
3-bedroom	12
TOTAL	48

Relationship to General Plan

Altamira has been designed to focus on achieving goals outlined in the City of Sonoma General Plan. Specifically, the project achieves the following goals:

1. CD-4: 4.2 – Encourage a variety of unit types in residential projects
2. CD-6: 5.5 – Promote higher density, infill development, while ensuring that building mass, scale, and form are compatible with neighborhood and town character
3. CD-6: 5.7 – Develop and implement design improvements that highlight the primary gateways to Sonoma
4. ER-2: 2.6 – Preserve existing trees and plant new trees
5. ER-3: 3.2 – Encourage construction, building maintenance, landscaping, and transportation practices that promote energy and water conservation and reduce green-house gas emissions

Relationship to Housing Element

Altamira is identified as a Housing Opportunity Site in the City of Sonoma 2015-2023 Housing Element. This development will achieve some of the identified Housing Plan goals:

1. Ensuring diversity
2. Improving housing affordability
3. Promoting equal housing opportunities
4. Environmental sustainability

Relationship to Development Code

This site has been identified in the Sonoma Housing Element as a “Housing Opportunity Site” and SAHA is excited to bring this new opportunity of affordable housing to the City of Sonoma. As a Mixed Use designated site, it allows for up to 20 dwelling units per acre, or 39 units. Because the site is a 100% affordable development, it qualifies for the State density bonus of up to 35% increase in density, or 52 units. Within the limitations of the Mixed Use designation, the planned development achieves the

requirements outlined for Density, Floor Area Ratio, Height, Bicycle Parking, Commercial Component and the Historic Overlay Zone.

Requested Incentives

Altamira will request three development incentives:

1. Setbacks – Building seven is requesting a setback of 15 feet instead of the required 20 feet to allow for additional parking spaces in the center parking court. Building seven will be a two-story, sloping to a one-story building at the western property line shared with Bragg Street residents. The community building will also be requesting an 11 foot setback instead of the 15 foot front setback. This will accommodate additional square footage in the center green space.
2. Open Space – The development is requesting 13,548 square feet of open space instead of the required 14,700. The common community room is sized at 1,100 square feet providing indoor recreation space for all residents. Open space was reduced to accommodate more parking.
3. Parking – The development is requesting a parking incentive for the size of parking spaces. The typical parking space size requested is 18' x 8'6" – we are providing fifty (50) spaces at this standard size. Five (5) tandem spaces will be provided and count for ten (10) total parking spaces. The tandem parking spaces will be assigned to single households with multiple cars, most likely five (5) three-bedroom apartments. There will be one row of ten (10) smaller compact spaces at 16' x 8'6". The five (5) accessible parking spaces are all 9' wide as requested by the building code. All drive aisles are 24' wide.

Exhibit A

Altamira Family Apartments Parking Analysis

SAHA is proposing 75 parking spaces for 48 affordable apartments at The Altamira. Based on a review of parking conditions at SAHA properties as well as regional transportation data, we have increased the proposed parking spaces by 19% over the 61 spaces initially proposed and have concluded that the increased number of parking spaces will accommodate parking demand on-site.

Altamira will provide 75 onsite parking spaces for future residents, guests and staff. Sixty-seven (67) spaces will be reserved for residents, calculated at: one (1) space for one-bedrooms, one and a half (1.5) spaces for two-bedrooms, two (2) spaces for three-bedrooms, while eight (8) spaces will accommodate guests, staff and a single drop-off space. California Assembly Bill 744 requires an 100% affordable development at this size to have seventy-four (74) parking spaces. In addition to meeting the parking space requirement set by the state, SAHA looked at regional transportation and parking studies and reviewed our own portfolio of sixty (60) properties. Key findings are as follows:

- 1. Extremely Low Income Households Have Significantly Lower Rates of Car Ownership than Higher Income Households.** According to *Transit Oriented Development and Affordable Housing*, a survey conducted by the Association of Bay Area Governments, “lower income households have lower ownership rates and use a car less frequently.” In surveying both transit oriented developments (TODs) and non-TOD locations, the study found that car ownership for extremely low income households of all sizes was at only 57%, while ownership rates were close to or above 90% for moderate income households.
- 2. The Cost of Car Ownership is Prohibitive for Many Low-Income Households.** According to AAA, the average annual cost of owning a car in 2015 was \$8,698. Households living at Altamira will earn between \$19,000-\$50,000 annually before taxes and other paycheck deductions. Therefore, the cost of owning a car could account for up to 45% of household gross income, putting car ownership simply out of reach for many of these families.
- 3. Parking Demand at SAHA’s Suburban Family Properties Averages 1.221 Spaces per Unit.** SAHA completed a parking review across our entire portfolio of 60 properties, encompassing 3,000 units, to understand parking supply and demand at existing

housing developments. Further analysis was conducted on a smaller sample size of seven buildings identified as serving families (i.e. not restricted to seniors) located in suburban and rural-suburban settings. These properties are listed in **Table 1** (below).

Table 1: Family Buildings in Suburban Locations

Property	Location	Total Units	Total Bedrooms	Total Parking Spaces	Total Parking Spaces to Units
Robin Lane	Concord	16	25	10	0.625
Acalanes Court	Walnut Creek	17	37	23	1.353
Sierra Gardens	Walnut Creek	29	45	33	1.138
Valley Oak Homes	Sonoma	45	77	65	1.444
Arboleda Apartments	Walnut Creek	48	92	59	1.229
Carmen Avenue Apartments	Livermore	30	60	38	1.267
Petaluma Avenue Homes	Sebastopol	45	89	67	1.489
Total		230	425	295	1.221
<i>The Altamira</i>	<i>Sonoma</i>	<i>48</i>	<i>86</i>	<i>75</i>	<i>1.563</i>

To understand parking demand at these properties, we analyzed whether 1) there were any parking vacancies (i.e. spaces available for residents that were not being used) and 2) whether resident demand exceeded the supply and as a result a parking waiting list had been created at the property. From this data we calculated implied parking demand per unit at each property as well as average demand across the properties. The analysis demonstrated parking demand ranging from .50 spaces per unit up to 1.24 spaces per unit, depending on the property, with average demand at .99 spaces per unit. These results are summarized in **Table 2**.

As reflected in **Table 2**, Altamira will provide a total of 1.40 parking spaces per unit which is significantly higher than the average demand at suburban family properties and is also higher than the highest demand observed at any individual property.

Table 2: Parking Demand at SAHA Family Properties

Property	Location	Total Units	Total Bedrooms	Total Parking Spaces	Waiting List Spaces	Implied Parking Demand (units)
Robin Lane	Concord	16	25	10		0.50
Acalanes Court	Walnut Creek	17	37	23	2	1.24
Sierra Gardens	Walnut Creek	29	45	33		1.07
Valley Oak Homes	Sonoma	45	77	65	3	1.18
Arboleda Apartments	Walnut Creek	48	92	59		0.73
Carmen Avenue Apartments	Livermore	30	60	38		0.97
Petaluma Avenue Homes	Sebastopol	45	89	67		1.24
Total		230	425	295		0.99*
<i>The Altamira</i>	<i>Sonoma</i>	<i>48</i>	<i>86</i>	<i>75</i>		<i>1.40</i>

*Average of all properties listed, not sum of total

Conclusion

As a result of the data review and analysis and in response to neighbor preferences, SAHA has increased the proposed number of spaces 19% from an initial count of 61 spaces to 75 total spaces. We are satisfied that the proposed parking spaces will adequately serve parking demand generated by the development. In addition, parking will be carefully managed and enforced during operations according to our company-wide policies to ensure quiet enjoyment of the parking amenities by all residents, staff, and visitors.



26 May 2017

David Goodison, Planning Director
City of Sonoma

Dear Mr. Goodison,

We are pleased to provide architectural documentation for the proposed affordable housing at 20269 Broadway for SAHA. Herein is a summary description of how the project complies with required policies and regulations set forth in City Ordinance.

The project consists of forty-eight units of affordable family apartments, in flats and townhomes, of 1-BR, 2-BR, and 3-BR units. The units are in eight buildings, new construction, two-stories, grouped around a common courtyard and a small one-story community building (with shared amenities as well as the site manager's offices).

Response to Design Guidelines:

The project site is a roughly square-shaped parcel on the corner of Clay Street and Broadway. As Broadway is the more prominent frontage, the residential buildings are oriented so that their narrow dimension is perpendicular to that street. Primary residential entrances face onto Clay Street with shared porches, and the common site entrance is located on Broadway.

There are no nearby structures with historic significance. The buildings themselves draw on the long agricultural history of the Sonoma region, while also recognizing that the location is in effect a southerly gateway into the City proper. The buildings are reminiscent of loosely clustered barn structures, and make reference to the architectural vocabulary of that building typology. Common elements on the residential buildings include simple symmetrical roof forms, minimal eaves, hay hoods over the shared porches, horizontal siding with variegated exposures, wind eyes on the rooftop, and pragmatic window locations. Buildings are a maximum of two stories (with a one-story portion at the rear of Building 7).

The Community Room sits forward of the residential buildings and clearly address Broadway. It is differentiated from the other buildings with a change in architecture – making more contemporary reference to newer materials (such as vertical panel siding) and more elaborate construction with an expressed post and lintel structure. The larger glazed openings clearly designate this as a welcoming entry point for the whole community.

The intersection of Clay Street and Broadway is addressed with a landscaped response that encroaches into the right-of-way with plantings and a packed earth path. Large reclaimed redwood wine press tanks make literal reference to the history and industry of the region, and the gabion walls suggest landscape as architecture at the human scale. Local plants are represented by oak, agave, and native grasses. The informal path and low walls provide a pleasant place to sit.

Materials and Sustainability:

This project will be constructed with a purposeful view toward sustainability. This includes ample south-facing roof orientations for future photovoltaic panel installation, and also durable long-lasting materials. Siding is durable cement board siding with integral color for long-lasting quality, and the deep wall thickness and high-heel trusses accommodate plenty of insulation for thermal efficiency. Dual-pane vinyl windows prevent heat transfer, and the Energy Star composition shingle roof is light-colored for high solar reflectance. Fences are heavy-duty hog wire to make reference to agricultural vernacular materials, and low landscape walls are rock-filled gabion walls with local stone.

Historic Zone Infill:

The site is not an historic site, but was formerly the location of a farmhouse and several assorted barns and sheds. The site arrangement of residential buildings clustered around the community building makes direct reference to that series of barns grouped around the central farmhouse. There are residential homes existing to the west, and the 15' setbacks provided on Clay Street respect that spacing. The homes on Bragg Street vary between two story and one-story, and the proposed buildings vary in height where they face the west property line (Buildings 8 and 6 are two-story, but Building 7 is one-story).

The residential pattern is further reinforced with shared porches on Clay Street, and the extended eaves above the porches help to break down the scale of the buildings. A gabled roofline makes reference to the continuing residential neighborhood homes beyond. Low landscape walls further contribute to human scale on these facades. The building wall itself is pushed and pulled with materials changes of 1.5' and 3' variable depths.

Development Standards:

The development provides shared Open Space that is close to the requirement (13,548 SF). Considering spaces narrower than 15', or considering the 1,100 SF Common Room (indoor shared amenity) results in compliance. The front yard setback is 13' and 24' at the residential buildings, and 9' at the Community Building. (The reduced front setback at Building 3 was useful in creating tandem parking spaces, and at the Community Building the reduced setback allowed for a sizeable common courtyard.) The Open Space ordinance includes the option for reduced front yard setbacks to incentivize the provision of Open Space.

The rear yard setback is 15' in this zone, or 20' due to the adjacency of residences. The proposed development provides 20' at the two 2-story buildings, and 15' where the building height is only 1-story (Building 7). The maximum allowable height is 30', and the proposed residential buildings range between 27' and 30' maximum in height (to provide liveable high ceilings, optimum solar angle for PV, and high-heeled trusses for increased attic insulation).

The parking is provided at a rate of 1:1 for the 1-BR flats, and 2:1 for the 2- and 3-BR units, plus 1 extra space, for a total of 75 spaces. This includes 10 tandem spaces for 5 households that may share two vehicles. The affordable housing ordinance requires a minimum of 74 spaces for this development, and allows for the provision of tandem spaces in reaching that goal.

At your request, we have provided 3-D rendered views of the proposed design looking from up and down Clay Street and Broadway. We have also provided diagrams indicating height relationships in the neighborhood. A colored neighborhood plan indicates building heights of the proposed buildings as well as nearby structures. A street elevation indicates how the gable-front apartments along Clay Street are of a similar scale and massing as the existing homes. A section cut through existing homes on the west property line reveals that while the proposed buildings are taller in absolute height, the existing homes are built above natural grade and will not be overpowered by the new structures.

Best Regards,



Theresa Dias, AIA | tbdias@pyatok.com
Associate, PYATOK (x.103)



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David Goodison
Planning Director, City of Sonoma
1 The Plaza
Sonoma, CA 95476

Re: 20269 Broadway Affordable Housing Planning Application Submission

Dear Mr. Goodison,

I am writing on behalf of the Sonoma County Community Development Commission (CDC), the current property owner of 20269 Broadway in the City of Sonoma (the "Property"). The CDC and Satellite Affordable Housing Associates (SAHA) are currently negotiating a Disposition and Development Agreement (DDA), pursuant to which the CDC would convey the Property to SAHA, and SAHA would develop, own and operate a 49-unit affordable housing project (the "Project") on the Property.

This letter serves to support and authorize SAHA's submission of a planning application for the Project on the Property. Please let me know if you require any further information.

Thank you.

Sincerely,

John D. Haig, Jr.
Assistant Executive Director
Sonoma County Community Development Commission



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Adobe
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Civil Engineering,
Land Surveying &
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November 2, 2016
JN 16183

City of Sonoma
Planning, Building & Public Works
1 The Plaza, Sonoma, CA 95476

**Re: Flood Elevation
Sonoma Family Housing
20269 Broadway, Sonoma CA 95476
APN 128-181-001**

Due to the concerns regarding flooding in the area of the proposed project, Adobe Associates, Inc. conducted a review of the City of Sonoma's storm drain system and FEMA maps to determine the flood elevation at the property. We first looked at the FEMA map panel 939 of 1150, map number 0697C0939E, which shows the 100-year flood elevations of Fryer Creek & Nathanson Creek, to the west and the east of the project site respectively. In review of the FEMA map it is shown that our project lies outside the 100-yr. flood elevation of both of these creeks and is located in Zone X. This is an area of minimal flood hazard, which is outside the Special Flood Hazard Area (SFHA) and higher than the elevation of the 0.2-percent-annual-chance of (or 500-yr.) flood.

We then reviewed the City of Sonoma Storm Drain Master Plan. This plan was prepared to analyze the hydrology and hydraulics of the storm drain systems throughout the City. The system of interest for this project that we reviewed is located on the south side of Clay Street. The City has installed a 48" storm drain along Clay Street which runs by gravity from west to east then then turns and heads south down Broadway. Node 712 of the City of Sonoma Storm Drain Master Plan, the 100-yr. Hydraulic Grade Line (HGL) of the 48" pipe at this location is 2.31' below ground level at an elevation of 54.75' (NAVD '88).

We have preliminarily set the finished floor elevations of the buildings between an elevation of 57.65' and 58.65' (NAVD '88), which is 3-4ft above the flood elevation and therefore we should not have any trouble meeting the minimum 1.0' of freeboard above the 100-yr. flood elevation or be subject to flood insurance.

Regards,

Tim Schram, P.E.
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