

Alexander Valley Apartments
Written Statement
Dated: 4/20/2021

Addresses: Asti Road between Lake Street and Railroad Avenue, Cloverdale

APNs: 001-211-018

Parcel Sizes: 3.33+/- acres

General Plan: TOD (Transit Oriented Development)

Zoning: TOD (Transit Oriented Development)

Approvals: Design Review

Proposed Use: 81-unit affordable housing development

Signature:  **Date Signed:** 4/20/2021

SUMMARY

Alexander Valley Apartments is a proposed 100% affordable multifamily development with 81 units ranging from one to three bedrooms designed to fulfill the City's General Plan vision for a Transit Oriented Development. The proposed site plan arranges the 81 units around the 3.33-acre site throughout five structures, one of which will also include community amenities like a kitchen, fitness facility, restrooms and laundry area. The units are designed for families with incomes between 30-60% of AMI. All structures will be LEED Platinum certified and meet the most up-to-date California Building Codes and local ordinances. Outdoor community areas have a tot lot, bocce ball court, gardens, BBQ and picnic area and fenced dog park. Ample bike parking and other programs will be offered to promote existing transportation options and future SMART train services. The project is seeking a density bonus to increase site density from 20 units/acre to 24 units/acre. The developer will maintain ownership of the property and on-site management and leasing services.

ABOUT THE APPLICANT

The Pacific Companies is a privately held group of firms dedicated to excellence in multifamily housing. Under the leadership of president and CEO, Caleb Roope, the group has managed the development, construction, and management of over 110 multifamily or mixed-use communities comprising approximately 6,000 units. Mr. Roope's firm is vertically integrated to ensure the quality of the development and the management of the communities for the decades they service low-income families.

Pacific West Communities employs staff in its asset management division who are exclusively committed to meeting high standards of management with significant attention devoted to each community's maintenance and appearance. The same level of excellence applied to physical condition of the housing development is also applied to those seeking residency.

As one of America's most prolific developers of workforce housing, The Pacific Companies is deeply committed to addressing the need of millions of Americans who pay more than 50% of their annual income on housing through the production of attractive, energy-conscious, affordable apartments near parks, schools, and transportation. Every year since 2007, The Pacific Companies' commitment to affordable workforce and senior housing has placed it proudly in the top 50 nationally in affordable housing production.

The Pacific Companies is accomplished at consistently and reliably providing affordable housing that meets the highest quality standards. Contrary to popular belief, affordable housing funded by State and/or Federal funds must meet extraordinarily higher standards than private market rate housing, ensuring that quality of the appearance of the housing development is maintained over the lifetime of its affordable status.

PROPOSAL

Located adjacent to Asti Road and parallel to U.S. Highway 101, the proposed development, Alexander Valley Apartments, has been designed to take into consideration the high visibility of the site and sweeping panoramic views to the west and south. Due to the irregular configuration of the site, the site was designed focusing on appropriate circulation and parking, while providing resident amenities. Careful consideration was given to providing the necessary stand-off distances for fire apparatus and appropriate levels of "fire-wise" design and defensible spaces by providing two entry points off of Asti Road.

The site amenities include a Tot Lot adjacent to the community building space, community gardens, a covered pergola and picnic tables, a regulation size bocce ball court, a fenced dog park and two separate locations for trash enclosures for resident use. In addition to these centralized amenities, covered and locking bike storage is provided at each residential building and at the community building.

Residents will be encouraged to utilize the SMART station when service begins and to use alternate transportation options, including bikes, as part of a specific program requirement to

reduce carbon emissions from the project. Pedestrians will have access to the public right of way at Asti Road from two sidewalks, one that parallels the main drive aisles and the second southern sidewalk adjacent to the project monument sign. Fencing for the project will be provided, consistent with municipal standards to insure resident and neighbor security and privacy.

Site circulation has been configured to safely enable integration of pedestrian and vehicular movements. ADA compliant ramps and crosswalks are located throughout the site and between each residential structure and common area amenity. Accessible parking stalls and van accessible parking spaces are provided in appropriate locations throughout the project. Covered parking stalls will double as locations for solar photovoltaic panels.

Landscape features will be integrated to provide shade relief as well as seasonal color and variety. Designed to be in conformance with strict low-water use and LEED standards, and in conformance with applicable state and local guidelines, small plantings and landscape cover will tie together the individual portions of the site into an aggregate whole, while respecting bio-retention swales and similar constructs. Site lighting standards will be coordinated with tree plantings at landscape islands and will be designed with zero light trespass fixtures and shields, protecting dark skies while providing safe and appropriate lighting levels for resident and guest security. The proposed landscaping features will be respectful of the existing site trees along the southerly portion of the site and contiguous with Asti Road. Where appropriate and feasible, and with concurrence of a certified arborist, existing trees adjacent to zones of proposed construction will be protected by barriers, fencing and similar obstacles as considered appropriate by an arborist. Existing trees may be trimmed or pruned for healthier canopy and foliage cover as well as fire safety.

The proposed site plan consists of five separate residential structures. Two of the three buildings parallel to Asti Road are three stories while Building Type A in the middle is a stepped two- and three-story structure.

The remaining two buildings, both at three stories, are interior to the site adjacent to the common area courtyard. Based upon the existing topography of the site, and to provide for a balanced grading plan, the structures have been designed with stepped footings, facades and roof lines. Stepping the building footprints allows for creative interlineation of sidewalks, breaks up the size and scale of the facades and ensures that each of the four stepped structures are appropriately placed on site.

One of these two remaining buildings will include complete community amenities on the ground floor designed to integrate with the middle courtyard structures. The community spaces will include a community room with kitchen meetings, events and after school programs. An exercise room with twenty-four hour per day access and restrooms, and a commercial grade laundry facility with ten washers and dryers and folding tables will be provided for resident use. Near the entry to the community building is a covered US Postal Service mail facility and impromptu meeting place for residents and staff. Other elements within the community building include a manager's office at the entry and a maintenance room for storage and work by the on-site maintenance manager. The community building is approximately 2,000 square feet and consistent with state standards for multifamily tax credit construction.

Designed to be in compliance with LEED Platinum mandates, all structures will be configured for maximum energy and resource efficiency. Each of the residential structures will be wood framed on continuous, reinforced concrete spread footings and slab. The structures will comply with local seismic building codes, designed for wind exposure and fire safety, and consistent with wildfire protection best practices. All seismic hardware will meet the latest code requirements at foundation connections. The buildings will be designed with vertical load paths for gravity and shear panel placement and design for lateral wind loading.

Structure exteriors will have decorative faux stone features at entry columns and similar architectural features. Prefabricated steel stairs and landings, compliant with appropriate egress requirements of the California Building Code, will provide vertical circulation for each floor and will be painted to match the structure's palette. Exterior siding for all structures will be non-combustible, cementitious product, in faux wood textures and will be a combination of batt and board, and ship lap siding with decorative corner trim terminations, window headers, jambs and sills, and other materials consistent with a contemporary Craftsman architectural style. Windows for the structures will be double paned, Low E, and vinyl consistent with the buildings' Craftsman style in either white or ecru color finish.

At the community building area, aluminum storefront entry and glazing systems will provide a commercial look to help orient guests and visitors to the common area amenities. The exterior color schemes for all buildings will be consistent with contemporary color forecasts that would complement the architectural style and respond to the architectural heritage of the area. Each building will have a different and distinct profile through colors, massing and articulation of the facades, separating each building into individual nodes of community and localized identity. Utilizing build outs and articulating overbuilds along with pitched roof design and limited sheds, each building will have its own scale, composition and meter, expressed through positive and negative façade elements, voids at patios and window assemblies designed with massing and placement consistent for a contemporary residential building.

Roofs for each building type are proposed to be a minimum four to twelve or greater roof pitch with the main upper roof assemblies to be provided with asphalt shingle tiles in colors complementing the exterior building facades. These minimum thirty-year roof components will be sourced to be in compliance with wildfire safety design and CalFire standards for defensible structures. Each roof will include solar panel assemblies, along with wall mounted invertors at the ground plane, to ensure the facilities are net zero energy consumption, as defined by the USDA. Within the roof plane of each structure will be approximately two rooftop wells, connected to the upper floor breezeway through an access scuttle. These wells will be roofed with TPO or EPDM, single ply, white colored, roofing systems and cementitious wood siding at vertical walls to house air cooled compressors for HVAC. Placing these units within the rooftop mechanical wells enables efficient unit utilization and better sound attenuation and resident comfort. This also frees up the ground plane for appropriate plantings and landscape improvements.

Unit interiors will be finished with contemporary, durable finishes and products, including but not limited to laminated vinyl plank flooring in wood patterns and colors, durable and

commercial grade cabinets, drawers and pantries, with composite countertops sourced to complement the cabinets and interior décor. Electric kitchen appliances will be high efficiency Energy Star certified and each unit will be provided with a self-cleaning oven, dishwasher, refrigerator and range with exhaust fan ducted to the exterior. Lighting will be high efficiency LED-type fixtures, in contemporary styles and finish colors and will provide for consistent, energy mandate approved levels of illumination.

Individual residential units will have exterior balconies and/or patios screened for privacy and safety. Patio and unit entry doors will include light fixtures. The exterior of each building, including landings and breezeways will also have wall package light fixtures in a design consistent with the architectural style of the structures for resident safety and security.

All fire safety features of the site are designed to be consistent with local best practices including the placement of fire standpipes and similar assemblies. All on-site structures are adjacent to fire lanes and drive aisles and are provided with code mandated setbacks and fire rated construction.

As required by building code, each structure will be fully sprinklered for fire suppression, per NFPA 13, and each unit will be provided CO2 monitors and alarms, while sensory units will be provided visual alarms for both fire and CO2 events, all remotely monitored.

The proposed unit mix is:

Number of Bedrooms	Approximate Square Feet Per Unit	Number of Units
1-Bedroom Unit Type A	586 S.F.	22
1-Bedroom Unit Type B	550 S.F.	4
1-Bedroom Unit Type C	550 S.F.	4
2-Bedroom Unit	749 S.F.	30
3-Bedroom Unit	1,080 S.F.	21
TOTAL		81

Proposed CEQA Strategy

The applicant has verified that the proposed project and project site qualify for a Class 32 Infill Exemption under CEQA Guidelines Section 15332 by consulting with the environmental consultant, ECORP. Please refer to “ECORP Letter” for their determinations.

**CONSISTENCY WITH ZONING DEVELOPMENT
AND DESIGN STANDARDS - DENSITY BONUS**

Development Standards

Commercial Site Development Standards			
	TOD	Proposed	Concession
Density (maximum units per net acre) ⁵	20	24	Yes
Front, Side, Rear Setback ^{1,2,3}	50'	88.5'	No
Lot coverage (maximum)	100%	100%	No
Floor area ratio (maximum)	3	0.6	No
Building height			
• Maximum	40' or 3 stories	40', 3 stories	No
• Minimum	2 stories	3 stories	No
Provision of open space			
• Common open space per 1,000 sf of building	100 sf	600 sf	No
• Common open space/res. unit	150 sf	469 sf	No
• Private open space/res. unit	60 sf	See below	Yes
<p>3. When a residential development is proposed to be located adjacent to or across the street from a developed industrially zoned property, a minimum building setback of fifty feet measured from the property line shall be required from such industrial zoning district. The fifteen feet of this setback located adjacent to the street or industrial zoning district boundary line shall be landscaped; the remainder of the setback area within the site may be used for off-street parking purposes. A three-foot-high wall, berm or combination wall/berm shall be constructed within the landscaped area along street setbacks; along all other lot lines adjacent to industrial zoning districts, walls shall be constructed in accordance with the provisions of Section 18.09.030.</p>			
<p>5. Densities may be increased as provided for under State Density Bonus Law and/or Chapter 18.13.</p>			

Density Bonus and Concession Requests

The project seeks a density bonus from 20 units/acre to 24 units/acre. In addition, the project requests two concessions.

1. Reduced private open space per unit

Two of the five unit types provide less than 60 square feet of private open space as shown in the table below. The reduction in square footage of private open space allows for the

proposed density of the project and an increase in private open space would lead to a reduction in units.

Unit Type	Private open space/res. Unit	Reduction request
1-Bedroom - Type A	76 sf	
1-Bedroom - Type B	45 sf	15 sf
1-Bedroom - Type C	65 sf	
2-Bedroom	54 sf	6 sf
3-Bedroom	64 sf	

2. Reduced parking ratios allowable under Density Bonus Law, per table below

Parking					
Unit Type	Unit Count	Code Requirements	Density Bonus Law	Code Required Total	Density Bonus Law Total
Studio	0	1.5	1	0	0
1-Bedroom	30	2	1	60	30
2-Bedroom+	51	3	1.5	153	76.5
Total				213	106.5
Proposed					119

Design Standards

There are a few notes to make about the proposed project’s consistency with the Transit Oriented Development Design Standards. The irregular site shape is not suitable for the “row-house” style design with front entrances facing the street (Asti Road). Instead, the design team approached the project from the “grand single-family house” appearance mentioned design standards in a garden-style walk-up. Balconies/patios are provided on all of the units to increase the open space rather than the row-house style stoop and porch. The drive aisle is designed as a private loop with two entrances/exits, rather than a street “grid pattern design with short blocks” to provide safe and efficient vehicular and pedestrian movements. The southern and western site boundary water features and riparian vegetation limit the ability to provide units with a front entry along Asti Road. The entry canopy design on each building is meant to celebrate the entrances and visually create hierarchy for easier wayfinding to each building.