

02.08.2018

## Overview

Mill Creek Community is sited on this irregularly shaped property of just over 20 acres having fairly flat terrain. It is bordered by Windsor Creek to the east, the SMART rail line on the west and abuts single and multifamily residential properties or public streets on its remaining edges. The project is located within the one-half mile Station Planning Area. The Station Area Plan/Downtown Specific Plan was a policy adopted by Town Council and intended to create a higher density housing option within one-half mile of the light rail station. This application is in response to this directive and proposes a design approach that is outlined in the following Project Description.

## Public Improvements / Public Accessible Improvements

*Public Streets.* The property will be transected by public streets, one of which will connect the north and south segments of Bell Road across Windsor Creek, to include a vehicle, bicycle, and pedestrian bridge to complete the link from Downtown Windsor with its neighborhoods to the south. There will also be a new public street constructed to establish a connection between Windsor River Road / Johnson Street and the new Bell Road segment along the rail to the west. Internal streets complying with Town Standards will remain private.

*Open space.* The Windsor Creek frontage will undergo an environmentally responsible restoration and will be incorporated into a linear park, providing a trail accessible to community residents as well as the public.

*Transit.* The developers of this project have agreed to pay for the construction of the SMART multi-use path, per SMART Standards, up to a mutually agreed upon amount.

*Summary.* This project will provide more than 7 acres of on- and offsite community benefit improvements.

## Design & Community

*General.* Mill Creek Community is a walk-up apartment project providing 360 dwelling units with a blend of stacked flat, townhomes, and carriage units with one-, two-, and three-bedrooms. The project includes a leasing and recreation center which will include amenities such as a fitness center, lounges, swimming pool for residents and their guests. Apartment buildings vary between two and three stories, with buildings in key locations stepping down to balance the scale of human scaled streetscapes. The buildings contain a clever composition of townhomes and stacked flat apartments, providing for a range of lifestyles for prospective residents. Parking is available as tuck under and detached garages, carports, and uncovered surface parking.

*Zoning and Architectural Styling.* The site contains three zoning districts--Compact Residential (CR) towards the north of the project, Medium Density Residential (MDR) roughly in the middle of the site, and Village Residential (VR) towards the south. The site and building types have been modified to support the current interpretation of how to apply multiple zoning district standards to single community. In an effort to honor the zoning's intent to create a tapering in development density from north to south, the project has been segmented into by zoning districts. Further distinction has been provided by applying three differing architectural styles to each district: 1) Spanish in the CR zoning district to the north, 2) Monterey styling in the MDR

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district roughly in the middle of the project and finally 3) Craftsman styling at the southernmost area in the VR zoning district.

Buildings in the CR district are primarily three story, providing the highest density toward Downtown. An exception is the building at the newly created street corner of Bell Road and Bill Beedie Way. Described as a “gateway” property to Downtown Windsor, this corner will welcome visitors and residents with a building featured dramatic rotunda and outdoor spiral staircase. The MDR district will feature California Monterey styling on similarly configured buildings as the CR district. Three-story buildings along the new section of Bell Road in this district will now orient the entry courtyards to the street while stepping down to two-story, bringing development intensity to a human scale at the street level. The VR district is distinct in its offering of smaller scaled apartment building configuration and carriage house format units. With consideration for its single-family neighbors across the creek, this area features Craftsman cottage detailing.

*Summary.* Mill Creek is designed to provide the density and urban lifestyle encouraged in the Station Area Plan. It accomplishes this by incorporating ample landscaped open space and access to natural amenities at the site as well as a denser development with close proximity to the businesses downtown and the light rail station.

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<b>Zoning Analysis</b>			
Assessor's Parcel Number (APN):	Multiple		
Address:	Bell Road & Bill Beedie Way, Windsor CA		
County of:	Sonoma		
Agency Having Jurisdiction	Town of Windsor		
Existing Conditions:	Vacant Site		
Proposed Uses:	Multifamily housing		
Current Lot Total Area	20.3ac +/-		
General Plan Land Use:	CR Compact Residential 12-32 units/acre VR Village /Medium Density Residential 5-8 units/acre MHR Medium-High Density Residential 8-12 units/acre		
Base Zoning:	CR Compact Residential VR Village Residential/Medium Density MDR Medium Density Residential		
Adjacent Zoning	PI Public/Institutional VR Village Residential/Medium Density MDR Medium Density		
Other Applicable Regulations	Windsor Station Area / Downtown Specific Plan (SAP)		
	<b><u>CR 24/32</u></b>	<b><u>MDR</u></b>	<b><u>VR</u></b>
Allowable Density	12-24 units/acre	8-12 units/acre (SAP 8-16)	5-8 units/acre
Density Provided	22	16	8
Minimum Lot Size	CR: 3500sf	MDR: 5000sf (SAP 3500sf)	VR: 5000sf
<b>Setbacks</b>			
Front (Infill):	The average of the front setbacks of the two nearest buildings on the same block face, or the minimum setback shown below for new development, whichever is less.		
Front Min (New):	5ft	13ft (SAP 5ft)	13ft
Front Max (New):	10ft	20ft (SAP 10ft)	20ft
Sides:	5ft	5ft; 10ft on street side	5ft; 10ft on street side

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	None required on one side for a zero lot line project authorized by Use Permit approval. In the MDR zoning district, the required side setback shall be increased by one foot for each four feet of building height in excess of 15 feet.		
Rear Min:	10ft / 5ft	15ft	20ft
Rear min. for garage	5ft	5ft	5ft
Garage, primary façade	--	--	5ft
Between Structures:	1 story - 10ft; 2 story - 15ft; Where one or both walls contain windows - add 5ft		
Parking from street facing property line	40ft		--
Porch/stoop min height above sidewalk	--	--	2ft
Stoop min dimensions	--	--	6ft x 6ft
Coverage:	80% / 100%	50% (SAP 70%)	50%
Building Height:	Min: 2 stories Max. 4 stories (SAP: up to 5)	Max: 35ft	Max: 35ft
	except as otherwise provided by Chapter 27.20 (General Property Development and Use Standards)		
Open Space	200sf total per unit	400sf total per unit (SAP 200sf)	400sf total per unit
	50sf balcony 100sf at ground level (porches count) ½ of all required open space shall be at ground level Common space: no dimension less than 20ft Private yards: no dimension less than 10ft Porches, decks, balconies: no dimension less than 6ft		
	SAP: For projects that are within 0.25 miles of an existing park, the amount of usable open space required may be decreased by 50 percent, subject to Planning Commission approval, if the project provides off-site improvements. This may include amenities or infrastructure other than standard requirements and improvements, additional funding for new or enhanced public spaces, or improved access to nearby parks.		
Total Open Space Required	50,600sf	13,800sf	15,200sf
Total Open Space Provided	374,935sf (see exhibit)		

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<b>Accessory Structures</b>	
Setbacks:	Not located in front setback. Side & Rear Setbacks 5ft min (side yard per zoning)
Separation:	6ft or per Building Code, whichever is greater
Max Height:	15ft
Coverage:	Shall count toward total lot coverage Individual structures: 840sf max
<b>Landscape</b>	
Parking areas adjacent to street:	Equal to required building setbacks
Amount / Coverage:	10% of parking area (minimum)
<b>Parking</b>	Standard: 20 feet (including bumper overhang) x 9 ft Compact: 16ft x 8ft (up to 30% of total parking required) Parallel: 24ft x 9ft Aisle width: 27ft (for 90 degree parking)
	<p>Studio &amp; 1 bed: 1.0 covered space per unit, plus 0.5 spaces per unit required for visitor parking.</p> <p>2+ beds: 1.5 covered spaces per two-bedroom unit, plus 0.5 spaces per unit required for visitor parking</p> <p>Each additional bedroom (over two) add 0.5 spaces per unit.</p> <p>Motorcycle parking can substitute for up to 10 percent of parking requirement.</p>
	2 covered spaces per unit, plus 1 space for each bedroom over 3, plus 1 uncovered space per unit
	322 units
	38 units

### Density / Intensity Standards Comparison

#### VR (Village Residential) District

Zoning	The VR zoning district is intended for areas appropriate for a mixture of housing types on smaller lots. The allowable density ranges from five to eight dwelling units per acre. The lower end of the density range may be appropriate adjacent to the SR or ER zoning districts, with the higher end of the range being appropriate near neighborhood centers, parks, and transit stops. The VR zoning district is consistent with the Village Residential land use classification of the General Plan.
Station Area Plan	This designation is intended to accommodate a mix of housing types on smaller lots or as attached units, with density ranging from five to eight units per gross acre. Housing types at the lower density range may include detached units near low density residential neighborhoods. Housing types at the higher density range may include detached or attached units near the

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	Town Center, parks and transit stops. Substantial new development within this classification is not expected.
<b>CR (Compact Residential) District</b>	
Zoning	The CR zoning district is intended for areas of compact high-density housing, especially in association with nearby mixed-use development and near transit corridors or stops. Typical dwelling units include apartments, condominiums, and town homes. In limited circumstances, schools, parks and other public facilities may be provided to serve the residential community. The allowable density ranges from 12 to 24 units per acre for CR-24 zoned sites to 12 to 32 units per acre for CR-32 zoned sites. The CR zoning district is consistent with the Compact Residential land use classification of the General Plan.
Station Area Plan	This designation is intended for high density housing, with a density ranging from 12 to 24 units per gross acre. Density increase to 32 units per acre may be achieved based on Planning Commission discretion and finding that the increased density would still enable a development project to be in harmony with the surroundings. Housing types at the higher density range may include multifamily buildings and housing types at the lower density range may include townhomes.
<b>MDR (Medium Density Residential) District</b>	
Zoning	The MDR zoning district is intended for areas appropriate for multi-family housing, and is suitable near activity centers and along major thoroughfares. This zoning district allows for a variety of residential opportunities including small single-family units, row houses, townhomes, and small apartment complexes. The allowable density ranges from eight to 12 dwelling units per acre. The MDR zoning district is consistent with the Medium-High Density Residential land use classification of the General Plan.
Station Area Plan	This designation is intended for a mix of housing types, with density ranging from eight to 16 units per gross acre. Housing types at the lower density range may include single-family detached dwellings while housing types at the higher density range may include attached homes. As the highest density in this range can be accomplished with single-family attached housing (townhomes), multifamily housing is permitted only upon Planning Commission design review and approval. Medium Density Residential is located near the Town Center, along major thoroughfares, and near parks.