PROJECT DESIGN CONCEPT

The Project site is a large, urban infill site comprised of 13.3 acres bounded by Highway 101 to the west, the Mendocino Overchange to the north, Mendocino Avenue to the east and Russell Creek to the south. The site is centrally located on Mendocino Avenue, a major arterial that connects the Project site with downtown Santa Rosa to the south and greater Sonoma County to the north. The surrounding properties are commercial with hotel, office and medical services provided by Kaiser Hospital to the south. The Mendocino Avenue/Santa Rosa Avenue transportation corridor is designated a Priority Development Area, an area designated for increased residential development around existing and future transit.

The Project site’s location within a Priority Development Area, with access to ample transit service, supports the designation of the 13.3 acre site as Transit Village, and provides for a variety of high density housing opportunities within a walkable pedestrian and transit oriented community. The development is planned for up to 532 new homes, including 162 affordable senior apartments, with the rest of the community being developed with up to 370 market rate apartments; filling a need for rental apartments within the community. This new multi-generational community will offer affordable housing opportunities to prior Journey’s End residents displaced by the fires as well as others in the community. The affordable housing will connect seniors with an affordable home as well as amenities and services that improve their everyday lives. The market rate homes will help increase the housing stock which was significantly reduced by the loss of homes that occurred as a result of the 2017 fires.

The master planned community is designed around the concept of connectivity; connecting the community’s residents and visitors via pedestrian oriented streets that encourage walking to the central park and nearby transit. The central park will be a place that connects the entire intergenerational community providing gathering areas and activities for all ages, income levels and interests. The network of streets, driveways, walkways and open spaces will connect the community internally and also connect the Project site externally to transit service, bike lanes and future bike ways that connect to the wider community. This network doubles as emergency access for the Fire Department, providing access to all buildings and areas of the Project site.

To reinforce this connected vision, the Project will integrate extensive bike parking and enhanced transit information and education into the development. The connectivity and pedestrian/transit emphasis supports the goal of providing a healthy community, not only for the seniors but for all residents displaced by the fires as well as others in the community. The affordable housing will connect seniors with an affordable home as well as amenities and services that improve their everyday lives. The market rate homes will help increase the housing stock which was significantly reduced by the loss of homes that occurred as a result of the 2017 fires.

The master planned community represents a unique opportunity to redevelop a site severely impacted by the 2017 wildfires, offering a vision of renewal for former residents and for future residents of the community.
3575 MENDOCINO AVENUE | RENDERED VIEW - MAIN ENTRY TO THE COMMUNITY

SANTA ROSA, CA | 09/23/20 | BRJE COMMUNITIES, LLC
LOOKING NORTHWEST FROM CENTRAL PARK
3575 MENDOCINO AVENUE | EXISTING CONDITIONS
SANTA ROSA, CA | 09/23/20 | BRJE COMMUNITIES, LLC

LOOKING SOUTHWEST FROM MENDOCINO AVENUE

LOOKING NORTHWEST FROM MENDOCINO AVENUE

LOOKING NORTH TOWARDS PROJECT SITE FROM RUSSELL CREEK

AERIAL VIEW LOOKING WEST FROM MENDOCINO AVE

LOOKING FROM MENDOCINO O/C TOWARDS PROJECT SITE

LOOKING FROM HIGHWAY 101 TOWARDS PROJECT SITE ON THE RIGHT

MENDOCINO AVENUE

FOUNTAINGROVE PARKWAY

MENDOCINO O/C

HIGHWAY 101

RUSSELL CREEK

KAISER PERMANENTE HOSPITAL

PROJECT SITE

AERIAL VIEW LOOKING WEST FROM MENDOCINO AVE
ILLUSTRATIVE SITE PLAN STATISTICS

<table>
<thead>
<tr>
<th></th>
<th>No. of Floors</th>
<th>Unit Count</th>
<th>Parking Spaces</th>
<th>Parking Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AFFORDABLE SENIOR HOUSING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buildings 1, 2, 3</td>
<td>4</td>
<td>162</td>
<td>114</td>
<td>0.70</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>162</td>
<td>114</td>
<td>0.70</td>
</tr>
<tr>
<td><strong>MARKET RATE MULTI-FAMILY HOUSING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building 4A</td>
<td>4</td>
<td>200</td>
<td>330</td>
<td>1.65</td>
</tr>
<tr>
<td>Buildings 4B (1-4)</td>
<td>3</td>
<td>104</td>
<td>172</td>
<td>1.65</td>
</tr>
<tr>
<td>Buildings 4C (1-3)</td>
<td>3</td>
<td>66</td>
<td>103</td>
<td>1.56</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>376</td>
<td>605</td>
<td>1.64</td>
</tr>
</tbody>
</table>

TOTAL UNITS PROVIDED: 532 units (MAX. ALLOWED PER ZONING: 532 units)
DENSITY PROVIDED: 40 du/ac (MAX. ALLOWED PER ZONING: 40 du/ac)

AFFORDABLE SENIOR HOUSING BUILDING AREAS & UNIT MIX

<table>
<thead>
<tr>
<th>Building</th>
<th>Area (gross sf)</th>
<th>Units</th>
<th>Avg Unit Size (gsf)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building 1</td>
<td>75,885</td>
<td>54</td>
<td>1,400</td>
</tr>
<tr>
<td>Building 2</td>
<td>29,800</td>
<td>38</td>
<td>800</td>
</tr>
<tr>
<td>Building 3</td>
<td>26,700</td>
<td>30</td>
<td>900</td>
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<tr>
<td><strong>Total</strong></td>
<td>136,185</td>
<td>162</td>
<td></td>
</tr>
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</table>

MARKET RATE HOUSING BUILDING AREAS & UNIT MIX

<table>
<thead>
<tr>
<th>Building</th>
<th>Area (gross sf)</th>
<th>Units</th>
<th>Avg Unit Size (gsf)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building 4A</td>
<td>212,156</td>
<td>200</td>
<td>1,060</td>
</tr>
<tr>
<td>Building 4A Parking Garage</td>
<td>72,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Building 4B.1</td>
<td>54,188</td>
<td>39</td>
<td>1,400</td>
</tr>
<tr>
<td>Building 4B.2</td>
<td>54,188</td>
<td>39</td>
<td>1,400</td>
</tr>
<tr>
<td>Building 4B.3</td>
<td>19,125</td>
<td>13</td>
<td>1,440</td>
</tr>
<tr>
<td>Building 4B.4</td>
<td>15,250</td>
<td>11</td>
<td>1,400</td>
</tr>
<tr>
<td>Building 4C.1</td>
<td>41,811</td>
<td>33</td>
<td>1,400</td>
</tr>
<tr>
<td>Building 4C.2</td>
<td>22,688</td>
<td>18</td>
<td>1,260</td>
</tr>
<tr>
<td>Building 4C.3</td>
<td>19,125</td>
<td>15</td>
<td>1,200</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>510,531</td>
<td>370</td>
<td></td>
</tr>
</tbody>
</table>
OVERALL LANDSCAPE PLAN

FENCING - 6'-0" METAL FENCE

MODEL: MONTAGE II OR EQUAL
HEIGHT: 6'-0" NOMINAL
MANUFACTURER: AMERISTAR OR EQUAL
FINISH: POWDERCOAT BLACK

FENCING - 3'-0" LOW METAL FENCE
ALONG MENDOCINO AVE

LANDSCAPE LIGHTING:
* STREETLIGHT - CITY STANDARD
* PRIVATE LIGHT FIXTURE - SEE L2.1

DESIGNATION BOTANICAL NAME: COMMON NAME
A. California Boxwood - Buxus sempervirens
B. Crape Myrtle - Lagerstroemia indica
C. Japanese Maple - Acer palmatum
D. Oak - Quercus sp.
E. Japanese Maple - Acer palmatum
F. Privet - Ligustrum
G. Spanish Oak - Quercus ilex
H. Japanese Maple - Acer palmatum
I. Boxwood - Buxus sempervirens
J. Privet - Ligustrum
K. Japanese Maple - Acer palmatum
L. Boxwood - Buxus sempervirens

SEE SHEET L2.1 FOR ADDITIONAL TREE INFORMATION
CANDIDATE PLANT LIST

CANDIDATE STREET TREE IMAGES

FURNITURE - BENCHES

SECTION A-A: PRIVATE DRIVE STREETScape

IRRIGATION STATEMENT

- All irrigation systems will be designed and installed in accordance with Santa Rosa Water Efficient Landscape Ordinance and will contain the following components:
  - Weather-based, self-adjusting irrigation controller with a rain sensor.
  - Limited spray irrigation is to be used.
  - Trees to be placed on separate valves.
  - Container planting to be placed on separate valves.
  - Irrigation valves to be installed at point of connection and before each valve or manifold.
  - Pressure regulation to be installed.
  - Separate valves to be installed to irrigate zones of medium and low water use plantings. No high water use plants are being installed in current design.
  - Check valves will be installed to prevent low point drainage.