

CITY OF SANTA ROSA
 PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT
 STAFF REPORT FOR PLANNING COMMISSION
JUNE 9, 2016

PROJECT TITLE

Roseland Area Projects

APPLICANT

City of Santa Rosa

ADDRESS/LOCATION

Specific Plan: The area generally bound by Highway 12 to the north, Bellevue Avenue to the south, Highway 101 to the east, and Stony Point Road to the west;

PROPERTY OWNER

Various

Annexation (consideration of rezoning and environmental review only): The unincorporated County islands identified as Roseland, Victoria Drive, W. Hearn Avenue, Brittain Lane and W. Third Street

ASSESSOR'S PARCEL NUMBER

Various

FILE NUMBER

Specific Plan: ST14-001

Annexation: ST13-003

PROJECT SITE ZONING

Various

GENERAL PLAN DESIGNATION

Various

PROJECT PLANNER

Jessica Jones

RECOMMENDATION

Conduct public hearing and receive comments

PROPOSAL

The Roseland Area Projects include the Roseland Area/Sebastopol Road Specific Plan and preliminary work toward the future Roseland Area Annexation. The proposal includes the Draft Specific Plan, amendments to the General Plan, Downtown Station Area Specific Plan, Zoning Code and Bicycle and Pedestrian Master Plan, Rezoning and Rezoning for consistency with the General Plan, and a program level Draft Environmental Impact Report that assesses both projects.

SUMMARY

The Roseland Area/Sebastopol Road Specific Plan addresses land use, circulation and infrastructure needs for the area located around the Southside Bus Transfer Center in

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southwest Santa Rosa. The Specific Plan area, which is bounded by Highway 12 to the north, Bellevue Avenue to the south, Highway 101 to the east, and Stony Point Road to the west, contains approximately 1,800 acres, 1,200 of which are in the City of Santa Rosa and 600 of which are in unincorporated Sonoma County (see attached map).

The Specific Plan focuses on making the physical environment better for residents and employees; establishing a land use and policy framework to guide future development in the area toward transit supportive land uses and a healthy community; improving connections, particularly for bicycling and walking, to the bus transfer center, Sebastopol Road, the downtown Sonoma Marin Area Rail Transit (SMART) station, and other key destinations; and promoting community health and equity. As part of the project, and in order to implement the Specific Plan, amendments to the General Plan, Downtown Station Area Specific Plan, Zoning Code (including both rezoning and pre-zoning of parcels) and Bicycle and Pedestrian Master Plan are proposed.

The Roseland Area Annexation is the study of potential incorporation into the City of Santa Rosa of five unincorporated County islands in southwest Santa Rosa that total approximately 714 acres. **The annexation of these areas is not part of the package being reviewed by the Planning Commission at this time.** The Draft Environmental Impact Report (EIR) covers the impacts of the Specific Plan, proposed amendments, rezoning and pre-zoning, and a future annexation. Should the City Council decide to proceed with annexation, the EIR will provide the necessary environmental review for the annexation application. This portion of the annexation process only includes consideration of pre-zoning of approximately 1,607 parcels.

CITY OF SANTA ROSA
PLANNING COMMISSION

TO: PLANNING COMMISSION
SUBJECT: ROSELAND AREA PROJECTS
AGENDA ACTION: NONE

ISSUE(S)

Should the Planning Commission conduct a public hearing and provide comments on the proposed Roseland Area Projects including:

1. Draft Environmental Impact Report;
2. Draft Roseland Area/Sebastopol Road Specific Plan;
3. Rezoning of incorporated areas for General Plan and Specific Plan consistency;
4. Prezoning of unincorporated areas for General Plan and Specific Plan consistency; and
5. Proposed General Plan, Downtown Station Area Specific Plan, Zoning Code and Bicycle and Pedestrian Master Plan Amendments?

BACKGROUND

1. Existing Land Use – Project Area

Roseland Area/Sebastopol Road Specific Plan:

The area has a mix of land uses, including low, medium, and medium-high density residential, office, retail, industrial, public institutional, recreational, and educational facilities.

Retail development occurs mainly along Sebastopol Road. Industrial and auto-oriented land uses are concentrated along Highway 101 and the rail corridor, south of Hearn Avenue, with some additional industrial land located along the rail corridor between Sebastopol Road and Barham Avenue. There are four elementary schools, one middle school and two high schools within the planning area. The project area is also served by five parks: Southwest Community Park, Bellevue Ranch Park, Lower Colgan Park, South Davis Park, and Bayer Park and Gardens, which is currently under construction. A new park, Roseland Creek Community Park, is currently being planned on Burbank Avenue. The remainder of the project area is composed primarily of single-family and multi-family residential uses.

Roseland Area Annexation:

The Roseland Area Annexation includes five unincorporated County islands located in the southwest Santa Rosa area, and identified as Roseland, Victoria Drive, W. Hearn Avenue, Brittain Lane and W. Third Street (see attached map). The following chart identifies the total area for each island:

Annexation Area	Location	Acres
Roseland	Northern portion of plan area	621
Victoria Drive	Southeastern portion of plan area	19
Inside Plan Area Subtotal		640
W. Third Street	North of plan area	23
Brittain Lane	West of plan area	17
W. Hearn Avenue	West of plan area	34
Outside Plan Area Subtotal		74
Total		714

As noted, the Roseland and Victoria Drive islands are located within the Specific Plan boundaries, while W. Third Street, Brittain Lane and W. Hearn Avenue are located just outside of the plan area. All of the islands are primarily developed with single-family residences. The Roseland island, the largest of the five, also includes a mix of multi-family residential, commercial and industrial areas, and the W. Third Street island includes a small area of heavy commercial uses.

2. Project History

A. **Project History – Roseland Area/Sebastopol Road Specific Plan**

The following outlines the background of the Roseland Area/Sebastopol Road Specific Plan project:

- a. The Bay Area’s Sustainable Communities Strategy, developed in conformance with Senate Bill 375, is Plan Bay Area. The Sustainable Communities Strategy aims to reduce greenhouse gas emissions through compact, transit-oriented development.
- b. Plan Bay Area designates Priority Development Areas (PDAs), which are locally identified areas which are planned to accommodate growth near transit and jobs. Santa Rosa has five designated PDAs: Downtown Station Area; North Station Area; Santa Rosa Avenue/Mendocino Avenue Corridor; Sebastopol Road Corridor; and Roseland Area.

- c. The Metropolitan Transportation Commission (MTC) approved \$20 million in PDA planning program funds to Bay Area Congestion Management Agencies. The Sonoma County Transportation Authority (SCTA) received \$1,447,000 for local planning.
- d. The City of Santa Rosa received a grant from SCTA for \$647,000 of these funds for development of a PDA plan which combines the Roseland Area PDA and a portion of the Sebastopol Road Corridor PDA. The proposed Roseland Area/Sebastopol Road Specific Plan is focused around the Southside Bus Transfer Center at the Southwest Community Park on Hearn Avenue. The Specific Plan was developed concurrently with study of annexation of the unincorporated area, along with three unincorporated areas just outside of the plan boundary.
- e. The funding has allowed for development of the Specific Plan to comprehensively address land use and transportation issues and develop an integrated plan which assesses infrastructure needs and costs and provides an implementation guide. Concurrent rezoning and pre-zoning (of county areas) is part of the proposal, along with development of a programmatic Environmental Impact Report (EIR).
- f. The Specific Plan grant funding requires that the Specific Plan process be informed by preparation of demographic data, a community involvement strategy, a market demand analysis, analysis of land use and circulation alternatives, and an affordable housing and anti-displacement strategy. In addition, the Specific Plan must include multi-model connectivity, accessible design features, an infrastructure plan and budget, and an implementation and financing strategy. A full description of these requirements is attached as Attachment K.

B. Project History – Roseland Area Annexation

The following outlines the background of the proposed Roseland Area Annexation:

- a. On February 14 and 15, 2013 the Council set its 2013-2015 goals, which included Goal 5: “Improve the Partnerships between Neighborhoods, Community Organizations, Schools, and the City to Support and Promote Thriving, Inclusive, and Diverse Neighborhoods”, and Strategic Objective 1: “Develop a Work Plan and Costs for Roseland Annexation”.
- b. On April 1, 2014 the Council adopted a resolution authorizing staff to proceed and appropriating funds for Phase 1 of a work plan for the Roseland Area Annexation.

C. Community Engagement

Community Engagement was a major component of the Roseland Area Projects, with a goal of involving all members of the community, including residents and business owners. The input received has been critical to development of the Specific Plan. Greater detail on how community comments shaped the Plan is included in the overview of the Specific Plan. It should be noted that, upon completion of the Specific Plan process, community engagement will continue for the annexation, which is not anticipated to be complete until mid-2017.

On January 27, 2015 the Council accepted the Community Engagement Strategy for the Roseland Area Projects. The following outreach methods have been implemented over the course of the process:

- a. Local Events. Attendance at numerous events to distribute project information and answer questions, including Back to School Night and Parent Club meetings at local schools, meetings of Los Cien, Cinco de Mayo, Fiesta de Independencia, Binational Health Fair, and Family Fiesta.
- b. Stakeholder Meetings. Bilingual meetings have been held with stakeholders in the project area, including at Bayer Farm, with local businesses along Sebastopol Road, including the heavy commercial businesses located between Sebastopol Road and Highway 12, and with residents of the unincorporated islands.
- c. Steering Committee. The Steering Committee is a Council appointed committee made up of Plan area residents, business owners and community members charged with leading the engagement and outreach for the Specific Plan and annexation efforts. Four bilingual Steering Committee meetings were held throughout the process. The minutes of each Steering Committee meeting are provided on the project website, under Community Meetings (www.srcity.org/roseland).
- d. Community Workshops. Four bilingual community workshops were held to gain an understanding of the community's vision for land use and circulation in the specific plan area, and to provide information and answer questions about the proposed annexation. Participation ranged from approximately 70 to 150 attendees at each workshop. Summaries of each community workshop are provided on the project website, under Community Meetings (www.srcity.org/roseland).
- e. Technical Advisory Committee. The Technical Advisory Committee (TAC) is an ad hoc committee made up of experts representing various City departments and governmental agencies tasked with ensuring the

Specific Plan and Environmental Impact Report's technical accuracy. Three TAC meetings were held over the course of the project. Summaries of each TAC meeting are provided on the project website, under Community Meetings (www.srcity.org/roseland).

- f. Project Flyers and Notice. Thousands of flyers explaining what the Roseland Area Projects are and how to get involved, and outlining the community workshops, were distributed throughout the community. Flyers were sent home with students at all of the local schools, provided to Steering Committee members to distribute, were handed out at events and posted at local businesses. An annexation notice and notice of the first two community workshops were also mailed to all property owners and tenants within the annexation area and specific plan boundary.
- g. Media Alerts. Media alerts for all four workshops were sent out to local newspapers and radio stations, which resulted in a front page article in the Press Democrat, as well as three interviews on the radio station KSRO (including El Patron), and interviews on Wine Country Radio/Exitos and KBBF.
- h. Social Media. Posts about the workshops were placed on various City Facebook pages and the La Voz Facebook page. Tweets were also sent out via the City's Twitter account.
- i. Local Newsletters. Posts about the workshops were added to the front page of La Voz and the Latino Service Providers regular newsletter.
- j. Website. A project website was created (www.srcity.org/roseland), which provides bilingual information about both the Specific Plan and annexation.
- k. E-Mail. An e-mail distribution list was created, and is continuously updated, to send out project information and notifications. The list currently contains approximately 350 e-mail addresses.

ANALYSIS

1. Draft Roseland Area/Sebastopol Road Specific Plan

A. PROJECT PRINCIPLES

To guide the Specific Plan development, a set of guiding project principals were generated through the public outreach process to provide the planning framework and project understanding. These principals created a starting point for development of the more detailed goals, policies and

implementation strategies found throughout the Specific Plan. The guiding project principals are:

- a. Engage plan area residents, property owners, and business owners to envision and plan for their community in the future through an innovative community engagement strategy.
- b. Make life and the physical environment better for plan area residents and employees.
- c. Establish a land use and policy framework to guide future development in the area toward transit-supportive land uses.
- d. Balance the preservation of the existing uses and the development of new uses while maintaining the cultural diversity that makes this area special and unique in Santa Rosa.
- e. Improve connections, particularly for bicycling and walking, to the Southside Bus Transfer Center, to the downtown SMART station, and to Sebastopol Road, the main commercial area (within the plan area and beyond).
- f. Enhance livability by promoting community health and equity.
- g. Prepare a comprehensive environmental document for the Specific Plan that will also facilitate future annexation of unincorporated areas and subsequent development projects.
- h. Establish the plan area as a place where people want to live, work, shop, and visit.
- i. Promote economic vitality by maintaining and expanding small businesses and local services for residents.

B. OVERVIEW OF SPECIFIC PLAN

The Roseland Area/Sebastopol Road Specific Plan provides for a variety of housing types, with retail development focused on Sebastopol Road and near Hearn Avenue. Civic uses are encouraged along Hearn Avenue near the Southside Bus Transfer Center and Southwest Community Park. New street connections, as well as additional bicycle and pedestrian facilities, will serve to improve overall circulation in the planning area.

C. LAND USE AND HOUSING

The Land Use Map (Figure 3.1, Chapter 3, Land Use and Housing) is the

guide for the development and use of land in the project area. The proposed land use changes are primarily intended to enhance activity around the Southside Bus Transfer Center.

a. General Plan Land Use Changes

The areas of proposed General Plan land use changes are generally located along Hearn Avenue, near the Southside Bus Transfer Center, and include increased residential density and introduction of a mixed Medium High Density Residential and Public/Institutional land use. The mixed use designation, located adjacent to Southwest Community Park is intended to encourage a mix of higher density housing and community uses such as a youth center and community pool, a vision that came out of the community workshops. Other proposed land use changes are located along Burbank Avenue and Colgan Creek, just north of Bellevue Avenue, and are intended to reflect existing/pending conditions. A full list of proposed land use changes is set forth in the General Plan Amendments section below.

With the proposed land use changes, buildout of the Specific Plan area would allow for 119 additional residential units and 20,000 square-feet of additional public/institutional development beyond what is currently planned for under buildout of the General Plan 2035. It should be noted that, due to a reduction in the retail mixed-use designation (along Burbank Avenue and Dutton Meadow), the Specific Plan also includes a reduction of approximately 104,000 square-feet of potential retail development from what is planned in the General Plan.

The proposed land use changes identified in the draft Specific Plan are relatively limited for a Plan of this nature. The City's past practice for land use plans in transit oriented development areas has been to substantially increase both residential and commercial development potential. However, a number of factors have led to the current land use proposal for the Roseland/Sebastopol Road area, which are outlined below:

- **Community Input:** As mentioned in the Community Engagement section of this report (pages 8 through 10, above), four workshops and four Steering Committee meetings were held over the course of the Specific Plan process. Through these workshops and meetings, participants provided valuable input as to how the Specific Plan area should be developed over the next 20 years. Input focused primarily on issues such as maintaining Sebastopol Road as the main commercial hub, focusing higher density residential and civic uses along Hearn Avenue near the

Southside Bus Transfer Center, retaining the proposed community shopping center south of Hearn Avenue (east of Dutton Meadow), and retaining the rural, low density residential character on Burbank Avenue. This input was integral in the development of the proposed land use plan.

It should be noted that a previous version of the land use plan included a change to the Low and Medium Low Density Residential and Office land uses along the south side of Hearn Avenue, between Aloise Avenue and Victoria Drive, to a mix of Medium Density Residential and Retail and Business Services. The idea behind this proposed change was to provide additional retail frontage along Hearn Avenue that would lead into a future community shopping center south of Hearn Avenue. However, when this proposal was brought before the community at the third and fourth workshops, significant concerns were raised regarding traffic impacts and compatibility of potential retail uses to existing single-family residences along Hearn Avenue. As a result, staff amended the proposed land use plan to retain the existing land use pattern identified in the General Plan 2035.

- **Existing Development:** A large portion of the Specific Plan area is currently developed, primarily with single-family residences, but also with a mix of multi-family, commercial and industrial development. Due to the age and condition of the existing buildings, it is unlikely that there would be much redevelopment in these areas in the next 20 years, and, as such, land use changes are not proposed.
- **Approved and Pending Development:** There are approximately 16 pending/approved development projects, covering approximately 100 acres, located primarily in the southern portion of the project area (south of Hearn Avenue). As such, it was determined that changes to land use in this area would have a negative impact on the potential development, and, therefore, would not be appropriate at this time.
- **Sebastopol Road Urban Vision Plan:** As previously mentioned, a tremendous amount of work by the community, City and County went into development of the 2007 Sebastopol Road Urban Vision Plan. Out of recognition of that process, and because the community supported the retail prominence on Sebastopol Road, no land use changes are proposed in this area (Sebastopol Road, from Stony Point

Road to Dutton Avenue, and including the area north of Sebastopol Road to Highway 12).

b. Affordable Housing and Anti-Displacement

The Roseland Area/Sebastopol Road Specific Plan area is characterized by a diversity of housing options, including units available to renters and low income households. There are currently 445 affordable housing units within the project boundaries, which account for approximately 8 percent of the area's 5,453 existing housing units. In comparison, the City's overall affordable units account for about 6 percent of the City's total housing stock.

A detailed affordable housing and anti-displacement strategy was developed for the Plan area, and is available on the project website (www.srcity.org/roseland). The recommendations from the strategy are represented in the goals and policies located in Chapter 3 of the Specific Plan. The affordable housing related policies primarily focus on encouraging new development to include a range of housing types, promoting second dwelling units, and preservation of existing affordable housing.

D. CIRCULATION

The proposed circulation for the Roseland Area/Sebastopol Road Specific Plan utilizes the City's existing street standards, with one proposed new design for Burbank Avenue. The circulation plan is designed to serve and enhance connections for all travel modes, including walking, bicycling, automotive and transit.

a. Pedestrian and Bicycle

The Specific Plan proposes a number of improvements to the pedestrian and bicycle network, including filling in gaps in the sidewalks, improved crossings at intersections, and new pedestrian and bicycle routes. New bicycle routes proposed within the plan area primarily focus on improvement of east/west connections. Figure 4-3, Pedestrian and Bicycle Network (Chapter 4, Circulation), illustrates the location of the existing and proposed bicycle routes. Many of the proposed routes are already included in the City's Bicycle and Pedestrian Master Plan. Where there are differences between the two, staff is recommending changes to the Master Plan to incorporate the additional routes identified in the Specific Plan (see the Proposed Bicycle and Pedestrian Master Plan Amendments section below – pages 24 and 25 of this report).

b. Transit

By concentrating housing, civic uses, and shopping along Sebastopol Road and adjacent to the Southside Bus Transfer Center, in addition to the pedestrian and bicycle network upgrades noted above, the Specific Plan is intended to increase transit ridership and reduce dependence on private automobile travel.

The plan area is currently served by both Santa Rosa CityBus and Sonoma County Transit, in addition to a paratransit service that offers door-to-door service for those with disabilities.

CityBus provides regularly scheduled fixed-route service along the Sebastopol Road corridor and to the Southside Bus Transfer Center. Because the Reimagining CityBus project is currently underway, and is expected to result in transit service improvements in the plan area, changes to the transit system are not proposed as part of the Specific Plan process. However, there are proposed goals and policies that will serve to promote the use of transit in the area.

c. Vehicular

The Specific Plan proposes improvements to the street network that will help accommodate both existing traffic and additional traffic anticipated as development occurs. The circulation system will enhance connections throughout the plan area through the addition of a number of new streets and an emphasis on multimodal streets (streets that serve all modes of travel).

The Circulation Plan reflects proposed roadways in the General Plan, including the proposed widening of the Hearn Avenue crossing over Highway 101. The Plan also includes future streets in planned and approved development projects. Tables 4-1 and 4-2, in Chapter 4 (Circulation) of the Specific Plan, describe the features of the proposed roadway network, including new and modified roadways and paths, and intersection improvements. These features are designed to:

- Enhance connectivity and promote multimodal transportation options;
- Improve traffic flow;
- Enhance safety for all users along the roadway and at intersections;
- Support Sebastopol Road as the primary commercial corridor;

- Ease traffic congestion along Hearn Avenue; and
- Increase internal access to large blocks.

The Circulation Plan also includes the proposal of one new street design: Burbank Avenue. The General Plan designates Burbank Avenue as a scenic road because of its special, scenic qualities, characterized by a rural aesthetic, with large trees, deep front yards, and an absence of sidewalks and on-street parking.

The new roadway design for Burbank Avenue, illustrated in Figure 4-2 (Chapter 4, Circulation), provides greater safety for pedestrians and bicyclists while maintaining the rural aesthetic. The new design includes bike lanes, sidewalks, and a tree-lined and landscaped bioswale along both sides of the street; no on-street parking is proposed. A similar street design was recently constructed in front of Roseland Creek Elementary School and is depicted in the Burbank Avenue Scenic Roadway Guidelines document (which was developed but never adopted by the City). There are two street sections included in the Specific Plan, one for the northern portion of Burbank, where there is less right-of-way available, and one of the southern portion of the street.

E. PUBLIC FACILITIES

Chapter 5 of the Specific Plan describes the infrastructure systems that will support the private development and public improvements proposed in the Plan. This chapter identifies how infrastructure facilities such as sewer, water, telecommunications and electricity will be provided, and also includes projected infrastructure needs. Chapter 5 also details important public services in the area such as police, fire, schools, and parks and recreation.

F. IMPLEMENTATION AND FINANCING

Development envisioned in the Roseland Area/Sebastopol Road Specific Plan will require a variety of improvements including those typically associated with site development, as well as broader public infrastructure improvements needed to create sufficient capacity for the new development being anticipated in the area. In order to achieve these improvements, a strategic and collaborative public/private approach to development will be required.

Chapter 6 of the Specific Plan outlines the steps necessary for successful plan implementation. The chapter identifies the regulatory and

programmatic steps necessary to implement the plan and the physical improvements needed to support future development within the Plan area. Chapter 6 also identifies likely funding sources and mechanisms that will be utilized to finance identified improvements.

Implementation of the Specific Plan will require some additional physical infrastructure improvements. These improvements will be provided through the contributions of future development and other sources such as the City's Capital Improvement Program and grant funding.

Future development will be required to be planned and developed consistent with the Specific Plan. As new projects are approved, conditions will be applied requiring each project to dedicate or provide public improvements, depending on the project's particular impacts. In many cases, there will not be a sufficient link between the project and the planned infrastructure improvement to condition the project to provide the full improvement. In this case, the City will need to find other funding to complete improvements, which may mean incremental building of improvements, as appropriate, or dedication or fee collection for the improvement until sufficient funding has accrued.

2. General Plan Amendments

The following outlines the Roseland Area/Sebastopol Road Specific Plan's relationship to the Santa Rosa General Plan 2035:

Adopted by the City Council in November 2009, the Santa Rosa General Plan 2035 is the guiding document for development in the City, including the Specific Plan area. The General Plan identifies the land use designations and circulation network and sets the direction for development standards found in the City's Zoning Code. The goals and policies set forth in the General Plan informed many of the priorities of the Specific Plan and compliance with those goals and policies ensured consistency between the two documents.

The Specific Plan includes land use changes and modifications to the transportation networks. Although the changes are generally consistent with the General Plan's goals and policies, amendments to the General Plan text and land use and circulation diagrams will be necessary to reflect the proposed changes.

Text Amendments

California State law requires that a Specific Plan be consistent with an adopted General Plan. The Roseland Area/Sebastopol Road Specific Plan will include land use changes, primarily along Hearn Avenue, and modification to existing and planned transportation networks. As noted above, although these changes

are generally consistent with the goals and objectives contained within the City's adopted General Plan, amendment of the General Plan will be necessary to reflect the proposed changes.

The General Plan text amendments proposed in conjunction with the Specific Plan include changes to the following elements:

- Introduction
- Land Use and Livability
- Transportation

The specific text changes, shown in strikethrough and underline format, are included as Attachment D. (Please note that only the pages of each element that have proposed changes are included in the attachment)

The proposed text changes generally reference and incorporate policy direction from the Roseland Area/Sebastopol Road Specific Plan, and update the roadway and bicycle corridor maps and references.

General Plan Land Use Diagram Amendments

Figure 3-1, Land Use Map, in Chapter 3 of the Specific Plan, includes a number of properties that will have changed land use designations. In order to implement the Specific Plan Land Use Map, the General Plan land use designations for the affected properties will need to be amended.

As part of the land use amendments, minor changes are also proposed to the location of the tree symbol for proposed parks, and elimination of a star symbol for a previously proposed neighborhood shopping center on Burbank Avenue.

The following outlines the general areas where the General Plan Land Use Diagram will be amended (the specific parcels, which total 78, and associated proposed General Plan land use designations are listed in Attachment E):

- Three parcels on the east side of Burbank Avenue, just south of Hughes Avenue, currently owned by the City and part of the future Roseland Creek Community Park, will be changed from Medium Density Residential to Parks and Recreation. It should be noted that the fourth parcel that makes up the future park site is not proposed for a land use change at this time because the site is privately owned with an existing residence.
- An approximately 11 acre site on the west side of Burbank Avenue, just south of Hughes Avenue, will be changed from Low and Medium Density Residential to Public/Institutional to reflect the existing Roseland Creek Elementary School located on the site.

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- An approximately 2.5 acre area (over two properties) on the east side of Burbank Avenue, just south of the proposed Roseland Creek Community Park, will be changed from Medium Density Residential/Retail and Business Services to Medium Low Density Residential, consistent with the surrounding properties. This change was requested by residents of Burbank Avenue due to concerns regarding potential incompatibility between future retail stores on this site and the adjacent elementary school and future park.
- Fifteen properties along the north side of Hearn Avenue, from Stony Point Road to Burbank Avenue will be changed from Medium and Low Density Residential to Medium High Density Residential.
- Seven properties along the south side of Hearn Avenue, between Southwest Community Park and Sally Ann Street, will be changed from Medium Low and Medium Density Residential to a mix of Medium High Density Residential and Public/Institutional.
- An approximately eight acre site on Dutton Meadow, just south of Hearn Avenue, will be changed from Medium Density Residential/Retail and Business Services to Medium Low Density Residential at the request of the property owner. The request was made as a result of changing market demands and the desire of the property owner to develop the site in the future.
- An approximately 1.6 acre site on Mojave Avenue, adjacent to Colgan Creek, will be changed from Medium Density Residential to Parks and Recreation to reflect the future park in this area.
- Forty-nine properties located along W. Hearn Avenue, within the unincorporated County island, will be changed from Low Density Residential to Very Low Density Residential (see explanation in the Zoning Code Amendments section, under Rural Heritage Combining District, below).

In addition to the above noted land use changes, the General Plan Land Use Diagram will also need to be amended to add the boundary of the Roseland Area/Sebastopol Road Specific Plan, and the following symbols will be changed:

- Move the proposed park tree symbol located on the Roseland Creek Elementary School site, on the west side of Burbank Avenue, to the proposed Roseland Creek Community Park, on the east side of Burbank Avenue.

- Move the proposed park tree symbol located just north of Naify Lane, between Dutton Avenue and the railroad tracks, up to the area just south of the Leo Drive extension.
- Move the proposed park tree symbol located just south of Hearn Avenue, between Victoria Drive and Dutton Meadow, south to the area near the proposed shopping center.
- Delete the proposed shopping center star located on the east side of Burbank Avenue, across from Roseland Creek Elementary School.

3. Downtown Station Area Specific Plan Amendments

The following outlines the Roseland Area/Sebastopol Road Specific Plans relationship to the Downtown Station Area Specific Plan:

The Downtown Station Area Specific Plan was adopted by the City in October 2007. A portion of Roseland Area/Sebastopol Road Specific Plan boundary, in the northeast corner, overlaps with the Downtown Station Area Specific Plan boundary. This area includes the north side of Sebastopol Road, between Dutton Avenue and Olive Street, as well as Roberts Avenue. Out of recognition for the work that was done through that process, there are no land use changes proposed for this area. However, issues have been raised in recent years regarding the feasibility of the proposed extension and connection of Roberts Avenue, under Highway 12. This circulation element was identified in the 2007 document as an important connection between Sebastopol Road and Railroad Square. Due to the location of Highway 12, which bisects Roberts Avenue, as well as the potential negative impacts on the Joe Rodota Trail, which the extension would cross, text and map amendments are proposed to the Downtown Station Area Specific Plan to eliminate this proposed extension/connection.

Amendments

The proposed circulation plan includes elimination of the previously proposed extension and connection of the north and south sides of Roberts Avenue. All text references to the future connection would be deleted from the document, and Figures 5-2, 5-20, 6-1 and 6-3 would be amended to remove the proposed connection (see Attachment F).

4. Zoning Code Amendments

The following outlines the Roseland Area/Sebastopol Road Specific Plan's relationship to the Santa Rosa Zoning Code:

The Santa Rosa Zoning Code provides standards for development, including height, setbacks, parking, allowed uses, and signage requirements. These standards set the pattern and character of development in the City.

In order to fully implement the Roseland Area/Sebastopol Road Specific Plan, and address requests made by the community, amendments are needed to the Zoning Code, including both text amendments and parcel rezonings and prezonings (for unincorporated areas). The amendments will make the Zoning Code, and parcels within the project boundaries, consistent with both the Specific Plan and the General Plan, and prepare unincorporated parcels for annexation.

Text Amendments

Attachment G sets forth the proposed Zoning Code text amendments, which include proposed changes and additions to existing text, which are identified in strikethrough and underline format, and the addition of all new proposed text (see Attachment G).

The following briefly outlines the proposed text amendments:

- Mobile Food Vending – Mobile food vending on private property is allowed in the City with the approval of a Minor Use Permit, but only as an accessory use to a main restaurant on the same site. The County of Sonoma allows mobile food vending on private property with the approval of a Use Permit, with no restrictions to the location. There several existing mobile food vendors on private property along the unincorporated section of Sebastopol Road. According to County records three of these vendors have approved Use Permits.

Allowing mobile food vending on private property along Sebastopol Road was identified by the community as a key issue in the planning process, as part of maintaining and continuing the cultural diversity that makes up the unique character of Roseland. Because such uses are not currently allowed in the City, a text amendment to the Zoning Code is needed to allow the existing vendors to continue as conforming uses and new vendors to be established, should Roseland be annexed into the City.

Mobile food vending had come up as a citywide issue in recent years. However, the scope of this project has directed a focus on the Roseland area only, at this time. Mobile food vending may be considered on a citywide basis in the future. As such, staff is recommending that mobile food vending be added as an allowed use on private property, with the approval of a Minor Use Permit, on Sebastopol Road only, between Stony Point Road and Olive Street.

As part of the proposed text amendment, staff is recommending the addition of specific permitting requirements, location criteria, and standards and design criteria (proposed Zoning Code Section 20-42.210, Mobile Food Vending). The requirements and standards were developed based on research of other jurisdictions throughout California, feedback provided by the community at the fourth Community Workshop, and meetings with the Sebastopol Road businesses, including owners of existing mobile food vending and permanent restaurants.

- Burbank Avenue Scenic Roadway – As mentioned in the Circulation section above, the General Plan designates Burbank Avenue as a scenic road because of its special, scenic qualities, characterized by a rural aesthetic, with large trees, deep front yards, and an absence of sidewalks and on-street parking. In order to maintain the scenic and rural quality of the roadway, and provide greater safety for pedestrians and bicyclists, a new design is proposed for Burbank Avenue, illustrated in the Specific Plan's Figure 4-2 (Chapter 4, Circulation).

To protect the unique qualities of Burbank Avenue, staff is recommending that it be added to the roadways listed in the Scenic Road (–SR) Combining District section of the Zoning Code (20-28.050). The –SR Combining District primarily identifies greater setbacks from the roadways as a way of protecting the scenic resources as properties develop. The previously prepared Burbank Avenue Scenic Roadway Guidelines includes proposed building setbacks for possible incorporation into the Santa Rosa Zoning Code, however they were never adopted. Staff reviewed and considered the Guidelines, as well as the existing building setbacks along Burbank Avenue, and developed proposed minimum setbacks from Burbank Avenue that range from 20 to 25 feet, depending on the height of the building.

The proposed Zoning regulations, as well as the proposed street design, were mailed to all property owners and tenants on Burbank Avenue for their review. Two property owners responded with questions; no concerns have been raised as of the writing of this report.

- Sebastopol Road Nonconforming Uses, Structures and Parcels – Through the community workshops, and a subsequent smaller meeting with property and business owners in the industrial area located between Sebastopol Road and the Joe Rodota Trail, concerns were raised regarding the legal nonconforming status of these businesses.

The Sebastopol Road Urban Vision Plan was adopted by both the City and the County in June 2007. At that time, General Plan land use amendments were also adopted by both agencies for consistency with the Vision Plan. The Vision Plan included a change in land use for the

properties located along the Sebastopol Road corridor, including the existing industrial properties between Sebastopol Road and the Joe Rodota Trail, to a mix of higher density residential and retail.

While the Specific Plan is not proposing any changes to the land uses that were adopted with the Vision Plan, staff is recommending changes to the nonconforming uses section of the Zoning Code (20-61.020) to address concerns raised. Specifically, in order to maintain the vibrant and thriving industrial area, until this area is ready to convert to higher density housing and retail, staff is recommending that the time limit for maintaining their legal nonconforming status, despite non-operation, be 24 months (rather than the six months period of non-operation currently allowed by the Code).

- Rural Heritage Combining District – City staff met on numerous occasions with property owners and residents of the W. Hearn Avenue neighborhood. W. Hearn Avenue, while not within the boundaries of the Specific Plan area, is one of the five unincorporated County islands that is being considered for annexation as part of the Roseland Area Annexation.

The meetings held with the W. Hearn Avenue neighborhood included a meeting at the home of one of the residents, and included City staff from Planning and Economic Development, Water and the City Manager's Office, as well as staff from the Local Agency Formation Commission (LAFCO) and a member of the Board of Supervisors. Through the various meetings and written correspondence, the neighborhood expressed concerns regarding the potential annexation and how it might impact the rural character of their neighborhood.

W. Hearn Avenue is characterized by larger lots, ranging from approximately 0.13 acres up to 2.36 acres, with an average lot size of 0.64 acres. Many of the properties in the neighborhood have farm animals, and there are no sidewalks, curbs or gutters along the street. The residents expressed concerns about losing the unique, rural character that currently exists, should the neighborhood be annexed into the City.

Understanding the concerns raised, staff researched the existing County Zoning regulations for W. Hearn Avenue, and developed recommendations that were vetted with the neighborhood. The result of this process was a recommendation to change the City General Plan land use designation for the neighborhood from Low Density Residential (2 to 8 units per acre) to Very Low Density Residential (0.2 to 2 units per acre), as identified in the General Plan Land Use Diagram Amendments section above.

In addition, staff developed a proposed Rural Heritage (–RH) Combining District (Zoning Code Section 20-28.090) to recognize, preserve and enhance the rural character of W. Hearn Avenue. The –RH Combining District provides additional allowed uses similar to the County regulations for this neighborhood, such as animal keeping (a slight variation from the City’s animal keeping regulations with regard to the type and quantity of animals allowed). There are also regulations for fences, street standards and lights, and the potential future extension of W. Hearn Avenue.

The proposed Zoning regulations were vetted in a meeting with several residents, and adjustments were made to the proposal based on comments received. The final draft of the proposed –RH Combining District was mailed to all property owners and tenants on W. Hearn Avenue for their review. One property owner responded with questions; no concerns have been raised as of the writing of this report.

Parcel Rezonings and Prezonings

In order to provide consistency between the General Plan and the Zoning Code, the following properties will be rezoned or prezoned (for the unincorporated County areas) consistent with the Specific Plan and General Plan land use designations (the specific parcels are listed in Attachment H – rezoning of 171 parcels, and Attachment I – prezonings of 1,607 parcels):

- All properties with a proposed change to the General Plan land use designation will be rezoned consistent with the General Plan.
- All properties within the Specific Plan area that are currently zoned inconsistent with the General Plan will be rezoned for consistency.
- All unincorporated properties within the annexation area will be prezoned consistent with the General Plan.
- Properties located within the W. Hearn Avenue unincorporated County island will be prezoned to include the proposed Rural Heritage (–RH) Combining district.
- Properties along Burbank Avenue will be prezoned to include the Scenic Road (-SR) Combining District.
- Two of the existing Planned Development (PD) zoning districts within the Specific Plan area will be rezoned to standard zoning districts to provide clarity in zoning requirements for the subject properties.

It should be noted that not all of the existing PD districts in the project area will be rezoned to standard districts. The remaining PD districts are

not proposed for change because rezoning to a standard district would cause the existing developments to be inconsistent with the zoning, or because the properties have approved or pending projects. Rezoning at this time could negatively impact the existing or future development, which was not the intent of this project.

5. Bicycle and Pedestrian Master Plan Amendments

The following outlines the Roseland Area/Sebastopol Road Specific Plan's relationship to the Bicycle and Pedestrian Master Plan:

The Bicycle and Pedestrian Master Plan, adopted in September 2010, is an inventory and planning document that identifies existing and needed bicycle and pedestrian facility improvements. As part of the Specific Plan process, amendments are proposed that would incorporate changes and additions to the bicycle network to help improve circulation throughout the project area.

The Specific Plan proposes bicycle improvements including the addition of approximately 1.8 miles of Class I pathways, and 1.36 miles of Class II and 2.95 miles of Class III routes. The network also includes a possible future connection over the railroad at the proposed Leo Drive extension, to provide an additional link from the Roseland area to the Sonoma Marin Area Rail Transit (SMART) multi-use path located on the east side of the railroad tracks.

Amendments (see Attachment J)

- Chapter 1, Introduction and Setting – Amend to include text that describes the Roseland Area/Sebastopol Road Specific Plan.
- Chapter 2, Existing Conditions, Figure 2-2 (City of Santa Rosa, Proposed and Existing Bicycle Facilities) and Figure 2-3D (City of Santa Rosa – Southwest Quadrant, Proposed and Existing Bicycle Facilities) – Amend to include the proposed new and changed pedestrian and bicycle paths/routes.
- Chapter 3, Recommended Pedestrian and Bikeway Network – Amend the tables to include the proposed new and changed pedestrian and bicycle paths/routes.

6. Sebastopol Road Urban Vision Plan

As part of the Specific Plan process, consideration was also given to the Sebastopol Road Urban Vision Plan, the boundaries of which are entirely within the Specific Plan area. The following outlines the Roseland Area/Sebastopol Road Specific Plan's relationship to the Urban Vision Plan:

The Sebastopol Road Urban Vision Plan, a joint City/County planning document that was adopted in 2007, envisions the future appearance and development of the Sebastopol Road corridor, and the types of uses that should be located there. The Urban Vision Plan affects the stretch of Sebastopol Road between Dutton Avenue to the east and Stony Point Road to the west linking both sides of Sebastopol Road, as well as the area north of Sebastopol Road, abutting Highway 12. During this planning effort, land use, circulation, streetscape and design criteria were identified for future development along the corridor. Out of respect for that process and the work that the community, City and County put into developing the Vision Plan, no land use changes are proposed in this area as part of the Specific Plan, and no amendments are proposed to the Vision Plan.

7. Environmental Review

A Draft Environmental Impact Report (EIR) was prepared for the Roseland Area/Sebastopol Road Specific Plan and the Roseland Area Annexation to assess the potential environmental effects of both projects, as well as the associated General Plan, Downtown Station Area Specific Plan, Zoning Code, and Bicycle and Pedestrian Master Plan amendments, and the proposed Rezoning and Prezoning. The EIR covers both the Specific Plan and annexation projects due to their overlapping boundaries and as a way of streamlining the environmental process for future steps in annexation.

The EIR is a “program level” document that generally analyzes the broad environmental effects of a project with the acknowledgement that subsequent site-specific environmental review may be required for individual improvement or development projects that follow adoption of the Specific Plan and annexation of the unincorporated areas into the City of Santa Rosa. The Draft EIR is being circulated for a 45-day public review period that began on May 20, 2016, and will end on July 5, 2016.

A. PUBLIC SCOPING MEETING

A scoping meeting was held on February 1, 2016 to provide an opportunity for the public to give input on the scope and content of the environmental information that should be considered when preparing the EIR. Scoping comments are intended to suggest issues that the EIR should address. Public comment focused primarily on cultural resources, brownfield issues and remediation, impacts to the California Tiger Salamander, creek protection, adequate water supply for new development, and air quality, noise and traffic impacts. The Draft EIR assesses these issues and all relevant environmental impacts of the Specific Plan and annexation.

B. POTENTIALLY SIGNIFICANT IMPACTS

The Draft Specific Plan and proposed annexation have the potential to generate environmental impacts in a number of areas that could be significant. Pursuant to the California Environmental Quality Act (CEQA), a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Specific Plan and annexation. The potentially significant impacts include:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Traffic and Transportation
- Public Utilities

Most of the potential impacts from the Draft Specific Plan and proposed annexation are either less than significant, or can be mitigated to less than significant levels by the implementation of mitigation measures. Mitigation measures that would reduce many of the impacts in the areas identified above to a less than significant level are summarized in Table ES-1, in the Executive Summary section of the Draft EIR. Monitoring of recommended mitigation measures will form the basis of a project-specific mitigation monitoring program to be implemented in accordance with State law.

C. SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Four impacts associated with the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation projects, one in air quality and three in traffic and transportation, were deemed significant and unavoidable:

- Air Quality (Draft EIR Section 3.3):

Impact 3.3.8 – The proposed project, in combination with cumulative development in the San Francisco Bay Area Air Basin (SFBAAB), could result in a significantly cumulative increase of criteria air pollutants for which the air basin is designated nonattainment.

- Traffic and Transportation (Draft EIR Section 3.13):

Impact 3.14.2 – Project traffic would have the potential to degrade mainline freeway operations to unacceptable levels of service under Existing plus Project conditions (Highway 101 North – Todd Road to Highway 12).

Impact 3.14.3 – Project traffic would have the potential to degrade freeway ramp operations to an unacceptable level of service at the southbound Highway 101 freeway off-ramp at Hearn Avenue under Existing plus Project conditions.

Impact 3.14.11 – Project traffic, when considered together with other past, present, and future development, would have the potential to degrade mainline freeway operations to unacceptable levels of service (Future plus Project or “cumulative” conditions).

D. PROJECT ALTERNATIVES

CEQA Guidelines Section 15126.6(a) requires that an EIR describe a range of reasonable alternatives to the project that would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project. Section 4 in the Draft EIR analyzes two alternatives to the proposed Specific Plan and annexation. The alternatives considered and conclusion of the analysis are summarized below.

- **No Project Alternative.** Under this alternative, the proposed annexation would not be approved and no changes to the project area would occur beyond what is currently designated in the City of Santa Rosa General Plan 2035. This alternative would consist of a continuation of the General Plan 2035 policies into the future with the current land use designations in the project area remaining unchanged. This alternative would not meet the objectives of the proposed project. However, analysis of the No Project Alternative is required under CEQA Guidelines Section 15126.6(e).
- **Reduced Development Alternative.** This alternative is intended to eliminate the impact on freeway operations on Highway 101 North between Todd Road and Highway 12. The traffic study for the

project determined that development in the project area would result in an increase in delays from existing conditions by approximately 3 percent; an increase of greater than 1 percent is considered significant. In order to reduce the impact to less than significant, this alternative assumes a reduction in development intensity in the project area of one-third of that proposed for the project.

CEQA Guidelines require that the environmentally-superior alternative be designated. If the alternative with the least environmental impact is the No Project Alternative, then this document must also designate the next most environmentally-preferable alternative. In this case, the Reduced Development Alternative would be the environmentally superior alternative when considering all of the various aspects. However, given the substantial reductions in development intensity required to achieve the reductions in impacts to a less than significant level, the resulting development may not achieve densities required to meet the project objectives related to transit-supportive land uses.

8. Statement of Overriding Considerations

If the City approves the project despite the significant and unavoidable impacts, the City must state the reasons for its action in writing. This “Statement of Overriding Considerations” must be included in the record of project approval. The Draft EIR identifies four impacts (one in air quality and three in traffic and transportation) that are significant and unavoidable. Therefore, approval of the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation projects will require a Statement of Overriding Considerations, which will be acted on by the City Council.

9. Public Comments Received – Final Community Workshop

The final community workshop was held on February 18, 2016. At this event, the draft land use and circulation maps and draft goals and policies for the Specific Plan were presented to the community in an open house format, allowing attendees to review and provide comments on the various components of the Plan. The workshop also included a station focused on the annexation, at which questions were posed to the community regarding the proposed mobile food vending Zoning Code amendments, as well as providing an opportunity for general comments and questions regarding the annexation. Approximately 90 people attended the workshop.

Most workshop participants indicated general support for the draft land use and circulation maps. However, there was concern raised regarding a proposal to change the existing Medium Low Density Residential and Office land use designation on the south side of Hearn Avenue, between Victoria Drive and

Aloise Avenue to a mix of Medium Density Residential and Retail and Business Services. The concerns included impacts related to increased traffic along the already impacted Hearn Avenue, and the potential incompatibility of future retail uses locating near the existing single-family residences. As a result of the concerns raised, the draft land use plan was revised to eliminate the aforementioned proposed land use change.

Considerable input was provided on the draft goals and policies for the Specific Plan. All comments and proposed language changes or additions were considered carefully and incorporated into the final draft language as appropriate.

Finally, a good amount of input was contributed on the proposed mobile food vending Zoning Code amendments. The consensus among those who attended and participated in the meeting was that mobile food vending should be allowed on private property along Sebastopol Road, that there should be a minimum distance required between mobile food vendors, and that outdoor dining should be allowed. There was also concurrence among participants that there should not be a minimum distance required between mobile food vendors and permanent (“brick and mortar”) restaurants.

11. Review by Other City Boards

On May 19, 2016, City staff presented the draft bicycle and pedestrian circulation plan and associated goals and policies to the Bicycle and Pedestrian Advisory Board. The Board asked a number of questions, including a request for clarification on how the proposed circulation relates to areas outside of the plan area, if intersection safety was addressed in the Specific Plan, whether the proposed Class I path along Roseland Creek could be continued from McMinn Avenue to the rail line, and if pedestrian enhancements in the unincorporated areas would be initiated upon annexation into the City. Staff responded to each question, and no further comments were provided by the Board.

12. Planning Commission’s Role

The Planning Commission’s ultimate role is to review the Draft Specific Plan, associated amendments and the Draft EIR, and make recommendations to the City Council. The Planning Commission will hold a public hearing to allow members of the public to comment on the Draft Specific Plan, the proposed amendments to the General Plan, Downtown Station Area Specific Plan, Zoning Code, and Bicycle and Pedestrian Master Plan, along with the Draft EIR. The hearing is being conducted during the public review period.

All comments received on the Draft EIR during the 45-day public review period, both written and oral, will be responded to in a separate document called the Final EIR. At a subsequent meeting, following the close of the public hearing

and end of the public review period (anticipated to be the September 8, 2016 regular meeting), the Planning Commission will consider making a recommendation to the City Council for certification of the EIR. At that meeting, the Commission will also consider adoption of the Roseland Area/Sebastopol Road Specific Plan, and approval of the amendments to the General Plan, Downtown Station Area Specific Plan, Zoning Code, and Bicycle and Pedestrian Master Plan.

RECOMMENDATION

It is recommended by the Planning and Economic Development Department, that the Planning Commission conduct a public hearing and provide comments on the Draft Environmental Impact Report, Draft Roseland Area/Sebastopol Road Specific Plan, the General Plan, Downtown Station Area Specific Plan, Zoning Code, and Bicycle and Pedestrian Master Plan Amendments, and Rezonings and Prezonings.

Attachments:

- Attachment A: Location Map
- Attachment B: Figure 3-1, Land Use Map
- Attachment C: Figure 4-3, Pedestrian and Bicycle Network Map
- Attachment D: Proposed General Plan Text Amendments
- Attachment E: Proposed General Plan Land Use Amendments (by parcel)
- Attachment F: Proposed Downtown Station Area Specific Plan Amendments
- Attachment G: Proposed Zoning Code Text Amendments
- Attachment H: Proposed Parcel Rezoning (by parcel)
- Attachment I: Proposed Parcel Prezoning (by parcel)
- Attachment J: Proposed Bicycle and Pedestrian Master Plan Amendments
- Attachment K: Specific Plan Grant Requirements
- Draft Roseland Area/Sebastopol Road Specific Plan (previously delivered)
- Draft Environmental Impact Report (previously delivered)

Web Resources:

- Main Project Website link: www.srcity.org/roseland
- Draft Specific Plan link:
http://srcity.org/departments/cityadmin/city_manager/roseland/Pages/Specific_Plan_Document.aspx
- Draft EIR link:
http://srcity.org/DEPARTMENTS/CITYADMIN/CITY_MANAGER/ROSELAND/Pages/EnvironmentalImpactReport.aspx
- Community Workshop Summaries link:
http://www.srcity.org/departments/cityadmin/city_manager/roseland/Pages/Community_Meetings.aspx