

RESOLUTION NO. 12023

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA RECOMMENDING TO THE CITY COUNCIL CERTIFICATION OF THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT AND ADOPTION OF THE MITIGATION MONITORING AND REPORTING PROGRAM AND FINDINGS OF FACT FOR THE DOWNTOWN STATION AREA SPECIFIC PLAN, FILE NUMBER ST18-002

WHEREAS, October 9, 2007, the City Council adopted the Downtown Station Area Specific Plan (2007 Specific Plan) to increase the number of residents and employees within walking distance of the Sonoma Marin Area Rail Transit (SMART) station through the intensification of land uses in the Plan Area; and

WHEREAS, the Environmental Impact Report (EIR) for the 2007 Specific Plan, certified in October 2007 (SCH #2006072104), described and disclosed the environmental effects associated with adoption of the 2007 Specific Plan. As evaluated in the EIR, the 2007 Specific Plan involved changes to land use and zoning regulations intended to foster a vibrant mix of housing, shopping, and jobs in proximity to transit, as well as a range of circulation and infrastructure improvements needed to support the densification and intensification of uses downtown; and

WHEREAS, the 2007 Specific Plan did not address other areas of policy necessary to facilitate Downtown development and, combined with the Great Recession of 2007-2009, very little housing was produced within the Plan Area; and

WHEREAS, On April 24, 2018 the City received a grant from the Metropolitan Transportation Commission (MTC) in the amount of \$800,000 to update the 2007 Specific Plan based on the Plan Area's designation as a Priority Development Area; and

WHEREAS, the proposed Downtown Station Area Specific Plan (DSASP) updates the 2007 Specific Plan and represents the community's vision of creating a vibrant, sustainable, and important community gathering place where residents can celebrate their diversity and heritage; and

WHEREAS, on January 8, 2019 the City commenced the DSASP planning process which included a robust community engagement strategy including four community workshops, four Citizen Advisory Committee meetings, three Technical Advisory Committee meetings, online surveys, focus groups, and other events held both in person and virtually to create a vision for the Plan Area and to receive feedback on draft documents; and

WHEREAS, pursuant to the requirements of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and the Santa Rosa City Code, a Notice of Preparation of a Subsequent Environmental Impact Report for the DSASP was circulated for a 30-day public review period, from December 19, 2019 through January 21, 2020, and a public scoping meeting was held on January 15, 2020, to offer interested individuals, organizations, and governmental

agencies an opportunity to provide input regarding the potential environmental effects of the DSASP; and

WHEREAS, a Draft Subsequent Environmental Impact Report was prepared consistent with CEQA Guidelines Section 15162 which provides that the lead agency or a responsible agency shall prepare a subsequent EIR when substantial changes are proposed in the project or when substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

WHEREAS, the Draft Subsequent Environmental Impact Report (2020 Draft SEIR) was prepared and sent to the State Clearinghouse (#2006072104) for review by State and responsible agencies and was made available to the public for review and comment for a period of 45 days beginning on July 15, 2020 and ending on August 31, 2020; and

WHEREAS, on August 13, 2020 the Planning Commission held a noticed public hearing regarding the DSASP and 2020 Draft SEIR at which time all persons wishing to be heard were invited to speak or submit written comment; and

WHEREAS, written responses were provided in response to all written and oral comments; those Responses to Comments, dated September 14, 2020, contain all comments and recommendations received on the 2020 Draft SEIR, a list of persons, organizations and public agencies submitting comments on the 2020 Draft SEIR, and responses by the City to comments received. The Responses to Comments do not provide any significant new information which would require recirculation of the 2020 Draft SEIR; and

WHEREAS, the 2020 Draft SEIR, the Responses to Comments and the Mitigation Monitoring and Reporting Program, dated September 14, 2020, comprise the 2020 Final SEIR; and

WHEREAS, the 2020 Final SEIR prepared for the DSASP identifies a number of potentially significant environmental effects and a program for avoiding or mitigating those effects, as set forth in Exhibit A (Findings of Fact) and Exhibit B (Mitigation Monitoring and Reporting Program) attached hereto, and concludes there are no unavoidable, significant effects of the DSASP which cannot be avoided or are unmitigable; and

WHEREAS, CEQA and the State Guidelines thereto, Section 15091, prohibit a public agency from approving or carrying out a project for which an environmental impact report has been completed which identifies one or more significant effects, unless the public agency makes one or more of the following written findings for each of those significant effects accompanied by statements of the facts supporting each finding:

- A. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the certified Environmental Impact Report; or

- B. Changes or alterations have been required in, or incorporated into the project, which mitigate or avoid the significant environmental effects thereof as identified in the final Environmental Impact Report; or
- C. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the City. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

WHEREAS, on September 24, 2020, at a public meeting of the Planning Commission, the Commission considered the contents of the 2020 Final SEIR, the Mitigation Monitoring and Reporting program (MMRP) and the written findings of fact for the proposed DSASP in accordance with the requirements of CEQA and the Santa Rosa City Code; and

NOW, THEREFORE BE IT RESOLVED that the Planning Commission of the City of Santa Rosa finds that the Final SEIR for the DSASP, comprised of the 2020 Draft SEIR, the Responses to Comments and the Mitigation Monitoring program, adequately identifies and analyzes the environmental effects of the DSASP and was completed in compliance with the requirements of CEQA and the State CEQA Guidelines..

BE IT FURTHER RESOLVED that the Planning Commission makes the following findings:

1. Each member of the Planning Commission has independently reviewed and considered the information contained within the 2020 Final SEIR, including the 2020 Draft SEIR, the comments on the Draft SEIR and the responses to the comments, and the Mitigation Monitoring and Reporting Program and finds the material represents the independent judgement and analysis of the City, as the lead agency.
2. An adequate opportunity for public participation, including review and comment on the 2020 Draft SEIR, has been provided in accordance with the requirements of CEQA.
3. The responses to comments contained in the 2020 Final SEIR represent a reasoned, good faith evaluation of each comment and respond to all significant environmental issues raised in the comments.
4. The 2020 Final SEIR was prepared in compliance with the requirements of CEQA, the State CEQA Guidelines, and the Santa Rosa City code. The responses to comments in the 2020 Final SEIR do not provide any significant new information which would require recirculation of the 2020 Draft SEIR.
5. The Mitigation Monitoring and Reporting Program attached hereto as Exhibit B and incorporated herein by reference (“MMRP”) accurately reflects all of the mitigation measures recommended for the Project in the 2020 Final SEIR.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Santa Rosa, based on the above findings, recommends that the City Council certify the 2020 Final SEIR for the Downtown Station Area Specific Plan.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Santa Rosa recommends that the City Council adopt the Findings of Fact set forth in Exhibit A, attached hereto, which findings are incorporated by this reference, with regard to the potentially significant environmental impacts identified in the 2020 Final SEIR.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Santa Rosa recommends to the City Council adoption of the DSASP Mitigation Monitoring and Reporting Program dated September 14, 2020, as set forth in Exhibit B, which is hereby made part of this Resolution.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 24th day of September 2020, by the following vote:

AYES: (6) Chair Cisco, Vice Chair Weeks, Commissioner Carter, Commissioner Duggan, Commissioner Kalia, and Commissioner Peterson

NOES: (0)

ABSTAIN: (0)

ABSENT: (1) Commissioner Okrepkie

APPROVED: _____
PATTI CISCO, CHAIR

ATTEST: _____
ANDREW TRIPPEL, EXECUTIVE SECRETARY

ATTACHMENTS:

Exhibit A – Findings of Fact

Exhibit B – Mitigation Monitoring and Reporting Program September 24, 2020

EXHIBIT A

FINDINGS OF FACT FOR THE

SANTA ROSA DOWNTOWN STATION AREA SPECIFIC PLAN UPDATE

I. **INTRODUCTION**

The City of Santa Rosa ("City"), as lead agency, prepared a Subsequent Environmental Impact Report ("SEIR") for the proposed update to the Downtown Station Area Specific Plan (DSASP), originally published in 2007 (the "Plan"). In its entirety, the SEIR consists of the July 2020 Draft Subsequent EIR ("Draft SEIR" or "SEIR") and the September 2020 Final SEIR ("Final SEIR"), (State Clearinghouse No. 2006072104).

These findings have been prepared in accordance with the California Environmental Quality Act ("CEQA") (Cal. Pub. Resources Code § 21000 et seq.) and its implementing guidelines ("CEQA Guidelines") (Cal. Code Regs. Tit. 14, § 15000 et seq.).

II. **PROJECT DESCRIPTION**

A. Planning Area

Santa Rosa is located in central Sonoma County, in the north-western part of the nine-county San Francisco Bay Area. Santa Rosa is about 55 miles north of San Francisco and 70 miles southwest of Sacramento. The Downtown Station Area (Planning Area) covers approximately 720 acres surrounding the Downtown Station SMART site in the heart of Santa Rosa. The 2007 DSASP was roughly bounded by College Avenue to the north, Sebastopol Road to the south, Santa Rosa Avenue and E Street to the east, and North Dutton Avenue to the west. As part of the Proposed Plan, the eastern boundary of the Planning Area has been expanded to Brookwood Avenue to be consistent with the General Plan's definition of the downtown core.

B. Background

The Downtown Station Area is one of five Priority Development Areas (PDA) in Santa Rosa established by the City to provide opportunities for compact, infill development in proximity to transit, jobs, schools, shopping and services. PDAs are an integral part of Plan Bay Area 2040, the regional sustainable growth strategy that coordinates housing plans, open space conservation efforts, economic development strategies, and transportation investments to further statewide goals for climate action. PDAs are eligible for capital infrastructure funding, planning grants, and technical assistance from the Metropolitan Transportation Commission (MTC).

In September 2005, the City of Santa Rosa received a planning grant to support community- and transportation-oriented development around the then-proposed SMART Station, culminating in the 2007 DSASP. A key purpose of the 2007 DSASP was to increase the number of residents and employees within walking distance of the Sonoma Marin Area Rail Transit (SMART) site through the intensification of land uses in the planning area. However, halfway through the planning period, only 100 out of an envisioned 3,400 housing units have been developed, with an additional 275 housing units. Of the 494,000 square feet of non-residential uses envisioned, approximately 194,000 square feet have been developed. Successful downtown development is an essential part of addressing the urgent housing need created by the housing crisis and loss of homes to the 2017 wildfires. As such, in 2018 with a grant from MTC, the City of Santa Rosa initiated an update to the 2007 DSASP to explore options for addressing the community's unmet housing needs as well as land use, transportation, economic development, and historic preservation issues associated with the intensification of housing development downtown.

The Proposed Plan would replace the existing 2007 Specific Plan in all elements. The existing 2007 Specific Plan has a horizon year of 2035. The Proposed Plan would establish a planning and policy framework that would extend to horizon year 2040.

C. Project Objectives

The Proposed Plan provides the basis for the City's land use and development policy and represents the basic community values, ideals, and aspirations that will govern development and conservation. Specific objectives established for the Proposed Plan include the following:

- Enhance the role of Downtown Santa Rosa as an energetic commercial and cultural center with a range of housing, employment, retail and restaurant options in a vibrant, walkable environment;
- Facilitate the production of housing that provides a range of options for people of all incomes, abilities, and stages of life;
- Enhance connectivity for pedestrians, cyclists, and transit users within in the Planning Area and to/from key destinations;
- Increase the number of residents and employees within one half mile of high frequency transit options;
- Strengthen sense of place by providing welcoming civic spaces, public art, and uses and design that promote day and nighttime vitality;
- Leverage City-owned properties in the planning area to catalyze redevelopment that can provide for the community's unmet housing needs within the Planning Area.
- Reduce vehicle miles traveled (VMT) through improved jobs-housing balance within the Planning Area.

D. Discretionary Approvals

Approval of the Proposed Plan requires the City, as lead agency, as well as certain "responsible agencies," to take discrete planning and regulatory actions to approve the overall Plan. Described below are the discretionary actions necessary to fully carry out the Plan. In addition to

certifying the Final SEIR and adopting these Findings and the associated Mitigation Monitoring and Reporting Program (CEQA requirements), the City itself must take the following actions:

The Proposed Plan would require the following approvals and discretionary and ministerial actions by the City of Santa Rosa:

- Planning Commission
 - Recommendation to certify the SEIR pursuant to CEQA
 - Recommendation to adopt the Proposed Plan and associated General Plan, zoning, and specific plan amendments to the Santa Rosa Avenue Corridor Plan and Roseland Area/Sebastopol Road Specific Plan
- City Council
 - Certification of the SEIR pursuant to CEQA
 - Adoption of the Proposed Plan and associated General Plan and zoning amendments
- Design Review Board/Cultural Heritage Board and Other City Boards and Commissions
 - Adoption of programs or other actions that implement the Proposed Plan

Future activity that could occur following certification of the SEIR includes, but is not limited to, the following, provided they are consistent with the General Plan and Zoning Ordinance and comply with CEQA:

- Public and private development project approvals (e.g., tentative maps, variances, use permits).
- Development agreements.
- Funding approval of capital projects.
- Issuance of permits and other approvals necessary for implementation of the proposed project.

Responsible and Trustee Agencies

State law requires that all EIRs (and SEIRs) be reviewed by Responsible and Trustee Agencies. A Responsible Agency, defined pursuant to State CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency which have discretionary approval power over actions taken as a result of implementing the Proposed Plan. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. Implementation of the Proposed Plan would require subsequent actions or consultation from Responsible or Trustee Agencies.

- Bay Area Air Quality Management District (BAAQMD)
- California Department of Transportation (Caltrans)
- California Department of Fish and Wildlife (CDFW)
- North Coast Regional Water Quality Control Board (RWQCB)
- California Office of Historic Preservation
- Federal Emergency Management Agency (FEMA)

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Municipal Transportation Commission and Association of Bay Area Governments (MTC/ABAG)
- Sonoma County Transit
- Sonoma County Regional Parks

III.

ENVIRONMENTAL REVIEW PROCESS

In accordance with section 15082 of the CEQA Guidelines, the City prepared an Initial Study (IS) and Notice of Preparation ("NOP") of a Supplemental Environmental Impact Report ("SEIR") on December 19, 2019. Pursuant to CEQA Guidelines sections 15023, subdivision (c), and 15087, subdivision (f), the State Clearinghouse in the Office of Planning and Research was responsible for distributing environmental documents to State agencies, departments, boards, and commissions for review and comment. The City followed required procedures with regard to distribution of the appropriate notices and environmental documents to the State Clearinghouse. The State Clearinghouse was obligated to make, and did make, that information available to interested agencies for review and comment. The NOP was received by the State Clearinghouse (SCH # 2006072104) and a 30-day public review period ended on January 17, 2020. The City also held a scoping meeting on January 15, 2020 to receive comments on the NOP. The NOP and all comments received on the NOP are presented in Appendix A of the Draft SEIR.

Pursuant to CEQA Guidelines Section 15163(b), an SEIR “need contain only the information necessary to make the previous EIR adequate for the Proposed Plan as revised.” Many of impacts of the Proposed Plan will be the same or similar to those previously evaluated and do not require further study. An Initial Study (IS) conducted in December 2019 provides the basis for the topics to be evaluated is included in Appendix A of the Draft SEIR. The IS “scoped out” the following environmental impact categories from subsequent environmental analysis on the basis that they would not result in new or substantially more severe environmental impacts:

- Aesthetics
- Agricultural Resources
- Biological Resources
- Geology and Soils
- Mineral Resources
- Hazards, Hazardous Materials, and Wildfires
- Land Use, Population, and Housing

The City and its consultants concluded that new or substantially more adverse significant impacts in several issue areas may arise due to changes in the Plan or changes in circumstances or information since the time the 2007 EIR was certified. This SEIR analyzes the following areas of concern:

- Air Quality
- Cultural and Tribal Cultural Resources
- Energy, Greenhouse Gases, and Climate Change
- Hydrology and Water Quality
- Noise
- Public Services and Recreation
- Traffic and Transportation
- Utilities

The City published the Draft SEIR (SCH# 2006072104) for public and agency review on July 15, 2020. A public review period of 45 days was provided on the Draft SEIR, which period ended on August 31, 2020. This period satisfied the requirement for a 45-day public review period as set forth in Section 15105 of the CEQA Guidelines. On Thursday August 13, 2020, a public hearing before the Planning Commission was held on the Draft SEIR during the official public review period. The meeting was held virtually, consistent with Governor’s Executive Orders N-25-20 and N-29-20 to prevent the spread of the coronavirus, from 4:00 to 9:00 p.m. Following the August 13, 2020 closing of the public review period, staff and the consultant team prepared responses to comments, as set forth in the Final SEIR.

The Final SEIR was issued for public review on September 14, 2020. In accordance with CEQA Guidelines Section 15088, the Final SEIR provided responses to all comments received by the City of Santa Rosa on the Draft SEIR.

On September 24, 2020, the Planning Commission held a public meeting to consider the Proposed Plan and Final SEIR and recommended that the City Council certify the SEIR and adopt the Proposed Plan, findings of fact and mitigation and monitoring program.

On _____, the City Council held a public meeting to consider the Proposed Plan and Final SEIR, findings of fact and mitigation and monitoring program.

IV.

RECORD OF PROCEEDINGS

In accordance with Public Resources Code section 21167.6, subdivision (e), the record of proceedings for the City's decision on the Plan includes the following documents:

- The NOP and all other public notices issued by the City in conjunction with the Plan;
- All comments submitted by agencies or members of the public during the comment period on the NOP;
- The Draft SEIR for the Plan and all appendices;
- All comments submitted by agencies or members of the public during the comment period on the Draft SEIR;
- The Final SEIR for the Plan, including comments received on the Draft SEIR and responses to those comments, and appendices;
- Documents cited or referenced in the Draft SEIR and Final SEIR;

- The Mitigation Monitoring and Reporting Program for the Plan;
- All findings and resolutions adopted by the City Council in connection with the Plan and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Plan prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Plan;
- All documents submitted to the City by other public agencies or members of the public in connection with the Plan, up through the close of the City Council public hearing on _____;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Plan;
- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;
- The City of Santa Rosa General Plan and all environmental documents prepared in connection with the adoption of the General Plan;
- The City of Santa Rosa Zoning Ordinance and all other City Code provisions cited in materials prepared by or submitted to the City;
- Any and all resolutions adopted by the City regarding the Plan, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The official custodian of the record is Amy Lyle, Supervising Planner, City of Santa Rosa, Planning and Economic Development, Room 3, 100 Santa Rosa Avenue, Santa Rosa, CA 95404.

V.

FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of Projects (or Plans) and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving

projects for which EIRs (and SEIRs) are required. For each significant environmental effect identified in an EIR (or SEIR) for a Plan, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (CEQA Guidelines, § 15091.)

As explained elsewhere in these findings, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (*City of Del Mar*); *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 [court upholds CEQA findings rejecting alternatives in reliance on applicant's project objectives]; see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 (CNPS) ["an alternative 'may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record'"] (quoting *Kostka & Zischke, Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka*), § 17.39, p. 825); *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) ["[i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary project objectives"; "a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal".]) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (*City of Del Mar*); see also CNPS, *supra*, 177 Cal.App.4th at p. 1001 ["an alternative that 'is impractical or undesirable from a policy standpoint' may be rejected as infeasible"] [quoting *Kostka, supra*, § 17.29, p. 824]; *San Diego Citizenry Group v. County of San Diego* (2013) 219 Cal.App.4th 1, 17.)

For purposes of these findings (including the Mitigation Monitoring and Reporting Program and the attached Table A to these findings), the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level.

CEQA requires that the lead agency adopt feasible mitigation measures or, in some instances, feasible alternatives to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes

are infeasible or where the responsibility for modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subd. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons that the agency found the project's benefits outweigh its unavoidable adverse environmental effects. (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).) The California Supreme Court has stated, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Goleta II, supra*, 52 Cal.3d at p. 576.)

Analysis conducted in the Draft SEIR concluded that implementation of the Plan would not result in any significant and unavoidable impacts. Therefore, a Statement of Overriding Considerations is not required.

VI. **LEGAL EFFECT OF FINDINGS**

These findings constitute the City’s best efforts to set forth the evidentiary and policy bases for its decision to approve the Plan in a manner consistent with the requirements of CEQA. To the extent that these findings conclude that various mitigation measures outlined in the FEIR are feasible and have not been modified, superseded or withdrawn, the City hereby binds itself to implement these measures. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City adopts a resolution approving the Plan.

VII. **MITIGATION MONITORING AND REPORTING PROGRAM**

A Mitigation Monitoring and Reporting Program has been prepared for the Plan and is being approved by the same Resolution that has adopted these findings. The City will use the Mitigation Monitoring and Reporting Program to track compliance with Plan mitigation measures. The Mitigation Monitoring and Reporting Program will remain available for public review during the compliance period. The final Mitigation Monitoring and Reporting Program is attached to and incorporated into the environmental document approval resolution and is approved in conjunction with certification of the SEIR and adoption of these Findings of Fact.

VIII. **SIGNIFICANT EFFECTS AND MITIGATION MEASURES**

The Draft SEIR evaluated, through an initial study, the potential for implementation of the Proposed Plan to result in new or substantially more adverse environmental effects in comparison to

the analysis contained in the 2007 EIR. On that basis, the Draft SEIR identified a number of significant and potentially significant environmental effects (or impacts) that the Plan will cause or to which it will contribute. All of these significant effects can be fully avoided through the adoption of feasible mitigation measures. The City Council's findings with respect to the Project's significant effects and mitigation measures are set forth in "Table A" attached to these findings. The findings set forth in Table A are hereby incorporated by reference.

Section 15091 of the CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as having "no impact" or a "less than significant" impact. However, these findings account for all resource categories where new or substantially more adverse environmental effects could potentially result. Table A does not attempt to describe the full analysis of each environmental impact contained in the Final SEIR. Instead, the Table provides a summary description of each impact, describes the applicable mitigation measures identified in the Final SEIR and adopted by the City Council, and states the City Council's findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Final SEIR, and these findings hereby incorporate by reference the discussion and analysis in those documents supporting the Final SEIR's determinations regarding the Project's impacts and mitigation measures designed to address those impacts. In addition, the Planning Commission and City Council Staff Reports for certification or recommendation on certification of the SEIR and approval or recommendation on approval of the Plan, and City Council Resolution No. _____ and Planning Commission Resolution No. _____ include discussions supporting the Final SEIR's determinations; therefore, those documents are hereby incorporated by reference into these findings. In making these findings, the City Council ratifies, adopts, and incorporates into these findings the analysis and explanation in the Draft SEIR and Final SEIR, the Planning Commission and City Council Staff Reports for certification of the SEIR and approval of the Plan, and Resolution No. _____ and Planning Commission Resolution No. _____ and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Final SEIR, the Planning Commission and City Council Staff Reports for certification of the Final SEIR and approval of the Plan, and Resolution No. _____ and Planning Commission Resolution No. _____ relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

IX.

GROWTH INDUCEMENT

CEQA Guidelines require that an EIR "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly" (CEQA Guidelines Section 15126.2(d)). This analysis must also consider the removal of obstacles to population growth, such as improvements in the regional transportation system.

The Proposed Plan allows for new residential and non-residential development that could result in an increase in population, housing, and jobs, compared to existing conditions. Given the Planning Area's central importance to economic life in Santa Rosa and Santa Rosa's relatively large population compared to Sonoma County as a whole, it is possible that growth within the Planning Area will cause pressure for growth elsewhere in the City and County. However, while the

Planning Area's jobs-to-housing ratio would decline under implementation of the Proposed Plan, it would be reduced to slightly above 1.0, indicating that jobs and housing would be relatively well-balanced. Excessive commuting in or out of the Planning Area is thus unlikely. Growth under the Proposed Plan would primarily serve the local community and would accommodate existing and projected demand. Growth within the Planning Area would increase available housing, jobs, retail and entertainment opportunities, and access to transit options.

X.

X.SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

CEQA Guideline section 1526(c) requires an EIR to discuss significant irreversible environmental changes which would be involved if the proposed Project is implemented. A resource commitment is considered irretrievable when the use or consumption of the resource is neither renewable nor recoverable for use by future generations. Irreversible changes and irretrievable commitments of non-renewable resources anticipated by the Proposed Plan include the following issues. The Proposed Plan would involve two types of resources: (1) general industrial resources including fuels and construction materials; and (2) project-specific resources such as land, biotic and cultural resources at the building sites.

Implementation of the Proposed Plan could result in the long-term commitment of various resources to urban development. While the Proposed Plan itself would not directly entitle or result in any new development, it is reasonably foreseeable that the Proposed Plan, which acts as a blueprint for growth and development in the Planning Area over the next 20 years, could result in significant irreversible impacts related to the commitment of non-renewable and/or slowly renewable natural and energy resources.

XI.

Plan ALTERNATIVES

A. Basis for Alternatives-Feasibility Analysis

1. Significant, Unavoidable Impacts of the Plan

All of the potential environmental impacts associated with adoption and implementation of the Proposed Plan were found to be either *less than significant* without mitigation or *less than significant with mitigation*. No impacts were determined to be *significant and unavoidable*.

Under CEQA, where a significant impact can be substantially lessened (i.e., mitigated to an "acceptable level") solely by the adoption of mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of alternatives with respect to that impact, even if an alternative would mitigate the impact to a greater degree than the Proposed Plan. (Cal. Pub. Resources Code, § 21002; *Laurel Hills Homeowners Association v. City Council*, 83 Cal.App.3d 515, 521 (1978) ("*Laurel Hills*"); *see also Kings County Farm Bureau v. City of Hanford*, 221 Cal.App.3d 692, 730-731 (1990); *Laurel Heights Improvement Association v. Regents of the University of California*, 47 Cal.3d 376, 400-403 (1988).)

2. Scope of Necessary Findings and Considerations for Plan Alternatives

As noted above, these findings address whether the various alternatives substantially lessen or avoid any of the significant impacts associated with the Plan and (though not legally necessary) also consider the feasibility of each alternative. Under CEQA, "(f)feasible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." (CEQA Guidelines § 15364.) As explained earlier, the concept of feasibility permits agency decision makers to consider the extent to which an alternative is able to meet some or all of a Plan's objectives. In addition, the definition of feasibility encompasses "desirability" to the extent that an agency's determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors supported by substantial evidence.

In identifying potentially feasible alternatives to the Plan, the following Plan objectives were considered:

- Enhance the role of Downtown Santa Rosa as an energetic commercial and cultural center with a range of housing, employment, retail and restaurant options in a vibrant, walkable environment;
- Facilitate the production of housing that provides a range of options for people of all incomes, abilities, and stages of life;
- Enhance connectivity for pedestrians, cyclists, and transit users within in the Planning Area and to/from key destinations;
- Increase the number of residents and employees within one half mile of high frequency transit options;
- Strengthen sense of place by providing welcoming civic spaces, public art, and uses and design that promote day and nighttime vitality;
- Leverage City-owned properties in the planning area to catalyze redevelopment that can provide for the community's unmet housing needs within the Planning Area.
- Reduce vehicle miles traveled (VMT) through improved jobs-housing balance within the Planning Area.

Under CEQA Guidelines section 15126.6, as noted earlier, the alternatives to be discussed in detail in an EIR should be able to "feasibly attain most of the basic objectives of the project[.]" For this reason, the objectives described above provided the framework for evaluating possible alternatives.

The Draft SEIR evaluated two Plan alternatives in accordance with the parameters set forth by CEQA Guidelines Section 15126.6. In addition, four other alternatives were initially considered but determined to be infeasible and were ultimately rejected from further consideration: three alternatives evaluated in the 2007 Draft EIR (No Project Alternative, Reduced Growth Alternative, and Reallocated Growth Alternative) and a new Reduced Growth Alternative. Both Plan alternatives were initially evaluated on their ability to meet Plan objectives, feasibility, and whether they would avoid or substantially reduce the Proposed Plan's significant environmental impacts. Based on this initial evaluation, the 2007 No Project Alternative no longer represented a true No Project Scenario as required under CEQA, the 2007 Reduced Growth Alternative and 2007 Reallocated Growth

Alternative would not be feasible and did not meet project objectives, and the new Reduced Growth Alternative would not avoid the significant impacts of the Proposed Plan.

Based on the requirements of CEQA Guidelines §15126.6 and the project objectives, the following alternatives to the Plan were identified:

- No Project Alternative, and
- Redistributed Growth Alternative.

The City Council finds that the range of alternatives studied in the SEIR reflects a reasonable attempt to identify and evaluate various types of alternatives that would potentially be capable of reducing the Plan's environmental effects, while accomplishing most but not all of the Plan's objectives. The City Council finds that the alternatives analysis is sufficient to inform the City Council and the public regarding the tradeoffs between the degree to which alternatives to the Plan could reduce environmental impacts and the corresponding degree to which the alternatives would hinder the City's ability to achieve the Plan objectives.

B. Analysis of Plan Alternatives

The Draft SEIR identified and compared environmental effects of the two alternatives listed below with environmental impacts resulting from the Plan.

1. No Project Alternative

(a) Description

Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, the No Project Alternative represents what would be reasonably expected to occur in the foreseeable future if the Proposed Plan were not adopted and the 2007 DSASP was left unchanged and in use. This alternative would retain all current land use designations and policies from the 2007 DSASP as amended to date. There would be no changes to the current Land Use map and building height limitations would remain in force; the new Core Mixed Use, Station Mixed Use, Maker Mixed Use, and Neighborhood Mixed Use land designations and Active Ground Floor Overlay would not be applied. Key elements of several circulation improvements would occur under the No Project Alternative, including the Donahue Street roadway extension, the Roberts Avenue roadway connection, and construction of a multimodal connector street at the SMART site. Pedestrian and bicycle improvements included in the 2007 DSASP and 2018 Bicycle and Master Plan would occur. Roadway reconfigurations and certain improvements to the pedestrian and bicycle network, including the West Third Street-West Sixth Street Connection and new pedestrian crossings, included in the Proposed Plan would not occur under the No Project Alternative.

The No Project Alternative was projected to result in approximately 8,125 new residents and 3,250 new housing units. The 2007 Plan anticipated a net loss of 206,100 non-residential square feet in the Planning Area by 2040, attributed to a larger loss of industrial square footage than addition of office and retail square footage. Additionally, 194,000 square feet was developed between 2007 and 2018 and is thus included in existing square footage. Overall, the No Project Alternative results in

8,675 fewer residents, 3,750 fewer housing units, and a net loss of 400,100 non-residential square feet compared to the Proposed Plan.

(b) **Analysis of the No Project Alternative's Ability to Reduce Significant Unavoidable Plan Impacts**

Because no conditions would change and less development would occur as a result of selecting the No Project Alternative, the overall impacts under the majority of environmental topic areas would be *less* than those of the proposed project. However, air quality impacts to sensitive receptors would be significant and unavoidable under the No Project Alternative as it does not include proposed mitigation measures that would address these impacts.

(c) **Analysis of the No Project Alternative's Ability to Meet the Plan Objectives**

Under the No Project Alternative, the Proposed Plan would not be implemented and therefore, this alternative does not meet any of the project objectives.

In summary, the No Project Alternative would avoid some of the Proposed Plan's significant impacts but would not advance any of the Plan objectives and would create a new significant and unavoidable impact.

(d) **Feasibility of the No Project Alternative**

Because the No Project alternative would not meet the Plan objectives, and because the No Project alternative would not provide the same benefits as the Proposed Plan, it is not a feasible alternative.

2. **Redistributed Growth Alternative**

(a) **Description**

Under the Redistributed Growth Alternative, the land use framework would be revised to redistribute more growth away from potentially historic properties and away from major sources of toxic air contaminants and noise, including US 101 and SR 12. Specifically, the Maxwell Court area would not be designated Maker Mixed Use as under the Proposed Plan, but would instead be redesignated Light Industry, which allows for light industrial, warehousing, and heavy commercial uses. The Light Industry designation does not allow for professional office buildings or sensitive uses such as homes and schools. This would avoid development of new sensitive uses in the Maxwell Court area in proximity to two major stationary sources of particulate matter emissions, thus minimizing impacts to the health of new sensitive receptors.

Additionally, the maximum base FAR allowed in the East End area would be increased from 4.0 to 6.0 in order to incentivize more residential growth in this part of the Planning Area, which is less impacted by toxic air contaminants and noise and has proportionally fewer age-eligible properties. As a larger opportunity site that can accommodate new development, the Public Safety

Building, located at the northwest corner of Sonoma and Brookwood, would be redeveloped with high density multi-family residential uses under this alternative. This would avoid a high concentration of new residential development near US 101 and SR 12, thus reducing the number of sensitive receptors exposed to noise and toxic air contaminants generated by highway traffic. Additionally, this alternative would avoid demolition of potentially historic properties and densification of established historic districts by incentivizing development in the East End area rather than in proximity to historic resources.

The land use designations and maximum allowable FAR under this alternative are shown on Figure 4.2-2 of the Draft SEIR. Overall, this alternative would result in 15,420 new residents, 6,430 new housing units, and a net gain of 838,831 non-residential square feet in the Planning Area in 2040. This is 1,380 fewer residents, 570 fewer housing units, and a net gain of 10,351 non-residential square feet compared to under the Proposed Plan.

(b) **Analysis of the Redistributed Growth Alternative's Ability to Reduce Significant Unavoidable Project Impacts**

Because a similar, though slightly lower, level of development would occur as a result of selecting the Redistributed Growth Alternative, impacts under most of the environmental topic areas would be *similar* to those of the proposed Plan.

(c) **Analysis of the Redistributed Growth Alternative's Ability to Meet the Project Objectives**

The Redistributed Growth Alternative would generally comply with the project objectives as it would implement all Plan policies and mitigation and a similar land use framework. However, the Redistributed Growth Alternative would concentrate less development along key mixed-use corridors and in downtown. The Redistributed Growth Alternative would also result in fewer multi-family housing units, which would provide a less broad range of housing options and would not reduce the risk of displacement. Additionally, the Redistributed Growth Alternative would not be as successful as the Plan in achieving the objectives of the DSASP update process including facilitating the production of housing and increasing the number of residents and employees within one half mile of high frequency transit options. Therefore, this alternative would not meet all of the project objectives.

(d) **Feasibility of Redistributed Growth Alternative**

While the Redistributed Growth Alternative would see slightly more non-residential development than the Proposed Plan, it would result in 1,380 fewer residents and 570 fewer housing units compared to under the Proposed Plan. In recognition of the urgent need for housing in Santa Rosa -- and particularly for affordable housing -- a principle project objective is to facilitate the production of housing that provides a range of options for people of all incomes, abilities, and stages of life. This objective reflects the City Council's annual goals and priorities and the goals of the City's 2016 Housing Action Plan. While the Redistributed Growth Alternative would provide opportunities for higher-density residential land uses, it would do so in a more limited manner, and not up to the development potential of the Proposed Project. Further, the Redistributed Growth

Alternative would result in fewer residents within a half-mile of transit facilities and as such would not satisfy the project objectives to the same degree.

Additionally, under the Redistributed Growth Alternative more growth would be located at the edges of the Planning Area, farther from the Core Area, the Downtown SMART Station, and the Downtown Transit Mall. By contrast, the Proposed Plan would locate more new development at the center of the Planning Area, where goods and services, transit, and job opportunities are clustered. As such, the Redistributed Growth Alternative would not support of the project objective of enhancing the role of Downtown Santa Rosa as an energetic commercial and cultural center to the same extent as the Proposed Plan.

The Redistributed Growth Alternative would also require more distributed infrastructure and increasing the cost of producing the projected housing units. As the cost of housing is one of the primary obstacles to growth it is incongruent with the goals of the DSASP update, therefore the Redistributed Growth Alternative is not feasible.

Overall, because the Redistributed Growth Alternative would not allow for the same level of high-density residential development opportunities and benefits as the Proposed Plan, would not locate as many people within a half-mile of high-frequency transit options, and would not concentrate as much future development at the center of the Planning Area as the Proposed Plan, it is not a feasible alternative.

3. **The Environmentally Superior Alternative**

The qualitative environmental effects of each alternative in relation to the proposed Plan are summarized in the table below.

Table 1: Summary of Impacts for Alternatives

Impact	Level of Significance			
	Proposed Plan	No Project Alternative	Redistributed Growth Alternative	Superior Alternative
Air Quality				
Air Quality Plan	LTS	LTS	LTS	Equivalent
Criteria Pollutants	LTS	LTS	LTS	Equivalent
Sensitive Receptors	LTSM	SU	LTSM	RG
Odors	LTS	LTS	LTS	RG
Historic and Cultural Resources				
Historical Resources	LTSM	LTSM	LTSM	RG
Archaeological Resources	LTS	LTS	LTS	NP
Tribal Cultural Resources	LTS	LTS	LTS	NP
Energy, Greenhouse Gases, and Climate Change				
Wasteful Energy Consumption	LTS	LTS	LTS	Equivalent
Energy Efficiency Standards	LTS	LTS	LTS	Equivalent
Impact on Environment	LTS	LTS	LTS	PP
Plan, Policy, or Regulation	LTS	LTS	LTS	PP
Hydrology and Water Quality				
Groundwater	LTS	LTS	LTS	RG
Noise				
Noise Standards	LTS	LTS	LTS	NP
Public Services				
Construction or Expansion of Parks	LTS	LTS	LTS	NP
Transportation				
Congestion Management Plan	LTS	LTS	LTS	PP
CEQA Guidelines Section 15064.3, Subdivision (b)	LTS	LTS	LTS	PP
Traffic Hazards	LTS	LTS	LTS	NP
Emergency Access	LTS	LTS	LTS	Equivalent

<i>Impact</i>	<i>Level of Significance</i>			
	<i>Proposed Plan</i>	<i>No Project Alternative</i>	<i>Redistributed Growth Alternative</i>	<i>Superior Alternative</i>
Utilities				
Construction of New Facilities	LTS	LTS	LTS	NP
Water Supply	LTS	LTS	LTS	NP

Notes:

LTS = Less than Significant

LTSM = Less than Significant with Mitigation

NI = No Impact

SU = Significant and Unavoidable

PP = Proposed Plan

NP = No Project Alternative

RG = Redistributed Growth Alternative

CEQA Guidelines (Section 15126.6) require the identification of an environmentally superior alternative among the alternatives analyzed. If the alternative with the least environmental impact is the No Project Alternative, then the SEIR must also identify the next most environmentally superior alternative.

For the Proposed Plan and Redistributed Growth Alternative, two impacts were expected to be less than significant with mitigation, and 18 impacts were expected to be less than significant. For the No Project Alternative, one impact was expected to be significant and unavoidable, one impact was expected to be less than significant with mitigation, and 18 impacts were expected to be less than significant. In five cases, the difference in anticipated environmental impact between the three alternatives was determined to be insignificant. The Proposed Plan was found to be environmentally superior in four cases and the Redistributed Growth Alternative was found to be environmentally superior in four cases. The No Project Alternative was found to be environmentally superior in seven cases, making it the environmentally superior alternative. However, per the CEQA Guidelines, if the No Project is determined to be the environmentally superior alternative, another environmentally superior alternative must be identified.

Overall, the Proposed Plan was found to have a similar impact profile as the Redistributed Growth Alternative. However, as the Proposed Plan would concentrate development along key mixed-use corridors and in downtown, it would result in both more growth and a more compact pattern of growth than the Redistributed Growth Alternative. The Proposed Plan would also result in more multi-family housing units, which would provide a broader range of housing options, potentially reducing the risk of displacement. While the Redistributed Growth Alternative would reduce impacts associated with historic resources, development would still occur in areas containing designated historic and age-eligible buildings. By designating the Maxwell Court area as Light Industry, the Redistributed Growth Alternative ensures that no sensitive uses would be developed in this area and result in exposure to toxic air contaminants. By contrast, the Proposed Plan designates

this area as Maker Mixed Use, allowing a larger variety of lower-emissions uses, and would also restrict residential development in this area with the implementation of Mitigation Measures AQ-2 (which would be nullified after one stationary source relocates) and AQ-3 (which prohibits residential development in only a small portion of the area). Additionally, the Proposed Plan would ultimately be more successful in achieving the objectives of the DSASP update process including facilitating the production of housing and increasing the number of residents and employees within one half mile of high frequency transit options. Given that the Proposed Plan would be more successful in achieving these objectives, the Proposed Plan is determined to be the environmentally superior alternative.

4. **Alternatives Rejected from Further Consideration**

Section 15126.6(c) of the State CEQA Guidelines requires EIRs (and SEIRs) to identify any alternatives that were considered by the lead agency, but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination. Section 15126.6(c) provides that among the factors that may be used to eliminate alternatives from detailed consideration in and EIR are (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The prior EIR analyzed three alternatives to reduce or avoid the significant impacts of the 2007 DSASP. Each of these prior alternatives is summarized below; however, as described below none would avoid significant impacts of the Proposed Plan and as such were not evaluated in detail.

The No Project Alternative, which is required under CEQA, represents what would be reasonably expected to occur in the foreseeable future if the 2007 DSASP were not approved and the 2002 General Plan was left unchanged and in effect. The No Project Alternative would result in 2,349 fewer housing units and a net gain of 616,283 non-residential square feet compared to the 2007 DSASP. Given that the 2007 DSASP has been adopted, the No Project Alternative analyzed in the prior EIR no longer represents a true No Project scenario as required under CEQA.

The Reduced Growth Alternative would decrease the number of attached residential units that would be developed, to a mid-point between what would occur under the 2007 DSASP and under the No Project Alternative (2002 General Plan). In addition, the amount of light industrial uses would be increased from the 2007 DSASP to replace some of the lost residential units; however, the amount of industrial uses would still be less than what would occur under the No Project Alternative. As a result, the majority of development change would occur within the Railroad Corridor and the Courthouse Square Sub-Areas. The portion of Imwalle Gardens that is designated for agricultural use in the 2007 DSASP would remain designated for agriculture. The goals, policies, and guidelines included in the 2007 DSASP would still apply, as would the mitigation measures included in the prior EIR. The Reduced Growth Alternative would result in 1,174 fewer housing units and a net gain of 130,000 non-residential square feet compared to the 2007 DSASP. While the prior EIR determined that the Reduced Growth Alternative would be the environmentally superior alternative in comparison to the 2007 DSASP, it would not be preclude the potential for significant impacts to historic resources under the Proposed Plan, nor would it avoid significant impacts related to air quality and noise. The significant impacts of the Proposed Plan are primarily linked to the location of

development and as such while reducing the amount of development may reduce the number of people exposed to excessive noise and air pollution, it would not reduce the severity of the impact on those who would be exposed. Therefore, the Reduced Growth Alternative is not feasible. Additionally, because the Reduced Development Alternative would result in fewer housing units, less development and more restrictions than the 2007 DSASP, it would not fully satisfy the project objectives.

The Reallocated Growth Alternative would result in the same level of development anticipated under the 2007 DSASP but would address some concerns from the community about new development adjacent to existing residential communities. In order to minimize the amount of density increases adjacent to the Residential Historic Sub-Areas, some of the attached residential units along the edges of the Railroad Corridor, Railroad Square and Courthouse Square Sub-Areas would be reallocated to the Imwalle Gardens site and the agricultural designation would be deleted. The Alternative would also be designed to focus more of the residential units into the core of the Courthouse Square Sub-Area. The goals, policies, and guidelines included in the 2007 DSASP would still apply, as would the mitigation measures included in this SEIR. Buildout under the Reallocated Growth Alternative would be the same as under the 2007 DSASP. While the concept of the Reallocated Growth Alternative would be feasible in principle, implementation would not be realistic given existing conditions and short-term growth. The Reallocated Growth would not preclude the potential for significant impacts to historic resources under the Proposed Plan, nor would it avoid significant impacts related to air quality and noise. Like the Proposed Plan, the Reallocated Growth Alternative also proposes new development in locations that are close to sources of toxic air contaminants and noise and include potentially historic resources. Additionally, the Reallocated Growth Alternative is similar to the Proposed Plan in its concentration of development in the core of the Planning Area. Therefore, the Reallocated Growth Alternative would not feasibly avoid or reduce the significant impacts of the Proposed Plan.

The City also considered a Reduced Growth Alternative that would represent both less residential and nonresidential growth than the No Project Alternative or Proposed Plan. Land use designations under the Reduced Growth Alternative would reflect those under the Proposed Plan and the maximum allowable Floor Area Ratio (FAR) would be reduced. However, this Alternative was ultimately deemed infeasible because it would not meet many of the project objectives identified in Section 2.3, Purpose and Objectives of the Proposed Plan, of Chapter 3, Project Description, of this Draft SEIR. Most notably, a reduced growth alternative would not achieve the project objectives to facilitate the production of housing, increase the number of residents and employees within one half mile of high frequency transit options, and leverage City-owned properties in the Planning Area to catalyze redevelopment that can provide for the community's unmet housing needs in the way that the Redistributed Growth Alternative would. Additionally, reducing growth throughout the Planning Area under this Alternative would not avoid the significant impacts of the Proposed Plan to historic resources, noise levels, and the health of sensitive receptors. Impacts of the Proposed Plan are directly related to the location of new development rather than the level of growth. Therefore, this Alternative was not carried through the impact analysis.

CEQA FINDINGS OF FACT, TABLE “A”
SANTA ROSA DOWNTOWN STATION AREA SPECIFIC PLAN UPDATE
CITY OF SANTA ROSA, CALIFORNIA

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Chapter 3.1: Air Quality			
<p>Impact 3.1-1: Development under the Proposed Plan would not conflict with or obstruct the implementation of the applicable air quality plan.</p>	<p>No mitigation is necessary.</p>	<p>Less Than Significant</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> The primary goals of the 2017 Clean Air Plan are to attain air quality standards; to reduce population exposure and protect public health in the Bay Area; and to reduce GHG emissions and protect the climate. In line with the Clean Air Plan, the primary objectives of the Proposed Plan include enhancing connectivity for pedestrians, cyclists, and transit users within the Planning Area and to/from key destinations and increasing the number of residents and employees within one half mile of high frequency transit options, thus reducing mobile emissions of criteria air pollutants and GHGs. In support of these objectives, implementation of the Proposed Plan is intended to support regional goals of integrating transit and land use policies to create opportunities for transit-oriented development around the SMART station and other transit nodes throughout Santa Rosa; alleviate traffic congestion on SR-101 and SR-12; improve air quality;</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>and reduce GHGs and other emissions associated with automobile use. Through implementation of specific policies in line with these objectives and goals, the Proposed Plan would reduce per capita emissions and support regional attainment of the California Ambient Air Quality Standard and National Ambient Air Quality Standard. Additionally, the Proposed Plan has incorporated many of the control measures identified in the 2017 Clean Air Plan related to the transportation, building, energy, waste, and water sectors into its policies for implementation. (Draft SEIR, p. 3.1-33)</p>
<p>Impact 3.1-2: Development under the Proposed Plan would not result in a cumulatively considerable net increase of criteria pollutants for which the Proposed Plan region is in non-attainment under an applicable federal or state ambient air quality standard.</p>	<p>No mitigation is necessary.</p>	<p>Less Than Significant</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation (Construction Emissions):</u> The Proposed Plan includes several policies that require development projects to manage emissions during construction, including preparation of a loading plan, implementation of best practices such as alternative fueled vehicles and management of dust, and providing adequate ventilation. These policies would ensure that the construction-related emissions would be reduced to the maximum extent practicable. (Draft SEIR, p. 3.1-40)</p> <p><u>Explanation (Operational Emissions):</u> The Proposed Plan would reduce the severity of growth-oriented criteria pollutants by locating uses in</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>proximity to transit, fostering bicycle and pedestrian infrastructure, and supporting sustainable land use patterns, including mixed-use design and increased density near transit. Implementation of the Proposed Plan land uses, circulation network, and policies would ensure that individual projects would not generate emissions in excess of BAAQMD’s project-level thresholds. Therefore, implementation of the Proposed Plan would have a less than significant impact with respect to an increase in criteria pollutants for which the region is in non-attainment. (Draft SEIR, p. 3.1-42)</p>
<p>Impact 3.1-3: Development under the Proposed Plan would expose sensitive receptors to substantial pollutant concentrations.</p>	<p>MM-AQ-1. Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in Downtown Santa Rosa within 1,000 feet of a major source of toxic air contaminants (TACs) identified by BAAQMD (Facility IDs 1486, 13584, 15449, 110978, and 111751) shall reduce health risks to BAAQMD project-level threshold levels for cancer risk, hazard index, and PM2.5 concentration by installing indoor air filtration systems with a minimum efficiency reporting value of 14 or better.</p> <p>MM-AQ-2. Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) shall not build within a buffer of 1,000 feet of the BoDean Company site</p>	<p>Less Than Significant</p>	<p><u>Finding:</u> Implementation of required Mitigation Measures AQ-1, AQ-2, and AQ-3, which have been required or incorporated into the Plan, will reduce this impact to a less-than-significant level. The City Council hereby directs that these mitigation measures be adopted. The City Council, therefore, finds that changes or alterations have been required in the Plan that avoid the significant environmental effect, as identified in the Final SEIR.</p> <p><u>Explanation:</u> While the Proposed Plan would allow residential development within 1,000 feet of 13 permitted stationary sources and could expose existing and new sensitive receptors to substantial pollutant concentrations, proposed Policy PSS-5.2 would require projects that would locate sensitive receptors within high risk zones to reduce health risks by either installing indoor air filtration systems with a minimum</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	<p>boundaries as identified in Figure 3.1-1. Applicants for such projects may receive an exemption to build within this buffer zone by demonstrating by way of a human health risk assessment completed by a certified professional that incorporation of appropriate measures into the project will reduce health risk impacts below BAAQMD thresholds (incremental cancer risk below 10 in one million, the appropriate noncancer hazard index below 1.0, and PM2.5 concentrations below 0.3 µg/m³). This buffer shall be required until such time as the BoDean Company relocates.</p> <p>MM-AQ-3. Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) shall not build within a buffer of 1,000 feet of the Superior Supplies, Inc. site boundaries as identified in Figure 3.1-1. Applicants for such projects may receive an exemption to build within this buffer zone by demonstrating by way of a human health risk assessment completed by a certified professional that incorporation of appropriate measures into the project will reduce health risk impacts below BAAQMD thresholds (incremental cancer risk below 10 in one</p>		<p>efficiency reporting value (MERV) or 12 or better, or by incorporating appropriate measures into the project to meet required standards, as demonstrated through a human health risk assessment completed by a certified professional. Compliance with Policy PSS 5-2, Policy PSS-5.3, and applicable BAAQMD regulations would reduce health risk impacts associated with the majority of stationary and roadway sources in the Planning Area. Mitigation Measure AQ-1 would require projects involving sensitive receptors in high risk areas to install MERV-14 filters, which would reduce health risks associated with three stationary sources to a less than significant level. Mitigation Measures AQ-2 and AQ-3 are required establish a buffer of 1,000 feet around two stationary sources of substantial pollutant concentrations in which development of sensitive receptors is prohibited unless it can be demonstrated by way of a human health risk assessment completed by a certified professional that incorporation of appropriate measures into the project will reduce health risk impacts below BAAQMD thresholds. Therefore, this impact is considered less than significant with mitigation. (Draft SEIR, p. 3.1-47)</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	million, the appropriate noncancer hazard index below 1.0, and PM2.5 concentrations below 0.3 µg/m3).		
<p>Impact 3.1-4: Implementation of the Proposed Plan would not result in other emissions (such as those leading to odors adversely affecting a substantial number of people):.</p>	<p>No mitigation is necessary.</p>	<p>Less Than Significant</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> The Proposed Plan would result in new uses associated with the Maker Mixed Use designation that could potentially generate odor in proximity to sensitive residential receptors. Under the Proposed Plan, odor-generating uses would be limited to areas currently zoned as Industrial and Light Industrial in the northwest and southwest portions of the Planning Area and no impacts are expected to occur beyond those that would occur under existing conditions. Future development would be required to comply with City Code provisions that address noxious odors, BAAQMD rules, and Proposed Policy PSS 4-5 that requires provision of adequate ventilation. (Draft SEIR, p. 3.1-53)</p>
<p>Chapter 3.2: Cultural, Historic, and Tribal Cultural Resources</p>			
<p>Impact 3.2-1: Implementation of the Proposed Plan could cause a substantial adverse change in the significance of a historical resource, as defined as physical</p>	<p>MM CUL-1a: Evaluate Age-Eligible Properties That Have Not Previously Been Evaluated Prior to Development Projects to Identify Historic Resources If a development project is proposed on a</p>	<p>Less Than Significant</p>	<p><u>Finding:</u> Implementation of required Mitigation Measures CUL-1a and CUL-1b will reduce this impact to a less-than-significant level. The City Council hereby directs that these mitigation measures be adopted. The City</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<p>demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired (Guidelines Section 15064.5).</p>	<p>parcel within the Planning Area that includes a building, structure, or landscape more than 45 years old (typical age threshold applied by the California Office of Historic Preservation) and has not previously been evaluated for potential historic significance, the project sponsor shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for architectural history or history (as appropriate), to conduct an evaluation of historic significance and eligibility for listing on local, state, or national registers.</p> <p>Evaluation shall include a field survey, archival research, and preparation of a historic resource evaluation report. The report shall include documentation of methodology and the findings of the historic evaluation. Proposed development projects shall then be evaluated for potential direct and/or indirect effects on the identified historic resource(s) per CEQA Guidelines Section 15364, and Mitigation Measure CUL-1b shall be implemented as appropriate.</p> <p>MM CUL-1b: Avoidance or Minimization of Effects on Identified</p>		<p>Council, therefore, finds that changes or alterations have been required in, or incorporated into, the Plan that avoid the significant environmental effect, as identified in the Final SEIR.</p> <p><u>Explanation:</u> While there are several designated historic resources within the Opportunity Areas, where the Plan seeks to focus new development, there is minimal overlap between the Opportunity Areas and established Preservation Districts. However, there are a number of age-eligible properties (i.e. any property over 45 years old) within the Opportunity Areas that have not been surveyed and evaluated to determine their potential for historic significance. The Proposed Plan itself would not result in direct physical changes to existing historical resources, but subsequent individual development projects allowed under the Proposed Plan could result in adverse physical effects to historical resources, including destruction and/or adverse alteration.</p> <p>Therefore, implementation of Mitigation Measure CUL-1a, which requires a historic resource evaluation report, is required for age-eligible properties that have not previously been evaluated. Further, any surveyed properties that are found to be eligible for historic designation will also be required to comply with Mitigation Measure CUL-1b to avoid or minimize impacts on identified historic resources. Mitigation Measure CUL-1b requires that projects involving</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	<p>Historic Resources</p> <p>The project sponsor shall consult with the City of Santa Rosa Planning Division staff to determine whether a project can be feasibly redesigned or revised to avoid significant adverse impacts on listed and identified eligible historic resource(s), including historic districts. If a local landmark or preservation district is part of a proposed project, the standard review procedure involving the Santa Rosa Cultural Heritage Board will be followed. If avoidance of historic resource(s) is not feasible, where feasibility is defined as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors,” the project sponsor shall seek to reduce the effect on historic resource(s) to a less-than-significant level pursuant to CEQA Guidelines Section 15364. Projects that conform to the Secretary of the Interior’s Standards for the Treatment of Historic Properties are considered to have a less-than-significant effect on historic architectural resources.</p>		<p>identified historic resources avoid significant adverse impacts through compliance with Secretary of the Interior’s Standards for the Treatment of Historic Properties. As such, with implementation of Mitigation Measure MM CUL-1a and CUL-1b impacts to potentially historic resources in the Planning Area would be reduced or avoided to the maximum extent practicable and would be less than significant. (Draft SEIR, p. 3.2-32)</p>
Impact 3.2-2: Implementation of	No mitigation is necessary.	Less Than Significant	Under CEQA, no mitigation measures are required for

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
the Proposed Plan could cause an adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.			<p>impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> The Planning Area contains several prehistoric and new historic archaeological resources and areas that are sensitive for archaeological resources. Although implementation of the Proposed Plan may result in actions that could adversely affect archaeological resources, compliance with existing General Plan policies, the Secretary of the Interior’s Standards for Identification (Standards I and II), and the Public Resources Code would minimize or avoid impacts by requiring the protection and preservation of such resources. (Draft SEIR, p. 3.2-34)</p>
<p>Impact 3.2-3: Implementation of the Proposed Plan could cause an adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:</p> <p>(a) Listed or eligible for listing in the California Register of Historical Resources, or in a local</p>	No mitigation is necessary.	Less Than Significant	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> While no tribal cultural resources were identified through the tribal consultation process, ground disturbing activities could result in the discovery of additional, unrecorded tribal cultural resources. In the event of the discovery of human remains, significant artifacts, or cultural resources in the course of construction activities pursuant to implementation of the Proposed Plan, the CNAHCSSA and Santa Rosa General Plan 2035 Policies HP-A-2 and HP-A-3</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<p>register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p> <p>(b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>			<p>require proper notification of experts upon for proper assessment and to determine the necessity for construction or excavation activity to cease. In addition, policies in the Proposed Plan would minimize or avoid potential impacts on currently known or unknown tribal cultural resources that may be encountered in the future and would promote coordination with Native American tribes. (Draft SEIR, p. 3.2-36)</p>
<p>Chapter 3.3: Energy, Greenhouse Gases, and Climate Change</p>			
<p>Impact 3.3-1: Development under the Proposed Plan would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.</p>	<p>No mitigation is necessary.</p>	<p>Less Than Significant</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> Proposed Plan policies and implementing actions aim to reduce vehicular travel and consequently would all help decrease GHG emissions. While many of the policies and implementing actions within the Proposed Plan do not set specific and quantifiable goals, they do address general concepts locating uses in proximity to transit (i.e., the Downtown SMART station), fostering</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			bicycle and pedestrian infrastructure, and supporting sustainable land use patterns, including mixed-use design and increased density. When implemented, these actions would further decrease energy consumption from natural gas, electricity, and gasoline and diesel fuels. (Draft SEIR, p. 3.3-35)
<p>Impact 3.3-2: Development under the Proposed Plan would not generate conflict or obstruct a State or local plan for renewable energy or energy efficiency.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> The Proposed Plan seeks to concentrate significant new residential and non-residential development within a half-mile of the Downtown SMART station and high-frequency bus transit, reducing VMT and associated energy consumption. All future development under the Proposed Plan would be required to comply with the latest California Building Code (CBC) requirements, including CBC Energy Efficiency Standards, as well as all federal, State, and local rules and regulations pertaining to energy consumption and conservation.</p> <p>Within the Planning Area, the Proposed Plan would reduce per capita VMT by eight percent and per service population VMT by 24 percent. The Proposed Plan includes multiple policies aimed at reducing vehicular emissions of GHGs by increasing walkability, promoting the use of transit, and discouraging single-occupant vehicle trips.</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>Implementation of the Proposed Plan would decrease per capita emissions within the Planning Area, resulting in mobile emissions of 1.21 MTCO₂e per capita for the Planning Area in 2040. This represents a reduction of 73 percent per capita mobile GHG emissions relative to 2007. Through implementation of proposed policies aimed at reducing VMT and GHG, implementation of the Proposed Plan would not introduce any conflicts or obstruct state or local plans for renewable energy or energy efficiency, including the CBC Energy Efficiency Standards, Pavley emission standards, the RPS, and CARB passenger vehicle GHG emission reduction targets under SB 375. (Draft SEIR, p. 3.3-36)</p>
<p>Impact 3.3-3: Development under the Proposed Plan would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p>No mitigation is necessary.</p>	<p>Less Than Significant</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> Net and per service population emissions under the Proposed Plan would decrease compared to existing conditions (2019) due to the implementation of Proposed Plan policies, compact development patterns, and mixed use development. These development patterns are designed to reduce emissions in accordance with the Sustainable Communities Strategy and are superior to existing conditions. Therefore, the Proposed Plan would be consistent with this target as well as CARB Scoping Plan per capita reduction targets designed to be consistent with SB 32, which are</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			6 metric tons CO2e per capita by 2030 and 2 metric tons CO2e per capita by 2050. As such, operational GHG emissions from full buildout of the Proposed Plan in 2040 would not conflict with the GHG emissions reduction trajectory for 2050 under SB 32 and EO S-3-05. (Draft SEIR, p. 3.3-41)
<p>Impact 3.3-4: The Proposed Plan would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p>	No mitigation necessary.	Less than significant	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> The Proposed Plan policies includes policies supportive of goals established in the City of Santa Rosa Climate Action Plan, SB 375, Plan Bay Area, and 2017 CARB Climate Change Scoping Plan, and would generate GHG emissions consistent with the statewide GHG emissions reduction trajectory goals. Therefore, the Proposed Plan would not conflict with any applicable plans adopted for the purpose of reducing GHG emissions and this impact is considered less than significant. (Draft SEIR, p. 3.3-52)</p>
Chapter 3.4: Hydrology and Water Quality			
<p>Impact 3.4-1: Development under the Proposed Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in</p>	No mitigation necessary.	Less than significant	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u></p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<p>aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).</p>			<p>Based on a water supply assessment conducted by the City in 2020, the City’s existing groundwater supply of 2,300 AFY, in combination with the City’s other supplies, is adequate to serve future development under the Proposed Plan under normal, dry year, and multiple dry year conditions. Compliance with the SGMA legislation ensures that the groundwater draws will be carefully managed and sustainably used, and that the Proposed Plan will not substantially deplete groundwater supplies from increased demand.</p> <p>As development/redevelopment occurs within the Planning Area, projects will be required to implement on-site stormwater treatments and hydromodifications which facilitate groundwater recharge. Additionally, new development will be subject to water conservation, stormwater retention, and water quality preservation policies as specified in the General Plan, CalGreen development standards, and on the statewide level. Therefore, compliance with existing federal, State and local programs and regulations and implementation of Best Management Practices would ensure that impacts related to substantial decreases in groundwater supply or substantial interference with groundwater recharge from implementation of the Proposed Plan would be less than significant. (Draft SEIR, p. 3.4-13)</p>
Chapter 3.5: Noise			
Impact 3.5-1: Implementation of the Proposed Plan would not result	No mitigation is necessary.	Less than significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<p>in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>			<p>Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> The primary contributor to new exterior noise within the Planning Area would be increased levels of noise from higher levels of traffic. As demonstrated from the traffic noise analysis, while traffic noise along major roadways is projected to increase, none of the projected increases would exceed the 3 DBA significance threshold. As much of these increases in ambient noise level result from higher levels of traffic under the Proposed Plan, adherence to General Plan Policy NS-B-8 would ensure that ambient noise levels do not exceed acceptable levels in areas where development already exists. Additionally, Proposed Plan Policy PSS 4-5 would mitigate any potential noise disturbances associated with Maker Mixed Use District uses by requiring that new noise-generating commercial uses be designed to minimize impacts. Compliance with the Santa Rosa City Code, existing General Plan policies, and Proposed Plan policies would minimize noise impacts from other sources. (Draft SEIR, p. 3.5-20)</p>
Chapter 3.6: Public Facilities			
<p>Impact 3.6-1: Implementation of the Proposed Plan would not result in substantial adverse physical impacts associated with the provision of new or physically</p>	<p>MM-PF-1: The City of Santa Rosa shall update the General Plan to identify potential locations for new neighborhood and community parks as needed to satisfy projected demand and complete</p>	<p>Less than significant</p>	<p><u>Finding:</u> Implementation of Mitigation Measure PF-1 will reduce this impact to a less-than-significant level. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
altered park facilities, or need for new or physically altered park facilities, construction of which could cause significant environmental impacts.	environmental review within 36 months of adoption of the Santa Rosa Downtown Specific Plan Update.		<p>that changes or alterations have been required in, or incorporated into, the Plan that avoid the significant environmental effect, as identified in the Final SEIR.</p> <p><u>Explanation:</u> Policy PSF-A-3 of the General Plan establishes a standard of 3.5 acres of City parks per thousand residents, traditionally calculated on the basis of neighborhood and community park facilities. The City currently has a city park land ratio of 3.68 acres per thousand residents, which exceeds the established city park land standard. Buildout of the Proposed Plan would increase the demand for parks and recreational facilities. Given the relatively small amount of vacant land within the Planning Area and the relatively higher cost of land acquisition as compared to other parts of the city, much of the additional parkland required to meet the standard in the future would likely be constructed outside of the Planning Area; however, the precise location and design of the new parks facilities has not been determined at this time. Therefore, in order to plan for additional neighborhood and community parks citywide and ensure appropriate environmental review, mitigation measure MM PF-1 is recommended. Implementation of mitigation measure MM PF-1 would reduce this impact to a less than significant level. (Draft SEIR, p. 3.6-10)</p>
Chapter 3.7: Transportation			
Impact 3.7-1: Implementation of the Proposed Plan would not	No mitigation is required.	Less than significant	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.			<p>Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091</p> <p><u>Explanation:</u> Implementation of the Proposed Plan would not conflict with programs, policies, or plans that addressing the transit, roadway, bicycle and pedestrian facilities. The Proposed Plan would, by nature, enhance and support non-auto modes including transit, bicyclists, and pedestrians. The Plan would be consistent with (and includes improvements that would expand upon) the Bicycle & Pedestrian Master Plan Update 2018. The Proposed Plan would also comply with the City’s traffic operation policies and includes new roadway network components intended to effectively balance roadway and auto circulation needs with a robust multimodal circulation network. The Proposed Plan is therefore considered to have a less than significant impact as it would not conflict with established programs, policies, or plans addressing the circulation system. (Draft SEIR, p. 3.7-47)</p>
<p>Impact 3.7-2: Implementation of the Proposed Plan would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).</p>	No mitigation is required.	Less than significant	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091</p> <p><u>Explanation:</u> The amount of vehicle travel generated by residents within the Planning Area would be more than 15 percent below current citywide levels, and the amount of vehicle travel generated by employees within the</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>Planning Area would be more than 15 percent below the countywide average. The total VMT per service population (residents plus employees) within the Planning Area would also be more than 15 percent below the countywide average. The VMT analysis supports the premise that focusing development in a transit-supportive, mixed-use environment such as downtown Santa Rosa reduces the effects of automobile travel on the environment. The Proposed Plan also includes several TDM components that should effectively reduce VMT. (Draft SEIR, p. 3.7-47)</p>
<p>Impact 3.7-3: Implementation of the Proposed Plan would not substantially increase hazards due to a geometric design feature or incompatible uses.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> The Proposed Plan covers a geographic area that is already predominantly built out, with much of the future development potential occurring through redevelopment of existing developed sites. Vehicular access to projects within the Planning Area would generally take place via existing streets. Where new roads or access points are required, specific access schemes would be determined during project design, and would undergo review for compliance with safety and design standards by the City of Santa Rosa as required. Any new transportation facilities would be designed and constructed to local, regional, and federal standards, and as such, would not be expected to</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>introduce any hazardous design features.</p> <p>The existing City street network within and surrounding the Planning Area has generally been developed over time in compliance with adopted design standards. Based on the circulation analysis, the circulation network is anticipated to perform adequately upon the addition of future traffic, and no impacts associated with geometric design features are anticipated. Based on the results of the queuing analysis, off-ramp queues are projected to remain within the available ramp storage capacities and not extend onto the mainline freeways, and would therefore not create a potential safety hazard. (Draft SEIR, p. 3.7-49)</p>
<p>Impact 3.7-4: Implementation of the Proposed Plan would not result in inadequate emergency access.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> Future development under the Proposed Plan would be subject to the requirements contained in the City’s Design and Construction Standards, which include requirements for emergency access, and would be reviewed by public safety officials as part of the City’s entitlement process. In addition, Santa Rosa City Code Chapter 18-44, Fire Code, requires that roads be maintained to provide adequate space for emergency vehicle access. Roadway improvements included in the Proposed Plan have been oriented to balance the</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>mobility needs of all users, maintaining the flow of traffic at regulated speeds, which in turn generally leads to less severe collisions (when collisions do occur). Roadways within the Planning Area are also oriented in an extensive grid network, providing multiple routes of ingress and egress for both emergency responders and evacuation needs. Finally, as discussed above under Impact 3.7-1, the roadways and intersections within the Planning Area are projected to function effectively as buildout of the Plan occurs. For these reasons, implementation of the Proposed Plan would be expected to result in a less than significant impact with respect to emergency access. (Draft SEIR, p. 3.7-50)</p>
Chapter 3.8: Utilities and Service Systems			
<p>Impact 3.8-1: Implementation of the Proposed Plan would not require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, solid waste, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> Based on a Utility Assessment conducted by BKF, included in Appendix D of the Draft SEIR, increases in residential and employment densities under the Proposed Plan would be expected to increase sewer flows, stormwater runoff, wastewater flows, solid waste, and demand for natural gas, electrical, and telecommunications facilities. However, the City's current infrastructure serving the Planning Area has capacity to support full buildout of the Plan and this</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			increase in population and jobs would not necessitate improvements in the City’s utility infrastructure, including sewer, water, and storm drain services. Construction of new utility infrastructure would be subject to existing General Plan policies and Citywide standards, ensuring that impacts on the environment would be less than significant (Draft SEIR, p. 3.8-31)
<p>Impact 3.8-2: Implementation of the Proposed Plan would have sufficient water supplies available to serve the Plan and reasonably foreseeable future development during normal, dry, and multiple dry years.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Cal. Pub. Resources Code § 21002; CEQA Guidelines §§ 15126.4(a)(3), 15091.)</p> <p><u>Explanation:</u> The WSA determined that the City’s current and future planned water supplies would be adequate to serve the Planning Area and reasonably foreseeable cumulative development through 2040 under both single-dry year and multiple-dry year conditions, provided that water conservation measures would be implemented in accordance with the City’s Shortage Plan should a shortfall occur. If the City were to experience a water shortage or catastrophic supply interruption in the future for any reason, the City will enact more stringent water conservation efforts and/or the appropriate stage of the City’s Shortage Plan across the entire service area, including the Planning Area, to manage and meet demands. Development under the Proposed Plan would be subject to State, federal, and local policies pertaining to water conservation, provision, and quality assurance. conservation measures, and encourage</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>exploration of opportunities for water re-use. The Proposed Plan builds on this regulatory framework by promoting the use of rainwater harvesting systems in policy PSS 3-6 and encouraging continued improvement and investment in water and stormwater infrastructure in policies PSS 3-1 and PSS 3-7. Thus, there are sufficient water supplies to support implementation of the Proposed Plan under both normal and dry year conditions. (Draft SEIR, p. 3.8-44)</p>

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Mitigation Monitoring & Reporting Program

for the

SANTA ROSA DOWNTOWN STATION AREA SPECIFIC PLAN UPDATE

SCH No. 2006072104

City of Santa Rosa

September 2020

Mitigation Monitoring and Reporting Program for the City of Santa Rosa Downtown Station Area
Specific Plan Update

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1 Purpose

State of California Public Resources Code Section 21081.6(a)(1) requires a lead or responsible agency that approves or carries out a project subject to the California Environmental Quality Act (CEQA) to adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The City of Santa Rosa (the "City") is the lead agency for the Subsequent Environmental Impact Report (SEIR) prepared for the Downtown Station Area Specific Plan Update (SCH No. 2006072104), hereafter referred to as "Proposed Plan," and therefore is responsible for the adoption and implementation of the required mitigation monitoring and reporting program. An SEIR has been prepared for the Proposed Plan that addresses potential environmental impacts and, where appropriate, recommends measures to mitigate these impacts.

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with Public Resources Code Section 21081.6(a)(1). It is the intent of this program to:

1. Verify satisfaction of the required mitigation measures of the (S)EIR;
2. Provide a methodology to document implementation of the required mitigation;
3. Provide a record of the monitoring program;
4. Identify monitoring responsibility;
5. Establish administrative procedures for the clearance of mitigation measures;
6. Establish the frequency and duration of monitoring; and
7. Utilize existing review processes wherever feasible.

The MMRP describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the Proposed Plan and the methods of monitoring such actions. A monitoring program is necessary only for impacts which would be significant if not mitigated.

If, during the course of project implementation, any of the mitigation measures identified cannot be successfully implemented, the City shall immediately inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required, and/or whether alternative mitigation is appropriate.

The following consists of a monitoring program table noting the responsible entity for mitigation monitoring, the timing, and a list of all project-related mitigation measures.

Mitigation Monitoring and Reporting Program for the City of Santa Rosa Downtown Station Area
Specific Plan Update

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2 Mitigation Monitoring and Reporting Plan

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Method of Verification</i>	<i>Timing of Verification</i>	<i>Responsibility for Verification</i>	<i>Verification Complete</i>	<i>Date</i>	<i>Initial</i>
Air Quality							
Development under the Proposed Plan would expose sensitive receptors to substantial pollutant concentrations	AQ-1: Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in Downtown Santa Rosa within 1,000 feet of a major source of toxic air contaminants (TACs) identified by BAAQMD (Facility IDs 1486, 13584, 15449, 110978, and 111751) shall reduce health risks to BAAQMD project-level threshold levels for cancer risk, hazard index, and PM2.5 concentration by installing indoor air filtration systems with a minimum efficiency reporting value of 14 or better.	Inclusion on construction drawings	Prior to project approval	City of Santa Rosa Planning & Economic Development Department			

Mitigation Monitoring and Reporting Program for the City of Santa Rosa Downtown Station Area Specific Plan Update

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Method of Verification</i>	<i>Timing of Verification</i>	<i>Responsibility for Verification</i>	<i>Verification Complete</i>	<i>Date</i>	<i>Initial</i>
Development under the Proposed Plan would expose sensitive receptors to substantial pollutant concentrations	AQ-2: Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) shall not build within a buffer of 1,000 feet of the BoDean Company site boundaries as identified in Figure 3.1-1. Applicants for such projects may receive an exemption to build within this buffer zone by demonstrating by way of a human health risk assessment completed by a certified professional that incorporation of appropriate measures into the project will reduce health risk impacts below BAAQMD thresholds (incremental cancer risk below 10 in one million, the appropriate noncancer hazard index below 1.0, and PM2.5 concentrations below 0.3 µg/m3). This buffer shall be required until such time as the BoDean Company relocates.	Submittal of documentation.	Prior to project approval	City of Santa Rosa Planning & Economic Development Department			
Development under the Proposed Plan would expose sensitive receptors to substantial pollutant concentrations	AQ-3: Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) shall not build within a buffer of 1,000 feet of the Superior Supplies, Inc. site boundaries as identified in Figure 3.1-1. Applicants for such projects may receive an exemption to build within this buffer zone by demonstrating by way of a human health risk assessment completed by a certified professional that incorporation of appropriate	Submittal of documentation.	Prior to project approval	City of Santa Rosa Planning & Economic Development Department			

Mitigation Monitoring and Reporting Program for the City of Santa Rosa Downtown Station Area Specific Plan Update

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Method of Verification</i>	<i>Timing of Verification</i>	<i>Responsibility for Verification</i>	<i>Verification Complete Date</i>	<i>Initial</i>
	measures into the project will reduce health risk impacts below BAAQMD thresholds (incremental cancer risk below 10 in one million, the appropriate noncancer hazard index below 1.0, and PM2.5 concentrations below 0.3 µg/m3).					
Cultural, Historic, and Tribal Cultural Resources						
Implementation of the Proposed Plan could cause a substantial adverse change in the significance of a historical resource, as defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired (Guidelines Section 15064.5).	<p>CUL-1a: Evaluate Age-Eligible Properties That Have Not Previously Been Evaluated Prior to Development Projects to Identify Historic Resources</p> <p>If a development project is proposed on a parcel within the Planning Area that includes a building, structure, or landscape more than 45 years old (typical age threshold applied by the California Office of Historic Preservation) and has not previously been evaluated for potential historic significance, the project sponsor shall retain a professional who meets the Secretary of the Interior’s Professional Qualifications Standards for architectural history or history (as appropriate), to conduct an evaluation of historic significance and eligibility for listing on local, state, or national registers.</p> <p>Evaluation shall include a field survey, archival research, and preparation of a historic resource evaluation report. The report shall include documentation of</p>	Submittal of documentation.	Prior to project approval	City of Santa Rosa Planning & Economic Development Department		

Mitigation Monitoring and Reporting Program for the City of Santa Rosa Downtown Station Area Specific Plan Update

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Method of Verification</i>	<i>Timing of Verification</i>	<i>Responsibility for Verification</i>	<i>Verification Complete Date</i>	<i>Initial</i>
	<p>methodology and the findings of the historic evaluation. Proposed development projects shall then be evaluated for potential direct and/or indirect effects on the identified historic resource(s) per CEQA Guidelines Section 15364, and Mitigation Measure CUL-1b shall be implemented as appropriate.</p>					
<p>Implementation of the Proposed Plan could cause a substantial adverse change in the significance of a historical resource, as defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired (Guidelines Section 15064.5).</p>	<p>CUL-1b: The project sponsor shall consult with the City of Santa Rosa Planning Division staff to determine whether a project can be feasibly redesigned or revised to avoid significant adverse impacts on listed and identified eligible historic resource(s), including historic districts. If a local landmark or preservation district is part of a proposed project, the standard review procedure involving the Santa Rosa Cultural Heritage Board will be followed. If avoidance of historic resource(s) is not feasible, where feasibility is defined as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors,” the project sponsor shall seek to reduce the effect on historic resource(s) to a less-than-significant level pursuant to CEQA Guidelines Section 15364. Projects that</p>	<p>Submittal of documentation.</p>	<p>Prior to project approval</p>	<p>City of Santa Rosa Planning & Economic Development Department</p>		

Mitigation Monitoring and Reporting Program for the City of Santa Rosa Downtown Station Area Specific Plan Update

<i>Impact</i>	<i>Mitigation Measure</i>	<i>Method of Verification</i>	<i>Timing of Verification</i>	<i>Responsibility for Verification</i>	<i>Verification Complete Date</i>	<i>Initial</i>
	conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties are considered to have a less-than-significant effect on historic architectural resources.					
Public Facilities						
Implementation of the Proposed Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, or need for new or physically altered park facilities, construction of which could cause significant environmental impacts.	PF-1. The City of Santa Rosa shall update the General Plan to identify potential locations for new neighborhood and community parks as needed to satisfy projected demand and complete environmental review within 36 months of adoption of the Santa Rosa Downtown Specific Plan Update.	General Plan Update.	Within 36 months of adoption of Downtown Station Area Specific Plan Update.	City of Santa Rosa City Council		

RESOLUTION NO. 12024

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA RECOMMENDING TO THE CITY COUNCIL APPROVAL OF A GENERAL PLAN AMENDMENT MAKING TEXT AND FIGURE CHANGES TO ALLOW ADOPTION OF THE DOWNTOWN STATION AREA SPECIFIC PLAN AND RECOMMENDING ADOPTION OF THE DOWNTOWN STATION AREA SPECIFIC PLAN– FILE NUMBER ST18-002

WHEREAS, October 9, 2007, the City Council adopted the Downtown Station Area Specific Plan (2007 Specific Plan) to increase the number of residents and employees within walking distance of the Sonoma Marin Area Rail Transit (SMART) station through the intensification of land uses in the Plan Area; and

WHEREAS, the 2007 Specific Plan did not address other areas of policy necessary to facilitate Downtown development and, combined with the Great Recession of 2007-2009, very little housing was produced within the Plan Area; and

WHEREAS, On April 24, 2018 the City received a grant from the Metropolitan Transportation Commission (MTC) in the amount of \$800,000 to update the 2007 Specific Plan based on the Plan Area's designation as a Priority Development Area; and

WHEREAS, the proposed Downtown Station Area Specific Plan (DSASP) updates the 2007 Specific Plan and represents the community's vision of creating a vibrant, sustainable, and important community gathering place where residents can celebrate their diversity and heritage; and

WHEREAS, on January 8, 2019 the City commenced the DSASP planning process which included a robust community engagement strategy including four community workshops, four Citizen Advisory Committee meetings, three Technical Advisory Committee meetings, online surveys, focus groups, and other events held both in person and virtually to create a vision for the Plan Area and to receive feedback on draft documents; and

WHEREAS, pursuant to the requirements of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, the Draft Subsequent Environmental Impact Report (2020 Draft SEIR) for the DSASP was prepared and sent to the State Clearinghouse (#2006072104) for review by State and responsible agencies and was made available to the public for review and comment for a period of 45 days beginning on July 15, 2020 and ending on August 31, 2020 and the City provided written responses to all comments received; and

WHEREAS, the 2020 Draft SEIR, the Responses to Comments and the Mitigation Monitoring and Reporting Program, dated September 14, 2020, comprise the 2020 Final

SEIR; and

WHEREAS, the Draft DSASP strives to facilitate increased mixed use and residential development in a transit supportive environment, with increased flexibility of regulations, preservation of historic resources, improved connectivity to create safe, attractive, walkable streets, increased civic, recreational and open space opportunities; and appropriate environmental protection and infrastructure development to support the increase in population and intensification of uses; and

WHEREAS, on August 13, 2020, the Planning Commission held a noticed public hearing regarding the Draft DASAP and the Draft SEIR, at which time all persons were invited to speak or submit written comments; and

WHEREAS, in response to public comments, the Planning Commission and City Staff have recommended a number of changes to the Draft DSASP, as set forth in Exhibit A attached hereto, and the Planning Commission has determined that these recommended changes are adequately described and analyzed in the 2020 Final SEIR for the DSASP and will not introduce any new impacts or significantly change the level of impacts previously described and analyzed in the Draft SEIR; and

WHEREAS, the DSASP and associated General Plan Amendments will implement land use intensities, development policies and public improvements that are appropriate and necessary for increasing the number of housing units and diversity of housing stock and creating a transit supportive environment in and around the Plan Area; and

WHEREAS, adoption of the DSAP will further General Plan land use and transportation goals and objectives that support intensification of land uses around transit facilities and corridors, improved modal connectivity and circulation and enhancement of the physical environment; and

WHEREAS, changes to the General Plans text and figures are proposed, as described in detail within Exhibit B, in order to ensure consistency between the General Plan and DSASP to reflect four new land uses, bike and pedestrian improvements, and site specific policies which are now obsolete; and

WHEREAS, on September 24, 2020 at a public meeting of the Planning Commission, the Commission considered the proposed Downtown Station Area Specific Plan and associated General Plan amendments, at which time all persons were invited to speak or submit written comments; and

WHEREAS, the Planning Commission has considered the potential environmental impacts identified in the 2020 Final SEIR prepared for the DSASP; and

WHEREAS, the Planning Commission has recommended, by separate resolution,

that the City Council certify the 2020 Final SEIR as complete and adequate under CEQA.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Santa Rosa has considered the public testimony on the DSASP and has reached consensus on issues important to the community and has determined that the DSASP, with the recommended changes, will provide necessary and appropriate policy guidance for increased residential densities and improved multi-modal connectivity within the Downtown Station Area.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Santa Rosa finds the following:

1. The adoption of the DSASP and the necessary amendments to the General Plan together maintain internal consistency with the goals and policies of the General Plan which retains a vision to produce a diverse range of housing and employment opportunities primarily through infill development.
2. The adoption of the DSASP and the General Plan Amendments would not be a detrimental to the public interest, health, safety, convenience, or welfare of the City.
3. The DASAP and General Plan Amendments have been reviewed and analyzed in compliance with the CEQA and by separate resolution the Planning Commission has recommended to the City Council the certification of the 2020 Final SEIR.
4. Consistent with Government Code Section 65302(h) (SB 1000) and in connection with the City's General Plan Update process, the City has initiated preparation of an environmental justice element of the General Plan that identifies disadvantaged communities as well as objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include the reduction of pollution exposure, the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity. Furthermore, the proposed General Plan Amendments are proposed solely for consistency of the DSASP and do not constitute "revisions" or updates triggering the provisions of SB 1000.
5. The DSASP is consistent with the City's adopted Housing Element despite the removal of housing density for Floor Area Ratio because the projected increase of housing units in the Downtown Station Area exceed the City's Housing Element housing sites inventory and projections and do not conflict with the "No Net Loss" provisions of Government Code Section 65583.2.
6. The DSASP buildout projections represent a reasonably foreseeable estimate of the growth likely to result from implementation of the DSASP prepared by the

City in consideration of the total capacity of the sites within the Downtown Station Area, the likelihood for sites to redevelop in view of land use factors, and the projected market demand for residential and non-residential uses over the planning period.

7. The DSASP's replacement of housing density requirements for Floor Area Ratio (FAR) are consistent with State Government Code Section 65917.2 which allows the City to grant a developer of an eligible housing development a floor area ratio bonus in lieu of a density bonus awarded on the basis of dwelling units per acre.
8. The housing growth anticipated by the DSASP does not conflict the City's Growth Management Ordinance because SB 330, the "Housing Crisis Act of 2019," specifically the provisions of Division 1, Title 7, Chapter 12 of the Government Code, which remain in force until January 1, 2025, unless renewed by the State legislature, prohibit the City from establishing or implementing any cap on the number of housing units that can be approved or constructed either annually or for some other time period.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Santa Rosa has considered the testimony on the Draft DSASP and has reached consensus on issues important to the community and has further determined that the DSASP, with the recommended changes, will provide necessary and appropriate policy guidance for increased residential densities and improved multi-modal connectivity to support transit ridership.

BE IT FURTHER RESOLVED that, based on the foregoing, the Planning Commission of the City of Santa Rosa hereby recommends that the City Council adopt the General Plan Amendments as set forth in Exhibit A of this Resolution.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Santa Rosa recommends that the City Council adopt the Downtown Station Area Specific Plan subject to the recommended changes as set forth in Exhibit B of this Resolution.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 24th day of September 2020, by the following vote:

AYES: (6) Chair Cisco, Vice Chair Weeks, Commissioner Carter, Commissioner Duggan, Commissioner Kalia, and Commissioner Peterson

NOES: (0)

ABSTAIN: (0)

ABSENT: (1) Commissioner Okrepkie

APPROVED:

PATTI CISCO, CHAIR

ATTEST:

ANDREW TRIPPEL, EXECUTIVE SECRETARY

ATTACHMENTS:

Exhibit A – Downtown Station Area Specific Plan Amendments and Maps
Exhibit B - General Plan Amendments Text and Figure Amendments

Edits and Additions to the Proposed Plan in Response to Public Comments

Chapter	Page	Edit
TOC/ Acknowledgements	Interior cover	Acknowledgements- Remove CAC affiliation from CAC names
TOC/ Acknowledgements	Interior cover	Acknowledgements- add Amy Nicholson, Senior Planner and Steve Brady, Senior Environmental Specialist to Staff list
Introduction	1-5	Improving motorized, non-motorized, and transit connectivity between the SMART station site, the Downtown Transit Mall, <u>regional alternative transportation pathways, including the SMART pathway, Joe Rodota Trail, and Santa Rosa Creek Greenway Trail</u> , and existing and future adjacent commercial, residential, educational, and governmental areas
Introduction	1-9	Vision for roadway reallocation, bicycle lanes, and pedestrian <u>safety</u> improvements
Introduction	1-9	Revise to note the Corridor Plan will not be superseded but amended allow the DSASP to control where there is overlap in the Plan boundaries. <u>Santa Rosa Avenue Corridor Plan (2011):</u> <u>Approved in 2011, the Santa Rosa Avenue Corridor Plan provided a comprehensive, long-term vision for this corridor and surrounding area, including recommendations for capital improvements and design guidelines. The DSASP incorporates the Corridor Plan's vision for roadway reallocation, bicycle lanes, and pedestrian safety improvements along Santa Rosa Avenue. The Santa Rosa Avenue Corridor Plan will be amended to allow the DSASP to control where there is overlap in the Plan boundaries.</u>
Introduction	1-9	Add discussion of Roseland Specific Plan and note amendment to be reduced in size. <u>Roseland Area/Sebastopol Road Specific Plan (2016):</u> <u>The purpose of Roseland Area/Sebastopol Road Specific Plan is to support a unified, vital, healthy, and livable Roseland community. The area's designation as a Priority Development Area supports walkable, bikeable, and transit-rich neighborhoods by increasing the number and proximity of residents to amenities, schools, parks, and jobs. The plan aims to do this by improving connectivity, concentrating areas of activity, and enhancing the physical environment. The Plan area was previously bounded by State Route (SR) 12 to the north, Bellevue Avenue to the south, US Highway 101 to the east, and Stony Point Road to the west. The Roseland Area/Sebastopol Road Specific Plan will be amended to remove the area bounded by Highway 12, Sebastopol Road, and Dutton Avenue to be consistent with the DSASP boundary and Downtown PDA boundary.</u>
Introduction	1-9; 3-10; 3-11; 5-15	Keep consistent: <u>Citywide</u> Creek Master Plan
Introduction	Map Intro-1	Delineate Prince Memorial Greenway on Map INTRO-1
Land Use	2-2	Change Vacant Land description on Page 2-2 to state the following: Several large sites account for a large portion of this vacant land, including the SMART site west of the Downtown Station between West Third and West Sixth Streets and several properties in the <u>western portion</u> of the Downtown Station Area around Imwalle Gardens.


Land Use	2-17	Add Policy: Require new development within the Core Mixed Use, Station Mixed Use, Maker Mixed Use, and Neighborhood Mixed Use designations to achieve the mid-point or higher of the maximum FAR. Exceptions are allowed where parcel configuration, historic preservation or utility constraints make the mid-point impossible to achieve.
Land Use	2-17	LU-2.6: Require commercial uses that exceed 15,000 square feet to have a multi-storied format, rather than be spread out horizontally, and integrate other uses. Grocery stores are excepted from this requirement. Allow single-story development only if it can be shown to be complimentary and compatible with the vision and desired character for the area where it is proposed.
Land Use	2-19	Policy LU- 3.8- Replace "metro" chamber with "area" chamber of commerce groups
Land Use	Map Intro 1; Map LU-3	Remove "North Railroad Square" notation on map.
Land Use	Map LU-3, Map LU-5	Apply Neighborhood MU land use and max FAR of 2.0 for the properties on W. 3rd between Dutton and Decoe
Land Use	Map LU-3, Map LU-5, Map UDCS-1	Apply Core MU land use and max FAR of 4.0 for 526 Sonoma Avenue; add Neighborhood Transition to west-facing side of parcel
Land Use, Urban Design and Civic Spaces	Map LU-3, Map LU-5, Map UDCS-1	Apply Core MU land use and max FAR of 3.0 for two blocks on B Street north of Healdsburg Avenue up to Lincoln Ave. (Core Mixed Use - FAR 3). Add Neighborhood Transition to parcels fronting B Street.
Land Use	Map LU-5	Apply max FAR of 4.0 for one block on B Street between 7th Street and Healdsburg Avenue (Core Mixed Use - FAR 4).
Mobility	3-2	Replace "Vehicle Miles Traveled" header with "Performance Metrics"
Mobility	3-4	Edit Policy MOB-1.1 to clarify as follows: Maintain a roadway classification system as illustrated in Figure MOB-1, with the following segments as Boulevards designed to accommodate transit, bicycles, and pedestrian facilities together with vehicle traffic: * <u>Santa Rosa Avenue from Sonoma Avenue to South A Street</u> * <u>E Street from Sonoma Avenue to College Avenue</u>
Mobility	3-5	Change Roberts Road to Roberts Avenue in Table MOB-1
Mobility	3-10	Add language to East-West connections describing Prince Memorial Greenway/Santa Rosa Creek trails as an east-west connection
Mobility	3-11	Downtown Loop. A strengthened transit connection along <u>Third Street</u> will link Courthouse Square, the Sonoma-Marin Area Rail Transit (SMART) station <u>and the regional Joe Rodota Trail</u> , whether by way of a trackless trolley, enhanced CityBus service, or on-demand electric vehicle (see Map MOB-5).
Mobility	3-13	New Policy: Promote pedestrian and bicycle connections to the Prince Memorial Greenway and Santa Rosa Creek Greenway to provide an east-west connection across the planning area.
Mobility	3-13	Change Policy: MOB-2.2 Connect southbound bicycle infrastructure on B Street between Third <u>First</u> and Fourth streets with a Class II bicycle lane.
Mobility	3-13	New Policy: Identify maintenance needs and funding mechanisms for the Prince Memorial Greenway to improve and maintain the corridor to accommodate a variety of passive and active uses.
Mobility	3-24	New Policy: Evaluate the need for additional accessible public parking spots on a biannual basis.

Mobility	3-24	Correction to MOB-6.4: Prohibit new stand-alone surface parking lots and encourage the <u>conversion</u> of existing parking lots to increase housing density.
Mobility	Map MOB-3; Map MOB-4	Show Class II bicycle facility on Map MOB-3 and MOB-4 between West Third Street and West Sixth Street through the SMART property
Mobility	Map MOB-3	Add planned Class II Bike Path to Brookwood Ave from 2nd Street to College Ave
Mobility	Map MOB-3	Add Trail Access Points at Imwalle, north of creek at Railroad Street, clarification that downstream of Pierson is a gravel path, and that daylighting can occur at both Matanzas and Santa Rosa Creeks
Mobility	Map MOB-4	Add a pedestrian improvements icon to Map MOB-4 at Sonoma and Santa Rosa Avenue (as envisioned in bike ped master plan)
Mobility	Map MOB-4	Show bicycle/pedestrian through-connection from Santa Rosa Creek to SMART station at 4th Street
Urban Design and Civic Spaces	4-3	DS-1, Revise bullet four to insert a comma between "on-site" and "or" so that a curbside parklet is not required to be a minimum of 600 feet.
Urban Design and Civic Spaces	4-5	DS-2 change to "Properties with frontage on streets in the Active Ground Floor Overlay shall provide <u>at least one</u> primary pedestrian entrance <u>or alternative design solution(s)</u> that implements active ground floor goals as described in the 2020 Downtown Station Area Specific Plan, subject to approval by the review authority."
Urban Design and Civic Spaces	Figure UDCS-1, 4-5	Figure UDCS-1: Ground Floor Façade should be edited to eliminate reference to 'first 20 feet'.
Urban Design and Civic Spaces	4-6	DG-7 change to "Design of the <u>Railroad Square/Depot Park</u> should accommodate buses, taxis, ride hailing services, and drop-off/pick-up areas, with canopied waiting areas, seating, lighting, and real time bus information."
Urban Design and Civic Spaces	4-6	DG-8 change to "Building entrances, windows, and active uses on the SMART site should be oriented to the public promenade in order to more meaningfully engage with the public space and enhance sense of security."
Urban Design and Civic Spaces	4-11	Add new Design Guideline (after DG-10): Provide temporary restroom facilities that cater to the needs of families and seniors during public events.
Urban Design and Civic Spaces	4-13	Add check mark for washrooms in the Plazas column of Table UDCS-1
Urban Design and Civic Spaces	4-13	Typo: Canopies
Urban Design and Civic Spaces	4-14	Add footnote to Table UDCS-3: "Minimum side setback of 5 feet required if abutting existing low-density residential structure." Add Cherry Street, B Street, Sonoma Avenue and College Avenue to left column heading in Table UDCS-3.
Urban Design and Civic Spaces	4-15	Edit Figure UDCS-1 to add caption noting that "case shown is Seventh, Ninth, and Riley frontage."
Urban Design	4-15	Change DS-11: Buildings in the Downtown Transition zones shown on Map UDCS-1 shall step back a minimum of <u>6</u> feet, <u>or a lesser distance as approved by the Review Authority</u> , above the <u>fifth</u> floor along the frontage of Fourth and Fifth Streets.
Urban Design and Civic Spaces	4-17	Change DS-14: Primary and side street building facades should incorporate ground floor and upper floor transparency standards consistent with Design Guidelines.

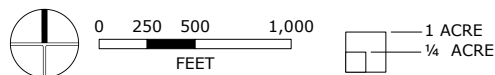
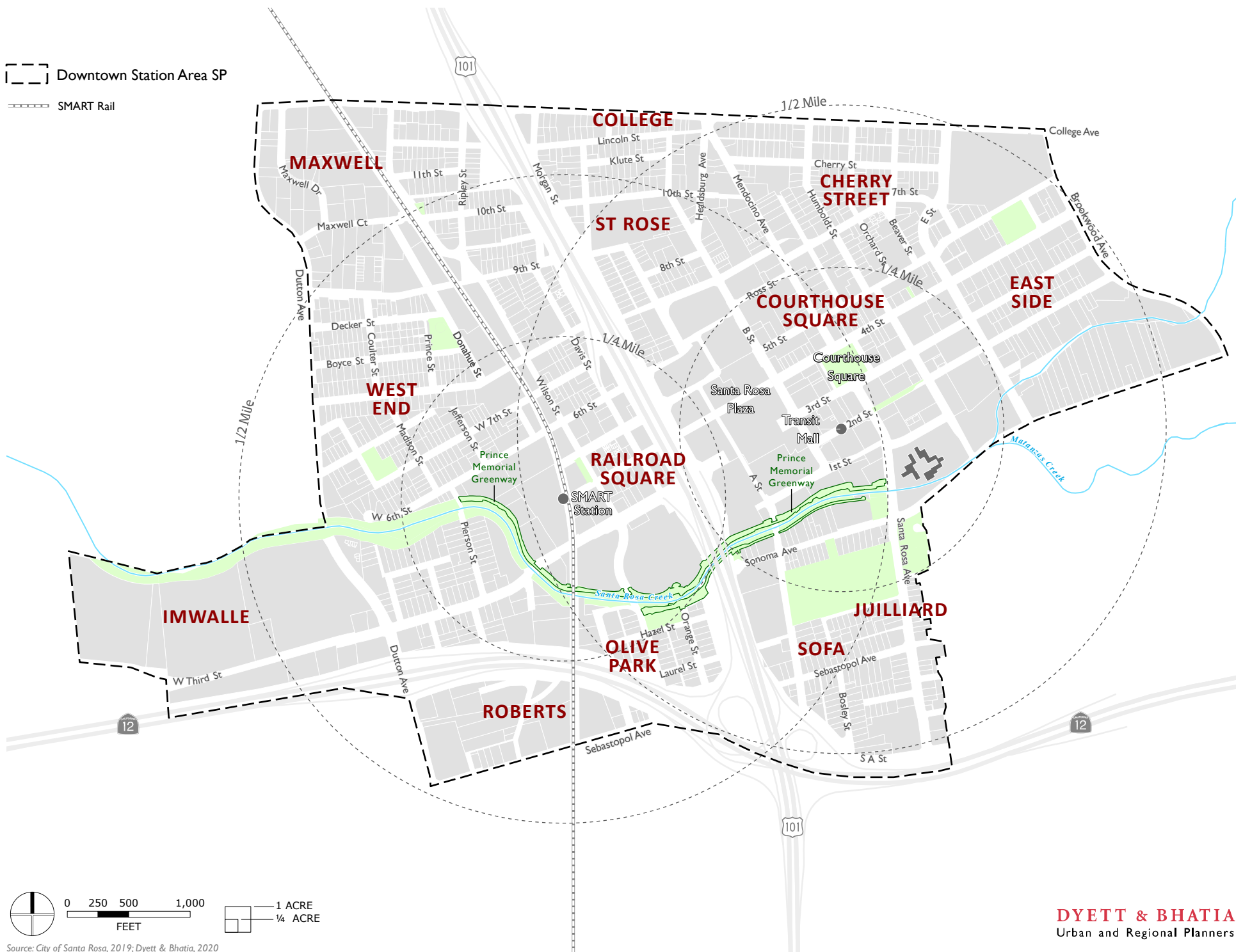
Urban Design and Civic Spaces	4-20	DS-19 edit to "but cannot encroach in the public right-of-way <u>without a variance.</u> "
Urban Design and Civic Spaces	4-20	DS-20 replace "mature oak trees" with "mature Heritage trees"
Urban Design and Civic Spaces	4-20	DS-21 edit to "The minimum floor-to-ceiling height of the ground floor commercial space shall be a minimum of <u>12</u> feet, <u>or a lesser height subject to approval by the review authority.</u> " Edit Figure UDCS-8.
Urban Design and Civic Spaces	4-21	DS-22 edit to "The depth of ground floor commercial space shall be <u>sufficient to encourage small scale, or larger, commercial retail tenancies.</u> " Remove depth requirement in Figure UDCS-8.
Urban Design and Civic Spaces	Map UDCS-1	Add Burbank Gardens Preservation District (east of Santa Rosa Avenue) to Map UDCS-1
Urban Design and Civic Spaces	Map UDCS-1	Add Neighborhood transition standard to the southern-facing parcel edge of College-Avenue fronting parcels between Morgan Street to Glenn Street
Urban Design and Civic Spaces	Map UDCS-1	Add Neighborhood transition standard to east- and southeast-facing parcel edge of property at 636 Cherry Street
Urban Design and Civic Spaces	Map UDCS-1	Add Creek and Trail Activation Area to select portions of creek-fronting parcels
Urban Design and Civic Spaces	Map UDCS-2, Map LU-3	Add Civic Space symbol in St Rose neighborhood in general vicinity of Washington St, Morgan St, and 9th St.
Urban Design and Civic Spaces	Map UDCS-2, Map LU-3	Add Civic Space symbol to Roberts area, in general vicinity of Dutton Ave and Sebastopol Rd
Urban Design and Civic Spaces	Map UDCS-2, Map LU-3	Add Civic Space symbol to Julliard Park
Urban Design and Civic Spaces	Map UDCS-2, Map LU-3	Add Gateway symbol to the Roberts Avenue and Highway 12 Intersection and Roberts Avenue and Third Street Intersection
Urban Design and Civic Spaces	Map UDCS-1, 4-14, 4-15	Eliminate the Station Transition zone. This Transition has been determined unnecessary considering future analysis of the existing ROW area and may not achieve the built environment the Plan is seeking.
Urban Design and Civic Spaces	N/A	New Policy: Require that new development in the areas identified for creek and trail activation on Map UDCS-1 provide uses or design features that promote activity, heighten sense of security, and enhance the creek corridor as a public amenity.
Urban Design and Civic Spaces and Land Use	Map UDCS-1, Map LU-3, Map LU-5	Add Neighborhood Transition to the rear of properties on College Avenue parcels between Glen Street and B Street. Remove Neighborhood Mixed Use land use and FAR on Lincoln Street properties between Glen Street and B Street.
Urban Design and Civic Spaces	4-14	Amend Table UDCS-2 to provide for a minimum 0 foot rear yard setback, except for 5 feet when abutting low or medium low density residential uses or zoning districts. Correct the * to state "see Map UDCS-1."

Urban Design and Civic Spaces	N/A	New Standard: New development in the areas identified for creek and trail activation on Map UDCS-1 shall provide at least one activating uses or at least two activating design features fronting the creek and trail as noted below.												
<table border="1"> <thead> <tr> <th data-bbox="659 327 943 422">At least one of the following activating uses:</th> <th data-bbox="943 327 1062 422">OR</th> <th data-bbox="1062 327 1490 422">At least two of the following activating design features:</th> </tr> </thead> <tbody> <tr> <td data-bbox="659 422 943 699">1. A public space or plaza up to 5 percent of the total lot size with a minimum width of 30 feet</td> <td data-bbox="943 422 1062 699"></td> <td data-bbox="1062 422 1490 699">1. One piece of site furniture for each 100 linear feet of creek/trail frontage, which may include seating, informational kiosks, bicycle racks, and trash/recycling receptacles or outdoor fitness equipment</td> </tr> <tr> <td data-bbox="659 699 943 905">2. A café, restaurant, brew pub, retail space or substantially similar use</td> <td data-bbox="943 699 1062 905"></td> <td data-bbox="1062 699 1490 905">2. Integrated public art in the form of a mural, sculpture, light display, or other original work of a permanent nature as defined in the City Code</td> </tr> <tr> <td data-bbox="659 905 943 999"></td> <td data-bbox="943 905 1062 999"></td> <td data-bbox="1062 905 1490 999">3. Interpretive signage related to Santa Rosa Creek and its riparian habitat</td> </tr> </tbody> </table>			At least one of the following activating uses:	OR	At least two of the following activating design features:	1. A public space or plaza up to 5 percent of the total lot size with a minimum width of 30 feet		1. One piece of site furniture for each 100 linear feet of creek/trail frontage, which may include seating, informational kiosks, bicycle racks, and trash/recycling receptacles or outdoor fitness equipment	2. A café, restaurant, brew pub, retail space or substantially similar use		2. Integrated public art in the form of a mural, sculpture, light display, or other original work of a permanent nature as defined in the City Code			3. Interpretive signage related to Santa Rosa Creek and its riparian habitat
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		3. Interpretive signage related to Santa Rosa Creek and its riparian habitat												
Urban Design and Civic Spaces	N/A	New Standard: New buildings within 200 feet of the creek shall be constructed with at least one pedestrian entrance that faces the creek. Where stoop entrances to residential units are provided, these shall face the creek.												
Urban Design and Civic Spaces	N/A	New Standard: New development shall provide a pedestrian pathway of a minimum of 15' connecting the development to the creekside trail network every 600' along the river to enhance connectivity to the surrounding area.												
Urban Design and Civic Spaces	N/A	New Standard: As development occurs in the creek and trail activation areas shown on Map UDCS-1, lighting should be provided consistent with the Santa Rosa Creek Design Guidelines.												
Urban Design and Civic Spaces	N/A	New Standard: Blank facades at ground level and above should be avoided. Windows, doors and transparent opening are encouraged to provide “eyes on the creek” and heighten sense of security. To the extent feasible, surface and structured parking should not front onto the creek or trail.												

Public Services and Sustainability	5-7	<p>The City’s stormwater system conveys runoff from developed areas into creeks to protect against flood hazards or erosion. Runoff is collected and disposed of <u>directed through</u> an integrated system of curbside gutters, underground pipelines, drainage ditches, and creeks. The main drainage conduit within the Downtown Station Area is the Santa Rosa Creek. Santa Rosa Creek runs east to west through the Downtown Station Area, going under City Hall in a 108-inch Box Culvert from E Street to Santa Rosa Avenue where it enters the Prince Memorial Greenway, a revitalized area of the creek that removed the trapezoidal, concrete lined channel and restored it to a natural condition with vegetation, walkways and reinforced earthen banks. Matanzas Creek connects to Santa Rosa Creek under City Hall. Long term planning currently calls for relocation of the City offices, Santa Rosa Creek provides the primary drainage through the Downtown Station Area. Both Santa Rosa and Matanzas Creeks flow in large box culverts for two blocks from E Street under the City Hall Complex to their confluence on Santa Rosa Avenue at the Prince Memorial Greenway. The Greenway showcases a restored creek with pathways, trail bridges and a Class I Shared Use Path. A bare concrete trapezoidal flood control channel was replaced with a more natural channel improved water quality, supports riparian habitat, and yet maintains the desired flood capacity. Long term planning currently calls for the relocation of City offices, removal of the box culvert and subsequent restoration of the confluence of these creeks to a natural condition, including vegetation, bank stabilization, bike paths and community areas. Development of the Downtown Station Area is not expected to have a significant increase in stormwater runoff. Outside of planned system upgrades, no improvements are necessary to support the increased densities proposed. Current regulations require that new development and redevelopment implement on-site stormwater treatments and hydromodifications, such as vegetated bio-swales, pervious paving and other types of vegetated on-site detention, which should result in a lower runoff factor for the area. New projects will also need to comply with the City’s Low Impact Development (LID) standards.</p>
Public Services and Sustainability	5-9	<p><u>New Policy: Work with Recology, property owners, and developers to create standards for shared trash enclosures.</u></p>

 Downtown Station Area SP

 SMART Rail

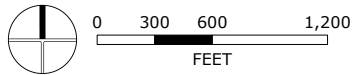
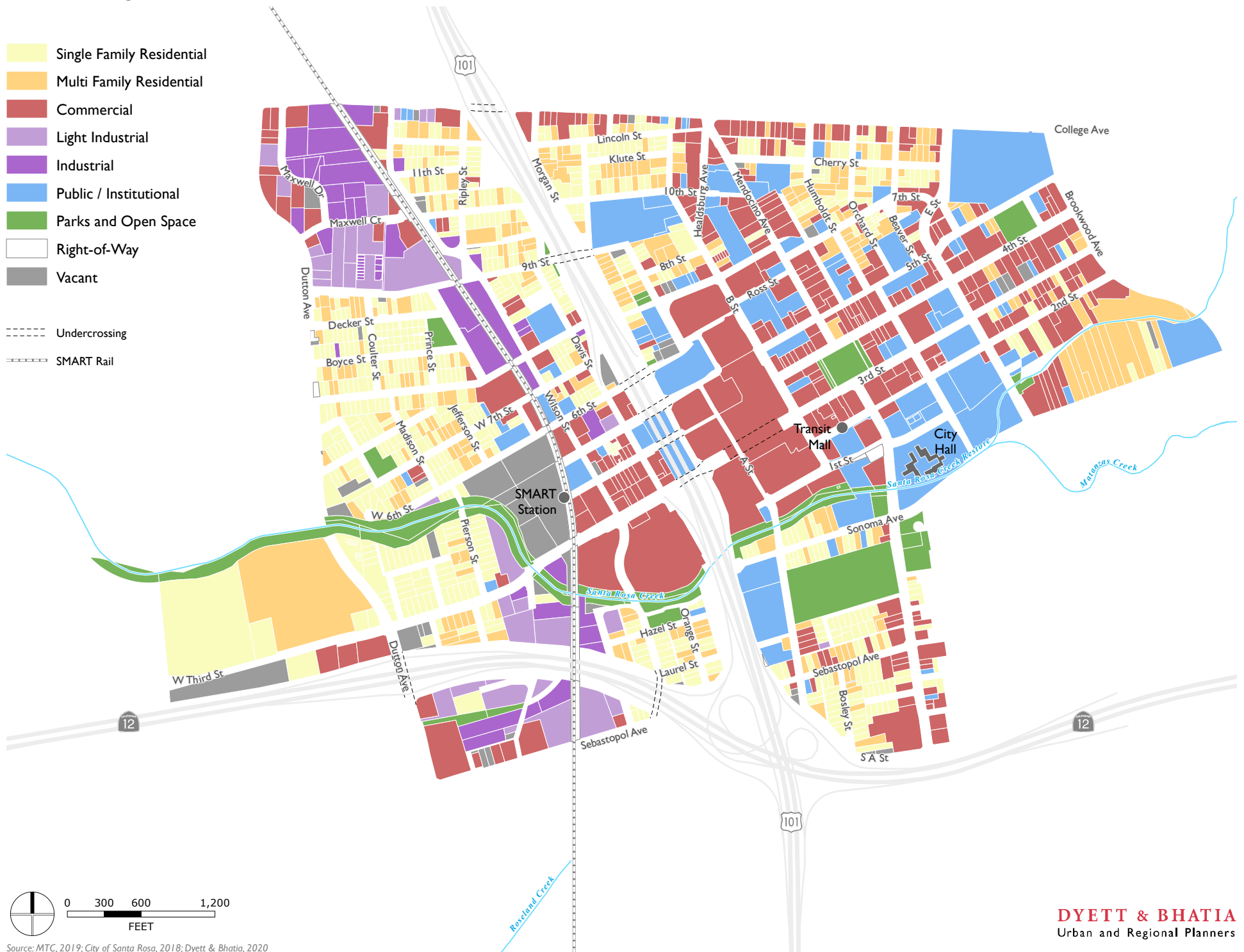


Source: City of Santa Rosa, 2019; Dyett & Bhatia, 2020

DYETT & BHATIA
Urban and Regional Planners

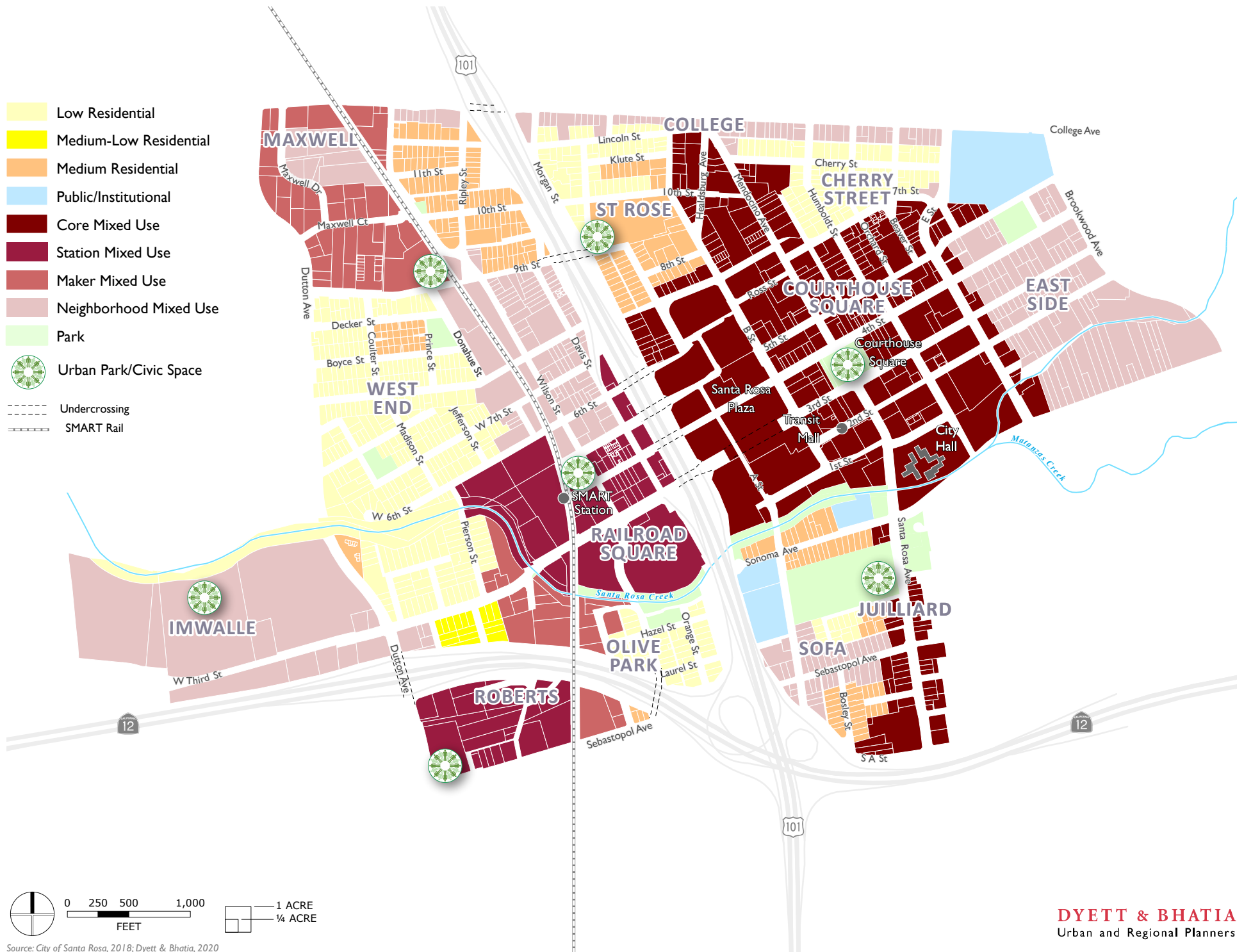
LU-1: Existing Land Use

- Single Family Residential
- Multi Family Residential
- Commercial
- Light Industrial
- Industrial
- Public / Institutional
- Parks and Open Space
- Right-of-Way
- Vacant
- Undercrossing
- SMART Rail



Source: MTC, 2019; City of Santa Rosa, 2018; Dyett & Bhatia, 2020

LU-3: Land Use



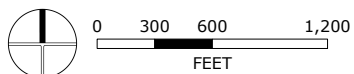
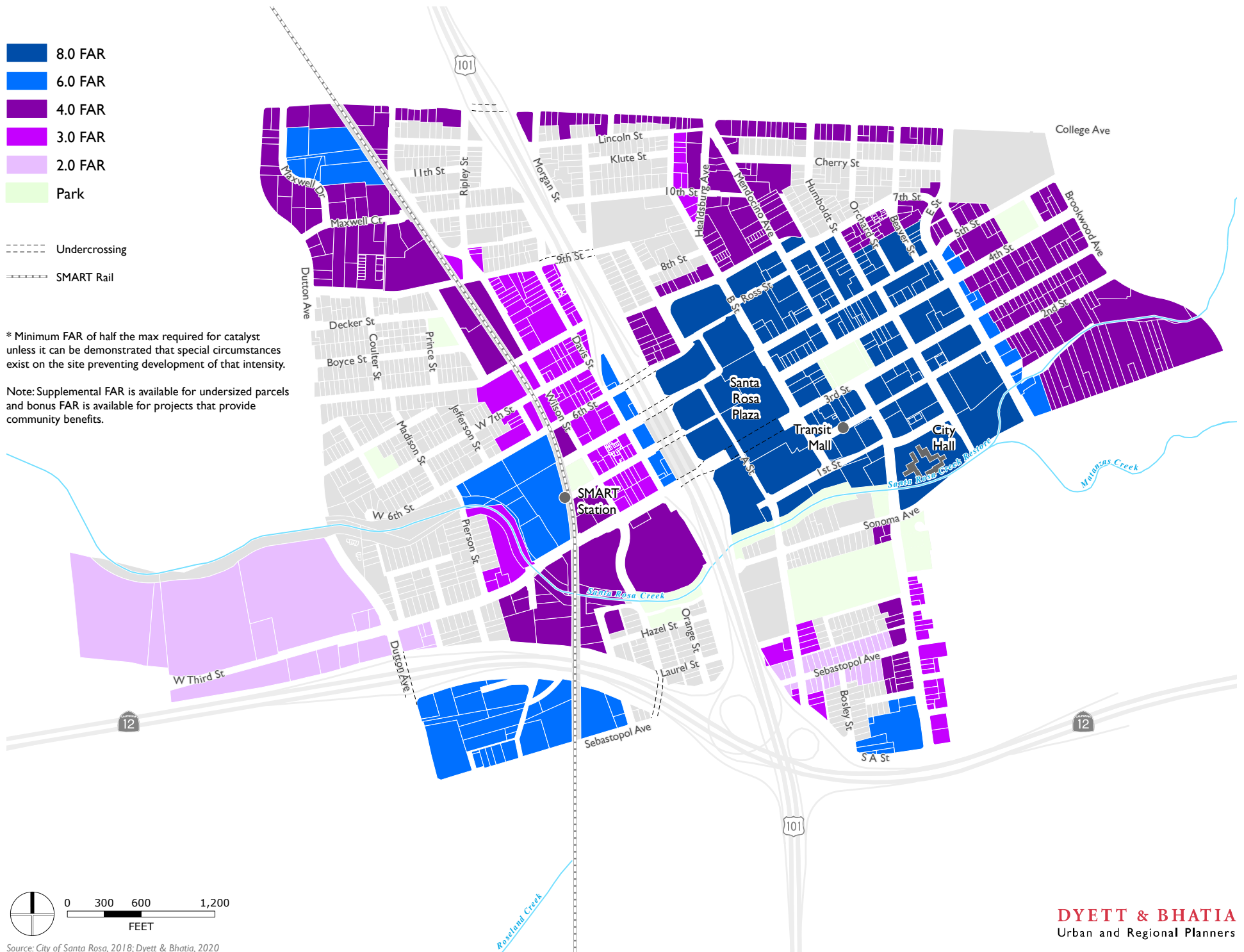
LU-5: Maximum Floor Area Ratio

- 8.0 FAR
- 6.0 FAR
- 4.0 FAR
- 3.0 FAR
- 2.0 FAR
- Park

- Undercrossing
- SMART Rail

* Minimum FAR of half the max required for catalyst unless it can be demonstrated that special circumstances exist on the site preventing development of that intensity.

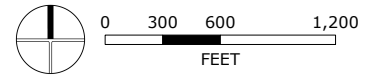
Note: Supplemental FAR is available for undersized parcels and bonus FAR is available for projects that provide community benefits.



Source: City of Santa Rosa, 2018; Dyett & Bhatia, 2020

MOB-1: Roadway Classifications

- Highway
- Regional/Arterial Street
- Transitional/Collector Street
- Local Street
- Private Road
- Undercrossing
- SMART Rail










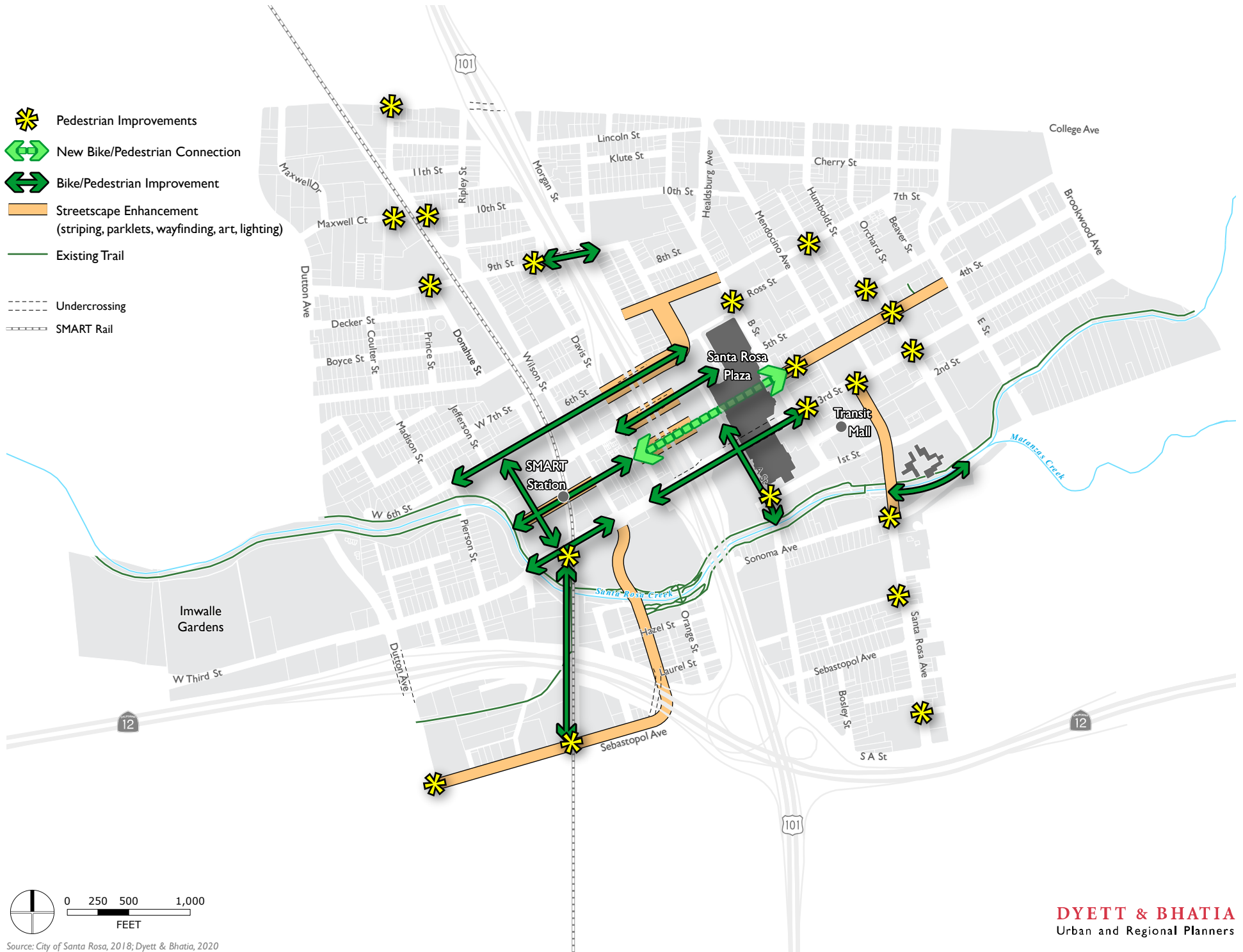
Source: City of Santa Rosa, 2018; Dyett & Bhatia, 2020

MOB-3: Creeks, Trails and Bikeways












MOB-4: Planned Pedestrian Improvements

-  Pedestrian Improvements
-  New Bike/Pedestrian Connection
-  Bike/Pedestrian Improvement
-  Streetscape Enhancement (striping, parklets, wayfinding, art, lighting)
-  Existing Trail
-  Undercrossing
-  SMART Rail



UDCS-1: Special Design Considerations

-  Gateway
-  Preservation District
-  Park/Open Space
-  Downtown Transition
-  Neighborhood Transition
-  Creek and Trail Activation Area
-  Active Ground Floor Overlay
-  SMART Train
-  Planning Area



Source: City of Santa Rosa, 2020; Dyett & Bhatia, 2020

Exhibit 'B'

GENERAL PLAN AMENDMENTS

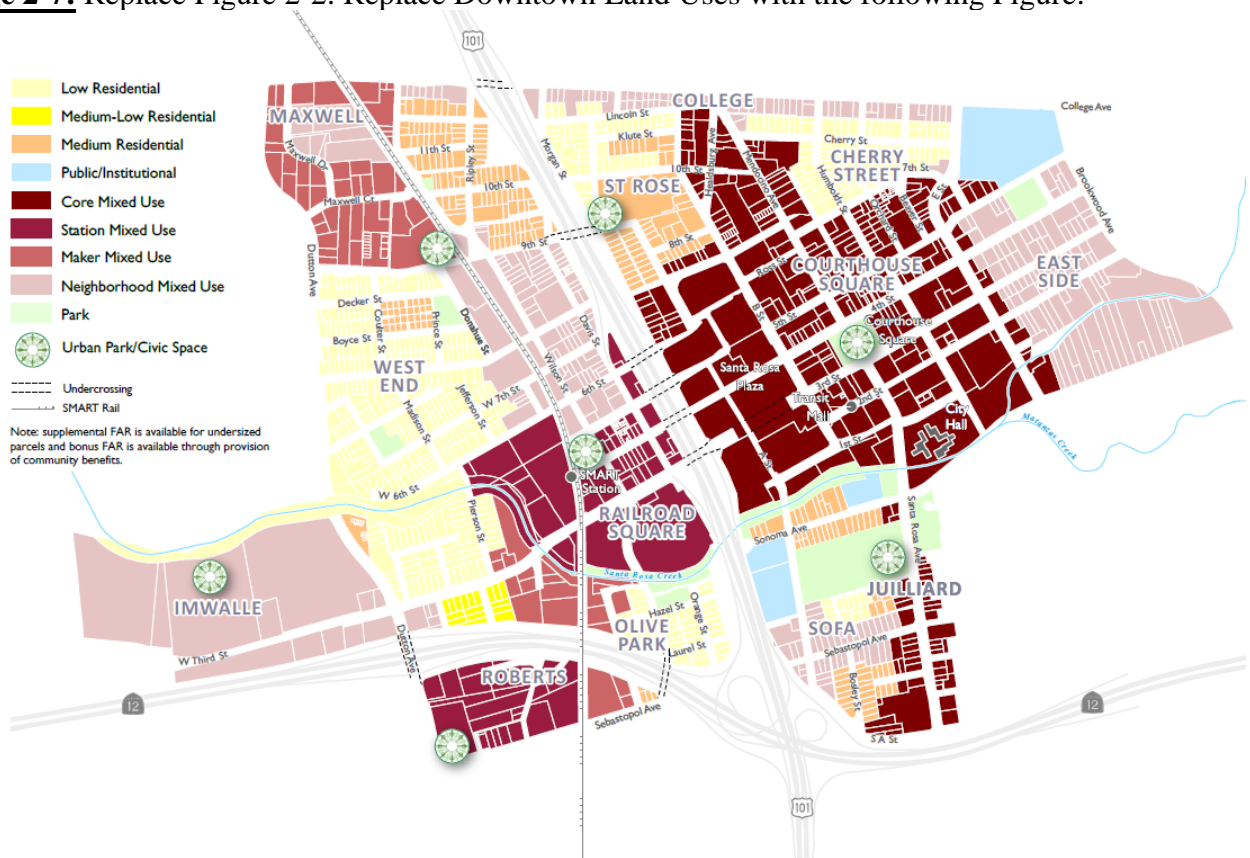
LAND USE AND LIVABILITY

Page 2-6: Amend Table 2-1: Permitted Densities/Intensities under General Plan, as follows:

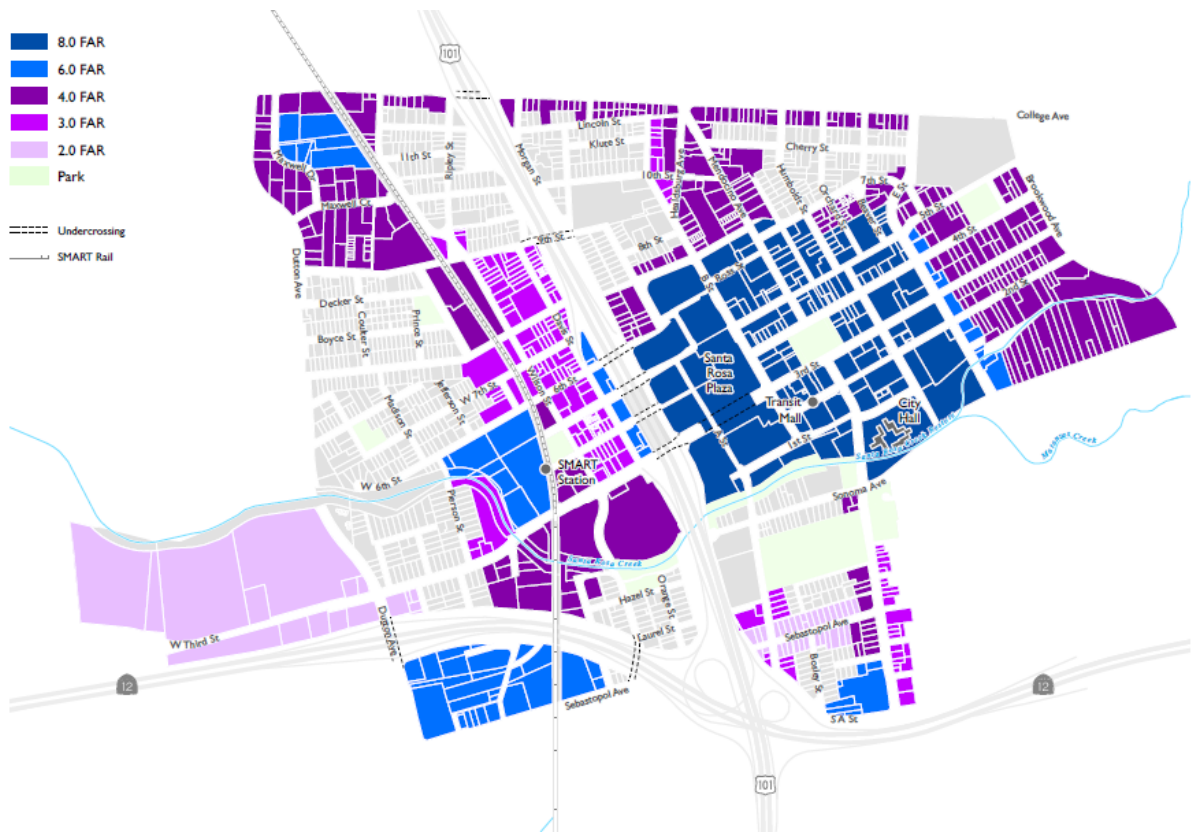
Add the Neighborhood Mixed Use land use under Residential, and Core Mixed Use, Station Mixed Use, and Maker Mixed Use to the Table between Transit Village Mixed Use and Commercial. The Residential Density, Residential Density Mid-Point and Square Feet per Employees columns shall be marked with a -.

Add a footnote which states the following: "Density and Intensity in the Core Mixed Use, Station Mixed Use, Maker Mixed Use and Neighborhood Mixed Use areas are controlled by the Floor Area Ratio shown in Figure 2-3."

Page 2-7: Replace Figure 2-2: Replace Downtown Land Uses with the following Figure:



Add Figure 2-3: FAR Map



Pages 2-10 and 2-11:

Add the following new land uses under Mixed Use Sites and Centers:

Core Mixed Use

The Core Mixed Use designation is intended to foster a vital mix of residential, retail, office, governmental, entertainment, cultural, educational, and hotel uses to activate the greater Courthouse Square area and key transit corridors. The principal objectives of the CMU designation are to strengthen the role of this area as a business, governmental, retail, and entertainment hub for the region, and accommodate significant new residential development that will extend the hours of activity and create a built-in market for retail, service, and entertainment uses. High-rise development in all-residential or mixed-use buildings is envisioned in a walkable, bikeable environment with public gathering places such as plazas, courtyards, or parks and easy access to public transit. The Core Mixed Use designation has a maximum FAR range of 3.0-8.0; refer to Figure 2-3 for allowable FAR.

Station Mixed Use

The Station Mixed Use designation is intended to provide for a range of visitor-serving uses, including retail, restaurants, entertainment, cultural amenities, and hotels in proximity to the Downtown SMART station. While commercial uses are emphasized, new multi-family housing

will also be allowed to support the daytime and evening vitality of the Downtown Station Area. New development will be required to respect the historic character of the Railroad Square area, adding to the mix of uses and enhancing the walkable, pedestrian-oriented streets and public spaces that attract local residents, SMART train riders, and visitors from the wider region. The Station Mixed Use designation has a maximum FAR range of 3.0-6.0; refer to Figure 2-3 for allowable FAR.

Maker Mixed Use

The Maker Mixed Use designation emphasizes a balanced mix of residential, creative, and maker-oriented uses, including artisan shops, studios, media production, printing and publishing, distilleries and micro-breweries, cannabis, tech start-ups, research and development facilities, limited light industrial uses, and home-based businesses. Multi-family residential units are encouraged in all-residential or mixed-use buildings, as are live/work units. Supportive uses that contribute to a vibrant village atmosphere, such as bodegas, specialty food stores, cafes, coffee shops, performing arts venues, theatres, restaurants, schools, and educational facilities are also permitted. The Maker Mixed Use designation has a maximum FAR range of 3.0-6.0 FAR; refer to Figure 2-3 for allowable FAR.

Neighborhood Mixed Use

The Neighborhood Mixed Use designation allows for new multi-family residential development in all-residential or mixed-use buildings, together with a broad mix of uses that primarily serve local residents, including professional office, retail, entertainment, service, and other neighborhood-scale supporting uses. Housing development will include low- and mid-rise apartments and condominiums, as well as small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes). Live-work spaces and maker-oriented uses are permitted subject to performance standards. Street design that integrates "Complete Streets" concepts for accommodating all roadway users and incorporates traffic-calming features will be required with on-street parking where appropriate. The Maker Mixed Use designation has a maximum FAR range of 2.0-6.0; refer to Figure 2-3 for allowable FAR.

Page 2-19:

Delete Policy LUL-C-8: "Allow buildings up to 10 stories in height within downtown except buildings up to 12 stories are allowed downtown at 740 and 770 Third Street and 100 D Street and up to 14 stories is allowed downtown at 620 Third Street."

Amend Policy LUL-D to read and provide as follows:

"Foster compact, vibrant, and activity-generating uses at the center of downtown."

Amend Policy LUL-D-1 to read and provide as follows:

"Require that the first floor of downtown buildings either house activity generating uses such as retailing, entertainment and dining establishments, theaters and galleries, or

incorporate design strategies as specified in Standard DS-1 of the Downtown Station Area Specific Plan. Upper floors of downtown buildings may also contain such uses. *The intent is to foster a compact, walkable core with continuous street-level retail and activity at the heart of downtown.*”

Page 2-24:

Amend Policy LUL-I-5 to read and provide as follows:

“Allow large grocery stores on sites that are not designated as a Community Shopping Center citywide and in the Downtown Station Area. Large grocery stores are allowed on sites not designated as a Community Shopping Center outside of the Downtown Station Area provided that it is demonstrated that the proposed large grocery store will not impact the viability of similar uses at existing and planned Community Shopping Center sites.”

Page 2-25:

Amend Policy LUL-L-1 to read and provide as follows:

“Establish land use designations and development standards which will result in a substantial number of new housing units within walking distance of the downtown SMART station site, Downtown Transit Center, and major bus corridors.”

Page 2-26:

Amend Policy LUL-M-3 to read and provide as follows:

“Within the specific plan area, strengthen east-west connections to better link Railroad Square and Courthouse Square. Give priority to pedestrian and bicycle improvements to and to promote use of these travel modes.”

Page 2-27:

Delete Policy LUL-P-2: “Pursue development of a park and/or amphitheater on the vacant land immediately west of the 2007 Sixth Street Playhouse.”

Amend Policy LUL-P-4 to read and provide as follows:

“Use techniques such as special lighting, public art, and widened sidewalks to make the highway underpasses at Third, Fourth, Fifth, Sixth, and Olive streets more attractive and comfortable for the pedestrian to use.”

URBAN DESIGN

Page 3-2:

Amend Section 3-2 Downtown, to read and provide as follows:

“Downtown Santa Rosa is generally bound by College Avenue on the north, Brookwood Avenue on the east, Sonoma Avenue and Sebastopol Road on the south, and Dutton Avenue and the Imwalle Gardens area on the west. Mixed office and retail uses are focused within the downtown core, surrounding Old Courthouse Square, and extending both east and west along Third and Fourth Streets. Santa Rosa Plaza, an indoor mall, is located between Old Courthouse Square and Highway 101. Railroad Square, west of Highway 101, features retail, services, and hotel uses.”

Page 3-3:

Amend the description of Old Courthouse Square to read and provide as follows:

“Courthouse Square is the vibrant core of Santa Rosa and is the focal point of downtown. Its Civic Spaces, plazas, paseos, rooftop gardens, and other public spaces provide for a range of activities, performances, and entertainment right in the heart of downtown. It attracts business activity and patrons, retail facilities and shoppers, and performers and audiences. It is a distinctive place that residents can take pride in identifying as the center of their hometown.”

Page 3-6:

Amend Policy UD-B-6 to read and provide as follows:

“Require design review for all new structures and alterations to existing structures within downtown to the extent such requirements are consistent with State housing law.”

HOUSING

Page 4-36

Update Table 4-27: General Plan Residential Land Use Categories to include Core Mixed Use, Station Mixed Use, Maker Mixed Use and Neighborhood Mixed Use to read and provide as follows:

Table 4-27: General Plan Residential Land Use Categories

<i>Land Use</i>	<i>Density (units/gross acre)</i>	<i>Density Mid-Point</i>	<i>FAR Mid- Point</i>	<i>Description</i>
Very Low Density	0.2-2.0	1.0	N/A	Accommodates rural and hillside developments; intended for single-family detached units, but

				cluster single-family and multifamily may be permitted.
Low Density/ Open Space	2.0-8.0	4.0	N/A	Primarily intended for detached single-family dwellings, but attached single-family and multiple-family units may be permitted.
Low Density	2.0-8.0	5.0	N/A	Primarily intended for detached single-family dwellings, but attached single-family and multiple-family units may be permitted.
Medium Low Density	8.0-13.0	10.0	N/A	Intended for single-family residential development, but single family detached housing and multifamily development may be permitted. Development at the mid-point of the density range is desirable but not required.
Medium Density	8.0-18.0	13.0	N/A	Permits a range of housing types, including single-family attached and multifamily developments, and is intended for specific areas where higher density is appropriate. New single family detached housing is not permitted except in historic preservation districts and historic neighborhoods where single family detached units are allowed.
Medium High Density	18.0-30.0	24.0	N/A	Permits a range of housing types, including single-family attached and multifamily developments, and is intended for specific areas where higher density is appropriate. Single-family detached housing is not permitted.
Mobile Home Park	4.0-18.0	10.0	N/A	Mobile homes are the only allowed housing type.
Transit Village Medium	25.0-40.0	-	N/A	Intended to accommodate mixed-use development within approximately one-half mile of a transit facility. Residential uses are required, and ground-floor neighborhood-serving retail and live-work uses are encouraged.
Transit Village Mixed-Use	40.0 min. (no max)	-	N/A	Intended to accommodate a well-integrated mix of higher intensity residential, office, and commercial uses within one quarter mile of a transit facility. Development is designed and oriented to create a central node of activity at or near the transit facility.
Core Mixed Use	No max	N/A	1.5-4.0	Intended to foster a vital mix of residential, retail, office, governmental, entertainment, cultural, educational, and hotel uses to activate the greater Courthouse Square area and key transit corridors. The principal objectives of the CMU designation are to strengthen the role of this area as a business, governmental, retail, and entertainment hub for the region, and accommodate significant new residential development that will extend the hours of activity and create a built-in market for retail, service, and entertainment uses. High-rise development in all-residential or mixed-use buildings is envisioned in a walkable, bikeable

				environment with public gathering places such as plazas, courtyards, or parks and easy access to public transit.
Station Mixed Use	No max	N/A	1.5-3.0	Intended to provide for a range of visitor-serving uses, including retail, restaurants, entertainment, cultural amenities, and hotels in proximity to the Downtown SMART station. While commercial uses are emphasized, new multi-family housing will also be allowed to support the daytime and evening vitality of the Downtown Station Area.
Maker Mixed Use	No max	N/A	1.5-3.0	Intended to accommodate a balanced mix of residential, creative, and maker-oriented uses, including artisan shops, studios, media production, printing and publishing, distilleries and micro-breweries, cannabis, tech start-ups, research and development facilities, limited light industrial uses, and home-based businesses. Multi-family residential units are encouraged in all-residential or mixed-use buildings, as are live/work units.
Neighborhood Mixed Use	No max	N/A	1.0-3.0	Intended to encourage new multi-family residential development in all-residential or mixed-use buildings, together with a broad mix of uses that primarily serve local residents, including professional office, retail, entertainment, service, and other neighborhood-scale supporting uses. Housing development will include low- and mid-rise apartments and condominiums, as well as small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes). Live-work spaces and maker-oriented uses are permitted subject to performance standards.

Page 4-40:

Amend Residential Parking Requirements Table to read and provide as follows:

Table 4-30: Residential Parking Requirements

<i>Dwelling Type</i>	<i>Automobile Spaces</i>	<i>Bicycle Spaces</i>
Accessory Dwelling Unit	1 per unit, unless the accessory dwelling unit: is 750 square feet or less in area, or a studio unit, is located within one-half mile walking distance of public transit, is located within a historic preservation district, is part of the existing primary residence or an existing accessory structure, when on-street parking permits are required but not offered to the occupant of an accessory dwelling unit, or when there is a car share vehicle located within one block of the accessory dwelling unit.	None required
Downtown residential units (in Downtown Station Area Combining District)	No parking space minimum	1 per 4 units*
Duplex, multifamily dwelling, rowhouse, condominium and other attached dwellings, including multifamily in a small-lot subdivision	Studio and 1-bedroom: 1 covered plus 0.5 visitor space per unit. 2 or more bedroom: 1 covered plus 1.5 visitor spaces per unit. Visitor spaces may be in tandem with spaces for the unit or on street abutting the site, except on a street identified by the General Plan as a regional street.	1 per 4 units*
Emergency shelter	1 for every 10 beds provided, plus 1 for each staff person on duty.	None required
Group quarters	1.5 per sleeping room or 1 space for each 100 sf of common sleeping area.	1 per room
Junior accessory dwelling units	None required	None required
Live/work and work/live units	2 per unit. The review authority may modify this requirement for the reuse of an existing structure with limited parking.	1 per 4 units*
Mobile home parks	1.75 per unit, which may be in tandem, one of which must be covered. At least one-third of the total spaces required shall be distributed throughout the mobile home park and available for guest parking.	0.5 per unit
Multifamily affordable housing project	Studio/1 bedroom unit: 1 space per unit.	1 per 4 units*

	2 or more bedrooms: 2 spaces per unit.	None required
Senior housing project	1 per unit with 0.5 of the spaces covered, plus 1 guest parking for each 10 units.	1 per 8 units*
Senior affordable housing project	1 per unit	1 per 8 units*
Single-family dwellings	Standard lot: 4 per unit, 1 of which must be on-site, covered, and outside setbacks. The remaining 3 spaces may be on-site (in the driveway and tandem) or on a public or private street when directly fronting the lot. Flag lot: 2 per unit, 1 of which must be covered, both of which must be located outside the required setback area plus 2 on-site, paved guest spaces located outside the required setbacks and which may be tandem.	None required
Single-room occupancy facilities	0.5 per unit	None required
Supportive housing	No minimum parking requirements for units occupied by supportive housing residents within 1/2 mile of a public transit stop. Otherwise, subject to the same parking requirements as other residential uses.	None required
Transitional housing	Subject to the same parking requirements as other residential uses	None required
Senior housing project (occupancy restricted to persons 55 or older)	0.5 reserved space per unit	1 per 8 units*
North Santa Rosa Station Area Specific Plan		
Multifamily attached residential	1.5 spaces per unit, minimum	1 per 4 units*
Affordable multifamily attached residential	1.5 spaces per unit, minimum	1 per 4 units*
Senior multifamily attached residential	1.5 spaces per unit, minimum	1 per 4 units*

Source: City of Santa Rosa Zoning Code, 2020

* If units do not have a private garage or private storage space for bike storage.

Page 4-41:

Amend last sentence of first paragraph to read and provide as follows:

“Automobile parking requirements are further reduced within the North Santa Rosa Station Area and are eliminated in the Downtown Station Area.”

Page 4-65:

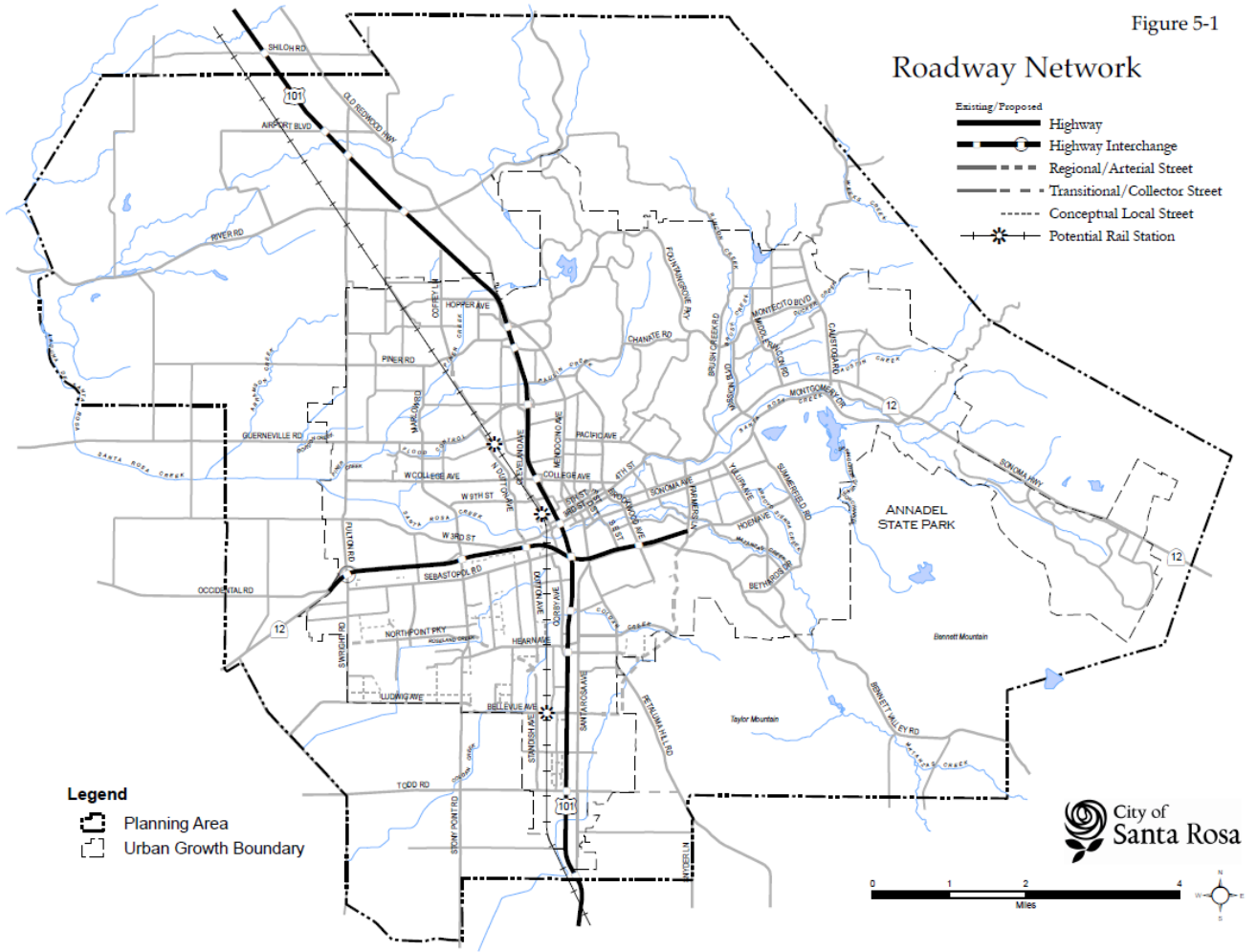
Amend language beginning with paragraph two under in the Underutilized or Developed Sites section to read and provide as follows:

“Downtown Station Area Specific Plan Sites. The Downtown Station Area Specific Plan was adopted in October 2020. The intent of the Plan is to provide a lively, modern, regional hub and a prime destination for urban living, inclusive of a range of housing types, business, civic and social life. Approximately 7,000 new residential units are assumed in the Plan area. These new units are not reflected the Housing Appendix tables and will be updated with the General Plan Update in process.

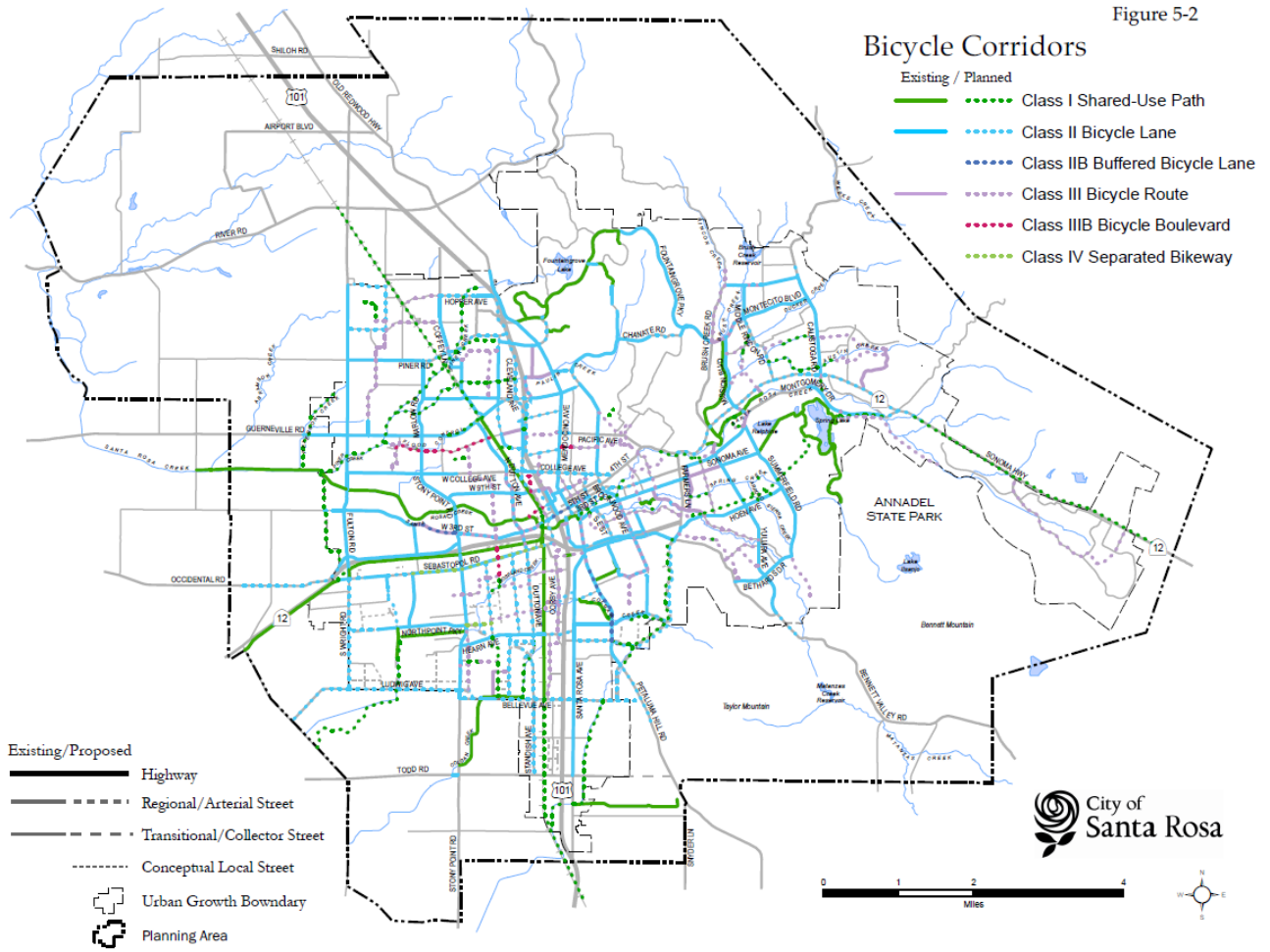
While vacant land represents about three percent of the total Downtown Station Area, there is a significant number of properties which are underutilized. Underutilized properties are those where the value of the land is worth more than the buildings and structures on it, giving the owner an incentive to redevelop with new uses that command higher rents or sale prices. City-owned parcels also present opportunities, particularly when located adjacent to vacant and underutilized land. Areas where vacant, underutilized, and City-owned properties are clustered present the best opportunities for redevelopment as they are locations that can accommodate significant physical change. Eight “Opportunity Areas” are identified within the Downtown Station Area, which include: Courthouse Square, Juilliard/Santa Rosa Avenue, Roberts Avenue, SMART Station area, North Railroad Square, Maxwell Court, and College Avenue. These Areas permit by-right multifamily housing and have no maximum residential densities.”

TRANSPORTATION

Page 5-5: Replace Figure 5-1 with the following updated figure:



Page 5-13: Replace Figure 5-2 with the following updated figure:



Pages 5-26 through 28: Transportation Appendix

Move the following from the Four Lane Regional/Arterials Streets Section to Two Lane Regional/Arterial Streets Section:

- “Santa Rosa Avenue”
- “E Street”

PUBLIC SERVICES AND FACILITIES

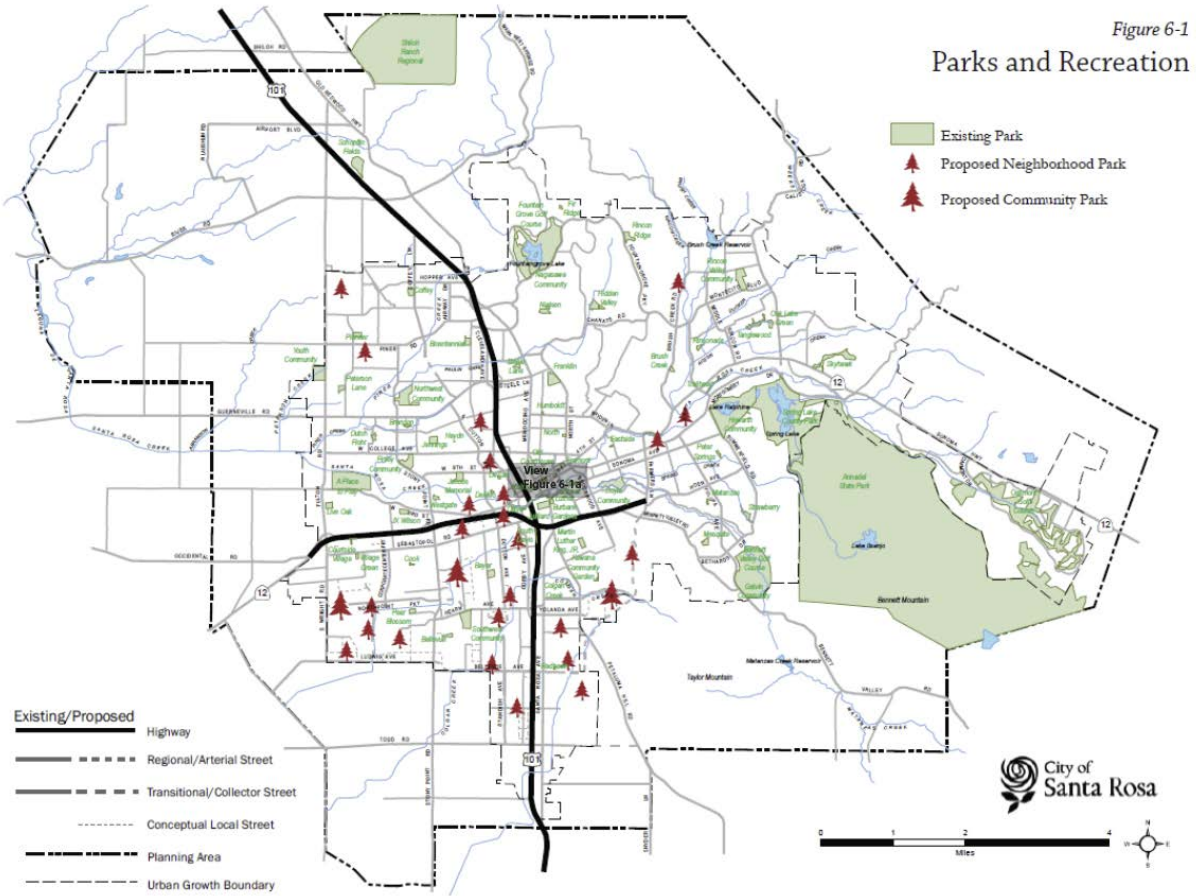
Page 6-14: Policy PSF-A-3 should be amended to include the following parkland classification:

- “Civic Spaces or Urban Parks: Generally, a minimum of 25,000 square feet; provide flexible, publicly accessible space for a range of entertainment and activities. These spaces are envisioned on both municipally owned sites and privately owned publicly accessible spaces within the Downtown Station Area.”

Page 6-15: The first full paragraph of Policy PSF-A-3 should be amended to read and provide as follows:

“It should be noted that the city also encourages the development of public plazas and gathering places. In particular, a network of diverse public spaces in various sizes, which may include: multi-purpose plazas, rooftop green spaces, pocket parks, parklets and curbside parklets, and active or passive paseos are visualized on both municipally owned sites and privately owned publicly accessible spaces in the Downtown Station Area. Whether publicly or privately owned, all public spaces must collectively create an interconnected system that meets the needs of the surrounding neighborhood. While these areas are not part of the city’s parkland standard of 3.5 acres of parkland per thousand residents, these spaces connect residents to the wider network of parks, creek trails, and bicycle and pedestrian paths.”

Page 6-5: Add Inset box for Downtown Area on Figure 6-1, as follows:



Page 6-6: Add a Figure 6-1a with the new following new figure:



ECONOMIC VITALITY

Page 10-8: Amend Policy EV-D-8 to read and provide as follows:

“Encourage retail diversity in the downtown, including the establishment of small specialty retail shops, pop up retail, boutiques, arts, winery, restaurant, and entertainment uses, as well as residential and convenience shopping.”

NOISE AND SAFETY

Page 12-13: Amend Policy NS-B-4 to read and provide as follows:

“Require new projects in the following categories to submit an acoustical study, prepared by a qualified acoustical consultant:

- All new projects proposed for areas outside of the Downtown Station Area with existing noise above 60dBA DNL. Mitigation shall be sufficient to reduce noise levels below 45 dBA DNL in habitable rooms and 60 dBA DNL in private and shared recreational facilities. Additions to existing housing units are exempt.
- All new projects in the Downtown Station Area where ambient noise conditions exceed 65dBA DNL. Mitigation shall be sufficient to reduce noise levels below 45 dBA DNL in habitable rooms.

- All new projects that could generate noise whose impacts on other existing uses would be greater than those normally acceptable (as specified in the Land Use Compatibility Standards).”

Page 13-5 – Greenhouse Gas Appendix

Policies LUL-D-1, LUL-L-1, LUL-M-3, LUL-P-4, shall amended in the Greenhouse Gas Appendix, consistent with the modified language in the Land Use and Livability Section of this Exhibit.

LAND USE DIAGRAM

Amend the General Plan Land Use Diagram to include the updated boundaries of the Downtown Station Area Specific Plan:

- The Downtown Station Area Specific Plan area is generally bound by College Avenue on the north, Brookwood Avenue on the east, Sonoma Avenue and Sebastopol Road on the south, and Dutton Avenue and the Imwalle Gardens area on the west.

Amend the land use designations on the General Plan Land Use Diagram for the properties located within the boundaries of the Downtown Station Area Specific Plan as identified below:

APN	Address	Previous General Plan Land Use Designation	New General Plan Land Use Designation
009-450-025	810 7TH ST #25	Retail and Business Services	Core Mixed Use
009-450-012	810 7TH ST #12	Retail and Business Services	Core Mixed Use
009-450-019	810 7TH ST #19	Retail and Business Services	Core Mixed Use
009-450-006	810 7TH ST #6	Retail and Business Services	Core Mixed Use
009-055-016	414 BEAVER ST	Retail and Business Services	Core Mixed Use
009-055-007	411 E ST	Retail and Business Services	Core Mixed Use
009-025-004	431 HUMBOLDT ST	Retail and Business Services	Core Mixed Use
009-014-016	741 3RD ST	Retail and Business Services	Core Mixed Use
009-014-017	758 4TH ST	Retail and Business Services	Core Mixed Use
009-023-003	435 ORCHARD ST	Retail and Business Services	Core Mixed Use
009-011-014	641 4TH ST	Retail and Business Services	Core Mixed Use
009-011-007	634 5TH ST	Retail and Business Services	Core Mixed Use
009-021-011	735 5TH ST	Retail and Business Services	Core Mixed Use
009-012-026	751 4TH ST	Retail and Business Services	Core Mixed Use
009-061-047	200 E ST	Retail and Business Services	Core Mixed Use
009-012-025	700 5TH ST	Retail and Business Services	Core Mixed Use
009-024-052	636 CHERRY ST	Low Residential	Core Mixed Use
009-073-019	631 1ST ST	Retail and Business Services	Core Mixed Use

009-073-020	631 1ST ST	Retail and Business Services	Core Mixed Use
009-073-COM	637 1ST ST	Retail and Business Services	Core Mixed Use
009-013-011	637 3RD ST	Retail and Business Services	Core Mixed Use
009-013-012	625 3RD ST	Retail and Business Services	Core Mixed Use
009-024-053	550 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-073-023	90 SANTA ROSA AVE	Public/Institutional	Core Mixed Use
009-025-018	625 5TH ST	Retail and Business Services	Core Mixed Use
009-024-046	615 7TH ST	Retail and Business Services	Core Mixed Use
009-026-006	611 5TH ST	Retail and Business Services	Core Mixed Use
009-023-001	714 7TH ST	Retail and Business Services	Core Mixed Use
009-012-011	739 5TH ST	Retail and Business Services	Core Mixed Use
009-061-046	800 4TH ST	Retail and Business Services	Core Mixed Use
009-025-015	635 5TH ST	Retail and Business Services	Core Mixed Use
009-024-030	538 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-011-008	623 4TH ST	Retail and Business Services	Core Mixed Use
009-023-018	412 HUMBOLDT ST	Retail and Business Services	Core Mixed Use
009-024-048	520 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-023-009	707 5TH ST	Retail and Business Services	Core Mixed Use
009-024-024	576 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-026-012	428 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-012-015	375 E ST	Retail and Business Services	Core Mixed Use
009-026-008	490 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-025-006	421 HUMBOLDT ST	Retail and Business Services	Core Mixed Use
009-055-004	426 BEAVER ST	Retail and Business Services	Core Mixed Use
009-021-013	431 BEAVER ST	Retail and Business Services	Core Mixed Use
009-072-041	705 2ND ST	Retail and Business Services	Core Mixed Use
009-072-042	707 2ND ST	Retail and Business Services	Core Mixed Use
009-021-016	428 ORCHARD ST	Retail and Business Services	Core Mixed Use
009-023-014	436 HUMBOLDT ST	Retail and Business Services	Core Mixed Use
009-024-022	612 CHERRY ST	Retail and Business Services	Core Mixed Use
009-012-002	701 4TH ST	Retail and Business Services	Core Mixed Use
009-011-011	629 4TH ST	Retail and Business Services	Core Mixed Use
009-053-005	847 5TH ST	Office	Core Mixed Use
009-053-006	849 5TH ST	Office	Core Mixed Use
009-071-023	640 3RD ST	Retail and Business Services	Core Mixed Use
009-011-015	609 4TH ST	Retail and Business Services	Core Mixed Use
009-023-015	442 HUMBOLDT ST	Retail and Business Services	Core Mixed Use
009-011-005	613 4TH ST	Retail and Business Services	Core Mixed Use
009-013-013	50 OLD COURTHOUSE SQUARE	Retail and Business Services	Core Mixed Use
009-023-020	433 ORCHARD ST	Retail and Business Services	Core Mixed Use
009-011-013	637 4TH ST	Retail and Business Services	Core Mixed Use

009-071-020	10 SANTA ROSA AVE	Retail and Business Services	Core Mixed Use
009-026-013	404 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-026-014	0 RILEY ST	Retail and Business Services	Core Mixed Use
009-011-012	631 4TH ST	Retail and Business Services	Core Mixed Use
009-023-021	432 HUMBOLDT ST	Retail and Business Services	Core Mixed Use
009-023-016	446 HUMBOLDT ST	Retail and Business Services	Core Mixed Use
009-023-019	418 HUMBOLDT ST	Retail and Business Services	Core Mixed Use
009-023-026	422 HUMBOLDT ST	Retail and Business Services	Core Mixed Use
009-024-031	534 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-013-001	614 4TH ST	Retail and Business Services	Core Mixed Use
009-026-009	420 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-014-012	740 4TH ST	Retail and Business Services	Core Mixed Use
009-014-011	729 3RD ST	Retail and Business Services	Core Mixed Use
009-053-004	837 5TH ST	Office	Core Mixed Use
009-054-033	350 E ST	Retail and Business Services	Core Mixed Use
009-055-013	431 E ST	Retail and Business Services	Core Mixed Use
009-025-011	620 7TH ST	Retail and Business Services	Core Mixed Use
009-013-015	640 4TH ST	Retail and Business Services	Core Mixed Use
009-023-027	426 HUMBOLDT ST	Retail and Business Services	Core Mixed Use
009-024-021	616 CHERRY ST	Retail and Business Services	Core Mixed Use
009-021-015	432 ORCHARD ST	Retail and Business Services	Core Mixed Use
009-021-009	438 ORCHARD ST	Retail and Business Services	Core Mixed Use
009-056-001	420 E ST	Retail and Business Services	Core Mixed Use
009-056-004	404 E ST	Retail and Business Services	Core Mixed Use
009-012-019	725 4TH ST	Retail and Business Services	Core Mixed Use
009-011-009	625 4TH ST	Retail and Business Services	Core Mixed Use
009-012-021	709 4TH ST	Retail and Business Services	Core Mixed Use
009-013-006	650 4TH ST	Retail and Business Services	Core Mixed Use
009-011-006	619 4TH ST	Retail and Business Services	Core Mixed Use
009-013-009	628 4TH ST	Retail and Business Services	Core Mixed Use
009-023-002	710 7TH ST	Retail and Business Services	Core Mixed Use
009-026-010	480 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-024-028	542 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-013-002	96 OLD COURTHOUSE SQUARE	Retail and Business Services	Core Mixed Use
009-013-014	632 4TH ST	Retail and Business Services	Core Mixed Use
009-011-001	318 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-011-010	636 5TH ST	Retail and Business Services	Core Mixed Use
009-021-018	444 ORCHARD ST	Retail and Business Services	Core Mixed Use
009-021-017	446 ORCHARD ST	Retail and Business Services	Core Mixed Use
009-021-014	436 ORCHARD ST	Retail and Business Services	Core Mixed Use
009-026-011	462 MENDOCINO AVE	Retail and Business Services	Core Mixed Use

009-024-029	540 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-024-025	570 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-026-005	400 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-012-017	703 4TH ST	Retail and Business Services	Core Mixed Use
009-011-002	306 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-024-023	580 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-025-017	499 HUMBOLDT ST	Retail and Business Services	Core Mixed Use
009-023-022	413 ORCHARD ST	Retail and Business Services	Core Mixed Use
009-024-047	512 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-023-005	427 ORCHARD ST	Retail and Business Services	Core Mixed Use
010-203-019	203 SANTA ROSA AVE	Retail and Business Services	Core Mixed Use
009-055-005	421 E ST	Retail and Business Services	Core Mixed Use
009-055-017	418 BEAVER ST	Retail and Business Services	Core Mixed Use
010-212-062	323 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-073-022	631 1ST ST	Retail and Business Services	Core Mixed Use
009-076-036	730 2ND ST	Retail and Business Services	Core Mixed Use
009-073-018	655 1ST ST	Retail and Business Services	Core Mixed Use
009-072-044	730 3RD ST	Retail and Business Services	Core Mixed Use
009-063-028	50 E ST	Retail and Business Services	Core Mixed Use
010-223-061	509 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-053-007	831 5TH ST	Office	Core Mixed Use
009-072-043	709 2ND ST	Retail and Business Services	Core Mixed Use
009-072-COM		Retail and Business Services	Core Mixed Use
009-071-025	101 D ST	Retail and Business Services	Core Mixed Use
010-212-073	421 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-053-001	420 KING ST	Office	Core Mixed Use
009-053-002	416 KING ST	Office	Core Mixed Use
009-055-012	446 BEAVER ST	Retail and Business Services	Core Mixed Use
010-223-039	460 BOSLEY ST	Med Residential	Core Mixed Use
009-062-053	100 E ST	Retail and Business Services	Core Mixed Use
010-223-070	0 PALM ST	Med Residential	Core Mixed Use
010-223-057	523 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-056-003	809 5TH ST	Retail and Business Services	Core Mixed Use
009-056-005	815 5TH ST	Retail and Business Services	Core Mixed Use
010-223-065	517 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-212-071	405 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-212-065	407 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-055-003	434 BEAVER ST	Retail and Business Services	Core Mixed Use
010-223-071	701 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-223-046	0 S A ST	Med Residential	Core Mixed Use
010-203-021	209 SANTA ROSA AVE	Retail and Business Services	Core Mixed Use

010-066-015	85 SANTA ROSA AVE	Retail and Business Services	Core Mixed Use
009-263-031	502 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-071-026	620 3RD ST	Retail and Business Services	Core Mixed Use
010-035-035	545 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-041-020	465 A ST	Retail/Med Residential	Core Mixed Use
010-068-013	4 A ST	Retail and Business Services	Core Mixed Use
010-063-019	521 2ND ST	Retail and Business Services	Core Mixed Use
010-063-027	520 3RD ST	Retail and Business Services	Core Mixed Use
010-063-029	0 2ND ST	Retail and Business Services	Core Mixed Use
010-068-020	111 SANTA ROSA AVE	Retail and Business Services	Core Mixed Use
010-068-010	458 1ST ST	Retail and Business Services	Core Mixed Use
010-045-011	409 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-041-018	0 MORGAN ST	Med Residential	Core Mixed Use
009-063-029	10 E ST	Retail and Business Services	Core Mixed Use
010-041-015	600 MORGAN ST	Med Residential	Core Mixed Use
010-015-012	585 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-073-021	631 1ST ST	Retail and Business Services	Core Mixed Use
010-015-021	606 HEALDSBURG AVE	Retail and Business Services	Core Mixed Use
010-041-014	520 MORGAN ST	Med Residential	Core Mixed Use
010-033-010	433 7TH ST	Retail/Med Residential	Core Mixed Use
010-033-011	429 7TH ST	Retail/Med Residential	Core Mixed Use
009-191-023	777 SONOMA AVE	Public/Institutional	Core Mixed Use
010-044-015	556 ROSS ST	Retail and Business Services	Core Mixed Use
010-041-004	439 A ST	Retail/Med Residential	Core Mixed Use
009-264-035	614 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-073-016	117 D ST	Retail and Business Services	Core Mixed Use
010-045-025	410 B ST	Retail and Business Services	Core Mixed Use
010-056-019	0 B ST	Retail and Business Services	Core Mixed Use
010-035-032	430 10TH ST	Retail and Business Services	Core Mixed Use
010-035-007	533 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-076-037	116 D ST	Public/Institutional	Core Mixed Use
009-263-029	516 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-014-017	413 10TH ST	Retail and Business Services	Core Mixed Use
009-191-021	100 SANTA ROSA AVE	Public/Institutional	Core Mixed Use
010-063-030	517 2ND ST	Retail and Business Services	Core Mixed Use
010-063-028	516 3RD ST	Retail and Business Services	Core Mixed Use
009-061-045	206 E ST	Retail and Business Services	Core Mixed Use
010-044-008	505 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-045-009	533 5TH ST	Retail and Business Services	Core Mixed Use
010-066-016	555 1ST ST	Retail and Business Services	Core Mixed Use
010-053-028	500 5TH ST	Retail and Business Services	Core Mixed Use

010-033-020	425 7TH ST	Retail/Med Residential	Core Mixed Use
010-045-022	411 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-035-033	521 7TH ST	Retail and Business Services	Core Mixed Use
009-263-010	508 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-223-059	515 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-262-014	408 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-014-012	638 B ST	Retail and Business Services	Core Mixed Use
010-069-005	0 A ST	Retail and Business Services	Core Mixed Use
010-045-010	401 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-041-013	516 MORGAN ST	Med Residential	Core Mixed Use
009-262-015	410 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-073-013	50 SANTA ROSA AVE	Retail and Business Services	Core Mixed Use
009-072-040	703 2ND ST	Retail and Business Services	Core Mixed Use
009-181-037	76 S E ST	Office	Core Mixed Use
009-181-035	2 E ST	Retail and Business Services	Core Mixed Use
010-660-002	235 SANTA ROSA PLAZA	Retail and Business Services	Core Mixed Use
010-035-018	510 B ST	Retail and Business Services	Core Mixed Use
010-223-048	529 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-014-013	635 HEALDSBURG AVE	Retail and Business Services	Core Mixed Use
010-015-022	589 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-262-036	400 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-076-020	51 E ST	Retail and Business Services	Core Mixed Use
010-053-022	507 4TH ST	Retail and Business Services	Core Mixed Use
010-223-055	603 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-223-007	518 SEBASTOPOL AVE	Med Residential	Core Mixed Use
010-014-019	615 HEALDSBURG AVE	Retail and Business Services	Core Mixed Use
010-203-016	526 SONOMA AVE	Med Residential	Core Mixed Use
010-033-017	403 7TH ST	Retail/Med Residential	Core Mixed Use
010-045-004	418 B ST	Retail and Business Services	Core Mixed Use
010-053-033	521 4TH ST	Retail and Business Services	Core Mixed Use
010-056-021	19 OLD COURTHOUSE SQUARE	Retail and Business Services	Core Mixed Use
010-053-009	550 5TH ST	Retail and Business Services	Core Mixed Use
010-035-037	444 10TH ST	Retail and Business Services	Core Mixed Use
010-045-005	501 5TH ST	Retail and Business Services	Core Mixed Use
010-790-006	516 B ST #STE E	Retail and Business Services	Core Mixed Use
010-790-004	516 B ST #STE C	Retail and Business Services	Core Mixed Use
010-035-034	534 B ST	Retail and Business Services	Core Mixed Use
010-056-014	200 B ST	Retail and Business Services	Core Mixed Use
009-450-027	441 BEAVER ST	Retail and Business Services	Core Mixed Use
010-790-002	516 B ST #STE A	Retail and Business Services	Core Mixed Use
010-056-004	37 OLD COURTHOUSE SQUARE	Retail and Business Services	Core Mixed Use

010-035-009	521 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-261-038	322 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-035-036	509 7TH ST	Retail and Business Services	Core Mixed Use
010-660-003	100 SANTA ROSA PLAZA	Retail and Business Services	Core Mixed Use
010-660-004	800 SANTA ROSA PLAZA	Retail and Business Services	Core Mixed Use
010-056-016	290 B ST	Retail and Business Services	Core Mixed Use
010-660-005	600 SANTA ROSA PLAZA	Retail and Business Services	Core Mixed Use
010-790-005	516 B ST #STE D	Retail and Business Services	Core Mixed Use
009-072-039	100 D ST	Retail and Business Services	Core Mixed Use
010-790-003	516 B ST #STE B	Retail and Business Services	Core Mixed Use
010-035-022	528 B ST	Retail and Business Services	Core Mixed Use
010-066-017	100 B ST	Retail and Business Services	Core Mixed Use
010-053-024	501 4TH ST	Retail and Business Services	Core Mixed Use
010-053-034	545 4TH ST	Retail and Business Services	Core Mixed Use
009-181-039	90 E ST	Office	Core Mixed Use
009-072-045	700 3RD ST	Retail and Business Services	Core Mixed Use
010-063-025	1 SANTA ROSA AVE	Retail and Business Services	Core Mixed Use
010-790-001	514 B ST	Retail and Business Services	Core Mixed Use
010-041-016	608 MORGAN ST	Med Residential	Core Mixed Use
010-035-021	526 B ST	Retail and Business Services	Core Mixed Use
009-054-031	801 4TH ST	Retail and Business Services	Core Mixed Use
009-263-013	615 PINE ST	Low Residential	Core Mixed Use
010-223-032	524 PALM ST	Med Residential	Core Mixed Use
009-261-039	300 SANTA ROSA AVE	Med Residential	Core Mixed Use
009-264-010	612 PINE ST	Low Residential	Core Mixed Use
010-223-014	525 PALM ST	Med Residential	Core Mixed Use
010-223-047	466 BOSLEY ST	Med Residential	Core Mixed Use
010-063-014	500 3RD ST	Retail and Business Services	Core Mixed Use
010-044-010	575 ROSS ST	Retail and Business Services	Core Mixed Use
010-660-001	1071 SANTA ROSA PLAZA	Retail and Business Services	Core Mixed Use
010-068-019	438 1ST ST	Retail and Business Services	Core Mixed Use
009-263-011	510 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-041-011	506 MORGAN ST	Med Residential	Core Mixed Use
009-262-034	414 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-264-038	616 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-264-039	615 OAK ST	Retail/Med Residential	Core Mixed Use
010-041-001	321 7TH ST	Med Residential	Core Mixed Use
010-223-015	519 PALM ST	Med Residential	Core Mixed Use
010-041-017	512 MORGAN ST	Med Residential	Core Mixed Use
010-035-020	520 B ST	Retail and Business Services	Core Mixed Use
009-261-017	304 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use

009-261-018	306 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-790-008	527A MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-261-037	316 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-790-013	527F MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-790-011	527D MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-261-019	308 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-790-012	527E MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-790-007	525 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-790-010	527C MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-790-009	527B MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-045-006	515 5TH ST	Retail and Business Services	Core Mixed Use
010-045-008	525 5TH ST	Retail and Business Services	Core Mixed Use
009-262-040	418 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-071-027	610 3RD ST	Retail and Business Services	Core Mixed Use
009-071-028	630 3RD ST	Retail and Business Services	Core Mixed Use
010-015-024	601 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-053-013	533 4TH ST	Retail and Business Services	Core Mixed Use
010-035-004	551 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
009-331-051	722 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-223-063	505 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-041-019	431 A ST	Retail/Med Residential	Core Mixed Use
010-223-067	470 BOSLEY ST	Med Residential	Core Mixed Use
009-264-034	600 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-041-008	307 6TH ST	Med Residential	Core Mixed Use
009-450-007	810 7TH ST #7	Retail and Business Services	Core Mixed Use
009-450-009	810 7TH ST #9	Retail and Business Services	Core Mixed Use
009-450-011	810 7TH ST #11	Retail and Business Services	Core Mixed Use
009-450-018	810 7TH ST #18	Retail and Business Services	Core Mixed Use
009-450-001	810 7TH ST #1	Retail and Business Services	Core Mixed Use
009-450-002	810 7TH ST #2	Retail and Business Services	Core Mixed Use
009-450-004	810 7TH ST #4	Retail and Business Services	Core Mixed Use
009-450-016	810 7TH ST #16	Retail and Business Services	Core Mixed Use
009-450-023	810 7TH ST #23	Retail and Business Services	Core Mixed Use
009-450-026	810 7TH ST #26	Retail and Business Services	Core Mixed Use
009-450-003	810 7TH ST #3	Retail and Business Services	Core Mixed Use
009-450-005	810 7TH ST #5	Retail and Business Services	Core Mixed Use
009-450-017	810 7TH ST #17	Retail and Business Services	Core Mixed Use
009-450-021	810 7TH ST #21	Retail and Business Services	Core Mixed Use
009-450-022	810 7TH ST #22	Retail and Business Services	Core Mixed Use
009-450-COM		Retail and Business Services	Core Mixed Use
009-450-008	810 7TH ST #8	Retail and Business Services	Core Mixed Use

009-450-010	810 7TH ST #10	Retail and Business Services	Core Mixed Use
009-450-013	810 7TH ST #13	Retail and Business Services	Core Mixed Use
009-450-014	810 7TH ST #14	Retail and Business Services	Core Mixed Use
009-450-015	810 7TH ST #15	Retail and Business Services	Core Mixed Use
009-450-020	810 7TH ST #20	Retail and Business Services	Core Mixed Use
009-450-024	810 7TH ST #24	Retail and Business Services	Core Mixed Use
010-033-015	411 7TH ST	Retail/Med Residential	Core Mixed Use
010-033-016	403 7TH ST	Retail/Med Residential	Core Mixed Use
010-056-005	213 EXCHANGE AVE	Retail and Business Services	Core Mixed Use
010-056-020	500 4TH ST	Retail and Business Services	Core Mixed Use
010-053-032	517 4TH ST	Retail and Business Services	Core Mixed Use
010-053-030	509 4TH ST	Retail and Business Services	Core Mixed Use
010-053-031	513 4TH ST	Retail and Business Services	Core Mixed Use
010-053-014	529 4TH ST	Retail and Business Services	Core Mixed Use
010-033-019	505 B ST	Retail/Med Residential	Core Mixed Use
010-035-026	519 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-044-019	446 B ST	Retail and Business Services	Core Mixed Use
010-041-005	437 A ST	Retail/Med Residential	Core Mixed Use
009-331-050	704 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-264-012	606 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
009-264-036	622 SANTA ROSA AVE	Retail/Med Residential	Core Mixed Use
010-068-018	0 1ST ST	Retail and Business Services	Core Mixed Use
010-068-021	0 1ST ST	Retail and Business Services	Core Mixed Use
010-041-010	500 WASHINGTON ST	Med Residential	Core Mixed Use
010-041-009	498 WASHINGTON ST	Med Residential	Core Mixed Use
010-045-027	427 MENDOCINO AVE	Retail and Business Services	Core Mixed Use
010-014-011	616 B ST	Retail and Business Services	Core Mixed Use
010-034-002	558 B ST	Retail and Business Services	Core Mixed Use
010-014-007	600 B ST	Retail and Business Services	Core Mixed Use
010-034-004	576 B ST	Retail and Business Services	Core Mixed Use
010-014-014	620 B ST	Retail and Business Services	Core Mixed Use
010-014-003	630 B ST	Retail and Business Services	Core Mixed Use
010-014-002	634 B ST	Retail and Business Services	Core Mixed Use
010-034-003	555 HEALDSBURG AVE	Retail and Business Services	Core Mixed Use
125-061-029	209 DECOE ST	Retail and Business Services	Core Mixed Use
010-101-029	22 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-132-019	15 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-121-025	80 COLLEGE AVE	Retail and Business Services	Maker Mixed Use
010-121-026	1005 CLEVELAND AVE	Retail and Business Services	Maker Mixed Use
010-121-024	0 COLLEGE AVE	Retail and Business Services	Maker Mixed Use
010-133-001	1024 N DUTTON AVE	Transit Village Medium	Maker Mixed Use

010-121-021	941 CLEVELAND AVE	Transit Village Medium	Maker Mixed Use
010-133-004	1047 MAXWELL DR	Transit Village Medium	Maker Mixed Use
010-132-010	59 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-131-039	355 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-131-030	928 N DUTTON AVE	Transit Village Medium	Maker Mixed Use
010-131-034	40 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-133-003	1010 N DUTTON AVE	Transit Village Medium	Maker Mixed Use
010-132-015	1032 MAXWELL DR	Transit Village Medium	Maker Mixed Use
010-131-027	950 N DUTTON AVE	Transit Village Medium	Maker Mixed Use
010-131-033	363 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-101-GAP		Transit Village Medium	Maker Mixed Use
010-121-020	6 COLLEGE AVE	Retail and Business Services	Maker Mixed Use
010-133-007	1059 MAXWELL DR	Transit Village Medium	Maker Mixed Use
010-184-029	1 SEBASTOPOL AVE	Transit Village Medium	Maker Mixed Use
010-101-030	4 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-101-031	5 9TH ST	Transit Village Medium	Maker Mixed Use
010-131-028	966 N DUTTON AVE	Transit Village Medium	Maker Mixed Use
010-121-022	955 CLEVELAND AVE	Transit Village Medium	Maker Mixed Use
010-121-023	951 CLEVELAND AVE	Transit Village Medium	Maker Mixed Use
010-133-006	1035 MAXWELL DR	Transit Village Medium	Maker Mixed Use
010-133-005	103 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-442-009	1060 N DUTTON AVE	Transit Village Medium	Maker Mixed Use
010-184-015	35 SEBASTOPOL AVE	Transit Village Medium	Maker Mixed Use
010-131-029	922 N DUTTON AVE	Transit Village Medium	Maker Mixed Use
010-131-026	104 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-132-003	33 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-132-005	39 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-132-004	37 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-131-022	52 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-132-002	25 MAXWELL CT	Transit Village Medium	Maker Mixed Use
010-131-024	940 N DUTTON AVE	Transit Village Medium	Maker Mixed Use
010-184-025	109 CHESTNUT ST	LtInd/Med Residential	Maker Mixed Use
010-184-020	301 CHESTNUT ST	Transit Village Medium	Maker Mixed Use
010-184-024	187 CHESTNUT ST	LtInd/Med Residential	Maker Mixed Use
010-442-010	1054 N DUTTON AVE	Transit Village Medium	Maker Mixed Use
010-181-006	180 CHESTNUT ST	LtInd/Med Residential	Maker Mixed Use
010-184-027	0 RAILROAD ST	LtInd/Med Residential	Maker Mixed Use
010-184-022	0 RAILROAD ST	LtInd/Med Residential	None
010-184-028	121 CHESTNUT ST	LtInd/Med Residential	Maker Mixed Use
010-184-026	101 CHESTNUT ST	LtInd/Med Residential	Maker Mixed Use
010-131-036	28 MAXWELL CT	Transit Village Medium	Maker Mixed Use

010-442-006	1058 DUTTON AVE	Transit Village Medium	Maker Mixed Use
010-431-023	1040 N DUTTON AVE	Transit Village Medium	Maker Mixed Use
010-442-011	220 W COLLEGE AVE	Transit Village Medium	Maker Mixed Use
010-421-014	40 W COLLEGE AVE	Transit Village Medium	Maker Mixed Use
010-442-012	200 W COLLEGE AVE	Transit Village Medium	Maker Mixed Use
010-431-022	1050 N DUTTON AVE	Transit Village Medium	Maker Mixed Use
010-690-011	335 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-690-COM		Transit Village Medium	Maker Mixed Use
010-690-015	343 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-690-018	311 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-690-016	345 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-690-020	329 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-690-019	321 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-690-012	337 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-690-013	339 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-690-010	333 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-690-009	331 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-690-017	305 W 9TH ST	Transit Village Medium	Maker Mixed Use
010-421-012	12 W COLLEGE AVE	Transit Village Medium	Maker Mixed Use
010-690-014	341 W 9TH ST	Transit Village Medium	Maker Mixed Use
125-053-022	95 W 3RD ST	Transit Village Medium	Maker Mixed Use
125-064-043	112 ROBERTS AVE	Transit Village Medium	Maker Mixed Use
125-053-012	122 PIERSON ST	Transit Village Medium	Maker Mixed Use
125-064-048	0 ROBERTS AVE	Transit Village Medium	Maker Mixed Use
125-064-050	ROBERTS AVE	Transit Village Medium	Maker Mixed Use
125-053-032	13 W 3RD ST	Transit Village Medium	Maker Mixed Use
125-064-010	238 ROBERTS AVE	Transit Village Medium	Maker Mixed Use
125-064-033	217 ROBERTS AVE	Transit Village Medium	Maker Mixed Use
125-064-019	211 ROBERTS AVE	Transit Village Medium	Maker Mixed Use
125-064-051	14 W 3RD ST	Transit Village Medium	Maker Mixed Use
125-064-045	218 ROBERTS AVE	Transit Village Medium	Maker Mixed Use
125-064-018	115 ROBERTS AVE	Transit Village Medium	Maker Mixed Use
125-053-031	77 W 3RD ST	Transit Village Medium	Maker Mixed Use
010-031-002	501 A ST	Retail/Med Residential	Medium Residential
010-105-020	824 RIPLEY ST	Transit Village Medium	Neighborhood Mixed Use
010-091-007	806 DONAHUE ST	Transit Village Medium	Neighborhood Mixed Use
010-091-001	8 W 9TH ST	Transit Village Medium	Neighborhood Mixed Use
010-085-024	101 6TH ST	Transit Village Medium	Neighborhood Mixed Use
009-062-006	826 3RD ST	Office	Neighborhood Mixed Use
009-061-026	859 3RD ST	Office	Neighborhood Mixed Use
009-062-020	888 3RD ST	Office	Neighborhood Mixed Use

009-063-030	858 2ND ST	Office	Neighborhood Mixed Use
009-062-009	840 3RD ST	Office	Neighborhood Mixed Use
009-061-055	899 3RD ST	Office	Neighborhood Mixed Use
010-122-037	108 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-082-021	610 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
009-081-042	113 MONTGOMERY DR	Med-High Residential	Neighborhood Mixed Use
009-062-050	887 2ND ST	Office	Neighborhood Mixed Use
009-062-051	879 2ND ST	Office	Neighborhood Mixed Use
009-061-002	804 4TH ST	Retail and Business Services	Neighborhood Mixed Use
009-062-054	884 3RD ST	Office	Neighborhood Mixed Use
009-063-044	850 2ND ST	Office	Neighborhood Mixed Use
010-084-005	0 6TH ST	Transit Village Medium	Neighborhood Mixed Use
009-063-041	828 2ND ST	Office	Neighborhood Mixed Use
010-122-038	112 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-054-008	836 5TH ST	Retail and Business Services	Neighborhood Mixed Use
009-054-034	818 5TH ST	Retail and Business Services	Neighborhood Mixed Use
009-062-024	891 2ND ST	Office	Neighborhood Mixed Use
010-092-026	742 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-211-015	327 S A ST	Retail/Med Residential	Neighborhood Mixed Use
010-092-016	700 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-161-036	21 W 7TH ST	Transit Village Medium	Neighborhood Mixed Use
009-062-013	858 3RD ST	Office	Neighborhood Mixed Use
010-085-005	112 7TH ST	Office/Med Residential	Neighborhood Mixed Use
010-085-003	106 7TH ST	Transit Village Medium	Neighborhood Mixed Use
009-054-010	840 5TH ST	Retail and Business Services	Neighborhood Mixed Use
010-082-009	121 7TH ST	Office/Med Residential	Neighborhood Mixed Use
010-085-010	501 DAVIS ST	Transit Village Medium	Neighborhood Mixed Use
010-085-001	514 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
009-031-038	600 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-041-016	918 COLLEGE AVE	Office	Neighborhood Mixed Use
009-032-011	708 COLLEGE AVE	Office	Neighborhood Mixed Use
009-031-035	620 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-033-021	822 COLLEGE AVE	Office	Neighborhood Mixed Use
010-113-025	308 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-113-033	300 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-113-028	348 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-041-019	950 COLLEGE AVE	Office	Neighborhood Mixed Use
009-033-015	800 COLLEGE AVE	Office	Neighborhood Mixed Use
009-031-031	518 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-032-014	726 COLLEGE AVE	Office	Neighborhood Mixed Use
009-031-033	608 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use

009-031-026	600 MENDOCINO AVE	Retail and Business Services	Neighborhood Mixed Use
010-113-027	342 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-054-009	838 5TH ST	Retail and Business Services	Neighborhood Mixed Use
009-061-006	830 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-092-009	745 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
009-032-010	700 COLLEGE AVE	Office	Neighborhood Mixed Use
009-032-012	714 COLLEGE AVE	Office	Neighborhood Mixed Use
009-041-018	920 COLLEGE AVE #A	Office	Neighborhood Mixed Use
009-031-028	604 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-113-036	350 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-041-027	900 COLLEGE AVE	Office	Neighborhood Mixed Use
009-052-047	435 E ST	Low Residential	Neighborhood Mixed Use
010-211-008	301 S A ST	Retail/Med Residential	Neighborhood Mixed Use
010-211-017	315 S A ST	Public/Institutional	Neighborhood Mixed Use
009-062-027	875 2ND ST	Office	Neighborhood Mixed Use
009-062-033	841 2ND ST	Office	Neighborhood Mixed Use
009-054-028	845 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-092-001	766 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-112-023	266 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-054-032	835 4TH ST	Retail and Business Services	Neighborhood Mixed Use
009-061-007	838 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-092-002	760 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-191-004	0 S A ST	Public/Institutional	Neighborhood Mixed Use
010-191-005	0 S A ST	Public/Institutional	Neighborhood Mixed Use
010-211-014	421 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
010-092-027	124 9TH ST	Office/Med Residential	Neighborhood Mixed Use
010-095-003	716 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-212-037	515 SEBASTOPOL AVE	Med Residential	Neighborhood Mixed Use
010-085-004	110 7TH ST	Transit Village Medium	Neighborhood Mixed Use
010-212-035	523 SEBASTOPOL AVE	Med Residential	Neighborhood Mixed Use
010-082-020	129 7TH ST	Office/Med Residential	Neighborhood Mixed Use
010-082-014	600 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-082-003	122 8TH ST	Office/Med Residential	Neighborhood Mixed Use
010-092-019	726 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-085-011	125 6TH ST	Transit Village Medium	Neighborhood Mixed Use
010-085-008	509 DAVIS ST	Transit Village Medium	Neighborhood Mixed Use
010-082-005	619 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-085-012	123 6TH ST	Transit Village Medium	Neighborhood Mixed Use
010-082-007	615 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-082-006	617 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-085-013	119 6TH ST	Transit Village Medium	Neighborhood Mixed Use

010-095-001	720 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-082-004	124 8TH ST	Office/Med Residential	Neighborhood Mixed Use
009-031-037	625 HUMBOLDT ST	Retail and Business Services	Neighborhood Mixed Use
009-033-002	614 ORCHARD ST	Low Residential	Neighborhood Mixed Use
009-033-018	830 COLLEGE AVE	Office	Neighborhood Mixed Use
010-093-002	748 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-093-006	734 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
009-033-020	812 COLLEGE AVE	Office	Neighborhood Mixed Use
009-104-017	901 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-212-038	509 SEBASTOPOL AVE	Med Residential	Neighborhood Mixed Use
009-061-049	881 3RD ST	Office	Neighborhood Mixed Use
009-081-053	1000 2ND ST	Med-High Residential	Neighborhood Mixed Use
010-092-029	738 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-092-012	735 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-089-001	401 WILSON ST	Transit Village Mixed Use	Neighborhood Mixed Use
010-082-001	614 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
009-031-034	614 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-031-014	621 HUMBOLDT ST	Retail and Business Services	Neighborhood Mixed Use
009-031-027	610 MENDOCINO AVE	Retail and Business Services	Neighborhood Mixed Use
010-132-018	1038 MAXWELL DR	Transit Village Medium	Neighborhood Mixed Use
010-122-026	104 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-087-013	125 5TH ST	Transit Village Mixed Use	Neighborhood Mixed Use
010-084-006	99 6TH ST	Transit Village Medium	Neighborhood Mixed Use
010-083-013	622 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-132-014	1060 MAXWELL DR	Transit Village Medium	Neighborhood Mixed Use
010-132-012	1044 MAXWELL DR	Transit Village Medium	Neighborhood Mixed Use
010-087-004	111 5TH ST	Transit Village Mixed Use	Neighborhood Mixed Use
010-132-011	1056 MAXWELL DR	Transit Village Medium	Neighborhood Mixed Use
010-081-001	90 8TH ST	Transit Village Medium	Neighborhood Mixed Use
010-092-015	709 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-091-005	701 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-105-019	816 RIPLEY ST	Transit Village Medium	Neighborhood Mixed Use
009-061-032	827 3RD ST	Office	Neighborhood Mixed Use
010-101-021	807 RIPLEY ST	Transit Village Medium	Neighborhood Mixed Use
010-105-001	114 SCOTT ST	Transit Village Medium	Neighborhood Mixed Use
010-087-003	101 5TH ST	Transit Village Mixed Use	Neighborhood Mixed Use
009-062-004	816 3RD ST	Office	Neighborhood Mixed Use
009-062-012	850 3RD ST	Office	Neighborhood Mixed Use
010-164-031	509 ADAMS ST	Public/Institutional	Neighborhood Mixed Use
009-061-054	75 BROOKWOOD AVE	Office	Neighborhood Mixed Use
009-063-019	884 2ND ST	Office	Neighborhood Mixed Use

009-062-010	844 3RD ST	Office	Neighborhood Mixed Use
010-223-001	406 BOSLEY ST	Med Residential	Neighborhood Mixed Use
009-181-021	917 SONOMA AVE	Med Residential	Neighborhood Mixed Use
009-181-014	877 SONOMA AVE	Med Residential	Neighborhood Mixed Use
009-061-052	811 3RD ST	Office	Neighborhood Mixed Use
009-062-058	85 BROOKWOOD AVE	Office	Neighborhood Mixed Use
009-062-007	830 3RD ST	Office	Neighborhood Mixed Use
010-092-003	756 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-221-017	401 S A ST	Retail/Med Residential	Neighborhood Mixed Use
010-222-006	401 BOSLEY ST	Retail/Med Residential	Neighborhood Mixed Use
010-212-048	447 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
009-063-033	0 1ST ST	Office	Neighborhood Mixed Use
009-054-004	820 5TH ST	Retail and Business Services	Neighborhood Mixed Use
009-062-008	834 3RD ST	Office	Neighborhood Mixed Use
010-212-047	459 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
010-212-043	471 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
010-212-036	519 SEBASTOPOL AVE	Med Residential	Neighborhood Mixed Use
009-181-011	857 SONOMA AVE	Med Residential	Neighborhood Mixed Use
010-212-053	503 JUILLIARD PARK DR	Retail/Med Residential	Neighborhood Mixed Use
010-095-005	205 8TH ST	Office/Med Residential	Neighborhood Mixed Use
010-212-054	467 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
010-095-006	209 8TH ST	Office/Med Residential	Neighborhood Mixed Use
009-062-056	866 3RD ST	Office	Neighborhood Mixed Use
009-181-025	865 SONOMA AVE	Med Residential	Neighborhood Mixed Use
010-085-002	512 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
009-033-008	619 BEAVER ST	Office	Neighborhood Mixed Use
010-222-046	430 S A ST	Retail/Med Residential	Neighborhood Mixed Use
009-041-017	926 COLLEGE AVE #A	Office	Neighborhood Mixed Use
009-062-011	848 3RD ST	Office	Neighborhood Mixed Use
009-032-013	716 COLLEGE AVE	Office	Neighborhood Mixed Use
010-113-030	304 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-063-038	880 2ND ST	Office	Neighborhood Mixed Use
010-083-015	610 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
009-062-028	873 2ND ST	Office	Neighborhood Mixed Use
009-031-029	532 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-061-005	826 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-092-006	120 9TH ST	Office/Med Residential	Neighborhood Mixed Use
010-092-024	750 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-085-020	515 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-092-028	128 9TH ST	Office/Med Residential	Neighborhood Mixed Use
010-087-009	425 DAVIS ST	Transit Village Mixed Use	Neighborhood Mixed Use

010-082-019	133 7TH ST	Office/Med Residential	Neighborhood Mixed Use
009-033-016	804 COLLEGE AVE	Office	Neighborhood Mixed Use
009-031-040	690 MENDOCINO AVE	Retail and Business Services	Neighborhood Mixed Use
009-031-032	542 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-113-031	330 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-113-032	340 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-222-005	460 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
010-222-004	454 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
010-221-013	424 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
010-223-003	508 SEBASTOPOL AVE	Med Residential	Neighborhood Mixed Use
010-222-035	414 S A ST	Retail/Med Residential	Neighborhood Mixed Use
010-092-011	741 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-092-010	743 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-164-028	521 ADAMS ST	Med Residential	Neighborhood Mixed Use
009-061-051	900 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-113-035	320 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-041-021	908 COLLEGE AVE	Office	Neighborhood Mixed Use
010-222-001	400 S A ST	Retail/Med Residential	Neighborhood Mixed Use
009-061-009	850 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-095-004	712 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-223-006	516 SEBASTOPOL AVE	Med Residential	Neighborhood Mixed Use
010-212-005	312 S A ST	Retail/Med Residential	Neighborhood Mixed Use
010-083-011	616 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-164-008	515 ADAMS ST	Med Residential	Neighborhood Mixed Use
010-164-022	519 ADAMS ST	Med Residential	Neighborhood Mixed Use
010-082-013	105 7TH ST	Transit Village Medium	Neighborhood Mixed Use
010-082-002	120 8TH ST	Office/Med Residential	Neighborhood Mixed Use
010-211-006	425 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
010-212-055	228 S A ST	Retail/Med Residential	Neighborhood Mixed Use
010-223-004	510 SEBASTOPOL AVE	Med Residential	Neighborhood Mixed Use
009-063-006	826 2ND ST	Office	Neighborhood Mixed Use
010-092-023	746 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-085-014	115 6TH ST	Transit Village Medium	Neighborhood Mixed Use
010-085-009	505 DAVIS ST	Transit Village Medium	Neighborhood Mixed Use
009-181-016	895 SONOMA AVE	Med Residential	Neighborhood Mixed Use
010-082-010	119 7TH ST	Office/Med Residential	Neighborhood Mixed Use
010-092-004	752 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-223-005	514 SEBASTOPOL AVE	Med Residential	Neighborhood Mixed Use
010-093-004	742 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-093-003	0 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-093-005	738 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use

010-093-001	750 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-092-005	112 9TH ST	Office/Med Residential	Neighborhood Mixed Use
010-212-004	308 S A ST	Retail/Med Residential	Neighborhood Mixed Use
009-061-048	872 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-212-046	461 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
010-212-003	300 S A ST	Retail/Med Residential	Neighborhood Mixed Use
009-061-050	888 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-165-001	1 W 6TH ST	Transit Village Medium	Neighborhood Mixed Use
010-222-003	450 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
009-061-027	851 3RD ST	Office	Neighborhood Mixed Use
009-061-031	833 3RD ST	Office	Neighborhood Mixed Use
010-092-013	731 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
010-221-018	413 S A ST	Retail/Med Residential	Neighborhood Mixed Use
010-092-014	727 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
009-061-030	839 3RD ST	Office	Neighborhood Mixed Use
010-122-039	116 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-087-015	0 NONE	Transit Village Mixed Use	Neighborhood Mixed Use
010-087-014	415 DAVIS ST	Transit Village Mixed Use	Neighborhood Mixed Use
010-122-040	136 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-085-022	529 DAVIS ST	Office/Med Residential	Neighborhood Mixed Use
009-031-036	526 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-054-023	823 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-092-018	720 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-092-017	716 WILSON ST	Transit Village Medium	Neighborhood Mixed Use
010-122-036	128 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-122-035	120 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-132-017	1040 MAXWELL DR	Transit Village Medium	Neighborhood Mixed Use
009-061-022	891 3RD ST	Office	Neighborhood Mixed Use
009-104-001	330 HOPE ST	Retail and Business Services	Neighborhood Mixed Use
009-104-014	909 4TH ST	Retail and Business Services	Neighborhood Mixed Use
125-042-019	400 W 3RD ST	Retail and Business Services	Neighborhood Mixed Use
010-011-031	440 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-181-007	829 SONOMA AVE	Office	Neighborhood Mixed Use
009-181-026	871 SONOMA AVE	Med Residential	Neighborhood Mixed Use
009-181-009	841 SONOMA AVE	Med Residential	Neighborhood Mixed Use
010-221-016	407 S A ST	Retail/Med Residential	Neighborhood Mixed Use
009-062-005	820 3RD ST	Office	Neighborhood Mixed Use
010-011-030	452 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-081-052	101 BROOKWOOD AVE	Office	Neighborhood Mixed Use
009-181-008	833 SONOMA AVE	Med Residential	Neighborhood Mixed Use
009-171-026	955 SONOMA AVE	Public/Institutional	Neighborhood Mixed Use

009-062-032	843 2ND ST	Office	Neighborhood Mixed Use
009-104-010	1008 5TH ST	Retail and Business Services	Neighborhood Mixed Use
009-062-059	817 2ND ST	Office	Neighborhood Mixed Use
009-061-010	858 4TH ST	Retail and Business Services	Neighborhood Mixed Use
009-061-056	816 4TH ST	Retail and Business Services	Neighborhood Mixed Use
009-062-030	857 2ND ST	Office	Neighborhood Mixed Use
009-063-045	868 2ND ST	Office	Neighborhood Mixed Use
009-062-031	849 2ND ST	Office	Neighborhood Mixed Use
009-061-025	865 3RD ST	Office	Neighborhood Mixed Use
009-063-018	882 2ND ST	Office	Neighborhood Mixed Use
010-223-002	502 SEBASTOPOL AVE	Med Residential	Neighborhood Mixed Use
009-061-020	897 3RD ST	Office	Neighborhood Mixed Use
009-062-016	870 3RD ST	Office	Neighborhood Mixed Use
009-181-038	883 SONOMA AVE	Med Residential	Neighborhood Mixed Use
010-212-042	497 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
009-062-029	863 2ND ST	Office	Neighborhood Mixed Use
010-212-041	499 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
009-062-037	809 2ND ST	Office	Neighborhood Mixed Use
010-011-029	450 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-011-024	428 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
009-181-004	819 SONOMA AVE	Office	Neighborhood Mixed Use
009-062-014	862 3RD ST	Office	Neighborhood Mixed Use
009-062-055	866 3RD ST	Office	Neighborhood Mixed Use
009-181-024	825 SONOMA AVE	Office	Neighborhood Mixed Use
009-181-005	823 SONOMA AVE	Office	Neighborhood Mixed Use
009-063-010	838 2ND ST	Office	Neighborhood Mixed Use
125-041-027	750 APPLE CREEK LN	Med Residential	Neighborhood Mixed Use
009-061-011	864 4TH ST	Retail and Business Services	Neighborhood Mixed Use
009-181-023	829 SONOMA AVE	Office	Neighborhood Mixed Use
009-062-034	839 2ND ST	Office	Neighborhood Mixed Use
009-063-005	818 2ND ST	Office	Neighborhood Mixed Use
009-181-010	853 SONOMA AVE	Med Residential	Neighborhood Mixed Use
009-181-018	903 SONOMA AVE	Med Residential	Neighborhood Mixed Use
009-063-016	874 2ND ST	Office	Neighborhood Mixed Use
009-063-004	810 2ND ST	Office	Neighborhood Mixed Use
009-062-017	874 3RD ST	Office	Neighborhood Mixed Use
010-222-038	418 S A ST	Retail/Med Residential	Neighborhood Mixed Use
125-041-025	629 3RD ST	Med Residential	Neighborhood Mixed Use

009-062-003	812 3RD ST	Office	Neighborhood Mixed Use
009-061-021	893 3RD ST	Office	Neighborhood Mixed Use
010-011-022	400 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-011-037	408 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-222-002	448 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
009-104-018	65 BROOKWOOD AVE	Retail and Business Services	Neighborhood Mixed Use
009-104-015	913 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-810-002	732 DAVIS ST #B	Office/Med Residential	Neighborhood Mixed Use
009-063-009	834 2ND ST	Office	Neighborhood Mixed Use
010-810-004	732 DAVIS ST #D	Office/Med Residential	Neighborhood Mixed Use
010-212-039	505 SEBASTOPOL AVE	Med Residential	Neighborhood Mixed Use
009-061-053	844 4TH ST	Retail and Business Services	Neighborhood Mixed Use
010-212-040	501 SEBASTOPOL AVE	Med Residential	Neighborhood Mixed Use
010-011-025	422 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-011-028	446 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-810-003	732 DAVIS ST #C	Office/Med Residential	Neighborhood Mixed Use
010-011-026	424 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
125-041-022	691 W 3RD ST	Med Residential	Neighborhood Mixed Use
010-810-001	732 DAVIS ST #A	Office/Med Residential	Neighborhood Mixed Use
009-181-028	915 SONOMA AVE	Med Residential	Neighborhood Mixed Use
009-181-019	911 SONOMA AVE	Med Residential	Neighborhood Mixed Use
009-062-060	835 2ND ST	Office	Neighborhood Mixed Use
010-011-027	434 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-212-045	463 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
010-011-040	412 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-212-056	244 S A ST	Retail/Med Residential	Neighborhood Mixed Use
010-212-049	441 SEBASTOPOL AVE	Retail/Med Residential	Neighborhood Mixed Use
009-181-029	915 SONOMA AVE	Med Residential	Neighborhood Mixed Use
010-011-034	456 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
010-421-011	50 W COLLEGE AVE	Transit Village Medium	Neighborhood Mixed Use
010-810-COM		Office/Med Residential	Neighborhood Mixed Use
010-421-004	50 W COLLEGE AVE	Transit Village Medium	Neighborhood Mixed Use
010-011-033	454 COLLEGE AVE	Retail and Business Services	Neighborhood Mixed Use
125-021-013	713 W 3RD ST	Med-Low Residential	Neighborhood Mixed Use
125-021-014	0 W 3RD ST	Med-Low Residential	Neighborhood Mixed Use

125-042-004	410 W 3RD ST	Retail and Business Services	Neighborhood Mixed Use
125-042-016	320 W 3RD ST	Retail and Business Services	Neighborhood Mixed Use
125-042-006	414 W 3RD ST	Med Residential	Neighborhood Mixed Use
125-041-036	375 3RD ST	Med Residential	Neighborhood Mixed Use
125-054-001	315 W 3RD ST	Med Residential	Neighborhood Mixed Use
125-042-015	0 W 3RD ST	Med Residential	Neighborhood Mixed Use
125-061-028	214 W 3RD ST	Retail and Business Services	Neighborhood Mixed Use
125-061-026	208 W 3RD ST	Retail and Business Services	Neighborhood Mixed Use
125-061-027	206 W 3RD ST	Retail and Business Services	Neighborhood Mixed Use
125-061-022	211 DECOE ST	Retail and Business Services	Neighborhood Mixed Use
125-064-041	100 ROBERTS AVE	Transit Village Medium	None
010-101-027	0 CLEVELAND AVE	General Industry	None
010-081-002	0 8TH ST	General Industry	None
010-089-002	0 W 6TH ST	General Industry	None
010-091-006	0 WILSON ST	General Industry	None
010-121-027	0 COLLEGE AVE	General Industry	None
010-084-004	0 6TH ST	General Industry	None
010-184-031	0 CHESTNUT ST	General Industry	None
010-175-020	0 W 3RD ST	General Industry	None
010-184-030	0 SEBASTOPOL AVE	General Industry	None
010-171-017	7 4TH ST	General Industry	None
010-075-009	200 WILSON ST	Transit Village Mixed Use	Station Mixed Use
010-086-008	203 6TH ST	Transit Village Medium	Station Mixed Use
010-075-012	145 3RD ST	Transit Village Mixed Use	Station Mixed Use
010-171-010	15 3RD ST	Transit Village Mixed Use	Station Mixed Use
010-075-010	111 3RD ST	Transit Village Mixed Use	Station Mixed Use
010-075-007	100 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-075-011	127 3RD ST	Transit Village Mixed Use	Station Mixed Use
010-086-014	510 DAVIS ST	Transit Village Medium	Station Mixed Use
010-088-010	205 5TH ST	Transit Village Mixed Use	Station Mixed Use
010-171-005	9 4TH ST	Parks/Recreation	Station Mixed Use
010-166-004	124 W 6TH ST	Low Residential	Station Mixed Use
010-171-007	10 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-075-013	110 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-075-004	116 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-075-003	122 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-075-014	208 WILSON ST	Transit Village Mixed Use	Station Mixed Use
010-075-005	112 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-175-013	0 W 3RD ST	Transit Village Mixed Use	Station Mixed Use
010-171-019	2 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-175-005	4 W 3RD ST	Transit Village Mixed Use	Station Mixed Use

010-166-006	52 W 6TH ST	Transit Village Mixed Use	Station Mixed Use
010-171-014	0 W 6TH ST	Transit Village Mixed Use	Station Mixed Use
010-166-003	34 W 6TH ST	Transit Village Mixed Use	Station Mixed Use
010-171-009	24 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-088-008	209 5TH ST	Transit Village Mixed Use	Station Mixed Use
010-166-008	0 NONE	Transit Village Mixed Use	Station Mixed Use
010-171-016	0 W 3RD ST	Transit Village Mixed Use	Station Mixed Use
010-171-012	60 W 6TH ST	Transit Village Mixed Use	Station Mixed Use
010-175-012	2 W 3RD ST	Transit Village Mixed Use	Station Mixed Use
010-171-018	3 W 3RD ST	Transit Village Mixed Use	Station Mixed Use
010-760-006	170 RAILROAD ST	Transit Village Mixed Use	Station Mixed Use
010-760-001	175 RAILROAD ST	Transit Village Mixed Use	Station Mixed Use
010-071-012	210 5TH ST	Transit Village Mixed Use	Station Mixed Use
010-800-022	110 5TH ST #22	Transit Village Mixed Use	Station Mixed Use
010-800-015	110 5TH ST #15	Transit Village Mixed Use	Station Mixed Use
010-074-017	104 5TH ST	Transit Village Mixed Use	Station Mixed Use
010-072-017	201 3RD ST	Transit Village Mixed Use	Station Mixed Use
010-760-005	0 RAILROAD ST	Transit Village Mixed Use	Station Mixed Use
010-074-020	111 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-800-004	110 5TH ST #4	Transit Village Mixed Use	Station Mixed Use
010-800-003	110 5TH ST #3	Transit Village Mixed Use	Station Mixed Use
010-074-009	117 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-072-007	208 DAVIS ST	Transit Village Mixed Use	Station Mixed Use
010-072-015	200 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-072-016	220 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-074-018	308 WILSON ST	Transit Village Mixed Use	Station Mixed Use
010-074-019	105 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-075-002	126 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-075-001	130 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-800-014	110 5TH ST #14	Transit Village Mixed Use	Station Mixed Use
010-074-001	120 5TH ST	Transit Village Mixed Use	Station Mixed Use
010-800-011	110 5TH ST #11	Transit Village Mixed Use	Station Mixed Use
010-074-015	125 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-074-012	129 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-074-013	133 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-074-006	103 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-800-007	110 5TH ST #7	Transit Village Mixed Use	Station Mixed Use
010-800-013	110 5TH ST #13	Transit Village Mixed Use	Station Mixed Use
010-800-016	110 5TH ST #16	Transit Village Mixed Use	Station Mixed Use
010-800-018	110 5TH ST #18	Transit Village Mixed Use	Station Mixed Use
010-800-024	110 5TH ST #24	Transit Village Mixed Use	Station Mixed Use

010-800-012	110 5TH ST #12	Transit Village Mixed Use	Station Mixed Use
010-800-017	110 5TH ST #17	Transit Village Mixed Use	Station Mixed Use
010-800-023	110 5TH ST #23	Transit Village Mixed Use	Station Mixed Use
010-800-005	110 5TH ST #5	Transit Village Mixed Use	Station Mixed Use
010-800-006	110 5TH ST #6	Transit Village Mixed Use	Station Mixed Use
010-800-COM		Transit Village Mixed Use	Station Mixed Use
010-760-003	0 RAILROAD ST	Transit Village Mixed Use	Station Mixed Use
010-800-019	110 5TH ST #19	Transit Village Mixed Use	Station Mixed Use
010-800-020	110 5TH ST #20	Transit Village Mixed Use	Station Mixed Use
010-800-021	110 5TH ST #21	Transit Village Mixed Use	Station Mixed Use
010-800-025	110 5TH ST #25	Transit Village Mixed Use	Station Mixed Use
010-800-026	110 5TH ST #26	Transit Village Mixed Use	Station Mixed Use
010-800-029	110 5TH ST #29	Transit Village Mixed Use	Station Mixed Use
010-800-028	110 5TH ST #28	Transit Village Mixed Use	Station Mixed Use
010-800-027	110 5TH ST #27	Transit Village Mixed Use	Station Mixed Use
010-800-031	116 5TH ST	Transit Village Mixed Use	Station Mixed Use
010-800-010	110 5TH ST #10	Transit Village Mixed Use	Station Mixed Use
010-800-001	110 5TH ST #1	Transit Village Mixed Use	Station Mixed Use
010-800-002	110 5TH ST #2	Transit Village Mixed Use	Station Mixed Use
010-800-009	110 5TH ST #9	Transit Village Mixed Use	Station Mixed Use
010-800-030	123 4TH ST	Transit Village Mixed Use	Station Mixed Use
010-800-008	110 5TH ST #8	Transit Village Mixed Use	Station Mixed Use
010-460-002	260 ROBERTS AVE	Transit Village Medium	Station Mixed Use
125-121-028	0 DUTTON AVE	Transit Village Medium	Station Mixed Use
125-121-025	0 ROBERTS AVE	Transit Village Medium	Station Mixed Use
125-122-010	250 SEBASTOPOL RD	Transit Village Medium	Station Mixed Use
125-121-023	255 DUTTON AVE	Retail and Business Services	Station Mixed Use
125-123-004	350 ROBERTS AVE	Transit Village Medium	Station Mixed Use
125-053-028	0 W 3RD ST	Transit Village Mixed Use	Station Mixed Use
125-121-002	112 HOLBROOK ST	Transit Village Medium	Station Mixed Use
125-122-008	251 SEBASTOPOL RD	Transit Village Medium	Station Mixed Use
125-121-016	321 ROBERTS AVE	Transit Village Medium	Station Mixed Use
125-122-003	207 SEBASTOPOL RD	Transit Village Medium	Station Mixed Use
125-122-009	217 SEBASTOPOL RD	Transit Village Medium	Station Mixed Use
125-122-005	345 ROBERTS AVE	Transit Village Medium	Station Mixed Use
125-122-004	181 SEBASTOPOL RD	Transit Village Medium	Station Mixed Use
125-121-027	440 DUTTON AVE	Retail and Business Services	Station Mixed Use
125-121-013	315 ROBERTS AVE	Transit Village Medium	Station Mixed Use
125-121-015	305 SEBASTOPOL RD	Transit Village Medium	Station Mixed Use
125-123-008	ROBERTS AVE	Transit Village Medium	Station Mixed Use
125-067-004	101 HOLBROOK ST	Transit Village Medium	Station Mixed Use

125-121-024	257 DUTTON AVE	Transit Village Medium	Station Mixed Use
125-121-011	265 ROBERTS AVE	Transit Village Medium	Station Mixed Use
125-123-010	111 SEBASTOPOL RD	Transit Village Medium	Station Mixed Use
125-121-006	275 ROBERTS AVE	Transit Village Medium	Station Mixed Use
125-067-003	107 HOLBROOK ST	Transit Village Medium	Station Mixed Use
125-123-003	280 ROBERTS AVE	Transit Village Medium	Station Mixed Use