

Attachment 6

Proposed Downtown Station Area Specific Plan Amendments

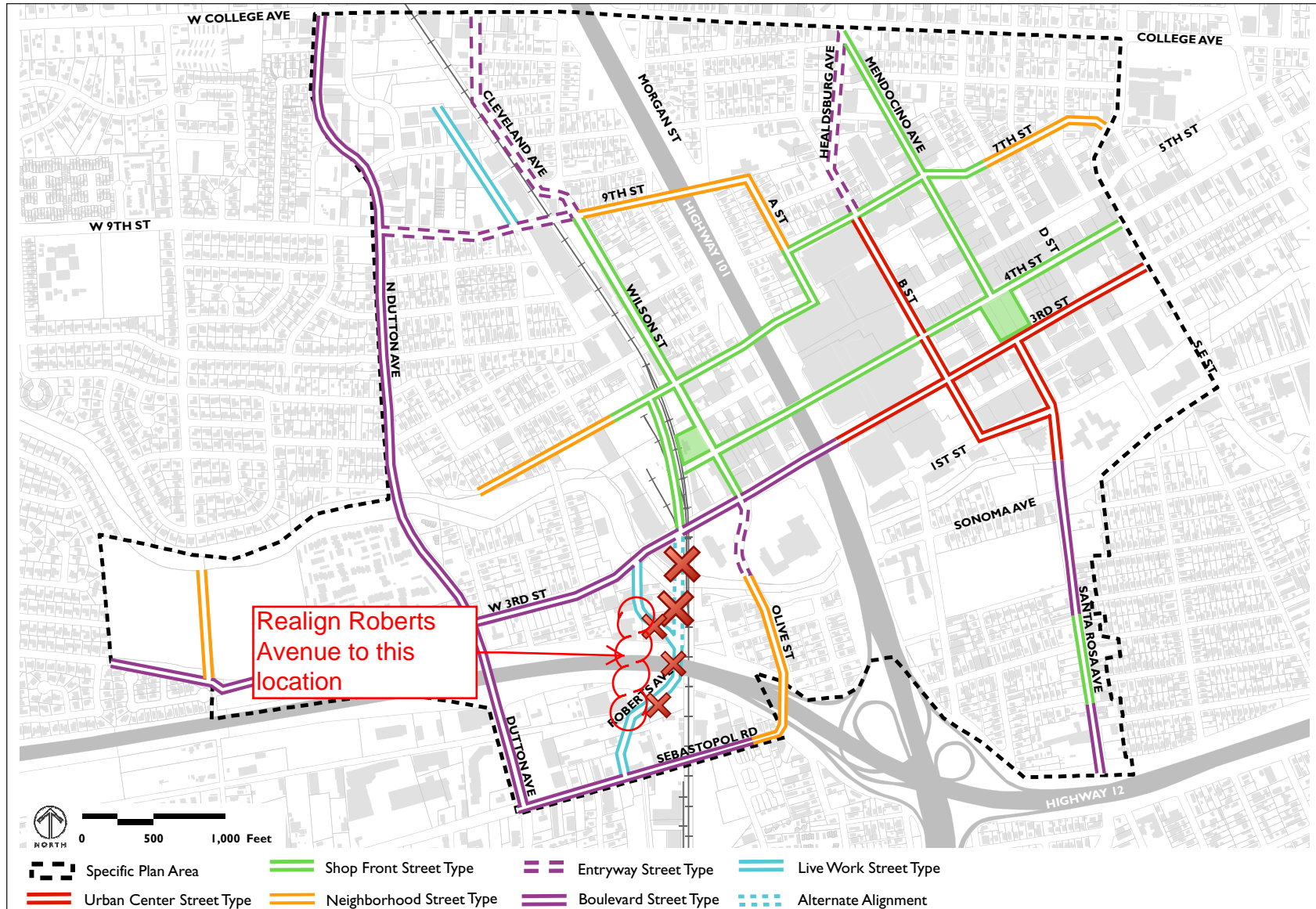


Figure 5-2: Identified Key Streets by Type

5. Live/Work Street Type

The following section describes the goals, development guidelines, streetscape standards and special considerations that apply to Live/Work Streets.

Live/Work Goals

The Live/Work Street Type exists only in the Railroad Corridor Sub-Area. This street type represents a busy connecting street for pedestrians and vehicles with mid-rise buildings facing the street right of way. These buildings may be residential, commercial or live-work and should have neighborhood serving retail or office uses at the ground level. These streets should be pleasant to walk along with rows of flowering street trees and wide pedestrian sidewalks. Cars travel in two lane streets with parallel parking on both sides and share the travel lanes with bicycles. Development Guidelines and Streetscape Standards are aimed at providing a balance for these functions. Figure 5-20 illustrates the location of the Live/Work streets within the Specific Plan Area.

Live/Work Development Guidelines

These Development Guidelines shall apply to all properties facing streets designated Live/Work streets and apply to all properties on intersecting streets for a minimum of 30 feet. Figure 5-21 illustrates the height and orientation and Figure 5-22 illustrates the building placement of new development along Live/Work streets.

- ◆ *Development Height and Orientation:* New buildings shall include a minimum of two stories and a maximum of five stories. No setback is required. At least 25% of ground floor frontages shall include a minimum of 12 feet floor to ceiling height.
- ◆ *Building Placement:* At least 80% of street frontage shall be

located on the build-to line. Any proposed recess or setback shall be associated with entries or public space. At the ground floor, no parking shall be allowed within 20 feet of street frontage unless associated with Live/Work use. Ground floor uses may be retail, commercial, residential or live-work. Entries must face the street right of way.

Development Guidelines Special Considerations

- ◆ Properties abutting or adjacent to Residential or Historic Residential sub-areas shall contain a maximum of three stories.

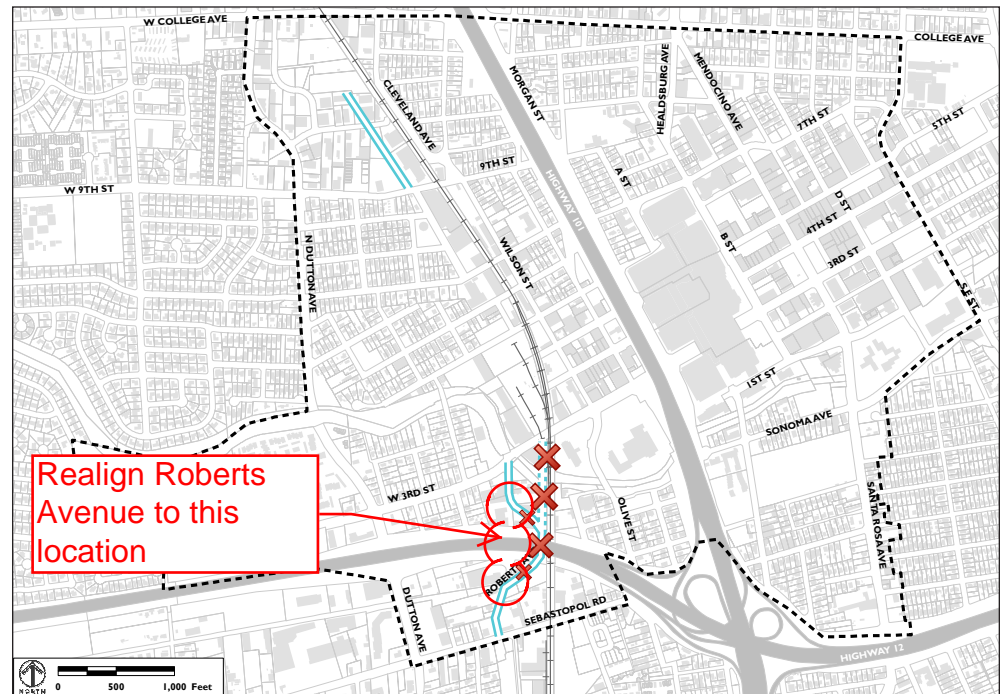


Figure 5-20: Live/Works Streets

Live/Work Streetscape Standards

The following Streetscape Guidelines shall apply to all designated Live/Work Streets and shall govern the selection and design of elements along key streets and corridors. The *Street Trees Type*, *Street Lights Palette* and *Street Furnishings Palette* referenced below are defined in Santa Rosa’s Design Guidelines and should be referred to for additional information.

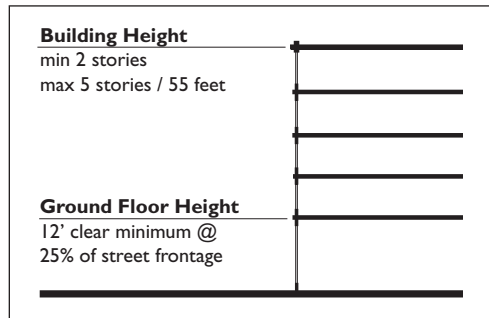


Figure 5-21: Height and Orientation

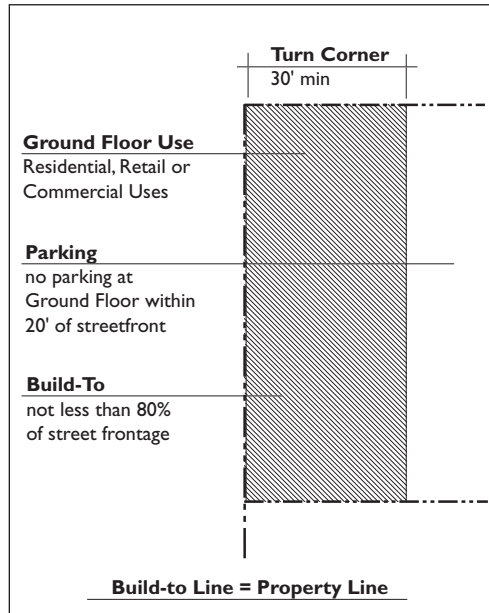


Figure 5-22: Building Placement

- ◆ *Street Trees:* Live/Work Street Type.
- ◆ *Pedestrian Crossings:* Curb bulb-outs should be included where possible.
- ◆ *Street Lights:* Varies by location within Railroad Corridor Sub-Area. Refer to Table B-1 in Appendix B to determine appropriate standard.
- ◆ *Streetscape Furnishings:* Varies by location within Railroad Corridor Sub-Area. Refer to Table B-1 in Appendix B to determine appropriate standard.
- ◆ *Bicycle Provisions:* Bicycle racks shall be provided at each development.
- ◆ *Transit Provisions:* Install bus shelters and benches at stops along streets with bus routes.

Streetscape Standards Special Considerations

- ◆ The point at which Roberts Avenue crosses under ~~the~~ Highway 12 ~~overpass~~ should include special signage or artwork and enhanced lighting to create a gateway element.
- ◆ ~~Continuous buffering of the Class I Joe Rodota Trail shall be provided along the Roberts Avenue extension to assure safety and comfort for cyclists and pedestrians.~~

Figure 5-23 provides a conceptual illustration of a typical Live/Work street section.

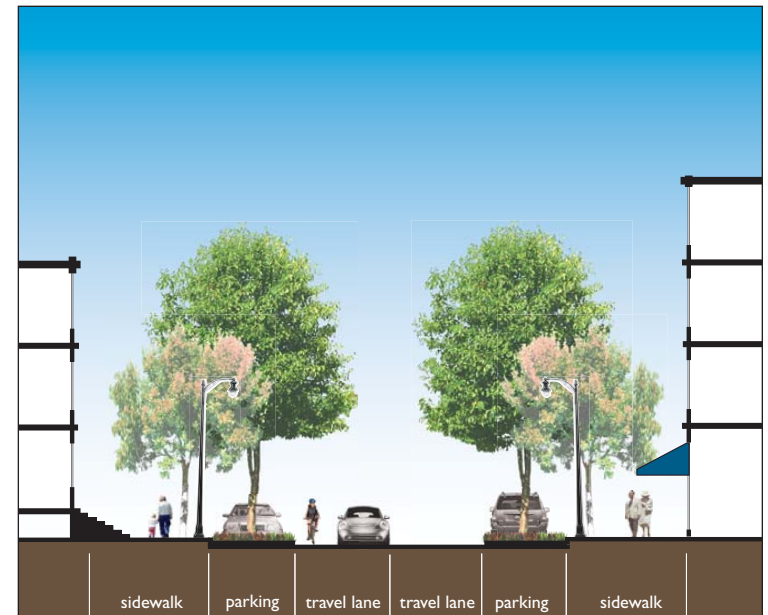


Figure 5-23: Live/Work Street Conceptual Street Section

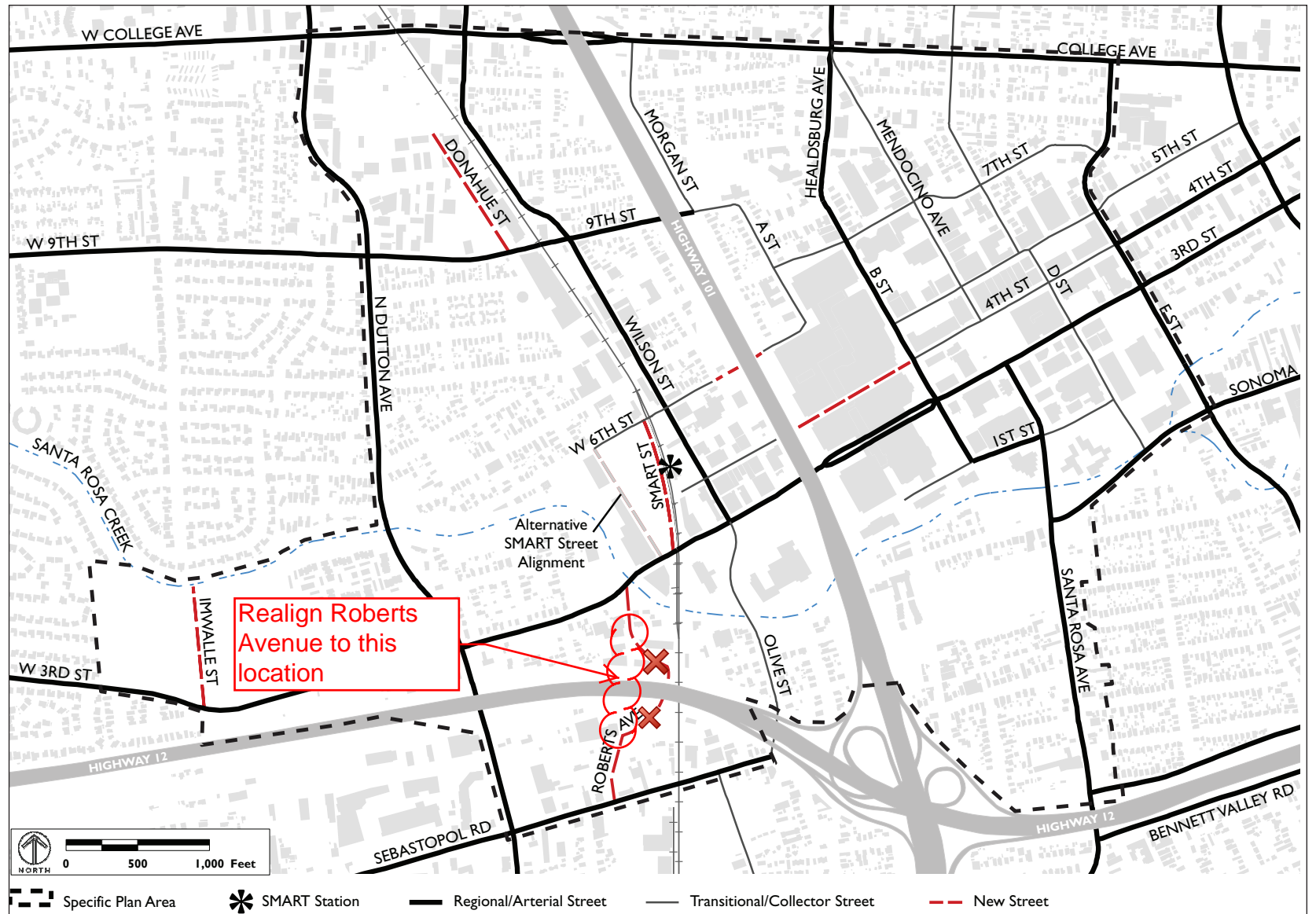


Figure 6-1: Street Network



Fourth Street at the Santa Rosa Plaza Mall

information about street design can be found in Chapter 5. All of these streets are envisioned as part of development projects, as discussed in Chapter 8.

◆ **Fourth Street Reconnection.** A major element of the Specific Plan is the opening of the Santa Rosa Plaza mall and parking garages to automobile, pedestrian and bicycle circulation aligned with the Fourth Street right of way in Courthouse Square and Railroad Square.

- ◆ **Sixth Street.** A new passage under the freeway is proposed by Caltrans at Sixth Street as part of the Highway 101 widening. The proposal at the time of the Specific Plan (2006) is for a four lane extension of Sixth Street but the City is evaluating fewer lanes. Vehicles, bicycles and pedestrians will be accommodated.
- ◆ **SMART Street.** As part of the proposed mixed use development at the SMART site, a north-south connector street open to vehicles and transit is required by the Specific Plan. The preferred location is parallel and adjacent to the railway line, although the developer is continuing to review possible alternatives with the City.
- ◆ **Roberts Avenue.** Reconnecting the severed Roberts Avenue from Sebastopol Road to Third Street can be accomplished using the existing Highway 12 overpass next to the Joe Rodota trail. The potential for development in this area is high and providing a direct connection under Highway 12 would ensure that new housing along Sebastopol Road is well connected to Railroad Square.

- ◆ **Donahue Street.** An extension of Donahue Street north across West Ninth Street and into the Maxwell Court area would serve as a more direct connection for vehicles, bicycles and pedestrians.
- ◆ **Imwalle Street.** A new street extending north from West Third Street will access new development on the western parcel of the Imwalle Gardens Sub-Area. This access street should lead from West Third Street to Santa Rosa Creek, where a linear park and connection to the Creek recreational trail is proposed by this Plan. The proposed park should have a public street at the south edge with residences facing the park. The street pattern for this development has not been determined but it will be important to control street connections to the existing neighborhood to the west in order to minimize traffic cutting through the existing neighborhood.

B. TRANSIT

A primary consideration of the Downtown Station Area Specific Plan is to increase the effectiveness of transit in the Plan Area and thereby relieve some of the pressure on the vehicular circulation system. Development of the Specific Plan would result in significantly more housing units in downtown Santa Rosa. All new residences would be within one-quarter mile of the SMART station. Increases in ridership are expected on Santa Rosa CityBus, Sonoma County Transit, and Golden Gate Transit. The higher residential density at build-out of the Specific Plan will also provide a ridership base for the proposed SMART commuter rail system.

Add "by creating a straight, north/south alignment" to the end of this sentence.

RAILROAD CORRIDOR SUB-AREA													
Street	Segment	Development Guidelines				Streetscape Standards							
		Building Height (stories)	Stepback (at x floor)	Ground Floor Use	Building Placement	Street Trees (height/lane)	Pedestrian Crossings	Street Lights (standards)	Streetscape Furnishing (standards)	Bicycle Provisions Class (direction)	Sidewalk (width range)	Parking Lane(s)	Travel Lanes
Shop Front Street Type													
Wilson Street	9th Street to 6th Street	2-4	above 3rd	MIX (+)	5' back	SF	bulb-outs	WE	WE	II	6-10 ft.	parallel	2
Boulevard Street Type													
Sebastopol Road	Dutton Avenue to Olive Street	1-5	above 3rd	MIX	5' back	B	bulb-outs	SR	SR	II	9-10 ft.	parallel	2
Dutton Avenue	College Avenue to W. 9th Street	1-5	above 3rd	MIX	--	B	crossing	City	City	II	6-10 ft.	parallel	4
Dutton Avenue	W 3rd to Sebastopol Road	1-4	above 3rd	MIX	--	B	crossing	City	City	II	6-10 ft.	parallel	4
Live/Work Street Type													
New Donahue Street	Maxwell to W. 9th Street	2-4	--	MIX (+)	property	LW	bulb-outs	RC	RC	--	6-10 ft.	diagonal parallel	2
Roberts Avenue	Sebastopol Road to W. 3rd Street	2-4	--	MIX (+)	property	LW	bulb-outs	RC	RC	I*	6-10 ft.	diagonal parallel	2
Entryway Street Type													
Cleveland Avenue	College Avenue to 9th Street	2-3	above 3rd	MIX	--	E	bulb-outs	WE	WE	II	6-10 ft.	parallel	2
W. 9th Street	Dutton Avenue to Wilson Street	2-3	above 3rd	MIX	--	E	bulb-outs	WE	WE	II	6-10 ft.	parallel	2

*A Class I pedestrian and bicycle path shall be provided along the east side of the Roberts Avenue extension that runs adjacent to the Joe Rodota Trail.

Please refer to the Streetscape Standards Special Considerations for the Live-Work Street Type on Page 5-18 for additional information.

Legend						
Stepback	Ground Floor Use	Building Placement	Street Trees	Pedestrian Crossings	Streetscape Lights/Furnishings	Bicycle Provisions Class
minimum 6' step-back at floor indicated to maintain street-wall and control winds	type(s) of allowable uses fronting street RET = Retail RES = Residential MIX = Retail, Residential or mix of both (+) = Office included	ground floor building wall "build-to" line	palette to be determined UC = Urban Center SF = Shop Front E = Entryway B = Boulevard LW = Live/Work City = City Standard	proposed pedestrian amenities to facilitate safe crossings	palette to be determined CHS = Courthouse Square PG = Park and Gardens RC = Railroad Corridor RS = Railroad Square SR = Sebastopol Road WE = West End City =City Standard	bicycle facilities proposed Class I = dedicated trail Class II = on road, striped lanes Class III = on road, signed only