

## 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Introduction	1-9	Revise to note the Corridor Plan will not be superseded but amended allow the DSASP to control where there is overlap in the Plan boundaries.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): 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): 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 <del>Third</del> <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, and Sonoma Avenue to the left column heading, and College Avenue to the right 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.

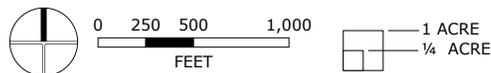
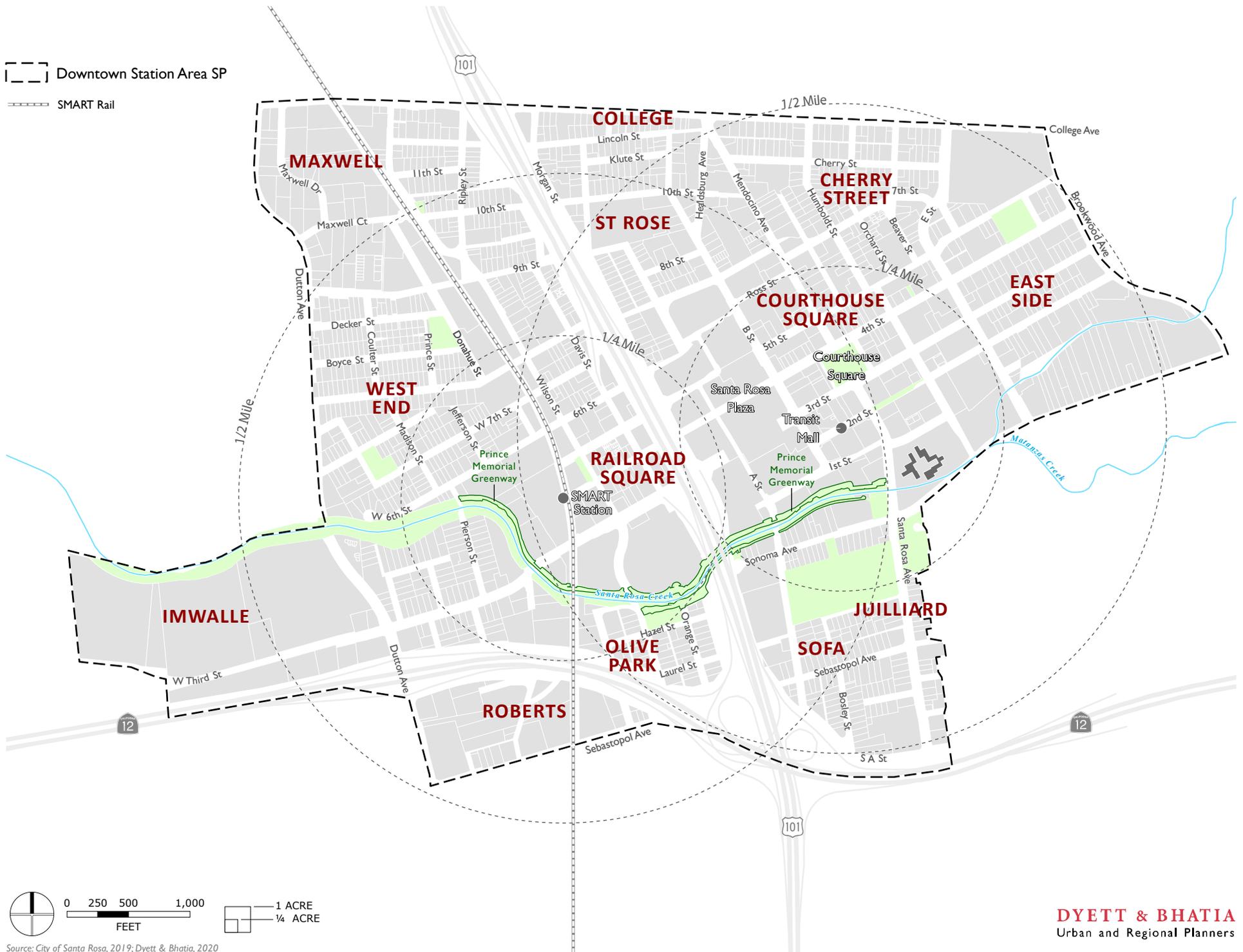
Urban Design and Civic Spaces	4-20	DS-19 edit to "but cannot encroach in the public right-of-way <u>without a variance.</u> "
Urban Design and Civic Spaces	4-20	DS-20 replace "mature oak trees" with "mature Heritage trees"
Urban Design and Civic Spaces	4-20	DS-21 edit to "The minimum floor-to-ceiling height of the ground floor commercial space shall be a minimum of <u>12 feet, 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" instead of "see Figure 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"><b>At least one of the following activating uses:</b></th> <th data-bbox="943 327 1062 422"><b>OR</b></th> <th data-bbox="1062 327 1490 422"><b>At least two of the following activating design features:</b></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>			<b>At least one of the following activating uses:</b>	<b>OR</b>	<b>At least two of the following activating design features:</b>	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
<b>At least one of the following activating uses:</b>	<b>OR</b>	<b>At least two of the following activating design features:</b>												
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												
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 <del>disposed of</del> <u>directed through</u> an integrated system of curbside gutters, underground pipelines, drainage ditches, and creeks. <del>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.</del> <u>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.</u></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

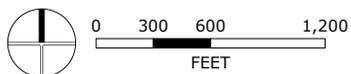
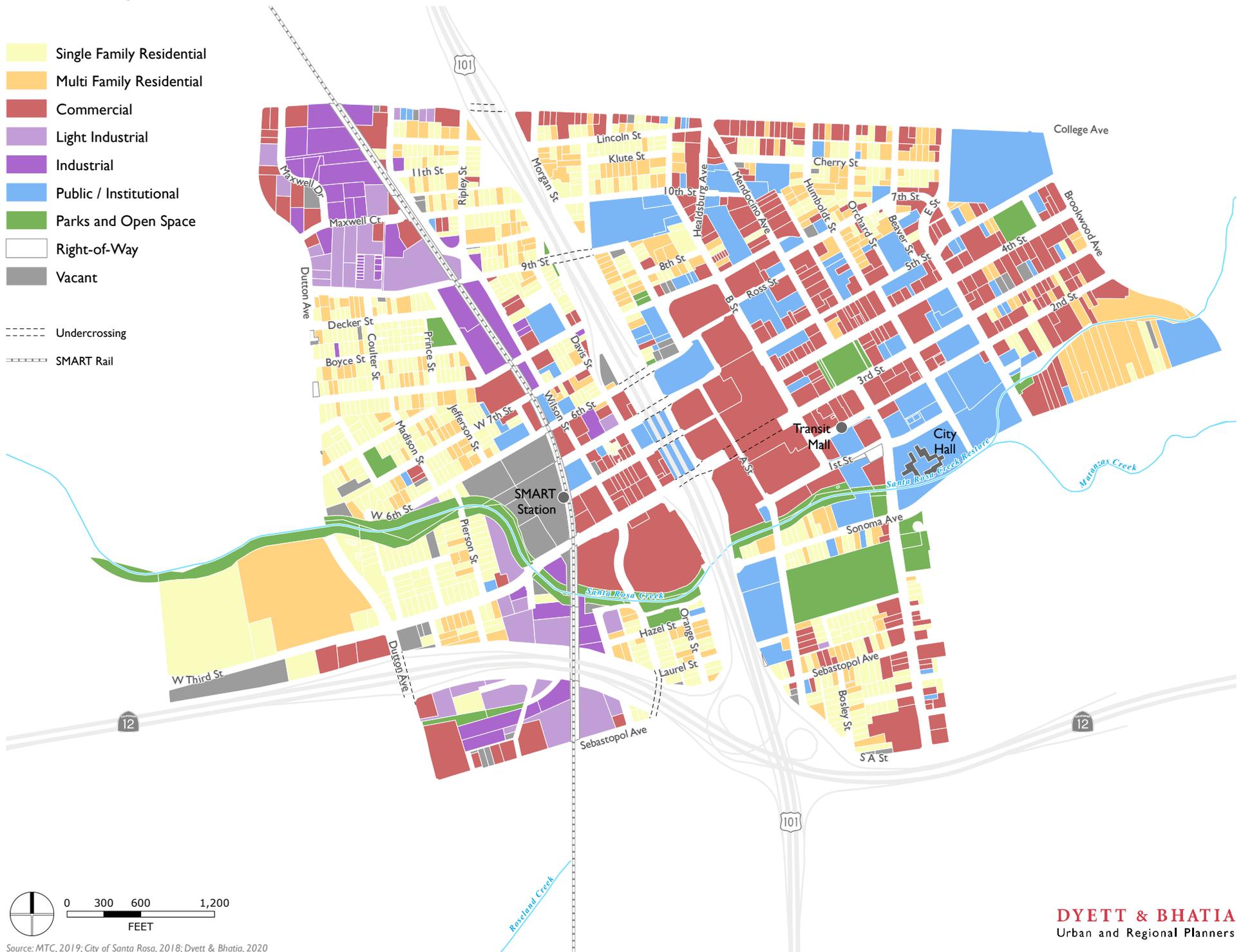


Source: City of Santa Rosa, 2019; Dyett & Bhatia, 2020

**DYETT & BHATIA**  
Urban and Regional Planners

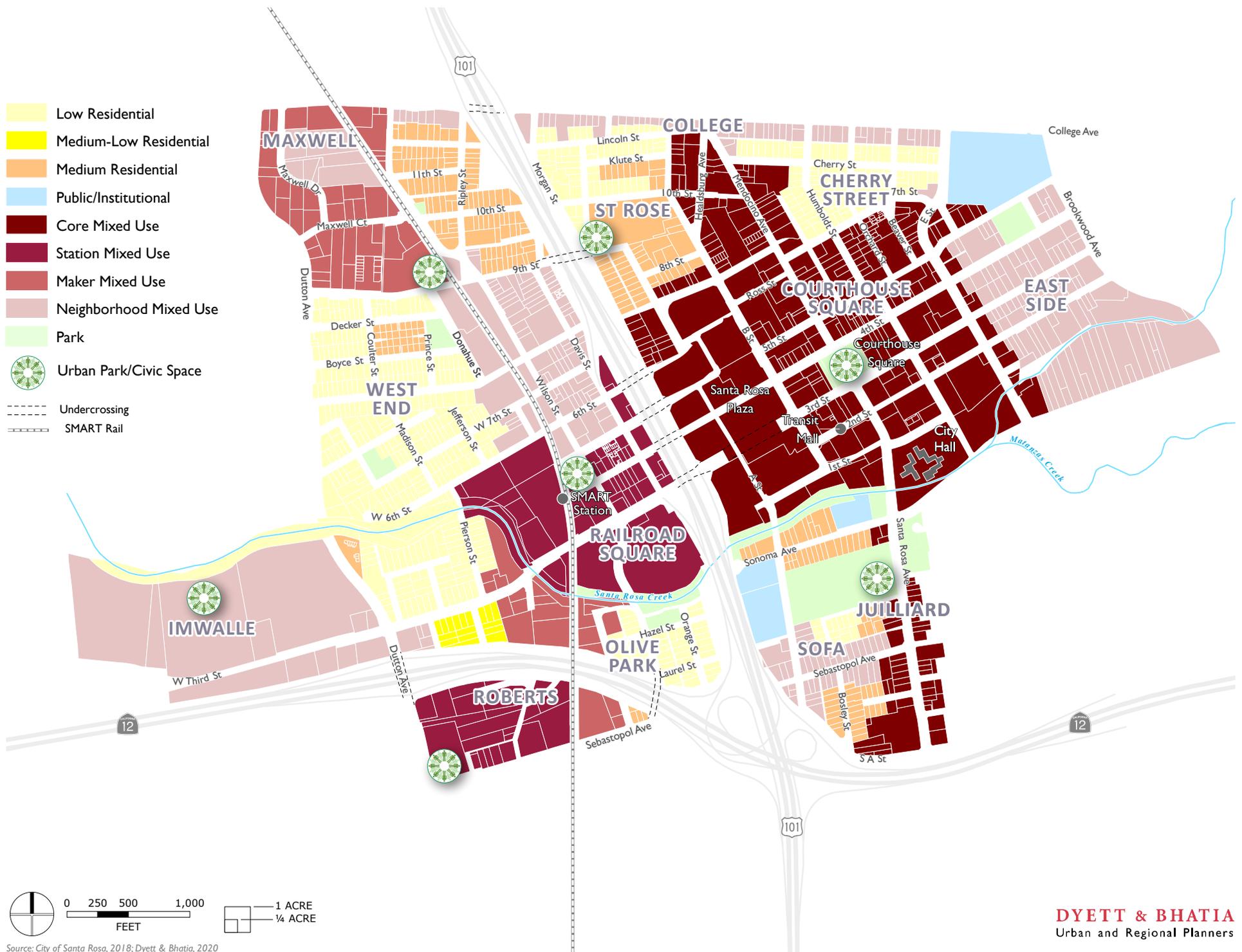
# LU-1: Existing Land Use

- 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

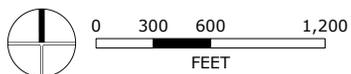
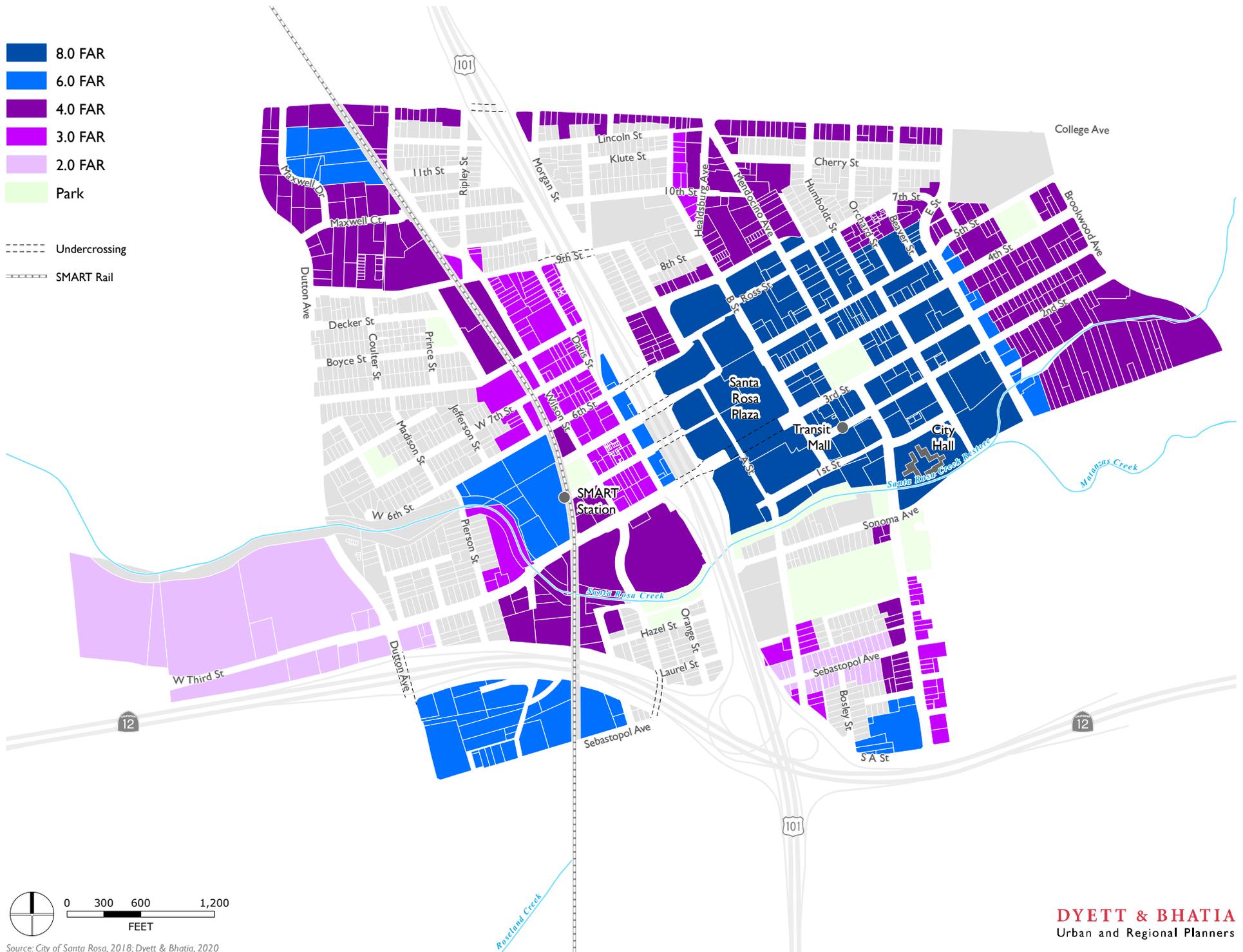
# LU-3: Land Use



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

# LU-5: Maximum Floor Area Ratio

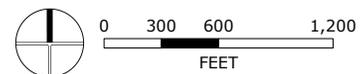
- 8.0 FAR
- 6.0 FAR
- 4.0 FAR
- 3.0 FAR
- 2.0 FAR
- Park
- Undercrossing
- SMART Rail



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

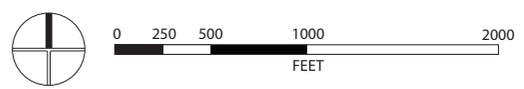
# MOB-3: Creeks, Trails and Bikeways



- Existing Bike and Pedestrian Network**
- Class I Shared Use Path\*
  - - - Class II Bicycle Lane
  - - - Class III Bicycle Route
- Proposed Bike and Pedestrian Network**
- - - - - Class I Shared Use Path
  - - - - - Class II Bicycle Lane
  - - - - - Class III Bicycle Route
  - Buffered/Upgraded Lanes/Boulevard
  - ★ Trail Access Point
  - Trail Bridge
  - SMART Train
  - Planning Area
  - Park/Open Space

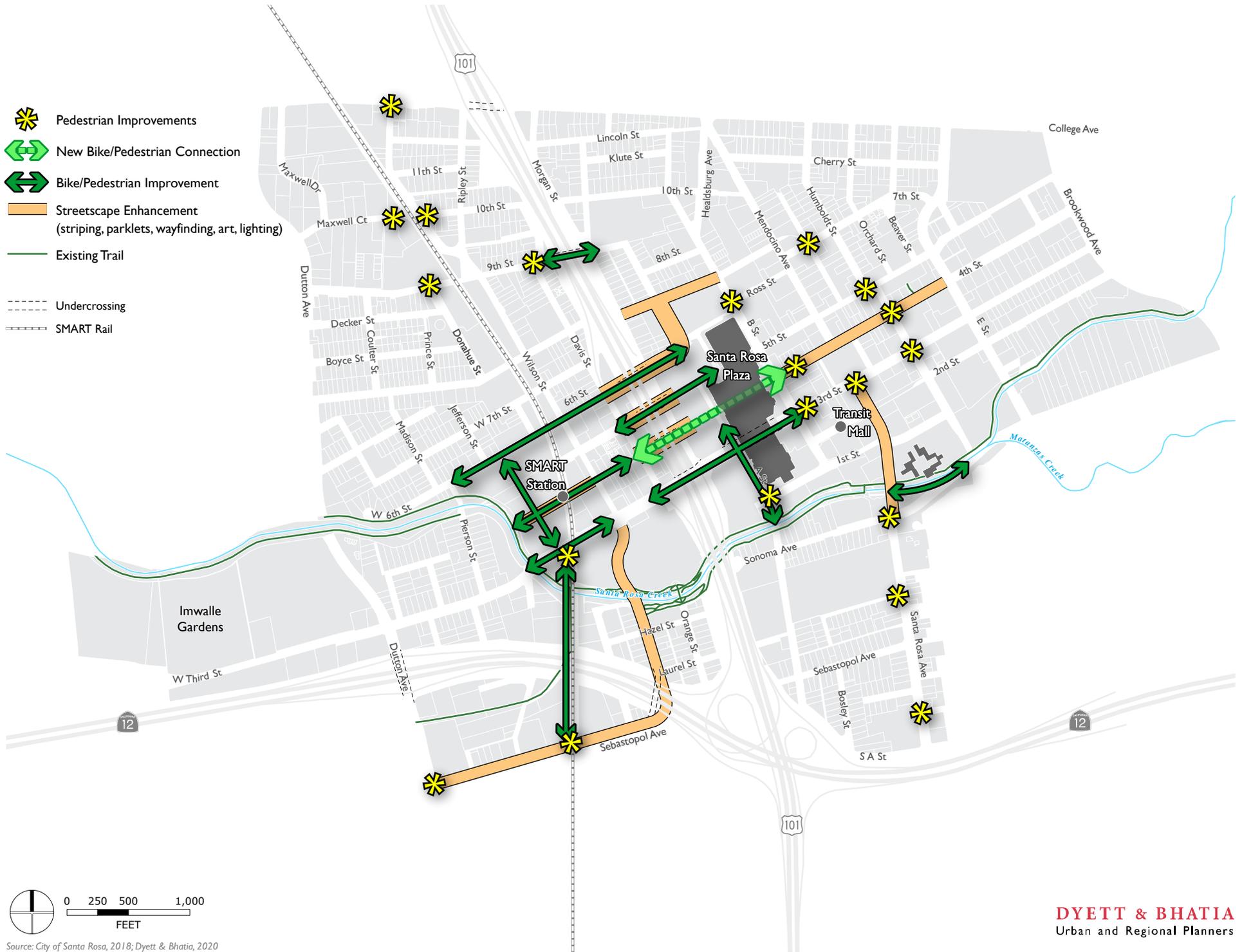
\*Greenway path downstream of Pierson Street is gravel.

Potential Daylight Santa Rosa and Matanzas creeks



# 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



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

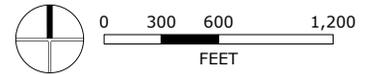
# UDCS-1: Special Design Considerations

-  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

# UDCS-2 Existing Parks and Potential Civic Spaces



Source: MTC, 2019; City of Santa Rosa, 20218 Dyett & Bhatia, 2020