

RESOLUTION NO. \_\_\_\_\_

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA ADOPTING THE ROSELAND AREA/SEBASTOPOL ROAD SPECIFIC PLAN AND APPROVING A GENERAL PLAN AMENDMENT AND DOWNTOWN STATION AREA SPECIFIC PLAN AMENDMENT CONSISTENT WITH THE SPECIFIC PLAN, AND MAKING FINDINGS WITH REGARD TO SIGNIFICANT IMPACTS IDENTIFIED IN THE ENVIRONMENTAL IMPACT REPORT FOR THE ROSELAND AREA/SEBASTOPOL ROAD SPECIFIC PLAN AND GENERAL PLAN AMENDMENT - FILE NUMBER ST14-001

WHEREAS, the Bay Area's Sustainable Communities Strategy, developed in conformance with Senate Bill 375, is Plan Bay Area. The Sustainable Communities Strategy aims to reduce greenhouse gas emissions through compact, transit-oriented development; and

WHEREAS, Plan Bay Area designates Priority Development Areas (PDAs), which are locally identified areas which are planned to accommodate growth near transit and jobs. Santa Rosa has five designated PDAs: Downtown Station Area; North Station Area; Santa Rosa Avenue/Mendocino Avenue Corridor; Sebastopol Road Corridor; and Roseland Area; and

WHEREAS, the Metropolitan Transportation Commission (MTC) approved \$20 million in PDA planning program funds to Bay Area Congestion Management Agencies, and the Sonoma County Transportation Authority (SCTA) received \$1,447,000 for local planning; and

WHEREAS, the City of Santa Rosa received a grant from SCTA for \$647,000 of these funds for development of the Roseland Area/Sebastopol Road Specific Plan, which combines the Roseland Area PDA and a portion of the Sebastopol Road Corridor PDA, and is focused around the Southside Bus Transfer Center at the Southwest Community Park on Hearn Avenue; and

WHEREAS, an extensive community engagement strategy was utilized for the planning process, which included outreach at local events and schools, four community workshops, four steering committee meetings, and numerous small group and individual meetings held to assess the community's ideas and visions for creating a transit supportive environment around the Southside Bus Transfer Center; and

WHEREAS, the Draft Roseland Area/Sebastopol Road Specific Plan was developed based on the community's vision of a transit supportive environment with: higher density residential development; improved connectivity; safe, attractive, walkable streets; civic, recreational and open spaces; and neighborhood serving services and uses; and

WHEREAS, on June 9, 2016, the Planning Commission conducted a hearing in consideration of the Draft Roseland Area/Sebastopol Road Specific Plan, General Plan Amendment, Downtown Station Area Specific Plan Amendment and Draft Environmental Impact Report, at which all those wishing to be heard were allowed to speak or present written comments and other materials; and

WHEREAS, the Planning Commission held two additional meetings, on June 23, 2016 and September 8, 2016, to deliberate on the staff reports, oral and written, testimony, written

comments and all aspects of the Draft Roseland Area/Sebastopol Road Specific Plan, General Plan Amendment and Downtown Station Area Specific Plan Amendment; and

WHEREAS, the Roseland Area/Sebastopol Road Specific Plan, General Plan Amendment and Downtown Station Area Specific Plan Amendment will implement the land use intensities, development policies and public improvements that are appropriate and necessary for creating a transit supportive environment in and around the Southside Bus Transfer Center; and

WHEREAS, adoption of the Roseland Area/Sebastopol Road Specific Plan, General Plan Amendment and Downtown Station Area Specific Plan Amendment will further General Plan land use and transportation goals and objectives that support intensification of land uses around transit facilities and corridors, improved multi-modal connectivity and circulation, and enhancement of the physical environment; and

WHEREAS, changes to the General Plan's Land Use Diagram, text and figures, and changes to the Downtown Station Area Specific Plan text and figures, are proposed in order to ensure consistency between the Roseland Area/Sebastopol Road Specific Plan, General Plan and Downtown Station Area Specific Plan and such changes are set forth in Exhibit "B" and "C" attached to this resolution and made part hereof; and

WHEREAS, the Planning Commission found that the changes to the General Plan text and Land Use Diagram, and changes to the Downtown Station Area Specific Plan text and figures, are justified to achieve the objectives and policies of the General Plan in that:

- A. The proposed amendments ensure and maintain internal consistency with the goals and policies of all elements of the General Plan;
- B. The proposed amendments would not be detrimental to the public interest, health, safety, convenience, or welfare of the City;
- C. The proposed changes will not negatively impact the City's ability to accommodate the jurisdiction's share of the regional housing need pursuant to Government Code Section 65584; and
- D. The proposed amendments have been reviewed in compliance with the California Environmental Quality Act (CEQA); and

WHEREAS, the proposed General Plan Amendment is one of the three General Plan amendments allotted by the City per year; and

WHEREAS, the Planning Commission recommended a number of changes to the Draft Roseland Area/Sebastopol Road Specific Plan, which are set forth in Exhibit "A" attached hereto and made part hereof; and

WHEREAS, the Planning Commission considered the Final Environmental Impact Report and determined that the Commission's recommended changes in the Draft Roseland

Area/Sebastopol Road Specific Plan are adequately described and analyzed therein and the Planning Commission recommended that the Council certify the Final EIR; and

WHEREAS, the Council held a public hearing on October 18, 2016 regarding the Draft Roseland Area/Sebastopol Road Specific Plan, General Plan and Downtown Station Area Specific Plan Amendments at which time all persons were invited to speak or submit written comments; and

WHEREAS, the Final Environmental Impact Report prepared for the project identifies four significant impacts which are significant and unavoidable and cannot be feasibly mitigated, including the following:

Impact 3.3.8 Air Quality. The proposed project, in combination with cumulative development in the San Francisco Bay Area Air Basin (SFBAAB), could result in a significantly cumulative increase of criteria air pollutants for which the air basin is designated nonattainment. This would be a significant cumulative impact, and the project's contribution to the impact would be considered cumulatively considerable.

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

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

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

WHEREAS, the Council has considered the significant, unavoidable affects outlined in the Final Environmental Impact Report and has weighed the potential significant impacts related to the proposed Roseland Area/Sebastopol Road Specific Plan, General Plan Amendment and Downtown Station Area Specific Plan Amendment against the benefits of the Roseland Area/Sebastopol Road Specific Plan, General Plan Amendment and Downtown Station Area Specific Plan Amendment.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Santa Rosa, with regard to the significant, unavoidable effects of the proposed Roseland Area/Sebastopol Road Specific Plan, General Plan Amendment and Downtown Station Area Specific Plan Amendment as identified in the Final EIR, and based on substantial evidence in the record, finds as follows:

Air Quality. By its very nature, air pollution is largely a cumulative impact. According to the Bay Area Air Quality Management District (BAAQMD), no single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards.

Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. According to the BAAQMD, if a project exceeds its identified significance thresholds, the project's impact would be cumulatively considerable. As stated under Air Quality Impact 3.3.3 of the Draft Environmental Impact Report, it cannot be guaranteed, despite mitigation, that construction of subsequent projects allowed under the proposed project would generate air pollutant emissions below BAAQMD significance thresholds because of the programmatic and conceptual nature of the proposed project and uncertainties related to future subsequent projects. Therefore, significant cumulative impacts would result and the project's contribution to those impacts would be cumulatively considerable.

During the past few years the City of Santa Rosa has modified its planning policies and land use regulations to increase residential densities in the vicinity of rail and bus transit facilities and on other infill properties. This has resulted in accommodating the increase in population projected through the year 2035 within the same Urban Growth Boundary established to accommodate projected population to the year 2020. This land use pattern is designed to reduce automobile trips (and, therefore, vehicle miles traveled) and is supportive of a program of greenhouse gas reduction. Thus a basis for a finding of overriding consideration is the fact that the policies included in the Draft Roseland Area/Sebastopol Road Specific Plan will provide a more efficient settlement pattern compared to the current General Plan for the plan area.

Traffic and Transportation. The City of Santa Rosa is working collaboratively with Caltrans to approve and fund construction of a widened Hearn Avenue freeway overpass and associated intersection improvements. This project is identified in the City's General Plan 2035 and is projected to alleviate both congestion and adverse queuing onto the freeway in the future. However, because the widening project would not be complete under Existing plus Project near-term conditions, the adverse queuing conditions would remain and the impact of the Specific Plan would be significant and unavoidable. Note that under Future plus Project conditions (see Draft Environmental Impact Report, Impact 3.14.12), the Hearn Avenue overpass widening and interchange project would be completed and the impact would be reduced to a level of less than significant.

The projected unacceptable operation on US 101 could be mitigated by widening the freeway to include additional through lanes in each direction. However, further widening of US 101 is not included in the Sonoma County Transportation Authority's (SCTA) Comprehensive Transportation Plan, nor do any financing mechanisms currently exist to fund the improvement. Widening the freeway would require major reconstruction of multiple freeway structures, right-of-way acquisition including many homes and businesses, closure or relocation of city streets paralleling the freeway corridor, and the likely creation of additional secondary environmental impacts. As a result, such improvements to US 101 are considered infeasible. The City of Santa Rosa, the County of Sonoma, and the SCTA recognize that US 101 will experience congestion into the foreseeable future and that there will be no further major capacity enhancements, such as expansions or new freeways. All three entities concur in various planning and policy

documents that long-range solutions to regional mobility must focus on better land use planning that supports transit and alternative transportation modes; stronger jobs-housing balance; and increased support of transportation demand measures. The proposed Specific Plan emphasizes each of these goals.

A basis for a finding of overriding consideration for Traffic and Transportation is the fact that for the City to facilitate residential development to accommodate its state-mandated share of regional housing needs, residential development within the City and Urban Growth Boundary and surrounding transit stations must continue to be allowed, and at higher densities. Commercial and industrial development, which also generate traffic, are needed to provide services to the increased population, a tax base for revenues, and jobs for a portion of the population. The Specific Plan provides for development, both residential and commercial, in a manner that supports transit and encourages alternative transportation modes, minimizing traffic impacts to the greatest extent feasible.

BE IT FURTHER RESOLVED that the Council finds and determines, based on the foregoing, that the benefits, such as higher residential densities and increased multi-modal connectivity that will support transit ridership, which will be realized and achieved from the implementation of the Roseland Area/Sebastopol Road Specific Plan and associated amendments, outweigh the environmental risks associated with the adoption and implementation of the Roseland Area/Sebastopol Road Specific Plan, General Plan Amendment and Downtown Station Area Specific Plan Amendment, and further find on this basis that the significant effects are acceptable, and therefore find that there are overriding considerations in favor of adoption of the Roseland Area/Sebastopol Road Specific Plan and approval of the General Plan Amendment and Downtown Station Area Specific Plan Amendment.

BE IT FURTHER RESOLVED that the Council finds and determines that all other impacts identified in the Final EIR will be mitigated to less than significant with the adoption and implementation of the Mitigation Monitoring and Reporting Program, dated August 2016.

BE IT FURTHER RESOLVED that the Council finds and determines that:

- A. The proposed Roseland Area/Sebastopol Specific Plan, General Plan Amendment and Downtown Station Area Specific Plan Amendment ensure and maintain internal consistency with the goals and policies of all elements of the General Plan;
- B. The proposed Roseland Area/Sebastopol Specific Plan, General Plan Amendment and Downtown Station Area Specific Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City;
- C. The proposed changes will not negatively impact the City's ability to accommodate the jurisdiction's share of the regional housing need pursuant to Government Code Section 65584; and
- D. The affected sites are physically suitable (including the absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested/anticipated land use developments; and

E. The proposed Roseland Area/Sebastopol Specific Plan, General Plan Amendment and Downtown Station Area Specific Plan Amendment have been reviewed in compliance with the California Environmental Quality Act (CEQA) as more fully set forth above.

BE IT FURTHER RESOLVED that the Council has considered the testimony on the Roseland Area/Sebastopol Road Specific Plan, General Plan Amendment and Downtown Station Area Specific Plan Amendment and has reached consensus on issues important to the community and has determined that the Specific Plan, with the changes outlined in Exhibit "A", will provide necessary and appropriate policy guidance for increased residential densities and improved multi-modal connectivity to support transit ridership, and the Council hereby adopts the Roseland Area/Sebastopol Road Specific Plan as amended by changes in Exhibit "A". The Council authorizes City staff to make minor typographical and editorial changes to the Roseland Area/Sebastopol Road Specific Plan as necessary, consistent with the intent of this Resolution.

BE IT FURTHER RESOLVED that, based on the foregoing, the Council hereby adopts the General Plan Amendment in the form set forth in Exhibit "B" to this resolution, adopts the Downtown Station Area Specific Plan Amendment in the form set forth in Exhibit "C" to this resolution, and directs staff to implement the Roseland Area/Sebastopol Road Specific Plan as adopted herein, all of which shall be incorporated into a final approved Roseland Area/Sebastopol Road Specific Plan on file in the Planning and Economic Development Department, and a re-published Santa Rosa General Plan 2035.

IN COUNCIL DULY PASSED this 18th day of October 2016.

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST: \_\_\_\_\_ APPROVED: \_\_\_\_\_  
City Clerk Mayor

APPROVED AS TO FORM:

\_\_\_\_\_  
Interim City Attorney

- Exhibit A – Changes to the Roseland Area/Sebastopol Road Specific Plan
- Exhibit B – General Plan Amendment
- Exhibit C – Downtown Station Area Specific Plan Amendment

## Exhibit 'A'

### **RECOMMENDED CHANGES TO THE DRAFT ROSELAND AREA/SEBASTOPOL ROAD SPECIFIC PLAN**

1. General Document Text Changes

Eliminate the reference to “Appendix A” on page 3-11 of the Draft Specific Plan by deleting the second sentence of Section 3.3, and eliminate any other references to appendices in the document that do not apply.

2. Appendices

Add the Community Workshop, Steering Committee and Technical Advisory Committee meeting minutes and summaries as an appendix to the Specific Plan, and add a reference to the appendix in the Table of Contents.

Add the following sentence to the end of the first paragraph on page 1-9, under Section 1.7:

“Summaries of each Technical Advisory Committee and Steering Committee meeting, as well as all four of the Community Workshops are included in Appendix A.”

3. Add the following language to Specific Plan Section 1.2, Purpose of this Plan:

“The purpose of this 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 Specific Plan is intended to guide private development and public investment over the next 20 to 25 years.

This Specific Plan, in conjunction with the Santa Rosa General Plan and the Zoning Code, provides a framework for development of properties consistent with the vision and goals outlined in the document. This Plan also provides opportunities for streamlined California Environmental Quality Act (CEQA) review. The Environmental Impact Report (EIR) that was prepared for this Plan may facilitate environmental review for projects that are consistent with this Plan. In addition, some projects may qualify for streamlining due to location in a transit priority area or as an infill project.”

4. Table 3-1: Land Use Designations

On page 3-5, add the Very Low Density Residential land use designation, and the associated density and description, to Table 3-1: Land Use Designations, as follows:

Land Use	Density/Intensity	Description
Very Low Density Residential	0.2-2 units/gross acre	Detached single-family

5. Land Use and Housing, Table 3-3: Development Potential by Land Use Type

Replace Table 3-3, on page 3-11 of the Draft Specific Plan with the following table:

Land Use Type	Existing Conditions	Development Potential	Buildout
<b>Retail</b>	963,332	534,566	1,497,898
<b>Office</b>	38,203	3,097	41,300
<b>Industrial</b>	1,949,718	321,014	2,270,732
<b>Institutional</b>	79,576	20,000	99,576
<b>Residential</b>	5,250	3,602	8,852
<b>Single Family</b>	3,401	2,358	5,759
<b>Multi-Family</b>	1,849	1,244	3,093

6. Figure 4-1: Roadway Network

Add the proposed connection of Roberts Avenue, connecting straight (north/south) under or over Highway 12, and label street.

7. Figure 4-3: Pedestrian and Bicycle Network

Change the “Proposed Class 1 Bike Path” over Highway 101, at Earle Street, to “Existing Class 1 Bike Path”, as it is an existing structure.

Add the proposed connection of Roberts Avenue, connecting straight (north/south), under or over Highway 12.

8. Policy RET-3.1

Amend Policy RET-3.1, page 3-12, as follows:

“**RET-3.1** Preserve the rich cultural uniqueness and sense of place as new development occurs through encouragement of site and architectural design that is unique to the Roseland area.”



9. Policy RET-3.2

Amend Policy RET-3.2, page 3-12, as follows:

**“RET-3.2** Preserve the local character and maintain existing businesses in the plan area by promoting and encouraging locally run businesses, and working with existing businesses to ensure that they remain viable and thrive.”

10. Policy SR-2.4

Amend Policy SR-2.4, page 3-13, as follows:

**“SR-2.4** Respect the small scale of existing local businesses and avoid ‘strip mall’ type development that lacks character. All new development or redevelopment of retail businesses shall be designed to meet the requirements of the Retail Centers & Commercial Districts section of the Santa Rosa Design Guidelines.”

11. Add Policy to Goal ED-1

Add the following Policy to Goal ED-1, page 3-14, related to promotion of economic activity and supporting of local businesses:

**“ED-1.7** Encourage property owners to seek innovative solutions to resolve soil and ground water contamination in the Plan area, including seeking grants or partnering with other entities.”

12. Add Policy to Goal PBN-2

Add the following Policy to Goal PBN-2, page 4-15, related to designing safe and comfortable pedestrian and bicycle facilities:

**“PBN-2.7** Discourage additional vehicular crossings of the Joe Rodota Trail, between Stony Point Road and Olive Street. To the extent possible, all new development and redevelopment shall be designed to utilize existing crossings of the Joe Rodota Trail, at Dutton Avenue, Roseland Avenue or Stony Point Road, or the proposed crossings already identified in the Santa Rosa General Plan 2035 (at the future extension of West Avenue and the proposed street located between Stony Point Road and Hampton Way).”

**Exhibit 'B'**

**GENERAL PLAN AMENDMENT**

**INTRODUCTION**

**Page 1-10:**

Add the following document name to the bulleted list of city plans under section 1-6, RELATIONSHIP TO OTHER DOCUMENTS:

- “Roseland Area/Sebastopol Road Specific Plan”

**LAND USE AND LIVABILITY**

**Page 2-1:**

Add the following document name to the bulleted list of city plans:

- “Roseland Area/Sebastopol Road Specific Plan”

**Pages 2-31 – 2-33:**

Add the following Goals and Policies:

**“ROSELAND AREA/SEBASTOPOL ROAD SPECIFIC PLAN**

***LUL-GG Support a vibrant commercial corridor along Sebastopol Road with a mix of uses and activities that celebrate the area’s uniqueness.***

LUL-GG-1 Promote a mix of land uses and increased development densities to ensure Sebastopol Road is Roseland’s commercial core and to encourage pedestrian, bicycle, and transit modes of travel for local trips.

LUL-GG-2 Maintain affordability for existing small businesses and avoid displacement of existing businesses.

LUL-GG-3 Respect the small scale of existing local businesses and avoid “strip mall” type development that lacks character.

***LUL-HH Minimize displacement of existing residents in the Roseland Area/Sebastopol Road Specific Plan area.***

LUL-HH-1 Continue to preserve existing affordable housing in order to prevent displacement in the Roseland Area/Sebastopol Road area, and identify funds to preserve units at risk of converting to market rate.

LUL-HH-2 Utilize economic development strategies, such as local hiring programs, job training, and promoting cultural identity, to strengthen the local community and prevent displacement of existing residents.



***LUL-II Promote convenient access to healthy foods, goods, and services for all residents in the Roseland Area/Sebastopol Road Specific Plan Area.***

LUL-II-1 Support location/operation of healthy food purveyors such as full-service grocery stores, ethnic food markets, farm stands, community gardens, edible schoolyards, and farmers' markets.



LUL-II-2 Support development of small-scale neighborhood nodes that provide a range of neighborhood-serving retail, public amenities, and services to residents within walking distance of their homes.

***LUL-JJ Improve connectivity and traffic flow in the Roseland Area/Sebastopol Road Specific Plan area.***

LUL-JJ-1 Improve east/west connections by creating new streets or extensions of existing streets, including the realignment of Hearn Avenue to Stony Point Road.

LUL-JJ-2 Enhance existing intersections along major arterials to improve traffic flow through use of coordinated or adaptive signal timing and/or dedicated turn pockets.

LUL-JJ-3 Support the planned construction of a new US Highway 101 overpass at Bellevue Avenue and a widened overpass at Hearn Avenue to improve east-west multimodal connectivity to and from the Roseland area.

***LUL-KK Maintain the rural quality of Burbank Avenue.***



LUL-KK-2 Balance the desire to maintain rural character with pedestrian and bicycle safety along Burbank Avenue.



***LUL-LL Establish a complete network of paths for pedestrians and bicyclists to conveniently navigate through the plan area and beyond.***



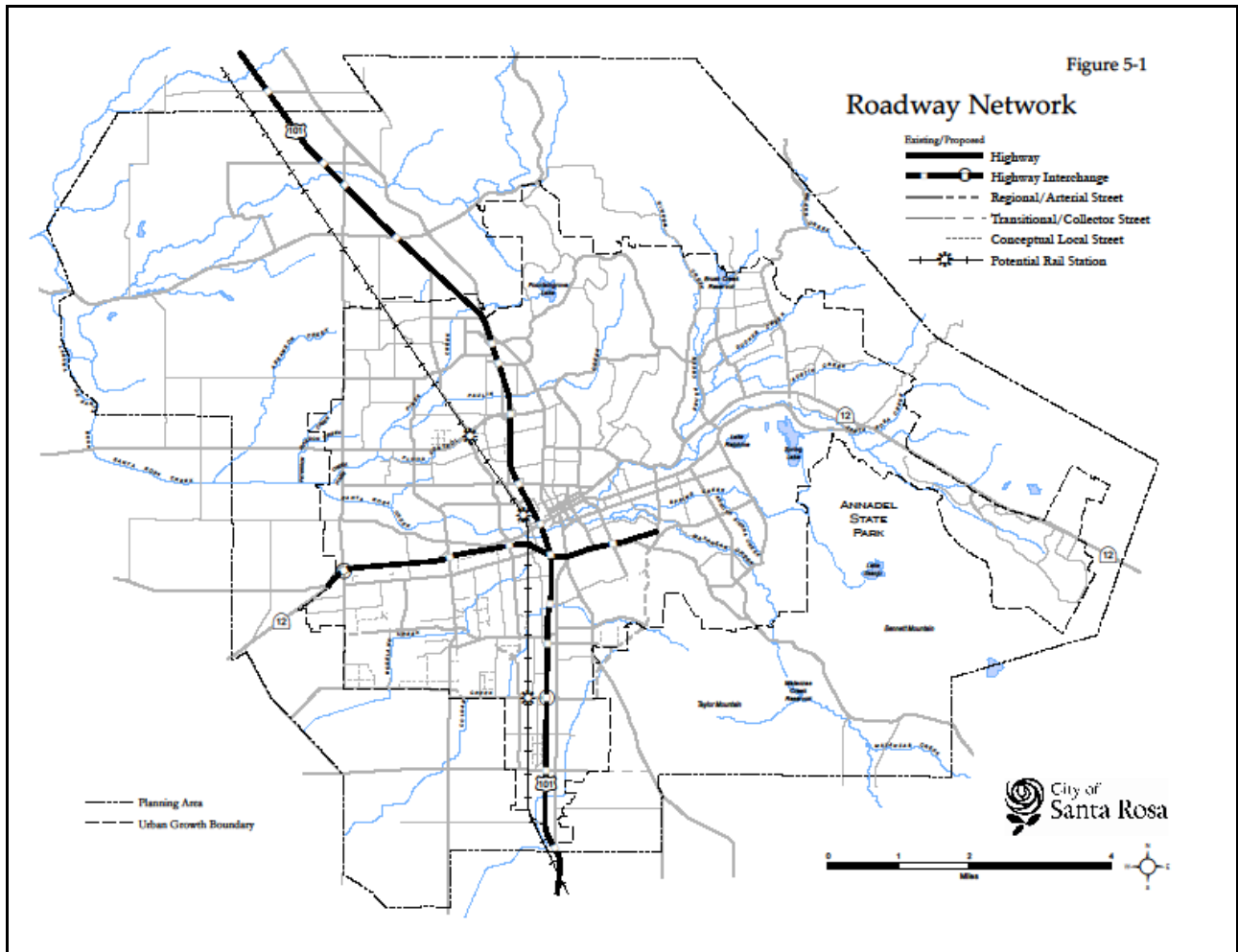
LUL-LL-1 Identify gaps and build sidewalks to complete the pedestrian network in neighborhoods.

-  LUL-LL-2      Develop a system to prioritize bicycle and pedestrian improvements for future funding opportunities.
-  LUL-LL-3      Develop and install wayfinding signage to the downtown Sonoma Marin Area Rail Transit (SMART) station, SMART multi-use path, Sebastopol Road commercial district, and other key destinations. Wayfinding should be designed to help create a sense of place and strengthen project area identity.
- LUL-MM      Provide new social and cultural services and amenities to meet the needs of the Roseland Area/Sebastopol Road Specific Plan area and the larger community.***
- LUL-MM-1      Encourage new uses, such as a teen center or senior community center, to locate along Hearn Avenue adjacent to Southwest Community Park to create a new and centrally located community focus of civic uses. Encourage residential and senior housing units above ground-floor uses to provide more opportunities for area residents to live near parks, services and transit.
- LUL-MM-2      Encourage the location of a pool in southwest Santa Rosa, which would serve plan area residents.
- LUL-MM-3      Encourage the Sonoma County Library and the Sonoma County Community Development Commission to develop a new library facility at the Roseland Village Neighborhood Center on Sebastopol Road.”

TRANSPORTATION

**Page 5-5:**

Replace Figure 5-1 with the following new figure:



**Page 5-10:**

Amend the language of the first paragraph under section 5-6, BICYCLE FACILITIES, to read and provide as follows:

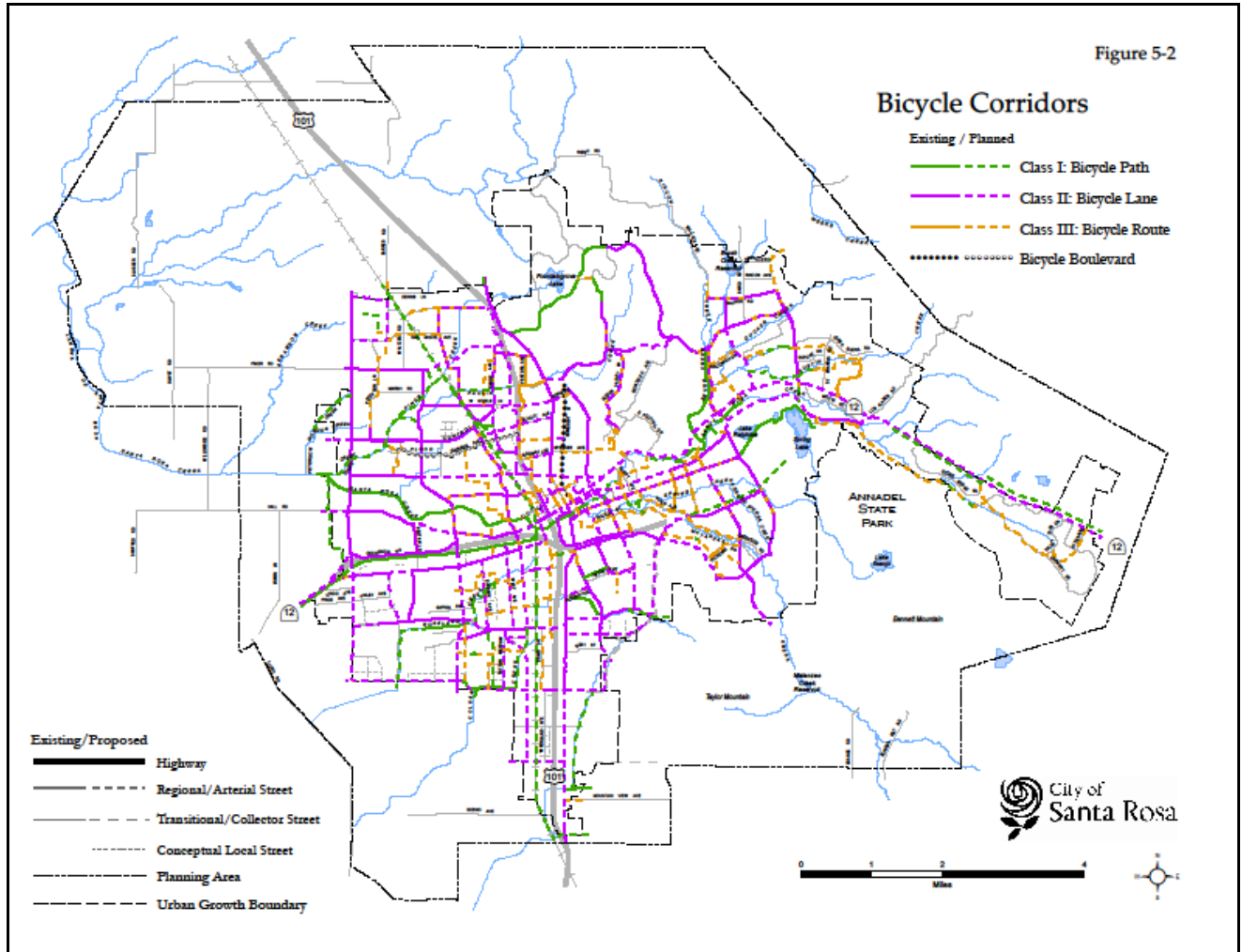
“Currently, there are approximately 180 miles of designated bikeways that provide intra-area and cross-town connections to recreational facilities, employment areas, schools, and other major activity centers. Bikeways, as illustrated in Figure 5-2, are classified by one of three categories:”

Amend the language of the first paragraph after the bulleted list under section 5-6, BICYCLE FACILITIES, as follows:

“Of the city’s total bikeways, 50 miles are designated as Class III, 88 miles are designated as Class II, 37 miles are designated as Class I, and 5.6 miles are designated as a bicycle boulevard.”

**Page 5-11:**

Replace Figure 5-2 with the following new figure:



**Transportation Appendix**

Add the following to the list under Two Lane Regional/Arterial Streets:

- “Northpoint Parkway (Stony Point Road to Burbank Avenue)”

**LAND USE DIAGRAM**

Amend the General Plan Land Use Diagram to include the boundaries of the Roseland Area/Sebastopol Road Specific Plan:

- Roseland Area/Sebastopol Road Specific Plan Boundaries are generally Highway 12 to the north, Bellevue Avenue to the south, Highway 101 to the east, and Stony Point Road

to the west.

Amend the land use designations on the General Plan Land Use Diagram for the properties located within the boundaries of the Roseland Area/Sebastopol Road Specific Plan and within the West Hearn Avenue unincorporated area as identified below:

<b>APN</b>	<b>Address</b>	<b>Previous General Plan Land Use Designation</b>	<b>New General Plan Land Use Designation</b>
125-321-002	1683 BURBANK AVE	Low Density Residential and Medium Density Residential	Public Institutional
125-252-004	1027 MCMINN AVE	Medium Density Residential	Parks and Recreation
125-252-002	1360 BURBANK AVE	Medium Density Residential	Parks and Recreation
125-331-001	1400 BURBANK AVE	Medium Density Residential	Parks and Recreation
125-331-003	1400 BURBANK AVE	Medium Density Residential/Retail and Business Services and Medium Low Density Residential	Medium Low Density Residential
125-361-001	1684 BURBANK AVE	Medium Density Residential/Retail and Business Services	Medium Low Density Residential
134-011-007	2001 W HEARN AVE	Low Residential	Very Low Residential
134-011-008	2029 W HEARN AVE	Low Residential	Very Low Residential
134-022-002	2034 W HEARN AVE	Low Residential	Very Low Residential
134-011-009	2037 W HEARN AVE	Low Residential	Very Low Residential
134-012-013	2042 W HEARN AVE	Low Residential	Very Low Residential
134-012-008	2050 W HEARN AVE	Low Residential	Very Low Residential
134-011-006	2051 W HEARN AVE	Low Residential	Very Low Residential
134-011-005	2063 W HEARN AVE	Low Residential	Very Low Residential
134-012-012	2070 W HEARN AVE	Low Residential	Very Low Residential
134-011-004	2075 W HEARN AVE	Low Residential	Very Low Residential
134-011-003	2085 W HEARN AVE	Low Residential	Very Low Residential
134-012-011	2090 W HEARN AVE	Low Residential	Very Low Residential
134-011-010	2115 W HEARN AVE	Low Residential	Very Low Residential
134-012-006	2118 W HEARN AVE	Low Residential	Very Low Residential
134-012-005	2124 W HEARN AVE	Low Residential	Very Low Residential
134-011-011	2125 W HEARN AVE	Low Residential	Very Low Residential
134-012-004	2136 W HEARN AVE	Low Residential	Very Low Residential
134-012-003	2146 W HEARN AVE	Low Residential	Very Low Residential
134-011-012	2149 W HEARN AVE	Low Residential	Very Low Residential
134-011-012	2149 W HEARN AVE	Low Residential	Very Low Residential
134-012-002	2152 W HEARN AVE	Low Residential	Very Low Residential
134-012-019	2156 W HEARN AVE	Low Residential	Very Low Residential
134-012-018	2160 W HEARN AVE	Low Residential	Very Low Residential
134-280-006	2209 W HEARN AVE	Low Residential	Very Low Residential
134-280-020	2210 W HEARN AVE	Low Residential	Very Low Residential

<b>APN</b>	<b>Address</b>	<b>Previous General Plan Land Use Designation</b>	<b>New General Plan Land Use Designation</b>
134-280-005	2215 W HEARN AVE	Low Residential	Very Low Residential
134-280-019	2218 W HEARN AVE	Low Residential	Very Low Residential
134-280-007	2223 W HEARN AVE	Low Residential	Very Low Residential
134-280-018	2226 W HEARN AVE	Low Residential	Very Low Residential
134-280-008	2235 W HEARN AVE	Low Residential	Very Low Residential
134-280-017	2236 W HEARN AVE	Low Residential	Very Low Residential
134-280-016	2250 W HEARN AVE	Low Residential	Very Low Residential
134-280-009	2251 W HEARN AVE	Low Residential	Very Low Residential
134-280-010	2273 W HEARN AVE	Low Residential	Very Low Residential
134-280-025	2275 W HEARN AVE	Low Residential	Very Low Residential
134-280-011	2277 W HEARN AVE	Low Residential	Very Low Residential
134-280-004	2279 W HEARN AVE	Low Residential	Very Low Residential
134-280-015	2280 W HEARN AVE	Low Residential	Very Low Residential
134-280-003	2281 W HEARN AVE	Low Residential	Very Low Residential
134-280-013	2283 W HEARN AVE	Low Residential	Very Low Residential
134-280-014	2285 W HEARN AVE	Low Residential	Very Low Residential
134-280-002	2287 W HEARN AVE	Low Residential	Very Low Residential
134-280-023	2289 W HEARN AVE	Low Residential	Very Low Residential
134-280-027	2291 W HEARN AVE	Low Residential	Very Low Residential
134-280-026	2293 W HEARN AVE	Low Residential	Very Low Residential
134-280-024	2295 W HEARN AVE	Low Residential	Very Low Residential
134-280-022	2297 W HEARN AVE	Low Residential	Very Low Residential
134-012-009	2048 W HEARN AVE	Low Residential	Very Low Residential
134-012-014	2046 W HEARN AVE	Low Residential	Very Low Residential
035-191-015	NONE	Medium Density Residential	Medium High Density Residential
035-191-016	NONE	Medium Density Residential	Medium High Density Residential
125-551-016	2542 OLD STONY POINT RD	Medium Density Residential	Medium High Density Residential
125-551-008	2558 OLD STONY POINT RD	Medium Density Residential	Medium High Density Residential
125-551-014	1883 HEARN AVE	Medium Density Residential	Medium High Density Residential
125-551-017	1877 HEARN AVE	Medium Density Residential	Medium High Density Residential
125-551-013	1869 HEARN AVE	Medium Density Residential	Medium High Density Residential
125-551-018	1825 HEARN AVE	Medium Density Residential	Medium High Density Residential
125-531-020	1749 HEARN AVE	Medium Density Residential	Medium High Density Residential
125-531-019	1735 HEARN AVE	Medium Density Residential	Medium High Density Residential



<b>APN</b>	<b>Address</b>	<b>Previous General Plan Land Use Designation</b>	<b>New General Plan Land Use Designation</b>
125-531-014	1729 HEARN AVE	Medium Density Residential	Medium High Density Residential
125-531-015	1727 HEARN AVE	Medium Density Residential	Medium High Density Residential
125-531-018	1707 HEARN AVE	Medium Density Residential	Medium High Density Residential
125-531-017	1711 HEARN AVE	Medium Density Residential	Medium High Density Residential
125-541-043	1701 HEARN AVE	Low Density Residential	Medium High Density Residential
043-072-015	1590 HEARN AVE	Medium Density Residential	Medium High Density Residential/Public Institutional
043-072-019	1550 HEARN AVE	Medium Low Density Residential	Medium High Density Residential/Public Institutional
043-072-007	2641 DUTTON MEADOW	Medium Low Density Residential	Medium High Density Residential/Public Institutional
043-071-030	1500 HEARN AVE	Medium Low Density Residential	Medium High Density Residential/Public Institutional
043-071-025	2626 DUTTON MEADOW	Medium Low Density Residential	Medium High Density Residential/Public Institutional
043-071-026	1466 HEARN AVE	Medium Low Density Residential	Medium High Density Residential/Public Institutional
043-071-027	1424 HEARN AVE	Medium Low Density Residential	Medium High Density Residential/Public Institutional
043-071-007	2684 HEARN AVE	Medium Density Residential/Retail and Business Services	Medium Low Density Residential
043-122-017	NONE	Medium Density Residential	Parks and Recreation
010-244-049	500 OLIVE ST	General Industry	Retail and Business Services
010-244-042	516 OLIVE ST	General Industry	Medium Density Residential
125-191-001	1942 ROSE AVE	Retail and Business Services	Low Density Residential
125-121-023	255 DUTTON AVE	Transit Village Medium	Retail and Business Services

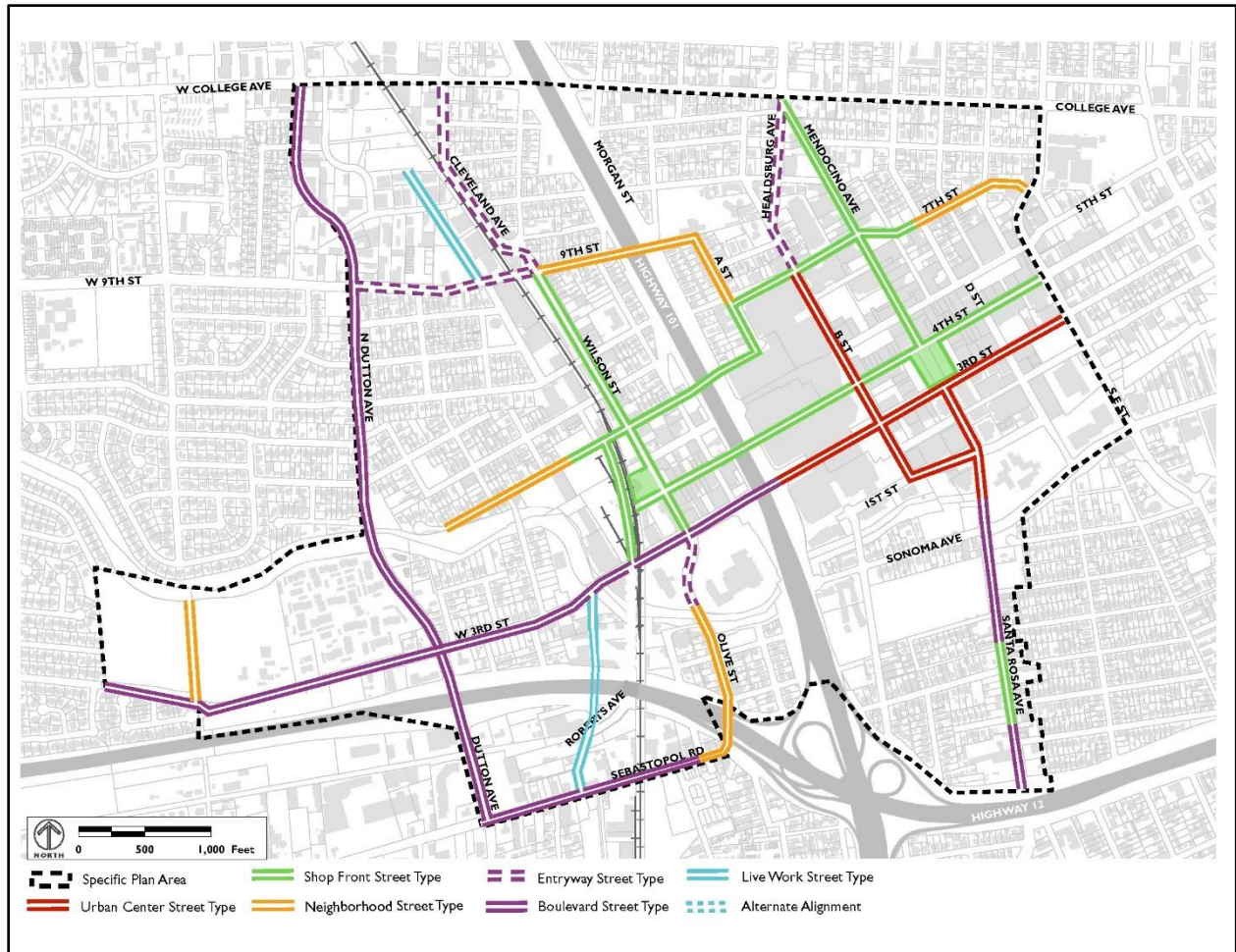
**Exhibit 'C'**

**DOWNTOWN STATION AREA SPECIFIC PLAN AMENDMENT**

**CHAPTER 5: DEVELOPMENT GUIDELINES AND STREETScape STANDARDS**

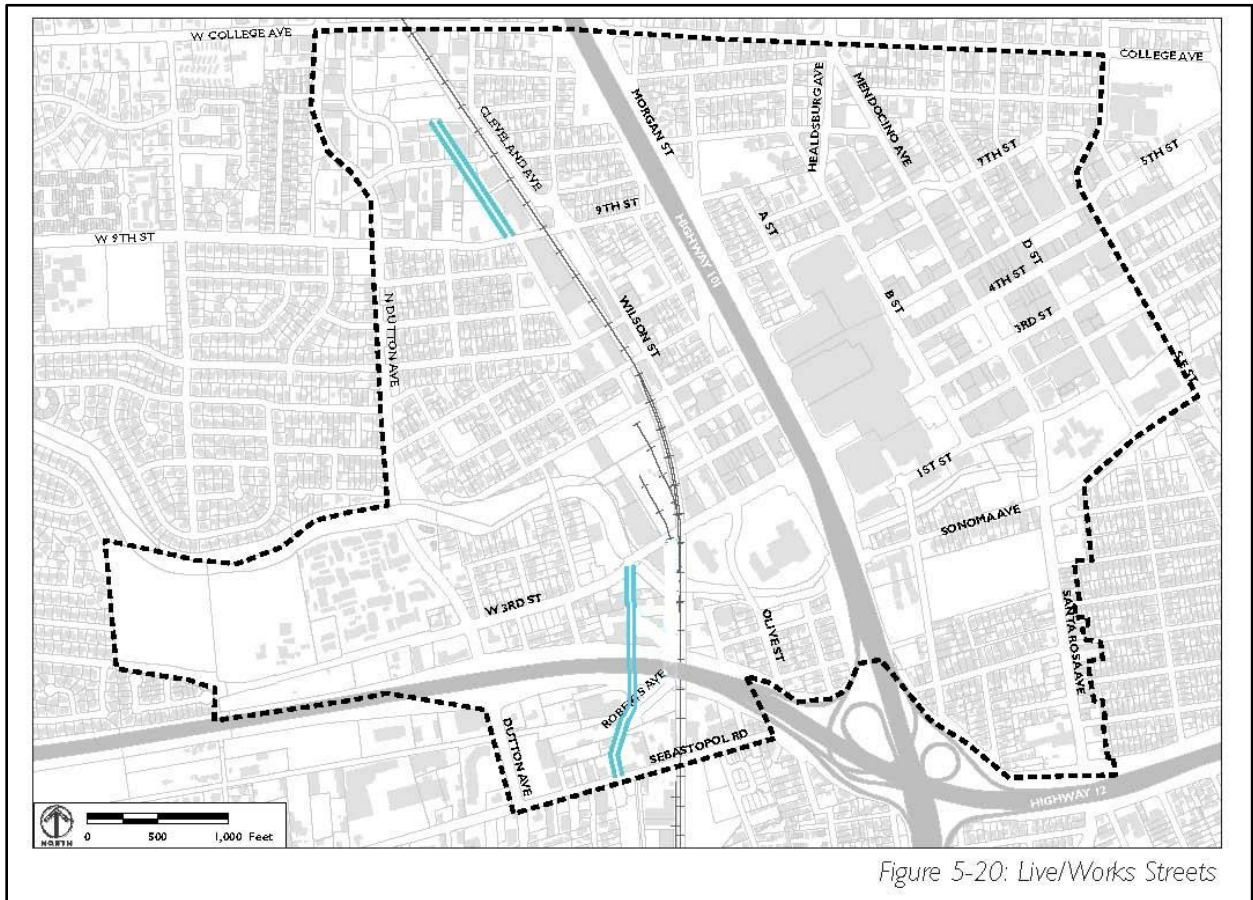
**Page 5-5:**

Replace Figure 5-2 with the following new figure:



**Page 5-17:**

Replace Figure 5-20 with the following new figure:



**Page 5-18:**

Amend the following language to read and provide as follows:

- *“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.

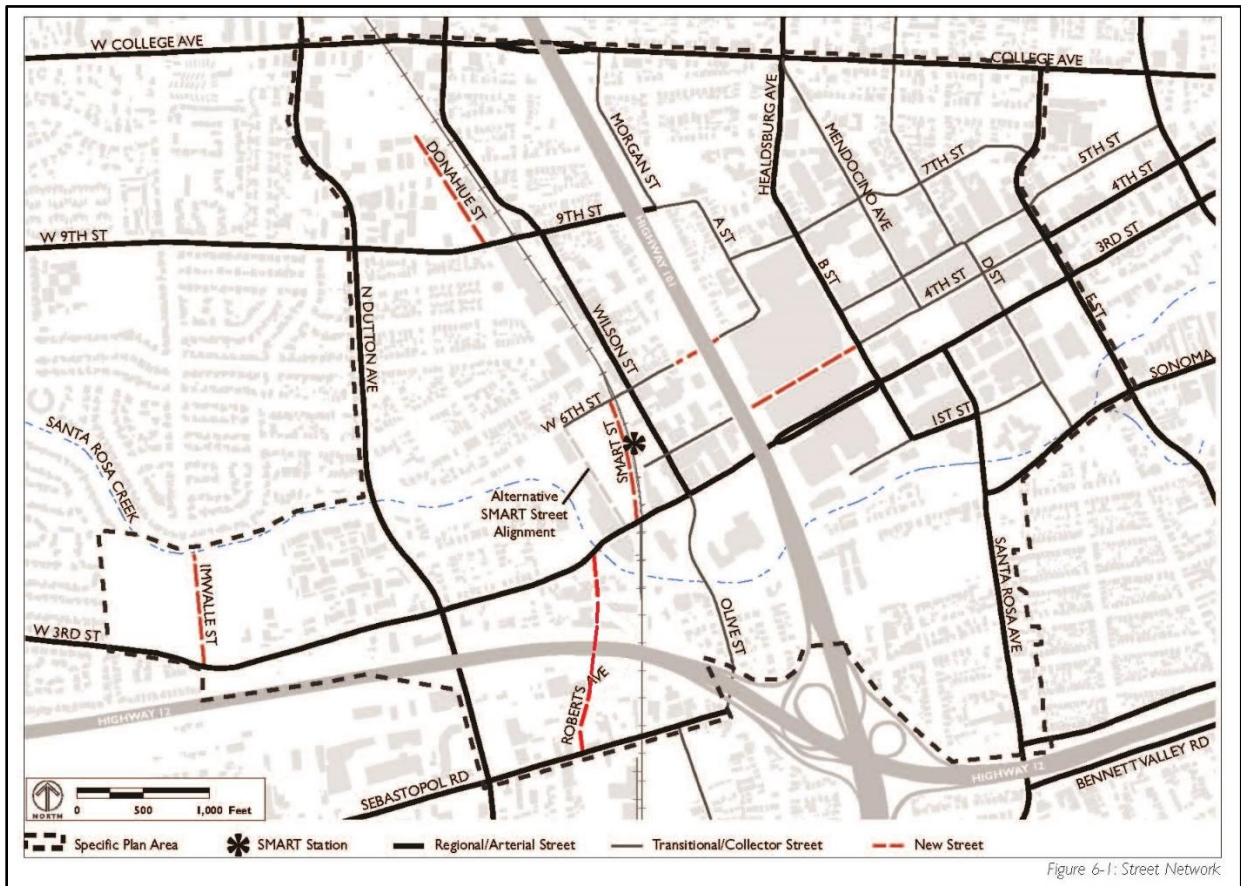
Delete the following language from the text:

- ◆ ~~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.~~<sup>22</sup>

CHAPTER 6: TRANSPORTATION

**Page 6-2:**

Replace Figure 6-1 with the following new figure:



**Page 6-6:**

Amend the following language to read and provide as follows:

- “◆ ~~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~~ by creating a straight, north/south alignment. 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.”

APPENDIX B

**Table B-1: Street Specifications Table – Page B-3**

Amend the following text from the Railroad Corridor Sub-Area table to read and provide as follows:

~~“\* 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 Type on Page 5-18 for additional information.”