

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR SCHWEDHELM AND MEMBERS OF THE COUNCIL
FROM: AMY NICHOLSON, SENIOR PLANNER
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
SUBJECT: DOWNTOWN STATION AREA SPECIFIC PLAN
IMPLEMENTATION PACKAGE

AGENDA ACTION: INTRODUCTION TWO ORDINANCES AND ADOPTION OF TWO
RESOLUTIONS

RECOMMENDATION

The Planning Commission and the Planning and Economic Development Department recommend that the City Council, (1) by resolution, approve limited General Plan and Downtown Specific Plan amendments, and (2) introduce two ordinances, approving Zoning Code and Zoning Map Amendments of 888 properties located within the boundaries of the Downtown Station Area Specific Plan, to implement the Downtown Station Area Specific Plan.

The Design Review Board, Cultural Heritage Board, and Planning and Economic Development Department recommend that the City Council, by resolution, approve amendments to Section 2 of the City's Design Guidelines to implement the Downtown Station Area Specific Plan.

EXECUTIVE SUMMARY

The Santa Rosa Zoning Code implements the goals and policies of the General Plan by classifying and regulating land use and the development of structures within the City. The proposed Zoning Code amendments seek to: (1) create new zoning districts and associated development standards within the DSASP area (2) generate new DSASP combining districts to implement the transition zone standards, (3) implement the design standards of the DSASP, (4) update the Historic Combining District with additional preservation district character defining elements, (5) modify the Landmark Alteration and Design Review process to clarify and streamline the development process in the City, and (6) make necessary additions or clarifications to specific land use regulations.

The amendments to the General Plan and Downtown Station Area Specific Plan are required following Council's amendment to the Resolution adopting the Downtown Station Area Specific Plan on October 13, 2020, which removed the Floor Area Ratio

(FAR) for 12 contributing properties within the St. Rose Preservation District. The DSASP regulates density and building height through FAR, and therefore density and building height standards are required for the 12 contributing properties and, consistent with State law, must be reflected in the General Plan and DSASP. The amendments contained within the General Plan and Specific Plan Amendments Resolution are necessary to address density and height maximums for the subject properties.

The Santa Rosa Design Guidelines are the primary design criteria under which the City staff and review authorities process requests for discretionary design review. Intended as a “living” publication, the Guidelines are to be updated periodically for consistency with newly adopted Specific Plans. In coordination with an update to the Downtown Station Area Specific Plan (DSASP), Planning proposes updates to Section 2 of the Design Guidelines covering the Downtown Station Area to:

- reflect new guidelines from the DSASP,
- remove design concepts addressed by the standards of the DSASP, and
- eliminate redundancy and overlap that exists in the 2002 document

Additionally, the format of Section 2 has been updated to be consistent with other sections of the Guidelines.

BACKGROUND

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

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. The Downtown Station Area Specific Plan (DSASP) updated 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. The 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.

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.

On August 19, 2020, at a joint meeting of the Cultural Heritage Board and Design Review Board, both boards reviewed the DSASP and provided comments.

On September 24, 2020, the Planning Commission held a public hearing and adopted resolutions recommending that the City Council adopt General Plan Amendments, the DSASP, and certify the Final Subsequent Environmental Impact Report.

On October 13, 2020, the City Council considered certification of the Final Subsequent Environmental Impact Report, Findings of Fact, and the Mitigation Monitoring and Reporting Program, and adoption of General Plan Amendments and the DSASP. The Council's action included the removal of Floor Area Ratio from 12 historic contributor parcels within the St. Rose Preservation District. Each of these actions require amendments to the Zoning Code and Design Guidelines in order to implement the adopted vision and policies.

On October 21, 2020, the Design Review Board held a public meeting to review and comment on the proposed Zoning Code text amendments, including the design standards, updates to the Historic combining district with added character defining elements, and the modification of the Landmark Alteration and Design Review process.

On November 2, 2020, the Planning Commission held a public meeting to on the proposed limited General and Specific Plan amendments.

On November 4, 2020, the Cultural Heritage Board held a public meeting to review and comment on the proposed Zoning Code text amendments, including the design standards, updates to the Historic combining district with added character defining elements, and the modification of the Landmark Alteration and Design Review process.

ANALYSIS

Limited General Plan and Specific Plan Amendments

Amendments to the General Plan and Downtown Station Area Specific Plan are required following Council's amendment to the Resolution adopting the Downtown Station Area Specific Plan on October 13, 2020. This amendment to the Resolution removed the Floor Area Ratio for 12 contributing properties within the St. Rose Preservation District. The proposed General Plan and Specific Plan amendments address density and development standards for the subject properties, as required by State law.

Zoning Code Amendments

The Zoning Code implements the goals and policies of the General Plan by classifying and regulating the use of land and structure development within the City. The Zoning Code protects and promotes the public health, safety, and general welfare of residents, and preserves and enhances the aesthetic quality of the City in the following ways:

- Provides standards for the orderly growth and development of the City, and guide and control the use of land to provide a safe, harmonious, attractive, and sustainable community;
- Implements the uses of land designated by the Santa Rosa General Plan and avoid conflicts between land uses;
- Maintains and protects the value of property;
- Conserves and protects the open space, scenic beauty, and other natural resources of the City;
- Protects the character, and social and economic stability of residential, commercial, and industrial areas;
- Assists in maintaining a high quality of life without causing unduly high public or private costs for development or unduly restricting private enterprise, initiative, or innovation in design; and
- Provides for appropriate citizen participation in the decisions made in compliance with this Zoning Code.

The Zoning Code Amendments listed in Attachment 1 to this Staff Report are required for consistency with the DSASP, as amended by the General and Specific Plan Amendments to remove FAR from the 12 historic contributor properties within the St. Rose Preservation District. Numerous land use changes, which include the permitted uses and development standards for four new zoning districts, are proposed throughout the Zoning Code. Building and site design, site specific transition zone standards, the Historic Combining District, and Landmark Alteration and Design Review processes have also been added or updated to reflect the DSASP.

The proposed Zoning Code text amendments are summarized as follows:

New Zoning Districts

Four new zoning districts will be added to the Zoning Code to implement the DSASP, and each will allow for a broad range of residential and non-residential land uses. These districts include Core Mixed Use (CMU), Station Mixed Use (SMU), Maker Mixed Use (MMU), and Neighborhood Mixed Use (NMU). Site design and building placement standards will be implemented through the CMU, SMU, MMU, and NMU zoning districts. These standards address building setbacks, tower separation requirements, on-site parking, and the analysis of shadows for new buildings along First and Third Street between A and D Streets. Building design standards addressing dimensional

relief, the extent of building design, and transparency and ground level elements are also included in the new zoning district standards.

The majority of historic preservation areas, including the established low and medium low residential areas within the DSASP boundary, will not be rezoned. As such, the design specific amendments discussed below will not apply in these areas.

Downtown Station Area Combining District (DSA)

The Downtown Station Area combining district is applied to properties within the DSASP area that are within a transition or overlay zone. The Special Design Considerations Map within the DSASP designates new transition and overlay zones within specified areas of the downtown by considering the existing built environment and the vision of the Plan.

Downtown Transition

The Downtown Transition will be applied to areas within the Plan area to create a welcoming pedestrian environment along Fourth and Fifth Streets, between E Street and B Street. Buildings in the Downtown Transition zones will be required to step back a minimum of 6 feet, or a lesser distance as approved by the Review Authority, above the fifth floor along these frontages.

Neighborhood Transition

Specified blocks within the Plan area will need to comply with Neighborhood Transition standards. These standards seek to reduce the visual impact of new development on most residential areas within the preservation districts. These standards include more restrictive front setbacks, front building stepbacks above the 3rd floor, daylight planes of 45 degrees above the 6th floor, and ground floor orientation of new residential units, along segments of Seventh, Ninth, Riley, Cherry and B Street, and Sonoma Avenue. Rear stepbacks will be applied to protect existing residential development abutting Santa Rosa Avenue, College Avenue, and E Street. In addition, surface parking areas will be prohibited between the sidewalk and building façade on each of the aforementioned streets.

Creek and Trail Activation Transition

The Creek and Trail Activation Transition is applied to promote the use and visibility of specified creek areas within the DSASP area. Three segments along the Santa Rosa Creek have been identified for activation. Within these areas, new buildings within 200 feet of the creek will be required to have at least one pedestrian entrance, and any residential stoop entrances, facing the creek. Pedestrian pathways to connect the new development to the creekside trail network, and additional lighting consistent with the Santa Rosa Creek Design Guidelines, will also be required. To provide additional visibility of the creek, blank facades at ground level and above will be discouraged, and windows, doors and transparent openings will be encouraged. In addition, at least one activating use, or two activating design features, will be required.

Active Ground Floor Overlay

New development within the Active Ground Floor Overlay in the DSASP area will be required to provide design features that optimize the pedestrian experience. The standards for this overlay will provide a variety of design options for new development including: awnings or overhangs over ground floor entrances, street furniture, public art, publicly accessible recreational space, or green/living walls. Ample percentages of glass or other glazing materials will be required for new buildings. Additionally, access to off-street parking will be discouraged from streets within the Active Ground Floor Overlay, and surface parking will be prohibited between the sidewalk and building façade.

Removal/Modifications to Base and Combining Zoning Districts

- The Limited Light Industrial (-LIL) combining district has been removed. This District was formed based on the 2007 Downtown Station Area Plan, to allow light industrial uses to be retained within the Maxwell Court and Roberts Avenue areas. The new Maker Mixed Use (MMU) base district is applied in these areas and allows for a broad spectrum of light industrial uses that are compatible with residential uses.
- The Downtown Commercial zoning district has been replaced by the four Plan area zoning districts Core Mixed Use (CMU), Station Mixed Use (SMU), Maker Mixed Use (MMU), and Neighborhood Mixed Use (NMU).
- The Transit Village – Mixed zoning district (TV-M) has been amended to eliminate references to the Downtown Station Area Specific Plan.
- The Station Area (-SA) combining district, which addresses both the Downtown Station Area and North Station Area, has been split into two new combining districts, the Downtown Station Area Combining District (-DSA) and the North Station Area Combining District (-NSA). The content of the -DSA combining district is described above.
- The Historic (-H) Combining District will be updated to include character defining elements, and additional context statement information, consistent with Cultural Heritage Board Resolution 209. These amendments would supplement the information for each of the preservation districts, including Burbank Gardens, Cherry Street, Ridgway, McDonald, Oliver Park, St. Rose, West End, and Railroad Square. Added character defining elements for each of the districts includes: Architectural Style, Types of Buildings, Building Materials and other Neighborhood Elements.

Parking

Parking minimums for both residential and non-residential uses have been removed based on Council direction. Bicycle parking minimums based on the proposed land use have been retained.

Floor Area Ratio (FAR)

Floor Area Ratio controls building mass and form but does not directly regulate height and residential density. FAR maximums will be added to the Zoning Code to allow for implementation of the Plan within the CMU, SMU, MMU, and NMU zoning districts. The highest FAR maximums are assigned to areas within the core of the Plan area (FAR 8.0), while the lowest FAR values (FAR 2.0 and 3.0) are assigned to parcels abutting lower density development, including areas surrounding the preservation districts.

Floor Area Ratio is a ratio of the building(s) total Floor Area divided by Gross Lot Area. The building total floor area is measured as the entire area within the walls of a building, measured in a horizontal plane from the outside edge of exterior wall to exterior wall or from the center line of common walls to the outside edge of exterior walls, in square feet. Gross Lot Area is the total area included within the lot lines of a lot, exclusive of adjacent dedicated street rights of way.

Wayfinding Signs

The Zoning Code does not currently allow for wayfinding, gateway, and directional signs. The proposed amendments would allow for these sign types within the Plan area without a permit when proposed as part of a project subject to design review. These signs may be located off-site, in the public right-of-way, and may not include advertising or commercial identification. The appropriate size, location and number of these signs would be determined by the review authority.

Historic and Cultural Preservation/Design Review

The Historic and Cultural Preservation Chapter will reflect the 2017 Revision to Secretary of Interior Standards, and various minor exemptions (non-visible changes from the street) from the Landmark Alteration process. The Design Review and Landmark Alteration process has been amended to reflect a mandatory joint DRB/CHB review for new development projects in preservation districts, with the roles of each board clearly indicated. References to “preliminary” and “final” design review would be removed from the Code, resulting in a one step process for design review.

The decision criteria for Landmark Alteration permits have been modified to more accurately regulate new development and ensure compatibility with preservation districts while reflecting the City’s intent to support new development. In addition, the Cultural Heritage Board section has been modified such that a CHB affirmative action would require an affirmative vote by majority of the quorum. This change is consistent with the requirements for the City Council, Planning Commission, and Design Review Board, for non-legislative actions.

Various Additional Changes

A number of additions are proposed to the Setback requirements and exceptions section to provide clarity for property owners and developers. In addition, minor modifications have been made to the Standards for Specific Land Uses Chapter. These include additions and clarifying language to the Home occupation, Mixed-use, Live/work and Work/live, Sidewalk cafés, Outdoor display and sales, and Large grocery store standards sections, which are necessary to implement the goals and policies of the DSASP. A new land use of “Electric Vehicle Sales” has been added to promote the sale and use of electric vehicles within the Plan area, and City.

Zoning Code Map Amendments

The proposed Zoning Code map amendments would reclassify 888 properties within the Plan area to implement the DSASP. These amendments would provide base zoning districts and combining districts to be consistent with the General Plan and Downtown Station Area Specific Plan. No zoning district changes are proposed in the low-density areas of the preservation districts.

Design Guidelines Amendments

The Design Guidelines are the primary design criteria under which discretionary review is conducted. The guidelines apply to all projects that require Design Review and Landmark Alteration entitlements, including new buildings, infill development, and public improvements including streets. In order for discretionary projects to receive required approvals, they must exhibit superior design and demonstrate consistency with applicable design guidelines. For projects subject to ministerial review, objective design standards provide design criteria. For instance, pursuant to recent State housing law, certain residential and mixed-use projects are exempt from discretionary review and would be subject only to objective standards adopted by the City.

Originally adopted in 2002, the Design Guidelines are intended to be a “living” publication, updated periodically for consistency with newly adopted Specific Plans and General Plan policies. Section 2, last updated in 2012, reflects the vision of the 2007 Downtown Station Area Specific Plan and focuses on design within the Downtown Station Area, a 720-acre area surrounding the Downtown Sonoma-Marin Area Rail Transit (SMART) Station in the heart of the City. The Design Guidelines express the community’s design preferences and complement the objective development standards contained in the Downtown Station Area Specific Plan and Zoning Code. In preparing an update to the DSASP, new standards and guidelines for public and private development projects in the Downtown Station Area were created with extensive public input. Input included a visual preference survey conducted in January and February 2020 to gauge community preferences for the design of building features, the public realm, and Civic Spaces.

The update to Section 2 of the Design Guidelines incorporates design guidelines from

the DSASP. While much of the original content has been preserved, design concepts addressed by the standards of the DSASP have been removed, and redundancy and overlap that exists in the 2002 document has been eliminated. Additionally, the format of Section 2 has been streamlined for consistency with other sections of the Guidelines. To match other sections, the goals have been relocated to the front of the document and headings and subheadings have been added to organize the guidelines and help with navigation.

The following briefly outlines the proposed changes to Section 2 of the Design Guidelines:

- Section 2.0 (Introduction) – This section introduces the Downtown Station Area Design Guidelines, provides background on the DSASP, identifies Urban Design Goals for the Downtown Station Area, provides instructions on implementation of design guidelines and project review, and reflects the proposed adjustment to the Downtown Station Area Plan boundaries. New maps and photos were added.
- Section 2.1 (Downtown Area / Station Area) - Guidelines related to on-site surface parking, and architectural step backs that duplicate standards in the DSASP were removed. Guidelines related to height limits that conflict with Council direction and standards in the DSASP were removed. Historic preservation guidelines were consolidated in Section 2.4.
- Section 2.2 (Public Streets) – The Section was renamed "Public Realm and Streetscapes" to better reflect a pedestrian orientation and a street furnishings palette was integrated. Guidelines for ground level transparency that duplicate standards in the DSASP were removed. Guidelines related to underpasses were updated for consistency with public input and content of the DSASP. New guidelines related to trash receptacles, paving treatments, and the location and frequency of curb cuts on pedestrian streets were also added.
- Added Section (Wayfinding) - Guidelines from the DSASP related to gateways, wayfinding, SMART station access, and transit were incorporated.
- Section 2.3 (Buildings) - Section was renamed "Site and Building Design" to better reflect the range of topics addressed by the associated guidelines. Guidelines related to setbacks that conflict with standards in the DSASP were removed, in addition to guidelines related to articulation, blank walls, and setbacks that duplicate or overlap with standards in the Plan. Duplicative/repetitive guidelines related to creating an interesting pedestrian environment were consolidated.
- Section 2.4 (Historic Districts) - Existing guidelines were preserved without change.
- Section 2.5 (Parks and Open Spaces) - Section was renamed "Parks and Public

Spaces" based on input from Parks and Recreation. Creek guidelines were maintained and new public space typologies and associated guidelines from the DSASP were added.

- Added Section (Parking) - Existing guidelines from Section 2.3 were moved to a new section and supplemented with guidelines from the DSASP.
- Added Section (Environmental Sustainability) - Existing guidelines from Section 2.3 were moved to this new section and supplemented with guidelines from the DSASP.

FISCAL IMPACT

An approval of the General Plan, Specific Plan, and Zoning Code map and text amendments does not have a fiscal impact on the General Fund.

ENVIRONMENTAL IMPACT

The proposed amendments to the General Plan, Downtown Station Area Specific Plan, and Zoning Code will facilitate implementation of the Downtown Station Area Specific Plan for which a Final Subsequent EIR (FSEIR) has been certified. There are no changes proposed or new information provided, related to the proposed amendments, which would require major revisions to the FSEIR. There will not be any new effects that were not anticipated and discussed in the FSEIR, and no new mitigation measures are needed. As a result, staff has found that the proposed amendments are within the scope of the FSEIR, and no further environmental review is necessary pursuant to CEQA Guidelines Section 15162.

NOTIFICATION

Pursuant to Zoning Code Section 20-66.020(D), Alternative to Mailing, the public hearing notice was placed as a one-eighth page in the Press Democrat. The notice was disseminated to the Department's email distribution list, which includes the City's Community Advisory Board, was uploaded to the Planning and Economic Department's webpage, and was posted at City Hall. In addition, a mailed notice reflecting the proposed FAR removal was distributed to the 12 properties owners with contributing properties on B Street, 7th Street, and 10th Street.

REVIEW AUTHORITY RECOMMENDATIONS

The proposed Zoning Code amendments were reviewed by the Design Review Board at its October 21st public meeting. Comments included appreciation for side yard setbacks, flexibility and creativity regarding wayfinding signs, the vital role that retail plays in enriching the downtown, and the encouragement of new public recreation and open

spaces. Two Board members commented that setbacks were unnecessary on the street facing sides of development. Comments regarding the Council-directed removal of FAR from the 12 contributor properties were varied. They included support of retaining standards that would allow development consistent with the previously proposed FAR, support of a height standard consistent with the previously allowed 5-story height limit, and a proposal to keep the development height limited to that of the surrounding existing buildings. Additionally, recommendations to clarify the Creek and Trail Activation standards were received. These modifications are reflected in the attached Zoning Code text amendments.

During its October 21, 2020 meeting, the Planning Commission reviewed and recommended approval of the limited General and Specific Plan, Zoning Code text and map amendments. The Commission expressed that a maximum height of 5 stories, consistent with the currently allowed development standards, was appropriate for the 12 historic contributor properties in the St. Rose Preservation District. The Commission amended the Zoning Code text amendment resolution to require any wayfinding signs to be required in both English and Spanish.

The Cultural Heritage Board (CHB) reviewed the proposed Zoning Code Text Amendments at its November 4th meeting. The Board members provided the following comments related to the proposed building height maximums for properties in the St. Rose Preservation District:

- Two comments were received in support of 5 story or 55 height maximum if specific findings are made by the CHB or Council, otherwise the Historic combining district standard of 35 feet would apply
- One comment was received in support of a 35-foot height maximum which can only be exceeded if a Zoning Variance is granted
- Comments expressing concern regarding new development (outside of preservation districts) and the potential shadow and privacy impacts on preservation districts

Comments were also received in support of the Design Review and Landmark Alteration process changes which better focus respective Boards' review. Several Board members were also supportive of the addition of Character Defining Elements added to the Historic combining district which will allow for new development to consider and incorporate in project design.

ISSUES

Preservation Districts

City Staff has received many written comments regarding concerns over the proximity of high-density development to preservation districts and expressing support for historic preservation efforts throughout the DSASP process. The DSASP and Zoning Code recognize the value of the City's historic neighborhoods and seek to balance

preservation with new development to promote vibrancy and respect our shared heritage.

To respond to these comments, the existing protective standards within preservation districts remain. There are no changes proposed to building height or setback requirements in these districts. In addition, the neighborhood character defining elements for each preservation district will ensure that new development is considerate of these elements during the project design phase. Finally, the existing Design Guidelines for Historic Districts are proposed to remain unchanged.

During the October 13, 2020, Council public hearing, members of the public expressed concerns regarding the proposed Floor Area Ratio (FAR) established for 12 contributor properties on B Street, 10th Street, and 7th Street, within the St. Rose Preservation District. The properties of concern are limited to the following addresses and Assessor's Parcel Numbers (APNs): 510 B Street (010-035-018), 520 B Street (010-035-020), 526 B Street (010-035-021), 534 B Street (010-035-034), 558 B Street (010-034-002), 576 B Street (010-034-004), 600 B Street (010-014-007), 616 B Street (010-014-011), 630 B Street (010-014-003), 634 B Street (010-014-002), 430 10th Street (010-035-032), 509 7th Street (010-035-036) .

Following the public hearing, the Council adopted a resolution approving General Plan Amendments and adopting the Specific Plan, with the FAR removed from the subject properties. The DSASP regulates density and building height through FAR, and therefore density and building height standards are required for the subject properties and consistent with State law, must be reflected in the General Plan and DSASP. The amendments contained within the General Plan and Specific Plan Amendments Resolution are necessary to implement the amended Resolution adopted by the Council which addresses density and height maximums for the subject properties. These amendments reflect the removal of the FAR defaulting to the existing development standards currently allowed which includes a height limitation of 5 stories and no expressed maximum density. While the location of the 12 properties within the H (Historic) combining district establishes a maximum height of new development at 35 feet, additional height, up to 5 stories or 55 feet may be approved if the Cultural Heritage Board or City Council make specific findings.

Creek and Trail Activation

The Santa Rosa Creek represents one of the key east-west connections throughout the Plan Area. Public feedback throughout the DSASP update indicated public safety and maintenance along the Greenway as major concerns. Commenters stressed the need for specific standards applicable to properties along Santa Rosa Creek and its trails that require either uses or design features to activate the area. Other commenters cautioned that requiring development to activate the creek and trails with uses and design techniques must be accompanied by features such as lighting and safety patrols. The

Waterways Advisory Committee discussed these issues at length during three separate meetings.

To respond to comments from the Waterways Advisory Committee and the public, Creek Activation Standards were added to the DSASP and the Zoning Code text amendments and are described above.

ATTACHMENTS

- Attachment 1 – Zoning Code Text Amendments – Redline
- Attachment 2 – Design Guidelines Redline
- Resolution – General Plan and Specific Plan Amendments
- Resolution – Design Guidelines Amendments / Exhibit A
- Ordinance – Zoning Code Text Amendments
- Ordinance – Zoning Code Map Amendments

CONTACT

Amy Nicholson, Senior Planner
Planning and Economic Development
anicholson@srcity.org
(707) 543-3258