

**Attachment F**

Proposed Downtown Station Area Specific Plan Amendments

**D. CREATE ADDITIONAL PEDESTRIAN-FRIENDLY CONNECTIONS**

The Santa Rosa downtown area has many streets that are attractive and encourage residents and visitors to walk or bicycle. They provide an active street life and enable choice in mode of transportation. There are gaps, however, and it can be difficult to move from one neighborhood to another on bicycle or foot. The implementation of streetscape improvements, the addition of pedestrian and bicycle linkages, and the elimination of visual and physical barriers will facilitate the unification of the Plan Area. The Specific Plan will:

- ◆ Continue efforts to improve the role of Santa Rosa Creek as a link to the region and a broader connection to the natural environment.
- ◆ Identify and prioritize the creation of new connections in the Plan Area, including the reconnection of Fourth Street through Santa Rosa Plaza, a new underpass under Highway 101 at Sixth Street, ~~the reconnection of Roberts Avenue from Sebastopol Road to West Third Street~~, and the extension of Donahue Street into the Maxwell Court area.
- ◆ Support the effort to provide a dedicated pedestrian and bicycle multi-use path proposed by SMART along the railway right-of-way.
- ◆ Propose improvements to existing bicycle and pedestrian connections along key streets and corridors from surrounding districts and neighborhoods into the Railroad Square and Courthouse Square areas.

- ◆ Ensure a minimum level of service for existing and future vehicular traffic within the existing street grid by prioritizing needed intersection improvements while accommodating vehicles and pedestrians.
- ◆ Build upon existing bicycle and pedestrian networks.

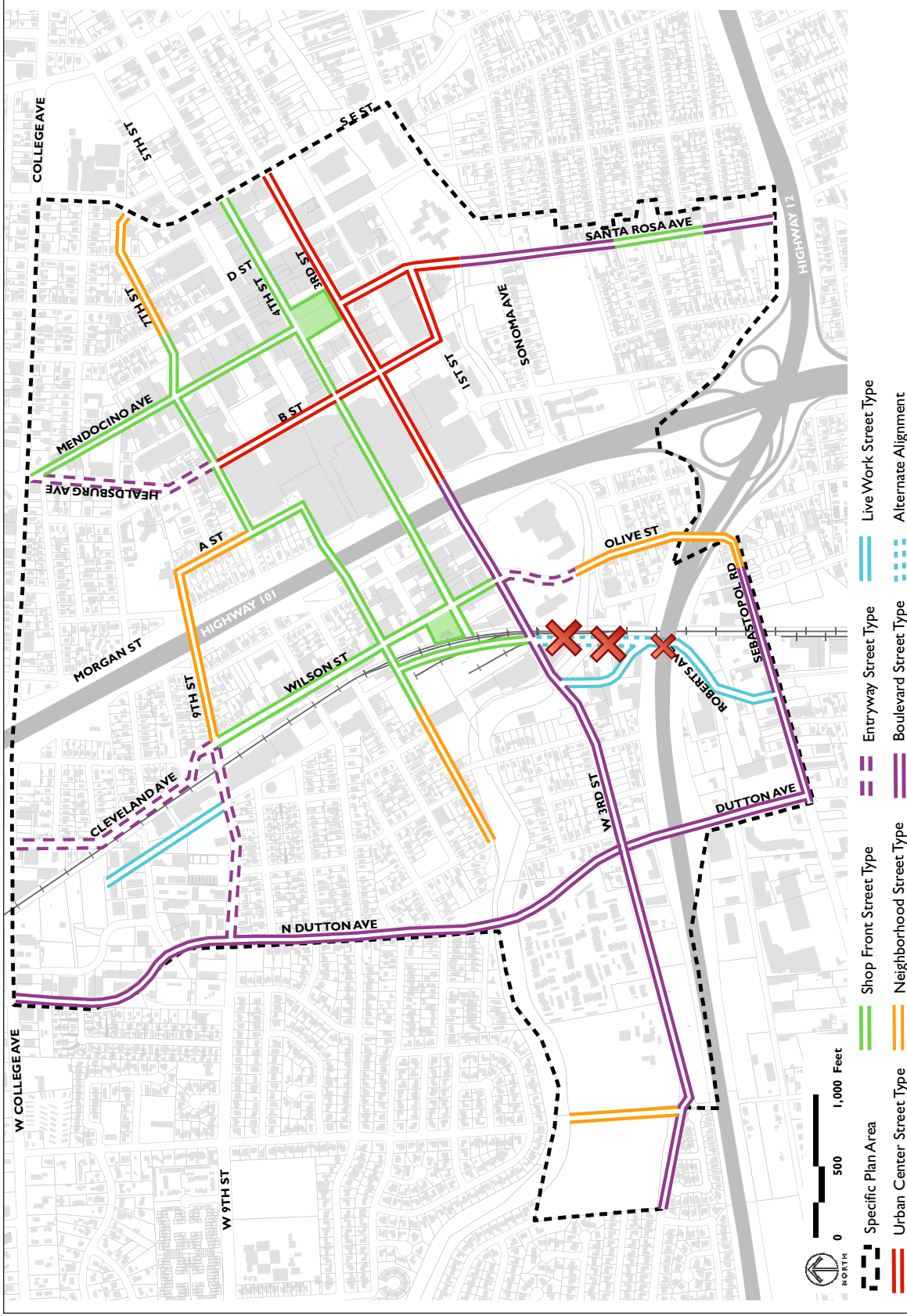


Figure 5-2: Identified Key Streets by Type

**5. Live/Work Street Type**

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

*Live/Work Goals*

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

*Live/Work Development Guidelines*

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

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

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

*Development Guidelines Special Considerations*

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

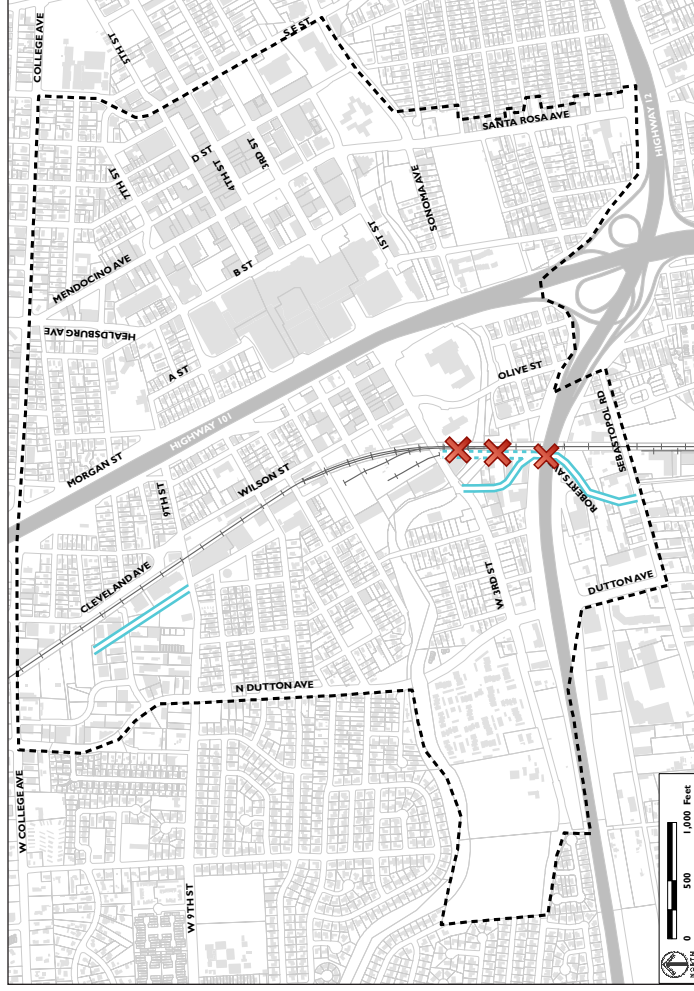


Figure 5-20: Live/Works Streets

*Live/Work Streetscape Standards*

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

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

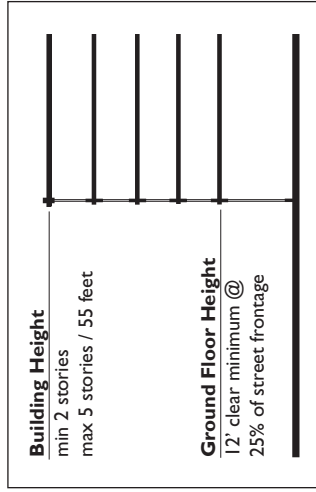


Figure 5-21: Height and Orientation

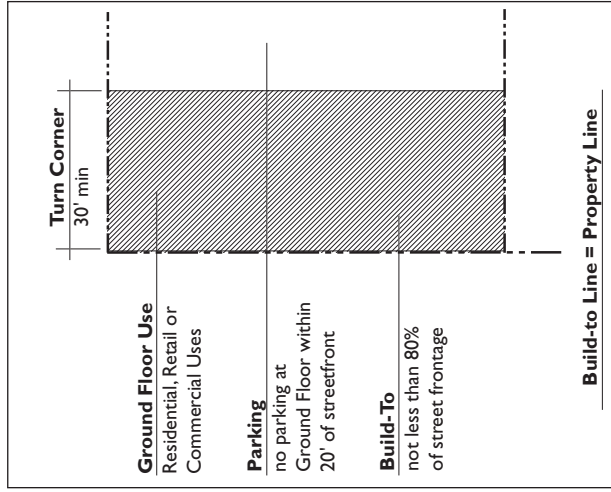


Figure 5-22: Building Placement

*Streetscape Standards Special Considerations*

- ◆ ~~The point at which Roberts Avenue crosses under the Highway 42 overpass should include special signage or artwork and enhanced lighting to create a gateway element.~~
- ◆ ~~Continuous buffering of the Class I Joe Rodota Trail shall be provided along the Roberts Avenue extension to assure safety and comfort for cyclists and pedestrians.~~

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

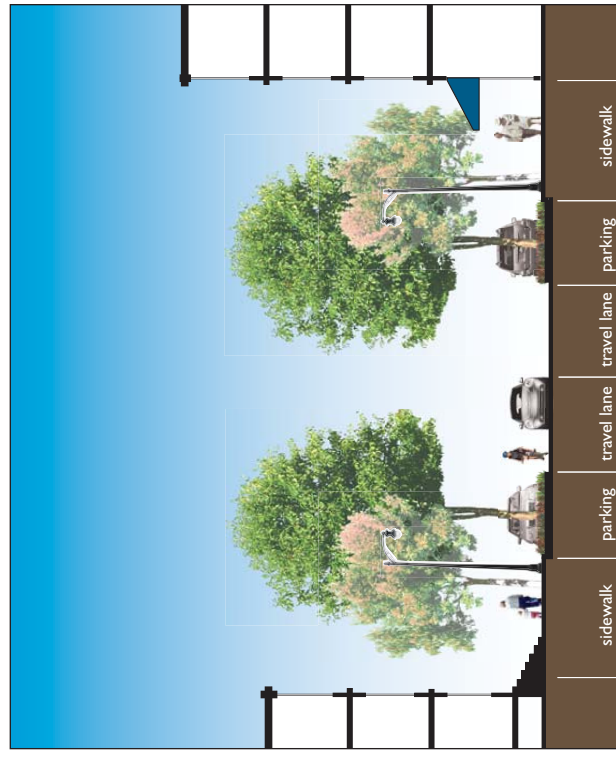


Figure 5-23: Live/Work Street Conceptual Street Section

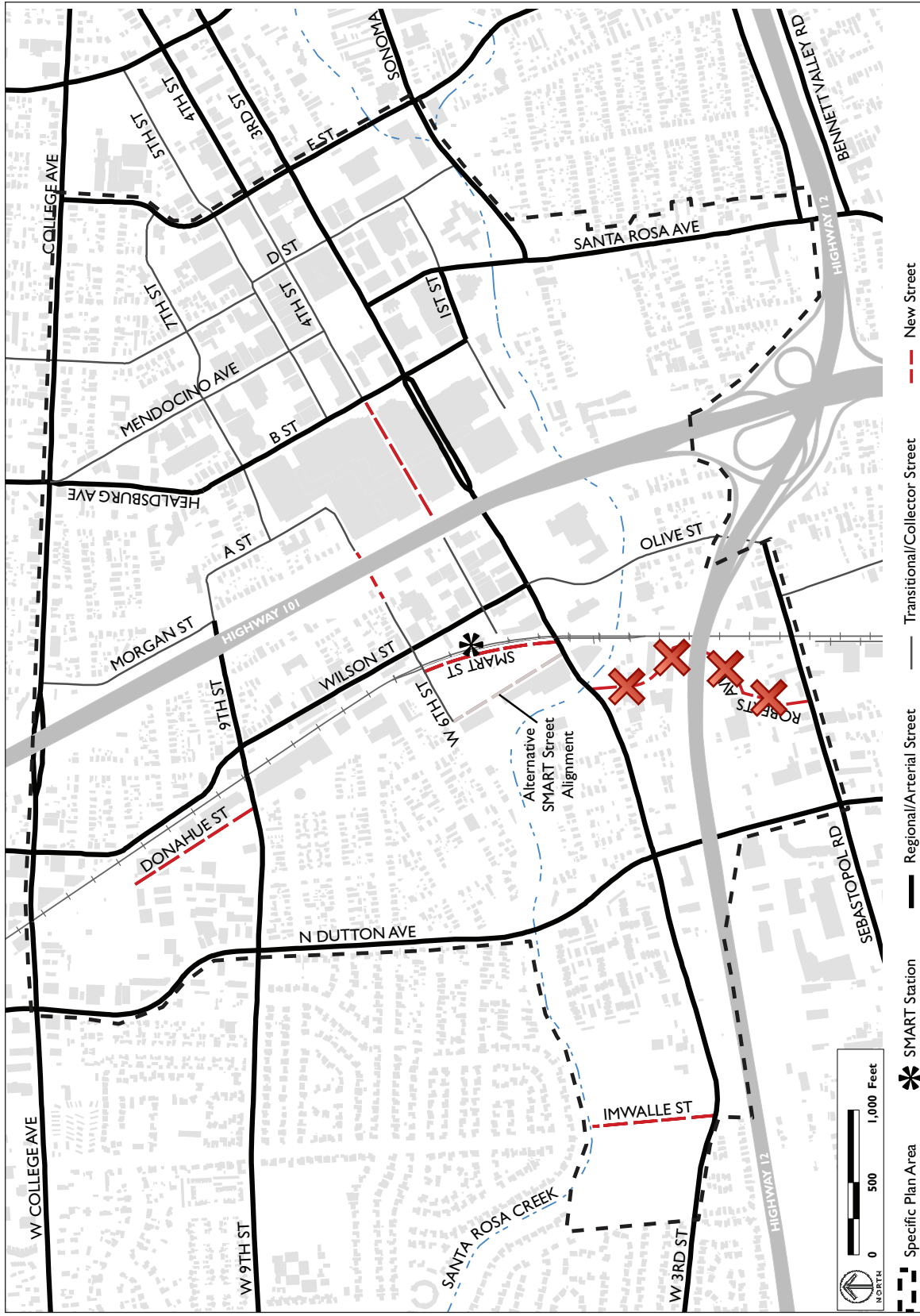


Figure 6-1: Street Network



*Fourth Street at the Santa Rosa Plaza Mall*

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

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

- ◆ **Sixth Street.** A new passage under the freeway is proposed by Caltrans at Sixth Street as part of the Highway 101 widening. The proposal at the time of the Specific Plan (2006) is for a four lane extension of Sixth Street but the City is evaluating fewer lanes. Vehicles, bicycles and pedestrians will be accommodated.

- ◆ **SMART Street.** As part of the proposed mixed use development at the SMART site, a north-south connector street open to vehicles and transit is required by the Specific Plan. The preferred location is parallel and adjacent to the railway line, although the developer is continuing to review possible alternatives with the City.

- ◆ ~~**Roberts Avenue.** Reconnecting the severed Roberts Avenue from Sebastopol Road to Third Street can be accomplished using the existing Highway 12 overpass next to the Joe Rodota trail. The potential for development in this area is high and providing a direct connection under Highway 12 would ensure that new housing along Sebastopol Road is well connected to Railroad Square.~~

- ◆ **Donahue Street.** An extension of Donahue Street north across West Ninth Street and into the Maxwell Court area would serve as a more direct connection for vehicles, bicycles and pedestrians.

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

## **B. TRANSIT**

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

- ◆ A wide, comfortable at-grade pedestrian crossing of Fourth Street across the SMART railroad line. It is very important that this crossing maintain the view corridor from Railroad Square to the historic water tower that will be re-erected on Fourth Street.
- ◆ Guidelines for new development along Santa Rosa Creek in the Specific Plan Area ensuring significant “eyes on the creek” and a level of comfort for pedestrians and bicyclists during daytime and evening hours.
- ◆ The new connection under Highway 101 at Sixth Street providing a link between the Railroad Square area and the Courthouse Square area.
- ◆ As development occurs, new pedestrian-friendly streets into the Maxwell Court neighborhood at the north and the Sebastopol Road neighborhood at the southern end of the Railroad Corridor Sub-Area.
- ◆ Bulb-outs and other amenities to improve pedestrian comfort and safety at identified locations within the Plan Area.

Figure 6-3 provides an overlay of pedestrian corridors and primary streets to show the improved pedestrian network within the Plan Area. In the diagram, concentric circles around the SMART Station and Transit Center show typical walking times to and from transit: a ¼ mile walk would take approximately five minutes, and a ½ mile walk would take approximately ten minutes.

**2. Bicycle Improvements**

The Specific Plan respects and supports the findings of the 2001 update of the *Bicycle and Pedestrian Master Plan* by Wilbur Smith

Associates. The Master Plan presents a clear and concise vision of bicycle-oriented improvements to existing streets and corridors that will “identify and implement a comprehensive bicycle and pedestrian network that will provide the public with an attractive transportation alternative to the automobile”. The plan classifies proposed bicycle facilities as Class I (off-street dedicated bicycle path), Class II (on-street striped bicycle lane) or Class III (on-street bicycle route shared with motorists). In some Sub-Areas, implementation of planned bicycle facilities may require consideration of alternative approaches due to right-of-way constraints, a need to accommodate all modes of transportation and an interest in maintaining a pedestrian scaled look and feel. Existing and planned bicycle routes in the downtown area are shown in Figure 6-4.



Figure 6-3: Transit Centers and Pedestrian Networks in the Plan Area



- ◆ Sebastopol Road Corridor Improvements: At the time of the Specific Plan (2006), planning is underway for streetscape and other improvements at the Sebastopol Road corridor.
- ◆ Fourth Street Extension through Santa Rosa Plaza: This is a primary focus of the Specific Plan, and it would occur as part of a major renovation to the Plaza. The City may need to provide incentives to the Santa Rosa Plaza owner to achieve this reconfiguration.
- ◆ Other New Streets: The Specific Plan identifies several new streets which would be provided concurrently with new development in specific locations, including ~~Roberts Avenue~~, Donahue Street and Imwalle Street.

## 2. Utility Improvements

The development proposed in the Specific Plan Area will require upgrading of the City's existing utility systems including water supply piping, wastewater piping, and stormwater drainage. A complete list of anticipated utility improvements and costs is provided in Appendix D.

- ◆ Water Supply: Water supply utility pipe upgrades will be required for most areas of the Plan Area due to higher pressure and flow rates required by fire protection laws. Courthouse Square and Railroad Square Sub-Areas will need the most substantial water main upgrades.
- ◆ Wastewater: Some of the sewer mains in the Plan Area will need to be upsized to accommodate new development. The major impact of development will be to the Downtown Trunk Sewer main.

- ◆ Stormwater: Most of the stormwater in the Plan Area is directed into Santa Rosa Creek. Regulations require that each development of a minimum size or proximity to the creek will be required to capture and treat stormwater on site.

## 3. Recreation and Parks

The Specific Plan indicates locations for several new parks. The total size of these proposed parks is approximately 4.5 acres. City park fees and development agreements will contribute to the realization of these new parks.

- ◆ Maxwell Court: Proposed .75 acre pocket park.
- ◆ Sebastopol Road: Proposed .75 acre pocket park.
- ◆ Imwalle Park: Proposed 1.5 acre linear park along Santa Rosa Creek.
- ◆ Pierson Park: Proposed 1.0 acre public green/amphitheatre.
- ◆ Prince Gateway Park: Proposed .5 acre park along Santa Rosa Avenue.

## 4. Community Amenities

These projects will enhance downtown Santa Rosa and provide broad public benefit to citizens and businesses throughout the City.

- ◆ Reunification of Courthouse Square: The reunification project could serve as a catalyst for new development in the downtown area.
- ◆ New Civic Center and Performing Arts Center: Bringing cultural facilities into the downtown area will enhance the regional stature of Santa Rosa.