

Santa Rosa City Code							
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[Title 20 ZONING](#)

[Division 2 Zoning Districts and Allowable Land Uses](#)

[Chapter 20-28 COMBINING DISTRICTS](#)

## **20-28.030 Gateway (-G) combining district.**

A. Purpose. The Gateway (-G) combining district is intended to identify areas designated by the General Plan as visual entries into the City, and to provide special design criteria for proposed development at each entry.

B. Applicability. Implementation of the design criteria shall be through private and public development and improvement plans. Landscaping features may be a requirement of private development while signing and other public improvements shall be provided by public resources and completed on a phasing or priority basis.

C. Locations of combining district. The standards of this Section apply to the following identified entry ways; affected properties are designated within the -G combining district on the Zoning Map.

1. Major entries:

North—Highway 101 at the at the northern Urban Boundary;

South—Highway 101 at the intersection of Santa Rosa Avenue and 101;

East—Highway 12 at the intersection of North Melita Road;

West—Highway 12 Urban Boundary, i.e., Fulton Road.

2. Minor entries:

a. Urban arterials:

Old Redwood Highway;

Guerneville Road;

Santa Rosa Avenue.

b. Rural roads:

Petaluma Hill Road;

Calistoga Road;

Bennett Valley Road;

Piner Road;

Fulton Road;

Stony Point Road;

Hall Road.

D. Development standards and guidelines. The following standards apply to public and private development proposed within the -G combining district, as noted.

1. Major entries—Highway 101. The northern entry along Highway 101 should be at the urban boundary line and will be a stark transition where rural countryside abuts the urban edge. Significant setbacks and dense landscaping will soften the visual transition.

The southern entry shall occur at the urban boundary when Santa Rosa Avenue meets Highway 101. The community separator shall divide this area from the north end of Rohnert Park. The

transition from rural to urban will be assisted by significant setbacks and dense landscaping. The triangular, remnant Caltrans property shall be landscaped by the City and have a sign introducing Santa Rosa at its foreground.

- a. **Setbacks.** Setbacks to buildings for new projects along Highway 101, at both the north and the south entries to the City shall be 100 feet from the freeway right-of-way. Substantial landscaping and parking (if adequately screened), may be used in the setback areas. Entry length shall be the equivalent of one parcel or approximately 200 feet in length.
  - b. **Landscaping.** Landscaping within setbacks shall provide a minimum of 20 feet of on-site planting in addition to any existing or proposed freeway landscaping.
  - c. **Screening.** Rear service yards, project storage areas, and parking lots adjacent to Highways 101 shall be adequately screened. Screening may be by landscaped berms and dense tree planting or combination of fences and landscaping.
2. **Major entries—Highway 12.** The eastern entry shall occur at Highway 12, at the urban boundary line, approximately North Melita Road. A sign denoting entrance to Santa Rosa should be placed here.

The western major entry is at the urban boundary where Highway 12 meets Fulton Road. The entry is emphasized by the community separation to the west and the abrupt urban edge at Fulton Road. Setbacks to structures are the primary design criteria to be considered at this City entrance. Setbacks to structures on the north side of Highway 12 are controlled by the frontage road (Occidental Road). Setbacks on the south side have been significant due to the non-development of the old railroad right-of-way. Should the railroad right-of-way be in public use, it should be appropriately landscaped and a sign installed to denote entrance to Santa Rosa. Signing and area landscaping would then occur on State property with State permission.

- a. **Setbacks.** Setbacks to buildings for new projects along Highway 12 east and west shall observe a minimum 50-foot setback. A minimum of 20 feet of dense landscaping shall also be required from the highway right-of-way.
  - b. **Landscaping.** Landscaping within setbacks shall provide a minimum of 20 feet of on-site planting in addition to any existing or proposed freeway landscaping.
  - c. **Screening.** Rear service yards, project storage areas, and parking lots adjacent to Highway 12 shall be adequately screened. Screening may be by landscaped berms and dense tree planting or combination of fences and landscaping.
3. **Minor entries.**
- a. **Bennett Valley Road.** The secondary eastern entry to the City is from Bennett Valley Road. The entry point on Bennett Valley Road shall occur at the urban boundary which is adjacent to the Bennett Valley Golf Course. This entry, like the other secondary City entries is dramatic in its change from urban to rural. It is a natural to man-made demarcation that should remain for many years to come. Like the other entry treatments, special landscape and sign features announcing the entrance to the City should occur.
  - b. **Hall Road—Guerneville Road—Piner Road.** The City entry from the west, other than Highway 12, is by way of Hall, Guerneville or Piner Roads. Each entry should occur at the urban boundary which is either at Fulton Road or just gradually west of Fulton Road. At each location the distinction of City entry should be discernable due to the sharp change that occurs between rural and urban land use, and development improvements. Guerneville and West Third Street (opposite Hall Road) are slated to have landscape median strips. The design

criteria for each of these entry ways shall be to have a special landscape feature, including signing at the intersection where each intersects with Fulton Road.

c. Old Redwood Highway. Entering the city from Old Redwood Highway presently has no clear presence. This is primarily due to the absence of urban level development. Existing development is rural in nature. The entry should occur at the urban boundary, which is located at the north end of the former Stevenson Equipment property. Urban level landscaping at the street frontage, signing announcing entering Santa Rosa.

d. Santa Rosa Avenue. As one enters the City on Santa Rosa Avenue, a landscape median shall be provided down the center of the street. Twenty feet of landscape setbacks shall be required along each property frontage. A dual row of unified street trees shall be planted across the frontage as required by the County's South Santa Rosa Avenue Design Guidelines.

e. Stony Point Road and Petaluma Hill Road. Secondary southern entry ways should occur at Stony Point Road and Petaluma Hill Road, each at the urban boundary line. Each are rural roads that connect to outside communities and towns. Each, like other rural roads, transitions sharply as one enters the City from the County area. Design criteria for each of these entry ways is to feature landscaped yards and signing announcing Santa Rosa. Landscape setbacks of at least 15 feet should be provided along each street frontage with common street trees provided.

(Ord. 3677 § 1, 2004)

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