

CITY OF SANTA ROSA
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
STAFF REPORT FOR PLANNING COMMISSION
October 25, 2018

PROJECT TITLE

Density Bonus Ordinance Update

APPLICANT

N/A

ADDRESS/LOCATION

Citywide

PROPERTY OWNER

N/A

ASSESSOR'S PARCEL NUMBER

N/A

FILE NUMBER

REZ18-004

APPLICATION DATE

N/A

APPLICATION COMPLETION DATE

N/A

REQUESTED ENTITLEMENTS

Zoning Code Text Amendment

FURTHER ACTIONS REQUIRED

City Council approval

PROJECT SITE ZONING

N/A

GENERAL PLAN DESIGNATION

N/A

PROJECT PLANNER

Andy Gustavson

RECOMMENDATION

Recommend approval to City Council

Agenda Item #10.3
For Planning Commission Meeting of: October 25, 2018

CITY OF SANTA ROSA
PLANNING COMMISSION

TO: CHAIR EDMONDSON AND MEMBERS OF THE COMMISSION
FROM: ANDY GUSTAVSON, SENIOR PLANNER
SUBJECT: PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
DENSITY BONUS ORDINANCE UPDATE

AGENDA ACTION: RESOLUTIONS

RECOMMENDATION

It is recommended by the Planning and Economic Development Department that the Planning Commission, by resolutions, (1) recommend to the City Council adoption of a Negative Declaration for the Density Bonus Ordinance Update, and (2) recommend to the City Council adoption of a Zoning Code Text Amendment to amend Chapter 20-31, Density Bonus and Other Developer Incentives, consistent with State law and to provide for supplemental density bonus options.

EXECUTIVE SUMMARY

The California State Density Bonus Law (California Government Code Section 65915) was adopted in 1976 to help address affordable housing needs in the state. The City amended its Density Bonus Ordinance in 2012 to comply with State law. Amendments to state law since 2012 necessitates this ordinance update.

The City's 2016 Housing Action Plan frames the City Council's strategy to meet housing needs in the City and includes direction to revise the City Code to be consistent with state density bonus law and to explore additional opportunities for supplemental density bonus. Consistent with this direction, the proposed ordinance update would amend Zoning Code Chapter 20-31 (Attachment 1) consistent with State law and create a supplemental density bonus program that enables certain eligible projects located within the boundaries of the Downtown Station Area Specific Plan or North Santa Rosa Station Area Specific Plan ("station plan area"; Attachment 2) to increase residential density up to 100% above the existing general plan limit. Eligible projects include housing development of five or more units that provides affordable units, senior housing, a land donation for the construction of affordable housing, child care facilities, or specialized housing for transitional foster youth, disabled veterans, or homeless persons.

On July 26, 2018, the Planning Commission held a public hearing on the proposed Density Bonus Ordinance Update (“ordinance”) and voted to continue the item to a date uncertain to provide staff time to respond to comments and questions raised by the public and by the Commission during the July 26 public hearing. This report provides staff’s response to these comments and presents staff’s recommended revised draft ordinance, including a recommendation to focus the proposed supplemental density bonus program within the station area plan boundaries which correspond to two of the City’s six Priority Development Areas (PDA). The supplemental density bonus program does not apply to the Roseland Area, Sebastopol Road, Santa Rosa Avenue, and Mendocino Avenue PDAs. as was previously proposed and considered by the Commission.

BACKGROUND

1. Project Description

The proposed revision to the Ordinance would amend Zoning Code Chapter 20-31, Density Bonus and Other Developer Incentives, to (a) comply with State law and (b) add provisions for a supplemental density bonus of up to 65% above the State density bonus maximum of 35% (for a total bonus of 100% above General Plan allowable density). Eligible projects located within the station area would be able to combine the state and supplemental density bonus to exceed General Plan maximum residential density by as much as 100%.

Based on feedback from the Planning Commission at its July 26 hearing and input received from the community via written and oral comments, the recommended ordinance now limits the supplemental density bonus to the boundaries of the station plan area. In addition, the revised Ordinance clarifies that eligible projects in preservation districts will not qualify for a supplemental density bonus unless they are located on sites designated Transit Village Residential, Transit Village Mixed, or Retail and Business Services by the General Plan.

2. Project History

In 1976, the California State Density Bonus Law (SDBL), defined in California Government Code Section 65915, was adopted to help address California’s affordable housing needs. The SDBL requires local governments to grant a density increase over the otherwise maximum allowable residential density defined in the General Plan when an applicant for an eligible project requests a density bonus. The SDBL also requires local governments to grant certain incentives, concessions, reductions, and waivers to development standards to help offset the cost of providing affordable housing, senior housing, a land donation for affordable housing, child care, or specialized housing.

By 2004 City adopted a local Density Bonus Ordinance that complied with the SDBL at that time. The Density Bonus Ordinance was subsequently amended in 2004, 2010 and 2012.

Legislative updates to the SDBL since 2012 have not been incorporated into Zoning Code Chapter 20-31.

In 2016, the City Council accepted the Housing Action Plan (Plan) to address local ongoing unmet housing needs and to implement the City's General Plan Housing Element. The Plan identified density bonuses as an effective tool to incentivize on-site construction of affordable housing units by private developers and affordable housing providers. To increase the efficacy of the density bonus incentive, Program 1 of the Plan directs development of a Zoning Code Text Amendment to address changes to SDBL, and to consider appropriate additional density above the State-allowed 35%, with consideration of up to 100% density bonus.

In May 2017, the City entered into a contract with Metropolitan Planning Group (M-Group) to assist with preparing an update to Chapter 20-31.

On October 5, 2017, a Density Bonus White Paper was released for public review. The document provides a comprehensive overview of the SDBL, recent amendments to State law, and relevant background to inform an update of Zoning Code Chapter 20-31.

On December 4, 2017, a series of three workshops were conducted with housing developers, affordable housing providers, and the community to gather feedback and direction on refining recommended updates for the supplemental density bonus, which is outlined in the Community Comments section of this report (below).

On July 26, 2018, the Planning Commission held a public hearing on the proposed ordinance and voted to continue the item to a date uncertain to provide staff time to respond to comments and questions raised by the public and by the Commission.

On September 29, 2018, Governor Brown signed into law four new housing-related bills that will take effect January 1, 2019 and, as discussed below, establishes a new mandatory state provision that qualifies Student Housing for a state density bonus.

PRIOR CITY COUNCIL REVIEW

See “Project History” in Background section above.

ANALYSIS

1. General Plan

The proposed ordinance revision to Chapter 20-31 continues to be consistent with the following General Plan goals and policies analyzed in the previous staff report dated July 26, 2018.

- LUL-A Foster a compact rather than a scattered development pattern in order to reduce travel, energy, land, and materials consumption while promoting greenhouse gas emission reductions citywide.
- LUL-L-1 Establish land use designations and development standards which will result in a substantial number of new housing units within walking distance of the downtown SMART station site; and
- LUL-Z-1 Support future transit improvements and ridership, and provide a significant number of new residential units, through intensified land uses and increased residential densities; and
- LUL-Z-2 Support transit-oriented development in the project area by allowing adequate intensity of use and requiring pedestrian-oriented development (e.g., buildings along sidewalk, parking lots minimized).
- UD-B-2 Encourage, promote, and assist in the development of housing units within downtown for a mix of income levels and housing types, including integrating housing into existing buildings as mixed use.
- UD-B-4 Respect and relate the scale and character of development at the edges of downtown to the surrounding Preservation Districts.
- UD-G-2 Locate higher density residential uses adjacent to transit facilities, shopping, and employment centers, and link these areas with bicycle and pedestrian paths.
- H-A-2 Pursue the goal of meeting Santa Rosa’s housing needs through increased densities, when compatible with existing neighborhoods. Development of existing and new higher-density sites must be designed in context with existing, surrounding neighborhoods. The number of affordable units permitted each year and the adequacy of higher-density sites shall be reported as part of the General Plan Annual Review report.

- H-C-6 Facilitate higher-density and affordable housing development in Priority Development Areas (PDA), which include sites located near the rail transit corridor and on regional/arterial streets for convenient access to bus and rail transit. Implement existing PDA specific plans—the Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan—and develop new plans, such as the Roseland Specific Plan, to encourage the development of homes that have access to services and amenities.
- H-C-15 Encourage new affordable housing development to provide amenities for residents, such as on-site recreational facilities, children's programs (day care or after-school care), and community meeting spaces.
- H-D-11 Encourage the development of affordable housing for the elderly, particularly for those in need of assisted and skilled nursing care. Continue to provide funding and offer incentives such as density bonuses, reduced parking requirements, design flexibility, and deferred development fees; and
- H-D-12 Encourage the provision of affordable housing for young adults, particularly former foster youth and young mothers, through planning consultations, streamlined permit processing, and funding assistance.
- H-F-4 Continue to implement the City's Density Bonus Ordinance, consistent with state law.
- H-F-6 Ensure that regulations contained in the Santa Rosa Zoning Code provide development standards, parking requirements, and use allowances which facilitate the development of housing for all income groups.

The revised Ordinance will focus supplemental density bonus opportunities on eligible housing projects within the station area plan boundary. Applicants are required to provide affordable housing and community benefits to earn eligibility points for supplemental density bonus, which supports various goals and policies within the Housing Element of the General Plan. The revised Ordinance clarifies supplemental density bonuses are not allowed within the City's preservation districts except that eligible projects located on sites designated Transit Village Medium, Transit Village Mixed Use, and Retail and Business Services are allowed the highest tier of supplemental density bonuses (at 65% above the State Density Bonus) to support transit oriented development.

In addition to aligning with General Plan goals and policies, the revised Ordinance continues to promote higher-density housing development on identified housing opportunity sites by allowing the highest tier of supplemental

density bonuses on these sites. The Transit Village land use designations are wholly within the station area plan boundaries and, therefore, may receive a supplemental density bonus of up to 65% above the State density bonus. Properties within the Medium High-Density Land Use Designation that are also within the station area plan boundary would continue to receive a 65% supplemental density bonus.

2. Recent State Density Bonus Law

On September 29, 2018, Governor Brown signed into law several new housing-related bills that will take effect January 1, 2019. These laws include additional modifications to State Density Bonus Law. Of the four new bills that have been passed for 2019, Assembly Bill 1227 introduces new provisions to State Density Bonus law that require additional modifications to the proposed ordinance.

- AB 1227: This bill requires that a density bonus is provided to a developer that agrees to construct a housing development in which all units in the development will be used for students enrolled full-time at an accredited institution of higher education. The developer must enter into an agreement with institution(s) of higher education to that effect. 20% of the units in the housing development must be reserved for Lower Income Students, as defined, provided at a specified rent level for at least 55 years, and the development must give priority tenancy to students experiencing homelessness. Eligible projects will receive a density bonus at 35% of the number of student housing units in the project.

This is a mandatory component of State Density Bonus Law and additional amendments to the proposed Santa Rosa Density Bonus Ordinance, outlined in part 4 of this Analysis Section, are recommended to respond to the provisions of this bill.

- AB 2372: This bill introduces Section 65917.2 of State Density Bonus Law, which allows local governments to, by Ordinance, provide a floor-area-based density bonus to eligible projects, upon request by a developer. Eligible projects are those considered eligible under the same provisions that apply to density-based density bonuses.

This is an elective component of State Density Bonus Law and is not recommended for incorporation into the Santa Rosa Density Bonus Ordinance to allow the City to assess the parameters and implications of the elective floor-area based program.

- AB 2753: This bill establishes additional processing requirements for local governments on density bonus applications. The Bill establishes that local governments, at the time a project is deemed complete, provide a written determination on
 - the amount of density bonus that is available to the project;
 - any parking ratios requested by the applicant; and

- whether the applicant has provided adequate information to make a determination as to any incentives, concessions, or waivers or reductions requested by an applicant.

The provisions of AB 2753 are mandatory, however they are procedural and shall be implemented by City staff. No changes to the proposed Density Bonus Ordinance are required.

- AB 2797: This bill requires that any density bonus, concessions, incentives, waivers or reductions of development standards, and adjusted parking ratios granted under State Density Bonus Law are permitted in a manner consistent with that law and the California Coastal Act of 1976.

The City is not located within the Coastal Zone and is thus not subject to this provision.

3. Other Applicable Plans

The revised ordinance continues to reinforce the goals and policies of the City's Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan. These specific plans support higher density housing development within their boundaries (i.e., station plan area) as well as encourage such development near major transit stops such as the Transit Mall and the two Sonoma Marin Area Rail Transit (SMART) stations. Further, the amendments would continue to support and implement the City's Housing Action Plan and Housing Allocation Plan ordinance by enhancing the incentives that State density bonus law provides for affordable housing construction.

The revised ordinance will no longer provide a supplemental density bonus to housing projects within four of the City's six PDAs including the Roseland Area and the Sebastopol Road, Santa Rosa Avenue and Mendocino Avenue corridor PDAs. However, the State's 35% density bonus would continue to be available to eligible projects in this area, as the 35% density bonus may be applied city-wide.

4. Zoning

Consistency with State Density Bonus Provisions.

The proposed update to Chapter 20-31 will bring the City's regulations into conformance with State Law, including the following new AB 1227 Student Housing provisions adopted by the state in September of 2018.

Section 20-31.020. A new definition is required to define "**Lower Income Student**" consistent with AB 1227.

Section 20-31.050. Student housing is added as Subsection A.8 to the list of housing development types that are eligible for density bonus, subject to the following basic criteria.

- All units will be used exclusively for full time students enrolled in an accredited institution of higher education,
- At least 20-percent of the units are allocated for Lower Income Students.
- The Lower Income Student units are restricted for 55 years.

Section 20-31.060. New Subsection G, below, is added to establish the formula for calculating or providing a density bonus for Student Housing projects.

- Student Housing. For Housing Developments that meet the eligibility criteria established for a student housing Development in Section 20-31.050.A.8, the Density Bonus shall be 35 percent of the Student Housing units.

Revised City Supplemental Density Bonus Program.

The ordinance was revised to alter Section 20-31.070 to help incentivize housing development within the specific plan area. The key revisions are summarized below:

Section 20-31.070 (B): The proposed revision would only allow supplemental density bonus on sites within the station plan area boundaries that:

- Allow residential development at a density of at least 13 dwelling units per acre, or more; and
- Are not located within one of the City's Preservation Districts, except that housing development located on a site designated Transit Village Residential, Transit Village Mixed or Retail and Business Services within a Preservation District would be eligible for a supplemental density bonus.

The following land use designation eligibility list was revised to remove the Office/Medium High Density Residential and Public Institutional/Medium Density Residential land use designations as they are not located within the Downtown or North Station specific plan boundaries.

General Plan Land Use Designations within Station Area Plan Eligible for Supplemental Bonuses	Base General Plan Density (du/acre)
Medium-Low Density Residential	8-13
Medium Density Residential	8-18
Medium-High Density Residential	18-30
Retail/Medium Density Residential	8-18
Business Park	

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Office	None. Live/work housing allowed on a conditional basis
Office/Medium Density Residential	8-18
Light Industrial/Medium Density Residential	8-18
Transit Village Medium	25-40
Transit Village Mixed Use	Minimum of 40
Retail & Business Services	No maximum density defined. Mixed-use development possible.

Section 20-31.070 (C): This section is revised to clarify that Medium-Low Density Residential parcels are limited to a 25% supplemental bonus when they are located within ½ mile of a Major Transit Stop and a School Facility. See following table. This provision will help protect the single family residential character of the West End neighborhood. Otherwise, the following table employs the originally proposed supplemental density bonus location criteria and clarifies that supplemental density bonus is not allowed in Preservation Districts except within certain land use designations noted above. Attachment 2 illustrates supplemental density bonus tiers within the boundaries of the station plan area.

Table 3.10 - Maximum Supplemental Density Bonus

	Maximum Supplemental Density Bonus for a Project in a Station Specific Plan, on Eligible Land Use Designations pursuant to this Section ¹ , and Located:				
	½ Mile to Major Transit Stop (A) ²	½ Mile to a School Facility (B) ²	(A) and (B)	In Medium-Low Density General Plan Land Use and (A) and (B) ³	On a Housing Opportunity Site
Supplemental Bonus Amount	45%	45%	65%	25%	65%
Total Bonus Amount (with 35% State Density Bonus)	80%	80%	100%	60%	100%
<p>(1) Pursuant to Subsection 20-31.070.C.2, within Historic Preservation Districts, only the Retail and Business Services, Transit Village Medium, and Transit Village Mixed Use Land Use Designations are eligible for a supplemental density bonus pursuant to this table.</p> <p>(2) Distances to a Major Transit Stop or a School Facility shall be measured as the shortest distance from the edge of the property boundaries of the project and facility</p> <p>(3) Properties in the Medium-Low Density General Plan Land Use that are not located both within ½ Mile of a Major Transit Stop and School Facility are not eligible for a Supplemental Density Bonus.</p>					

FISCAL IMPACT

Adoption of the proposed ordinance would not have a fiscal impact on the General Fund. The direct cost of ordinance administration will continue to be covered by existing development review fees. The incentives and concessions associated with the

proposed ordinance, as well as the supplemental density for residential projects in the station plan areas may stimulate new development which in turn may increase General Fund revenues.

ENVIRONMENTAL IMPACT

The proposed Ordinance Update has been evaluated pursuant to the provisions of the California Environmental Quality Act (CEQA). An Initial Study/Negative Declaration (IS/ND) was prepared, which determined the project would not result in the creation of significant environmental impacts. A Notice of Intent to adopt a Negative Declaration was posted at the County Clerk's Office, at City Hall and on the City's webpage, with a 30-day public review and comment period running from June 25, 2018 to July 24, 2018.

The IS/ND was revised to analyze the potential impacts of the supplemental density bonus limited to projects located the station area plan boundaries. The scope of the supplemental density program presented to the Commission at its July 26th hearing extended to all six of the city's Priority Development Areas (PDA). Because the area of the proposed supplemental density program is now reduced to focus on the two specific plan areas, which corresponds with the Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan, the revised IS/ND draws directly from the environmental impact reports (EIR) that analyzed the effects of high density residential development in these two areas. As detailed in the IS/ND, the proposed supplemental density program will incentivize in-fill housing development in areas that have existing transportation and infrastructure capacity to serve higher intensity development. The General Plan 2035 EIR concluded that concentrating density in the downtown core and corridor areas is the environmentally superior land use alternative, as compared to limiting development to current general plan density, because it will reduce significant and unavoidable impacts to air quality, GHG, and noise impacts by reducing vehicle miles travelled (VMT). Thus, the proposed ordinance, as revised to focus on station plan area, will have less environmental effects than originally assessed by the IS/ND.

Because the supplemental density bonus is now limited to areas analyzed by a prior certified EIR, the proposed ordinance is consistent with the development contemplated by the prior EIR, and there is no new information showing the propose ordinance will have new or more significant impacts, the recommended negative declaration is not required (CEQA Guidelines, section 15162).

However, staff recommends the negative declaration as it provides the public with a complete review of the potential effects of the proposed ordinance may have on the environment and community.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

After public testimony received at the July 26, 2018 Planning Commission hearing, the commissioners expressed the following:

- General support for the supplemental density bonus program as well as

agreement with ordinance amendments to incorporate state density bonus law provisions;

- Agreement for density bonus adjustments based on proximity to transit facilities, schools, residential neighborhoods, and preservation districts;
- Support for expedited development review of density bonus project as allowed under the Resilience City ordinance including neighborhood meeting and concept design review;
- Support for supplemental density bonus in the downtown core and around the City's major transit facilities and a preference to move forward with an ordinance that facilitates focused application of a supplemental density bonus program in advance of an ordinance that allows supplemental bonus in a larger area defined by PDAs;
- Concern regarding parking concessions and effect on neighborhoods and the consequence of higher intensity development in residential neighborhoods;
- Need to clarify preservation district protections in the ordinance;
- Support for flexibility in the affordable housing dispersion requirement provided affordable housing must be developed concurrent with market rate units.

Based on these comments and comments received from the public (discussed below), the Commission continued the public hearing to a date uncertain to allow staff time to respond to the potential effects (e.g., increased traffic congestion and demand on City infrastructure and services) of increased intensity resulting from development of supplemental density bonus residential projects on nearby single family residential neighborhoods and preservation districts.

COMMUNITY COMMENTS

The supplemental density bonus provisions allow, within eligible Land Use Designations in the station plan area, the potential of up to 100% density bonus.

During the December 2018 community workshop series, several issues were identified regarding whether an increase in density of up to 100% would be appropriate for Santa Rosa. These issues, and the measures taken to address those issues, were detailed in the July 26, 2018 staff report to the Planning Commission.

During the public comment period preceding the July 26th Planning Commission hearing, at during the public hearing on July 26, additional input was received on both the draft ordinance and the associated CEQA Initial Study/Negative Declaration document. The specific issues raised by the public and identified as significant by the Commission are provided below:

- More careful consideration of buffer space between supplemental density bonus areas and adjacent lower-density neighborhoods is needed to ensure compatible scale and built form;
- The proposed location of the supplemental density bonus area, within all six of the City's PDAs, could cause strain on City services, particularly in the areas that

are not planned for higher densities, like the Roseland PDA. The supplemental program should be focused in and near the downtown core area, where higher density is already envisioned by the General Plan and the two Station Area Specific Plans, infrastructure is available, and transit is more accessible.

- The program may not go far enough to stimulate housing.
- An Environmental Impact Report was not prepared for the project, and the increased densities that could result from the supplemental program were not quantified. Projections at buildout are needed to understand the impacts to the community.

The following provisions have been included in the revised draft ordinance to address issues identified through public comments and by the Planning Commission:

1. Compatibility with Adjacent Lower-Density Neighborhoods. The supplemental density bonus program has been restricted to the station plan area - the City's highest density and transit-oriented development areas. In addition, the lowest-density eligible Land Use Designation within the supplemental program— Medium-Low Density Residential —has been restricted to a maximum supplemental bonus of 25%, and only for sites that are within ½-mile of both a Major Transit Stop and School Facility, as defined in the draft ordinance. These provisions reinforce existing station area plan policies and design guidelines listed below:

Downtown Station Area Specific Plan

Goal SP-LU-2: Encourage variety in new housing development.

Policy SP-LU-2.1: Provide a variety of housing types and densities in the Specific Plan Area.

Policy SP-LU-2.3: Utilize existing City programs and policies to encourage and facilitate development of affordable housing within the Specific Plan Area.

Goal SP-LU-4: Develop a cohesive network of travel routes by guiding new development toward appropriate uses and design.

Policy SP-LU-4.5: In Railroad Square, new development and/or major renovations within the historic district shall be designed to respect, retain and enhance the historic qualities of the area.

Policy SP-LU-4.8: Development at the northern end of the SMART Site should be oriented toward West Sixth Street and designed to be compatible in both scale and materials with existing development in the West End neighborhood.

Goal SP-LU-5: Create identifiable places while seeking to preserve and enhance the character of existing neighborhoods within the Plan Area.

Policy SP-LU-5.1: New development shall be designed to reinforce and enhance the distinctive and unique qualities of the Sub-Area it is located within.

Policy SP-LU-5.5: Infill development in the Residential and Historic Residential Sub-Areas should incorporate and reflect character defining elements of the area as identified by the City's Cultural Heritage Board and follow the design guidelines outlined in the City's Processing Review Procedures for Historic Properties.

SP-LU-5.7: New development in the Davis and Ripley areas of the West End neighborhood shall be designed with special attention to compatibility with existing single-family units.

North Santa Rosa Station Area Plan

Interface Between Land Uses

Encourage positive transitions in scale and character at the interface between residential and nonresidential land uses.

To establish continuity between land uses, all new developments in the project area, regardless of size or use, should reflect a similar urban form that is human-scale and pedestrian-oriented, with strong physical and visual connections to fronting streets

Compatible Design

Development on either side of streets (facing each other) should be designed at a compatible scale and massing to encourage a comfortable pedestrian environment and maintain sense of visual cohesion along the street.

2. Location of the Supplemental Program. To ensure that higher density projects enabled by the supplemental program are located in areas of the City with the appropriate services and infrastructure, the program has been restricted to the boundary of the station plan area. This has the dual impact of ensuring that supplemental density bonus projects provide transit-oriented and active mixed-use environments by providing density bonuses and other incentives for higher density residential development projects that are supported through these Station Area Specific Plans.
3. Historic District Protection. Supplemental density bonuses are only provided on the periphery of the City's historic districts within the Transit Village Medium, Transit Village Mixed, and Retail and Business Services Land Use Designations, where higher density development is more suitable. Interior single-family historic neighborhoods would be protected from supplemental density bonuses.
4. Success of the Program Toward Housing Provision. The supplemental density program is focused on the station plan areas to address concern that its incentives

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are appropriate, land compatibility provisions are adequate, and affordable housing units are being created. A review of the supplemental program, following five years of implementation, remains in the proposed ordinance. Such a review would provide an opportunity to evaluate the program and to determine whether an expansion or amendments are warranted to ensure that Santa Rosa's density bonus ordinance is successful in generating additional housing development in the community.

5. Environmental Review. As discussed in more detail above, the proposed ordinance as revised to focus supplemental bonuses within station area specific plans will have fewer environmental effects than originally assessed by the IS/ND (note, the environmental impacts of the prior proposal were less than significant, thus the current proposal further reduces impacts that are less than significant).

NOTIFICATION

The notice for the continued hearing was issued pursuant to Zoning Code Section 20-66.020(D), Alternative to Mailing. This provision provides that, if the number of property owners to whom notice would be mailed would exceed 1,000, the City may, as an alternative to mailing and on-site posting, provide notice by placing an advertisement of at least one-eighth page in at least one newspaper of general circulation 10 days prior to the hearing. The proposed Zoning Code Text Amendment would affect properties Citywide, therefore, a one-eighth page advertisement was placed in the Press Democrat. The notice was also emailed to a list of stakeholders developed through the public workshops for the project and to the City's Community Advisory Board, and the notice was posted at City Hall. Finally, a project website was created, which provides information on the project, as well as a copy of the draft ordinance and draft density bonus worksheet.

ATTACHMENTS

- Attachment 1 – Revised Proposed Zoning Code Chapter 20-31 (strikeout and underline format)
- Attachment 2 – Density Bonus Ordinance Update Maps
- Attachment 3 – Initial Study and Negative Declaration, dated June 18, 2018, revised September 14, 2018
- Attachment 4 – Public Correspondence
- Attachment 5 - Density Bonus Schedule

Resolution 1 - CEQA Initial Study and Negative Declaration

Resolution 2 - Zoning Code Amendment Ordinance

WEBSITE RESOURCES

- Full State Density Bonus Law text is available at http://bit.ly/CA_density_bonus_law_65915

CONTACT

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