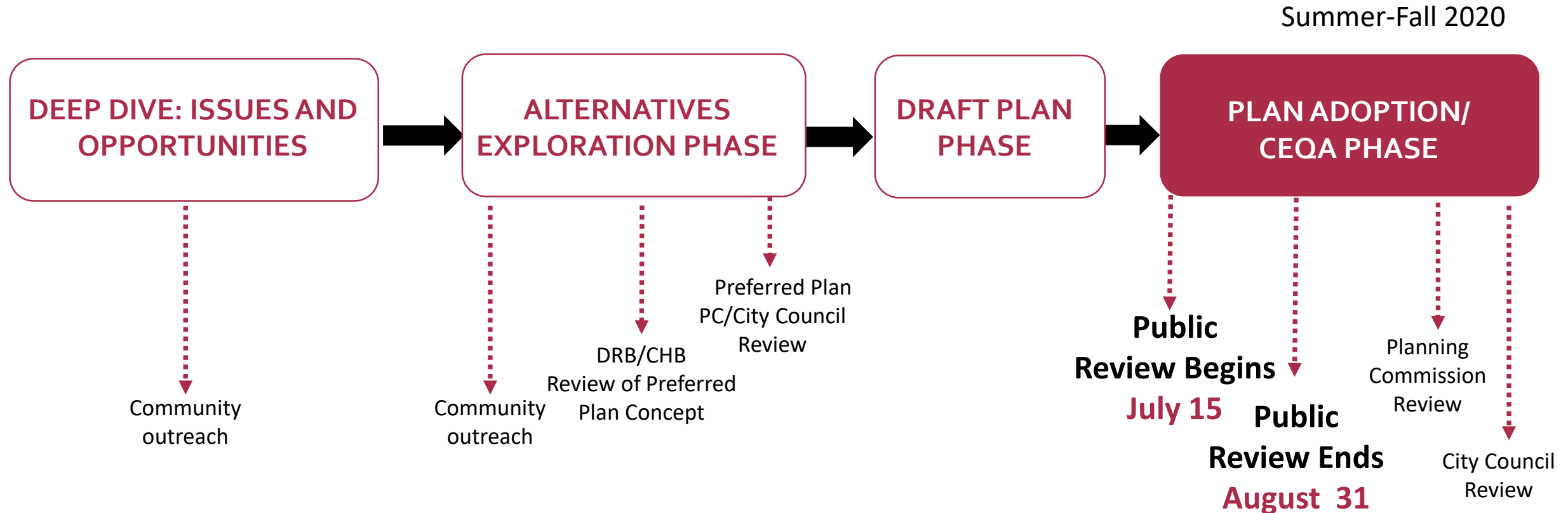




Santa Rosa Downtown Station Area Specific Plan Update

Bicycle and Pedestrian Advisory Board
September 17, 2020

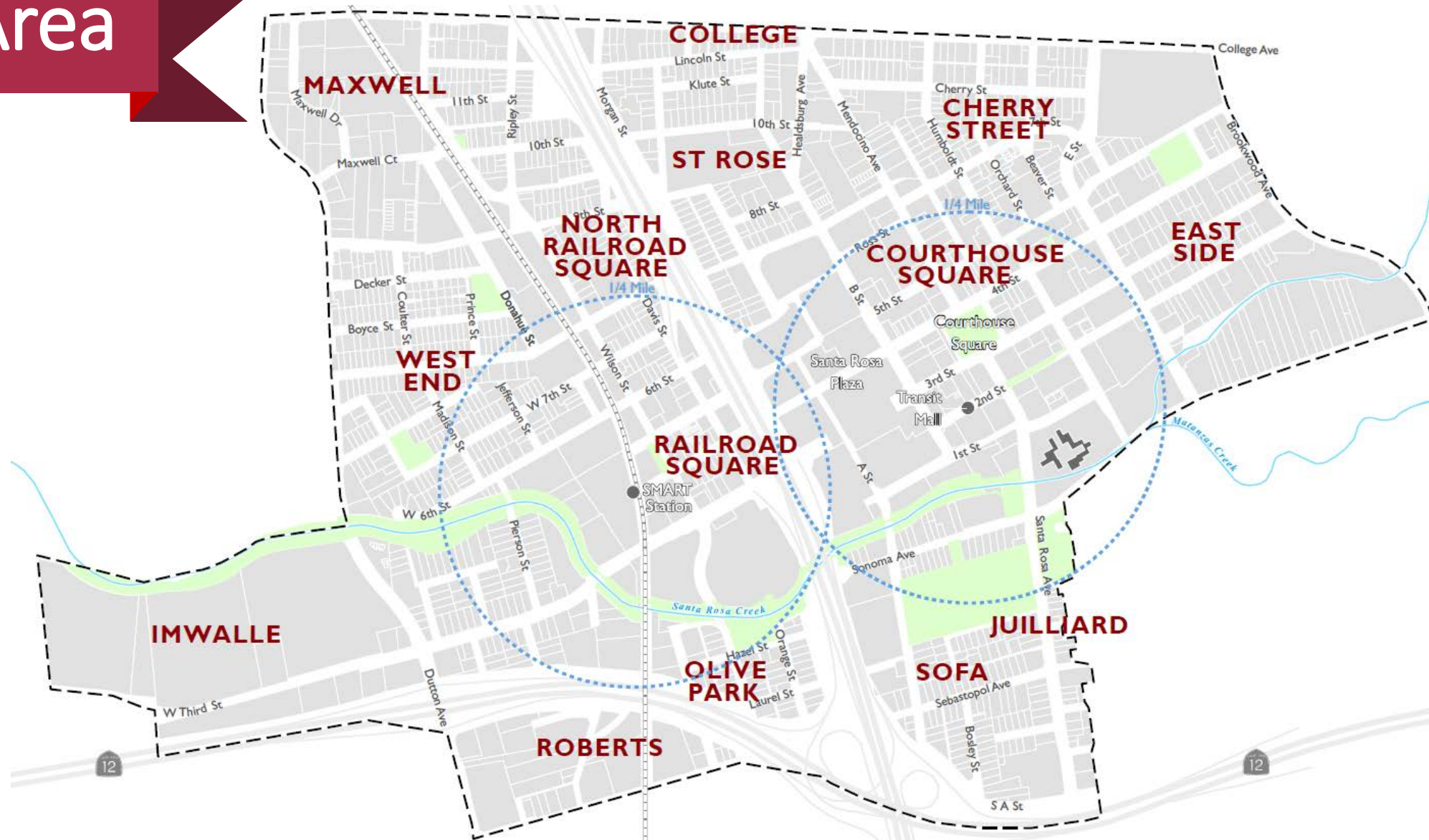
Process and Timeline



Background



Planning Area



DSASP History

- Santa Rosa Downtown Station Area Specific Plan (DSASP) was originally adopted in 2007, with a vision of increasing number of residents and employees around future SMART station
- 10 years into planning period, development is below projections, and other goals remain unmet

**Projected
3,400 new
residential
units**



**Projected 493,500 square feet
of new office, retail and
institutional uses**

DSASP Update:

6 key goals



1. More residents, businesses and jobs near transit
2. More housing at all levels of affordability
3. Diverse mix of uses
4. Enhanced historic character
5. Improved connections
6. New arts and cultural facilities



Community Engagement

- Over **1,100** participants have shared ideas that contributed to the Draft DSASP
 - ~210 participants at 3 workshops
 - >850 responses to online surveys
 - 6 focused community meetings
 - Pop-up outreach at citywide events
 - Community Advisory Committee outreach
 - Technical Advisory Committee input



Draft DSASP

- Introduction
- Land Use
- Mobility
- Urban Design and Civic Spaces
- Public Services and Sustainability
- Financing and Implementation



City of Santa Rosa **DOWNTOWN STATION AREA SPECIFIC PLAN**

DRAFT JULY 2020



LAND USE



Land Use

CONTENTS

- Existing land uses
- Development potential
- Land use map
- Permitted uses and intensities
- Vitality, walkability, art/culture

GOALS

- Energetic regional commercial and cultural center
- Walkable development pattern
- Significant new development
- Long-term economic viability
- Housing opportunities for all (including the unhoused)

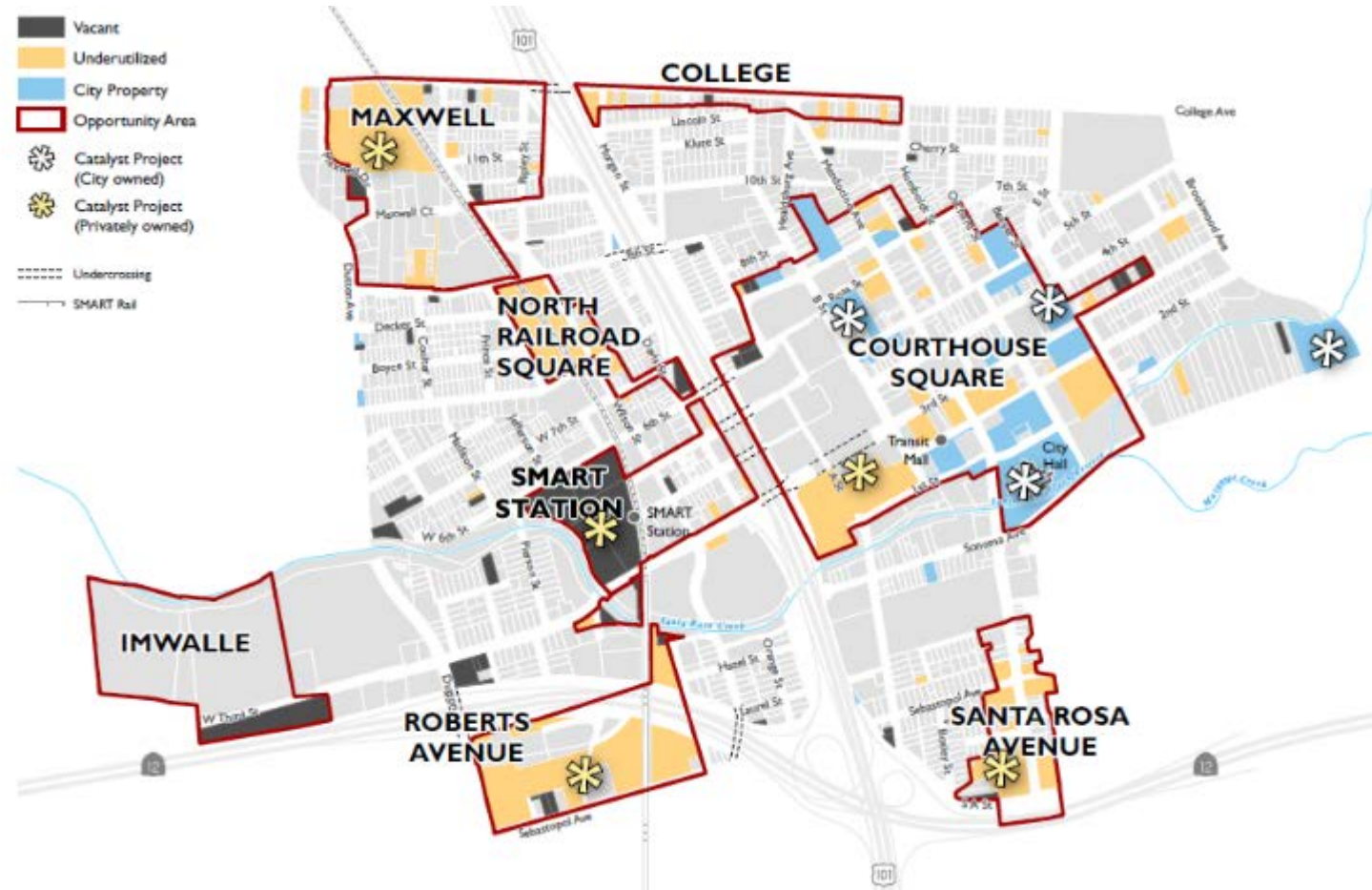
KEY MOVES

- New Land Use designations:
 - Core Mixed Use
 - Station Mixed Use
 - Maker Mixed Use
 - Neighborhood Mixed Use
- Regulate height and density with Floor Area Ratio (FAR)
- Activate ground floors for key streets

Land Use

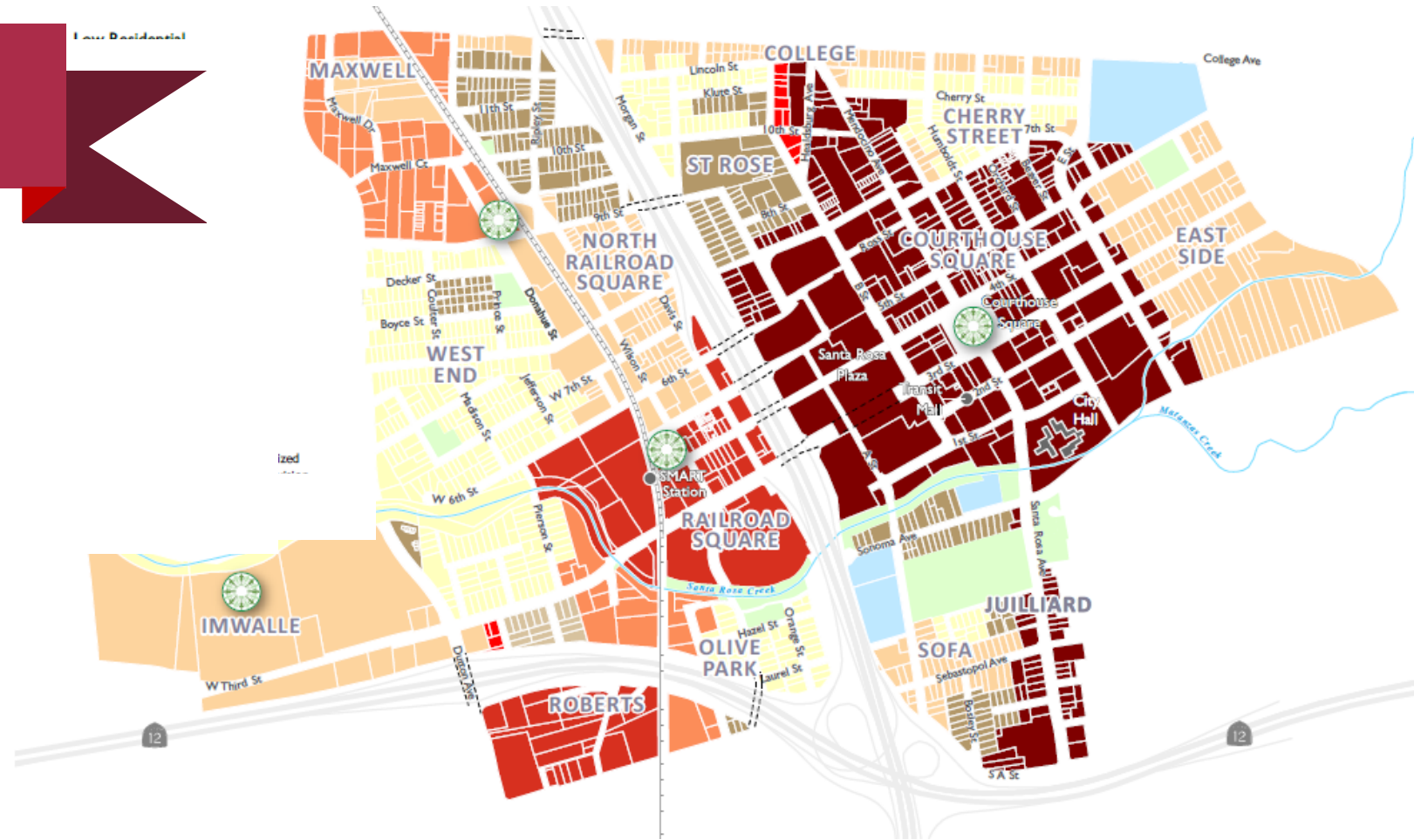
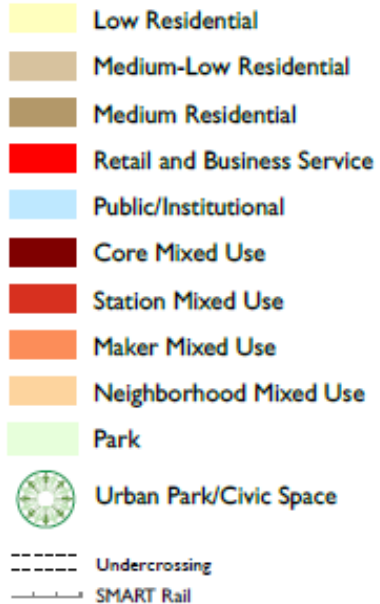
- DSASP is projected to add 7,000 new housing units and ~828,500 square feet of office, retail, services, and industrial uses
- Most development expected to occur in “Opportunity Areas”

Opportunity Area	Housing Units	Non-Residential Square Feet
Courthouse Square	2,930	525,900
Santa Rosa Ave	660	104,300
Roberts	690	84,100
SMART	790	17,120
Imwalle/3rd	250	6,300
North Railroad Square	360	26,560
Maxwell Ct	1,080	62,410
Other (rest of Planning Area)	250	19,200
TOTAL	7,000	828,490



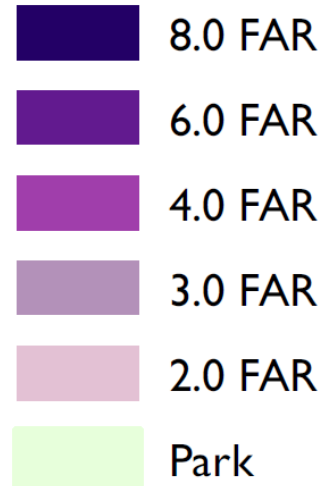
Zoning Categories

- New Categories:
 - Core Mixed Use
 - Station Mixed Use
 - Maker Mixed Use
 - Neighborhood Mixed Use
 - Urban Park/Civic Space

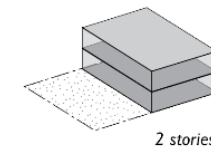
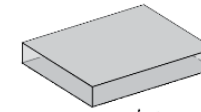


Floor Area Ratio (FAR)

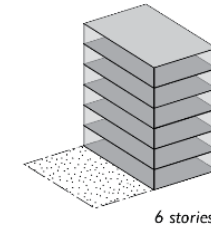
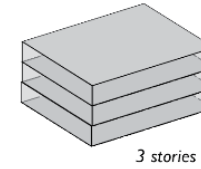
- FAR = Ratio of total building space to lot size
- FAR-based system replaces existing height and density regulations in key change areas. Outside of the change areas, existing height and density regulations remain
- Provides flexibility to developers



FAR = 1.0



FAR = 3.0



Affordability/ Homelessness

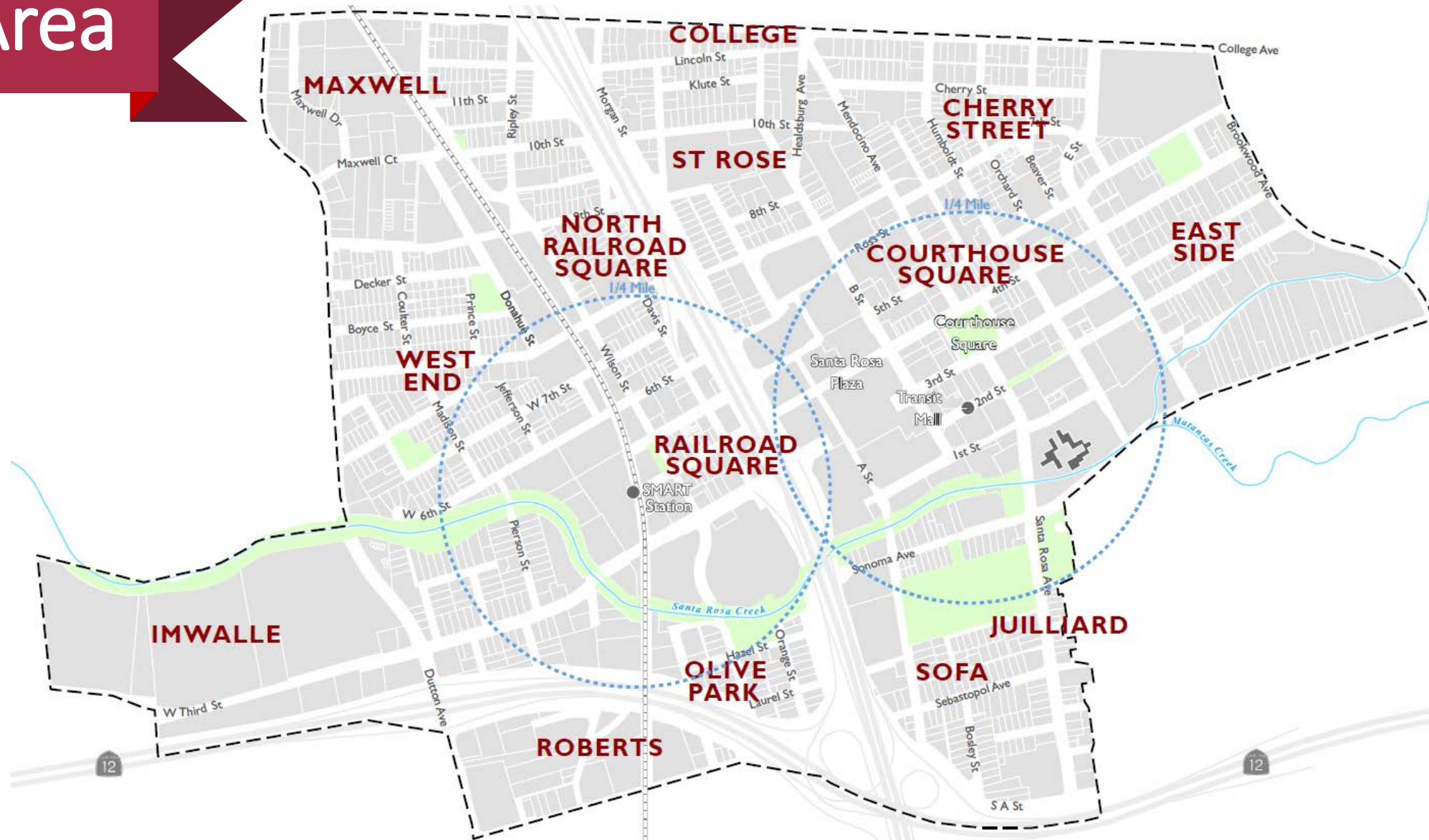
- Removes regulatory hurdles to support feasibility of multifamily development
- Promotes creation of a mix of housing unit types, sizes, and price points, including:
 - smaller units that are affordable by design
 - live/work units for creatives and home-based business operators
 - larger units for families
- Supports development of projects and partnerships that serve the homeless and special needs populations



MOBILITY



Planning Area



Mobility



CONTENTS

- Roadway network
- Bicycle and pedestrian network
- Transit network
- Parking

GOALS

- Multi-modal street grid
- Complete bicycle and pedestrian network
- Enhanced east-west connections
- Safe, well-connected transit hub
- Balanced parking supply

KEY MOVES

- Fourth street connection through Mall
- Downtown loop/trackless trolley connector
- Eliminate minimum parking requirements and exclude parking space from FAR calculations
- Use surplus parking supply to incentivize development

Bicycle and Pedestrian Improvements

- Improvements for a comfortable and safe bicycle and pedestrian network
- Pedestrian improvements
- Links to Santa Rosa Creek and Prince Memorial Greenway



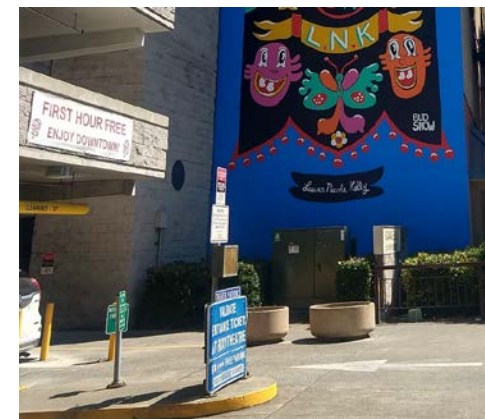
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Parking

- Eliminates minimum parking requirements and allows for "unbundled" parking
- Continues to implement progressive parking management strategy will continue (demand-responsive pricing, meter time limits, etc.)
- Leverages excess parking supply to catalyze development

MOB-7 Areas within a 5-minute Walk of City-Owned Parking Facilities



URBAN DESIGN



Urban Design and Civic Spaces

CONTENTS

- Urban design principles
- The public realm
- Public spaces
- Site and building design
- Historic resources

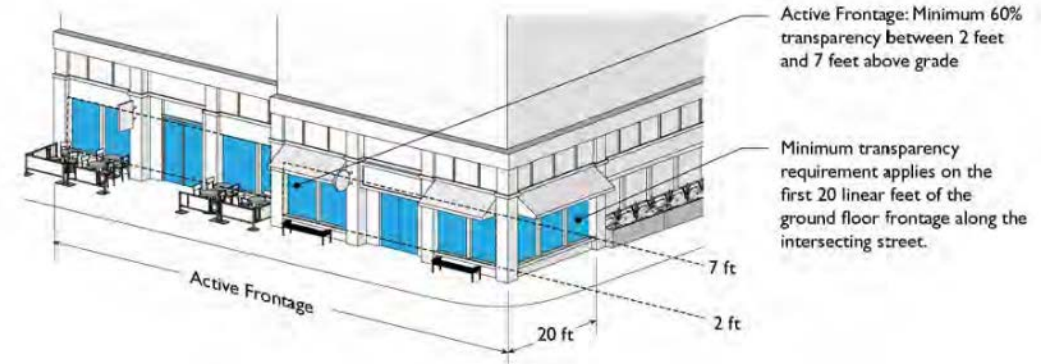
GOALS

- New development standards and guidelines
- Network of green and open spaces
- Well-preserved historic resources

KEY MOVES

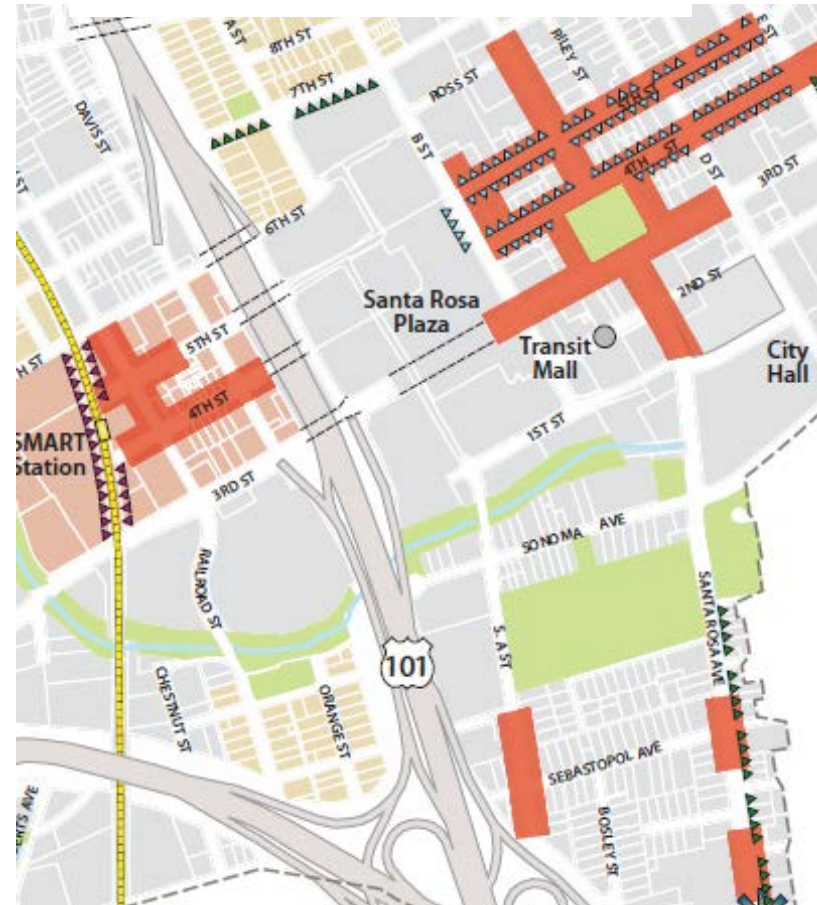
- Create urban parks/civic spaces
- Design standards and guidelines for active ground floors, transition areas that border residential neighborhoods, and wayfinding
- Historic resource assessment of age-eligible properties

Active Ground Floors



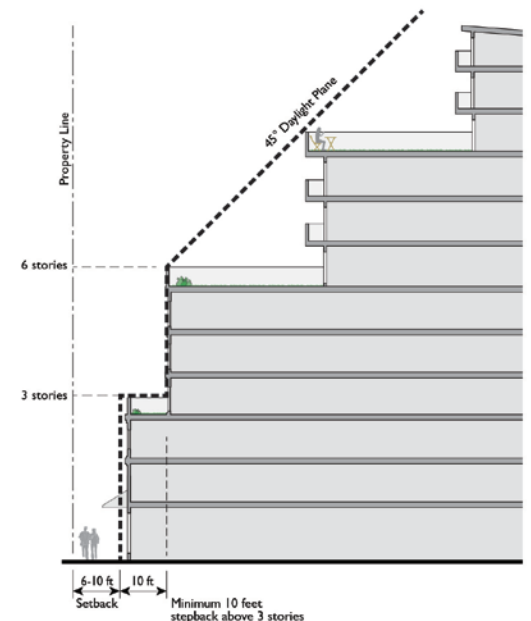
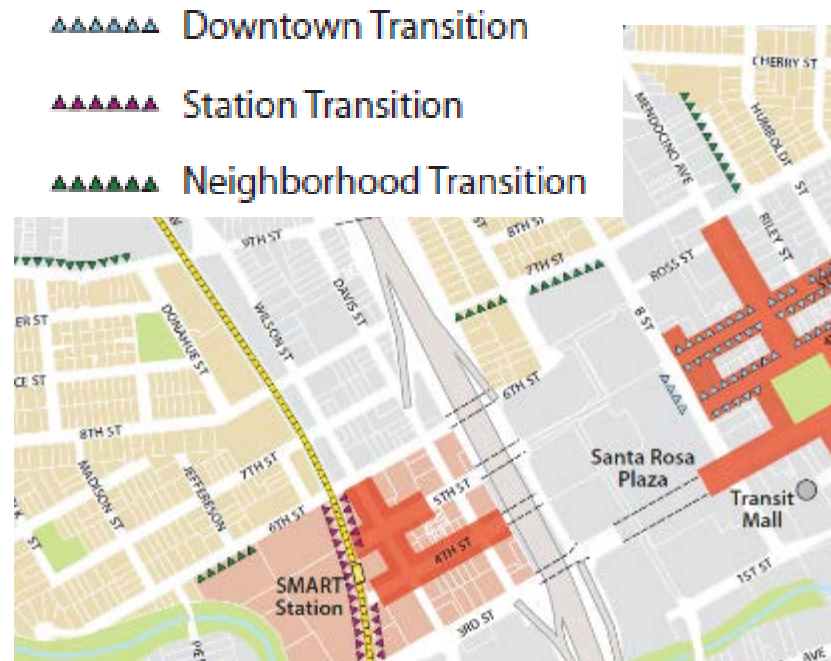
- Requirements for new development along certain streets to contribute to the pedestrian experience, including:
 - Awnings or overhangs
 - Street furniture
 - Public art
 - Green/living walls
 - Other innovations
- Other features to improve:
 - Wayfinding and access
 - Pedestrian safety and comfort

Active Ground Floor Requirement



Transition Areas

- Applies where development immediately abuts uses designated as Preservation Districts or residential neighborhoods.
- Ensure that new development fits into existing neighborhoods with a cohesive urban form and provides transition between higher-density and lower-density neighborhoods
- Includes setback, stepback, and street frontage standards



Parks and Civic Space

- Creates a diverse range of public spaces at different scales and sizes Downtown
- Large urban parks called Civic Spaces provide flexible, publicly accessible space for a range of entertainment and activities

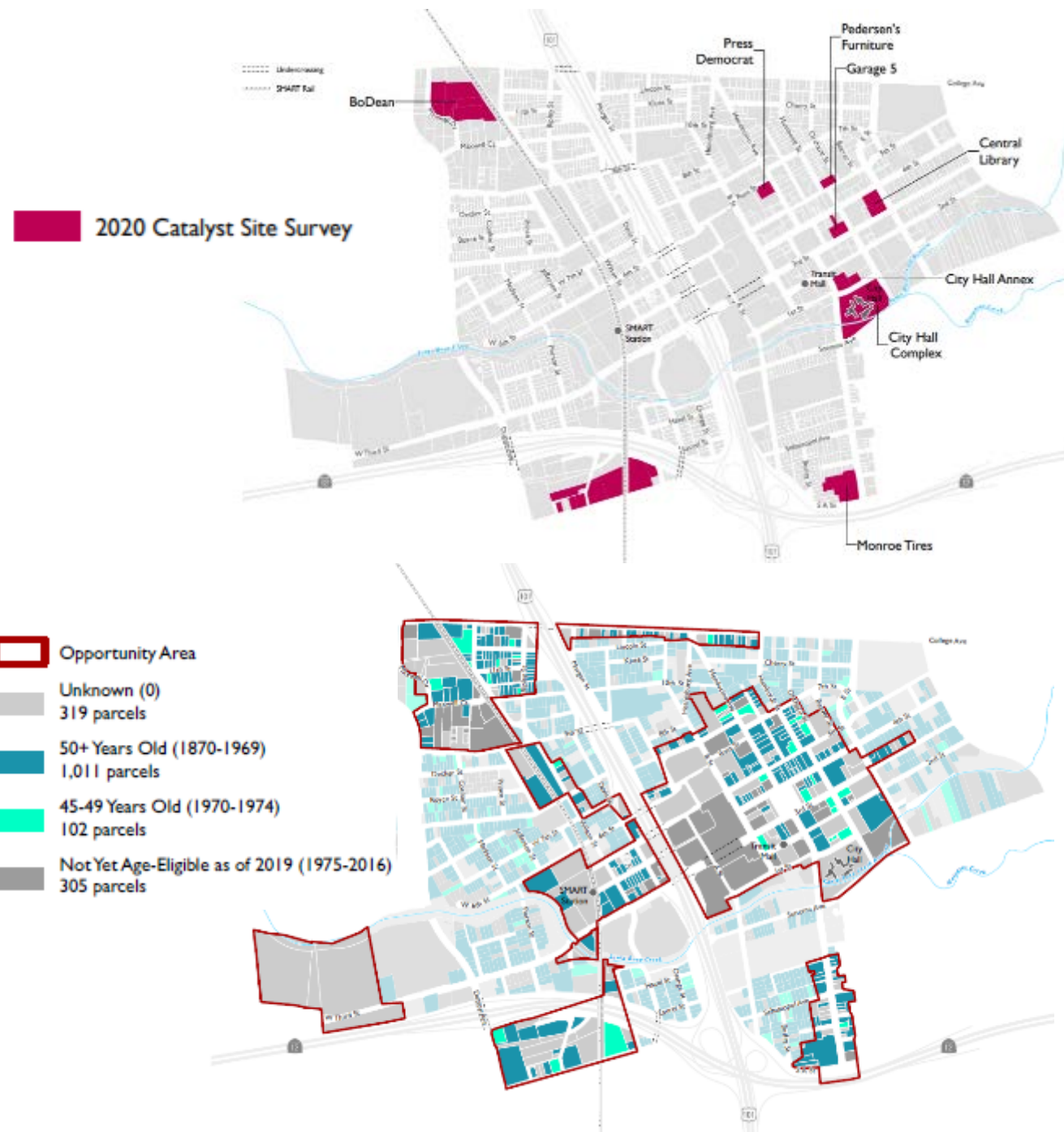


Table UDCS- 1: Public Space Size and Programming Guidelines

	<i>Civic Spaces</i>	<i>Public Plazas</i>	<i>Rooftop/Pocket Parks</i>	<i>Paseos</i>
Recommended Size	Min 25,000 sf	Min 15,000-20,000 sf	Min 2,000 sf	Min 16 feet wide, with min 10-foot travel path
Recommended Elements				
Pop up retail/concession stands	X	X		
Public art installations	X	X	X	X
Children's play facilities	X	X		
Seating (benches and mobile chairs)	X	X	X	X
Family picnic area	X	X		
Canopiess	X	X		
Plug and play for music performance	X	X		X
Bandstand/stage	X	X		
Removable bollards	X	X	X	X
Power outlets	X	X	X	X
Water features	X			
Interactive elements (pianos, chess boards, etc.)	X	X	X	
Trees and landscaping	X	X	X	X
Edible gardens			X	
Public washrooms	X			

Historic Resources

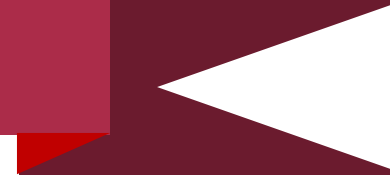
- Measures to protect and enhance the historic and cultural resources that contribute to downtown character
- Historic resource analysis of key “catalyst sites”, selected based on certain characteristics, is a first step in understanding historical significance and potential community sensitivities
- Further study of age-eligible properties



PUBLIC SERVICES AND SUSTAINABILITY



Public Services and Sustainability



CONTENTS

- Public services (schools, libraries, police/community safety, fire, utilities)
- Noise and hazardous materials
- Environmental hazards and emergency response
- Clean air, water, and natural environment

GOALS

- Responsive fire and police services
- Accessible school and library facilities
- Adequate infrastructure
- Pleasant noise environment
- Healthy air and water quality
- Protection from natural hazards
- Preserved/enhanced biological and cultural resources

KEY MOVES

- Identify infrastructure improvements needed
- Minimize exposure air and noise pollution
- Take action for effective emergency response/preparedness

Utilities Improvements

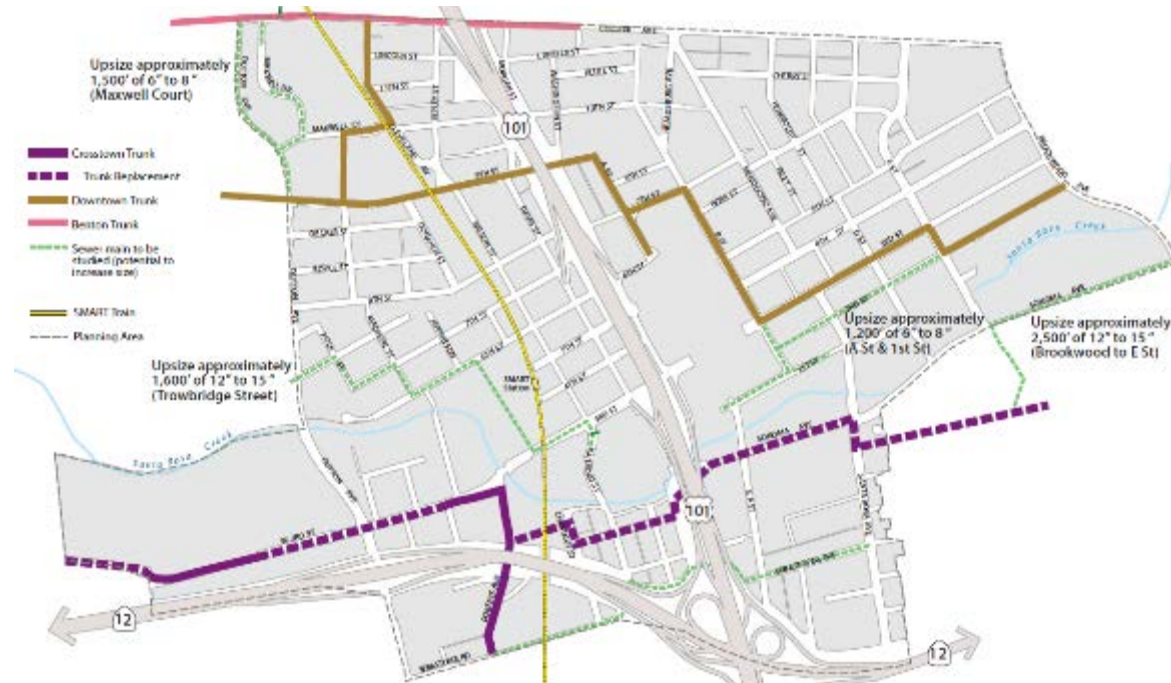
- Utilities replacements to accommodate new development :
- Pipe upgrades in Maxwell Court to accommodate new residential development
- Replacement of portions of the Crosstown Trunk
- Various areas of study for other potential improvements

Water System Improvements

- 6 inch pipe
- 8 inch pipe
- 10 inch pipe
- 12-16 inch pipe
- Planned 12 inch pipe
- 18 inch Urban Re-use Main
- SCWA Aqueduct



Sewer System Improvements



Hazards and Emergency Response

- Addresses effective emergency response and protection from hazards:
 - Fires
 - Earthquakes
 - Flooding
 - Heat days
 - Public Safety Power Shutoffs and power alternatives



FINANCING AND IMPLEMENTATION



Financing and Implementation

CONTENTS

- Regulatory implementation
- Implementation and phasing
- Infrastructure financing strategies
- Periodic plan review

GOALS

- Adequately financed and implementable improvements

KEY MOVES

- Phased approach to implementation (short term and intermediate/long term)
- Identification of a range of funding tools and mechanisms

BICYCLE AND PED



Phasing

Near term efforts (to occur in the next 5 years):

- Public-private partnership for one of the City-owned catalyst sites
- Roadway reconfigurations
- Shared parking agreements
- Prioritize access and wayfinding improvements between Courthouse and Railroad squares
- More programming of events and public spaces

Intermediate/Longer term efforts (5-15 years):

- Redevelopment of privately-owned catalyst sites
- Civic Spaces construction
- Infrastructure and streetscape improvements tied to new development
- Monitor progress

