

## Exhibit C: Specific Plan Amendments

### (1) North Station Area Specific Plan

**Text Amendments:** The North Station Area Specific Plan text would be amended as follows:

Discussion of New Streets or Street Segments, and Private Streets on page 6-25 would be removed, as follows:

#### **NEW STREETS OR STREET SEGMENTS** (NSASP, p. 6-25)

~~As part of the Specific Plan process, several streets were identified within the Plan area. These new streets provide connectivity to the proposed SMART station site, as well as improved connections within or between neighborhoods. More detailed information about street design and dimensions can be found in Chapter 7.~~

- ~~● **Street 1 (minor street).** A major element of the Specific Plan is to develop and intensify the area to the south of the existing mall and enhance connectivity in this area for all modes of transportation. A new north-south street is proposed in this area to provide more connections, reduce block length to improve the pedestrian experience and distribute increased traffic loads.~~
- ~~● **Streets 2 and 3 (minor streets).** New streets and extensions of existing streets are proposed to form a new grid-oriented residential neighborhood to the north of Guerneville Road west of the proposed railway line.~~
- ~~● **Coffey Lane extension (minor street).** Coffey Lane south of Guerneville Road will link to the SMART station and then extend east to connect to Range Avenue. This extension will allow buses to traverse the area, providing connectivity directly to the rail transit and the ability for buses to make turnaround movements. This street will accommodate on-street bus stop facilities adjacent to the station.~~
- ~~● **Tolar Avenue, Lance Drive, Pawnee Street, and Iroquois Street extensions (minor streets).** These minor street extensions complete a new grid network in the proposed residential neighborhood located at the west end of Guerneville Road. These street extensions provide a well-connected and walkable environment.~~

## PRIVATE STREETS

In addition to those public streets listed above, new private streets may be constructed as the projects develop around the proposed station. New private streets in the project area should follow the same design principles as outlined above for public streets, i.e., grid orientation, short blocks, and multimodal in nature.

**Map Amendments: The North Station Area Specific Plan maps would be amended as follows:**

- Figure 6.1: Circulation System: Under Proposed Vehicle Network, “Minor Street” would be removed from the legend; proposed minor streets would be removed from the map.
- Figure 6.6: Motor Vehicle Network: Under Proposed Vehicle Network, “Minor Street” would be removed from the legend; proposed minor streets would be removed from the map.
- Figure 6.7: Point of Entry: “Minor Street” would be removed from Proposed Circulation Network legend; and minor streets would be removed from the map.

## (2) Roseland Area/Sebastopol Road Specific Plan (November 2016)

**Text Amendments: The Roseland Area/Sebastopol Road Specific Plan text would be amended as follows:**

### 4.1 ROADWAY NETWORK

Table 4-1: Roadway Network, would be amended as follows:

Roadway	Description
New east-west road between State Route 12 and Sebastopol Road	Create two-lane local street north of the Joe Rodota Tail between Hampton Way and West Avenue, extending southward to Sebastopol Road, just west of Hampton Way and at West Avenue.
Local street extensions identified in General Plan	Extend Leo Drive to Burbank Avenue; extend Westland Drive toward Roseland Creek; connect segments of Trombetta Street; connect segments of Barndance Lane; extend Liscum Street to Barndance Lane; extend Liscum Street to Bellevue Avenue.
Local street extensions by approved projects	Extend Kiana Drive westward to Burbank Avenue; extend Leao Drive eastward to SMART corridor and connect to

	Vanderford Drive; create grid network of streets between Dutton Meadow and Rain Dance Way-Burgess Drive.
Specific Plan new local street extensions	Create new east-west street connecting Burbank Avenue to the north end of the Westland Drive extensions; extend Liscum Street from Barndance Lane to W. Hearn Avenue; extend Tuxhorn Drive to Dutton Avenue.

**Map Amendments: The Roseland Area/Sebastopol Road Specific Plan maps would be amended as follows:**

- Figure 3-1: Land Use Map: Proposed (local) Roads would be removed from the map.
- Figure 4-1: Roadway Network: Proposed (local) Streets would be removed from the legend and map.
- Figure 4-3: Pedestrian and Bicycle Network: “Proposed (local) Streets” would be removed from the legend and map.