

RESOLUTION NO. 2016-029

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROHNERT PARK, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENTS FOR THE CENTRAL ROHNERT PARK, PRIORITY DEVELOPMENT AREA PLAN LOCATED SOUTH OF GOLF COURSE DRIVE, WEST OF THE SMART RAILROAD TRACKS, EAST OF HIGHWAY 101 AND NORTH OF AVRAM AVENUE /SANTA ALICIA DRIVE

WHEREAS, the City of Rohnert Park ("City") has prepared planning applications proposing the Central Rohnert Park, Priority Development Area Plan (PROJ2014-0002), General Plan Amendments (PLGP2016-0001), and Zoning Ordinance Amendments (PLRZ2016-0001), and approval of a Final Environmental Impact Report ("EIR") (PLEN2016-0001) in connection with the proposed Central Rohnert Park Plan located south of Golf Course Drive, west of the SMART railroad tracks, east of Highway 101 and north of Avram Avenue / Santa Alicia Drive (the "Plan"), in accordance with the City of Rohnert Park Municipal Code ("RPMC"); and

WHEREAS, the proposed amendments to the General Plan ("Central Rohnert Park Priority Development Area Plan Amendments") would alter the mix, intensity, and general location of development types, add various land use designations, change roadway designations and standards within the Plan area and add Goals and Policies to the land use, transportation, and parks, open space and public facilities sections of the general plan. The Plan area is currently designated High Density Residential, Industrial, Industrial, Commercial(Regional), Mixed Use, Office, Public/Institutional, and Open Space. The proposed General Plan Amendments are attached as **Exhibit A** and are incorporated herein by this reference; and

WHEREAS, the Central Rohnert Park, Priority Development Area Plan General Plan Amendments would amend the Land Use Map of the General Plan as provided on the amended General Plan Land Use Diagram attached to this Resolution as part of **Exhibit A**; and

WHEREAS, the City Council reviewed the EIR prepared for the Plan; and has otherwise carried out all requirements for the Plan pursuant to CEQA; and

WHEREAS, pursuant to California State Law and the RPMC, public hearing notices were mailed to all property owners within an area exceeding a three hundred foot radius of the subject property and a public hearing was published for a minimum of 10 days prior to the first public hearing in the Community Voice; and

WHEREAS, on February 25, 2016, the Planning Commission held a public hearing at which time interested persons had an opportunity testify either in support or opposition to the proposal and recommended approval to the City Council: and

WHEREAS, on March 8 and March 22, 2016, the City Council held public hearings at which time interested persons had an opportunity testify either in support or opposition to the proposal: and

WHEREAS, the City Council has reviewed and considered the information contained in the General Plan Amendment application for the proposal.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Rohnert Park makes the following findings and determinations with respect to the proposed General Plan Amendments:

Section 1. The above recitations are true and correct.

Section 2. The City Council approved the Final EIR for this Plan, as described in City Council Resolution No. 2016-027 approved on March 22, 2016 concurrently with the City Council's approval of this Resolution.

Section 3. Findings related to the General Plan Amendments. The City Council makes the following findings concerning the General Plan amendments proposed by Planning Application No. PLGP2016-0001:

1. *That the proposed site is appropriate for development under the General Plan's Land Use Designations for the site.*

Criteria Satisfied. The proposed General Plan amendments would match the changes proposed within the Central Rohnert Park, Priority Development Area Plan document and establish an implementation framework to support the new SMART train and create a connected downtown environment. The General Plan changes are necessary to implement the PDA plan, specifically:

- a. The concept of a Downtown District Amenity Zone will be added to the General Plan to identify where the city would like to create a new downtown area.
 - b. Changes to the Master Street Plan will allow for State Farm Drive to be reconfigured creating a downtown street.
 - c. Locations and designs for future street crossings for pedestrians are included to help connect the downtown area across busy thoroughfares.
 - d. Goals and policies from the PDA document will be inserted into the General Plan to create the policy framework to allow for the creation of a downtown area.
 - e. Goals and policies will be added to the General Plan with the intent of creating an interconnected Central Rohnert Park multi-modal transportation network.
 - f. General Plan amendments will support zoning ordinance changes to create more mixed-use zoning districts.
2. *That the proposed General Plan amendments would be consistent with specific policies in the Land Use Element of the General Plan relative to the proposed development.*

Criteria Satisfied. The proposed PDA plan is consistent with the General Plan as revised by the proposed general plan amendments. The proposed action will amend goals and policies within several chapters of the General Plan including the land use element. The PDA plan proposed creating a new downtown area which involves changes to several land use designations, including: creating a new Downtown Mixed-Use category (to require ground floor commercial land uses and to restrict residential land uses to primarily upper floors of buildings); creating a

new Downtown High Density Residential category to allow for more residential intensity.

3. *That a duly noticed public hearing has been held to receive and consider public testimony regarding the proposed amendments to the General Plan Land Use Map.*

Criteria Satisfied. A duly noticed public hearings on the proposed General Plan Amendments was held on February 25, 2016 by the Planning Commission and on March 8 and March 22, 2016 by the City Council.

4. *That the proposed Plan with the proposed General Plan amendments is consistent with the General Plan.*

Criteria Satisfied. The proposed General Plan amendments add goal, policies and supportive diagrams and figure to the General Plan in order to provide policy support for implementation of the PDA plan document. The PDA plan document calls for the creation of a downtown and the general plan amendment support this objective. Amendment, and consistency of the Plan with the General Plan, are discussed in the application materials, the Final EIR, and staff reports. The City Council hereby adopts the conclusions and analysis of those documents regarding General Plan consistency. The Plan, including the General Plan Amendment, is consistent with the General Plan and will result in an internally consistent General Plan.

5. *The General Plan Amendment approved for this Plan will not cause the General Plan to become internally inconsistent.*

Criteria Satisfied. The General Plan Amendments proposed by the Plan better implements the General Plan policies and goals than does the land use plan depicted in the General Plan, as explained in the Central Rohnert Park, PDA Plan and staff reports. The General Plan Amendment and the remainder of the General Plan comprise an integrated, internally consistent and compatible statement of policies for the City. The various land uses authorized for the Plan are compatible with the objectives, policies, general land uses, and programs specified in the General Plan, as amended. The Plan is compatible with and conforms to the objectives, policies, general land uses and programs specified in the General Plan. The Plan furthers the objectives and policies of the General Plan and does not obstruct their attainment. The Plan is compatible with and in harmony with the General Plan goals and policies. The Plan is in harmony with surrounding neighborhoods, and the site is physically suitable for the development proposed.

6. *That the City has considered and evaluated the goals, objectives and policies of the General Plan and finds that the proposed General Plan amendments are in compliance with the General Plan.*

The General Plan comprises many objectives, policies, principles, programs, standards, proposals and action plans (collectively, "policies"), as well as performance standards. The City recognizes that the policies necessarily compete with each other. The City has considered all applicable General Plan policies and

the extent to which the Plan conforms to and potentially competes with each of those policies.

The City has fully evaluated the extent to which the Plan achieves each policy, including those pertaining to compatibility of land use, protection of open space, standards regarding geology, soils and earthquake risks, hazardous materials, flood hazards and drainage, protection of water quality, protection of biological resources, transportation standards and goals, regional and local housing needs, jobs/housing balance, noise, protection air quality, protection of visual resources, standards for public services and utilities, protection of architectural and historic resources, the provision of housing for all sectors of the economic community, and the provision of employment opportunities for residents of the City. The City has also fully considered the Plan's compliance with all goals, policies and objectives in the General Plan, and finds the Plan in compliance with the General Plan.

7. *The City finds that the balance achieved by the Plan among competing General Plan policies is acceptable.*

Criteria Satisfied. The Plan achieves each applicable policy, to some extent, and represents a reasonable accommodation of all applicable competing policies in the General Plan.

Section 4. A duly noticed public hearing on the proposed General Plan Amendments was held on February 25, 2016 before the Planning Commission and March 8 and March 22,

Section 6. At the March 22 hearing, the City Council directed that State Farm Drive was to remain a four-lane facility (Major Collector) north of Rohnert Park Expressway to Classic Court.


NOW, THEREFORE, BE IT FURTHER RESOLVED by the City Council that it hereby adopts the Findings hereinabove and adopts and approves Application No. PLGP2016-0001, General Plan Amendments for a proposed Central Rohnert Park, Priority Development Area Plan area, as described in the **Central Rohnert Park, Priority Development Area General Plan Amendments** attached to this Resolution as **Exhibit A**, in its entirety.

DULY AND REGULARLY ADOPTED this 22nd day of March 2016.

CITY OF ROHNERT PARK


Gina Belforte, Mayor

ATTEST:


JoAnne M. Buergler, City Clerk

Attachment: Exhibit A

AHANOTU: Aye CALLINAN: Aye STAFFORD: Aye MACKENZIE: Aye BELFORTE: Aye
AYES: (5) NOES: (0) ABSENT: (0) ABSTAIN: (0)

I, JOANNE BUERGLER, CITY CLERK of the City of Rohnert Park, California, do hereby certify that the foregoing resolution 2016-029 was duly adopted and passed at a regular meeting of the City Council on the 22nd day of March, 2016 by the following vote:

AYES: Five (5) Councilmembers Ahanotu, Callinan, Stafford, Mackenzie and Mayor Belforte

NOES: None (0)

ABSENT: None (0)

ABSTAIN: None (0)



JoAnne M. Buergler, City Clerk

EXHIBIT A

GENERAL PLAN AMENDMENTS

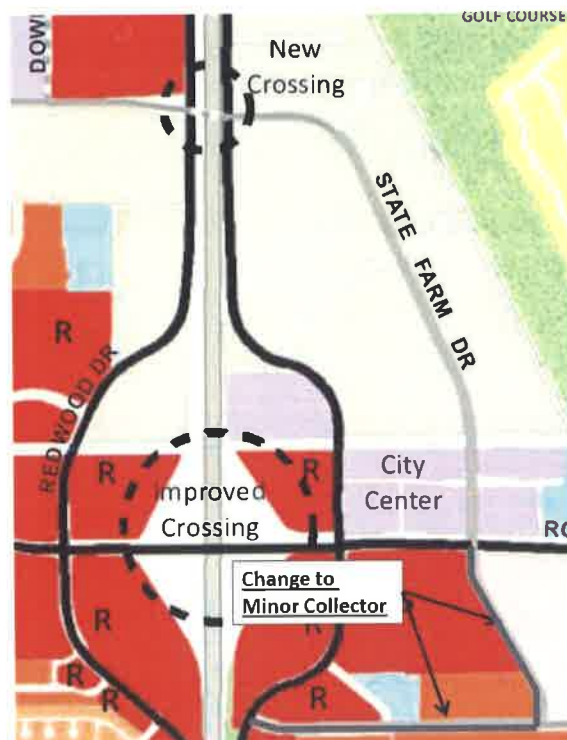
In order to implement the Central Rohnert Park, Priority Development Area Plan, the General Plan will be updated as follows:

- The third bullet in Section 1.6 (The Planning Process) will be updated, to read as follows. The underlined text indicates the additional language:

“Neighborhood and Special Area Plans. A concept plan for the City Center was prepared in early 1999 and the Central Rohnert Park Priority Development Area Plan (PDA plan) was prepared in early 2016. Both documents are intended to guide future development within the central portion of Rohnert Park. The City may consider establishing neighborhood and special area plans for additional areas with unique planning needs. Neighborhood and special area plans need not necessarily address all the topics required by State law for specific plans. All specific plans and neighborhoods and special area plans must be consistent with the General Plan. The City retains the authority to require specific plans for areas in addition to the ones included in the General Plan.”

- The General Plan Map will be updated (Figure 2.2-1, “General Plan Diagram”) as follows:
 - Replace the “Office” designation for the former State Farm campus and the “Public/Institutional” designation for the City’s Corporation Yard with “Mixed-Use”.
 - Change the roadway designation of State Farm Drive, south of Rohnert Park Expressway to a minor arterial (currently major collector).

Updates to General Plan Figure 2.2-1



- Updates to Table 2.2-1 in the General Plan allow for addition residential density in the PDA plan area in the High Density Residential category, to 30 dwelling units per acre. The underlined text indicates the language to be added.

**Table 2.2-1:
Standards for Density and Development Intensity**

<i>Land Use Designation</i>	<i>Residential Density (units/gross acre)¹</i>	<i>Assumed Average for Buildout Calculations</i>	<i>Maximum Permitted FAR²</i>
Residential ³			See Table 2.2-2 for residential FAR standards
Estate	up to 2.0	2.0	
Low Density	4.0-6.0	6.0	
Medium Density	6.1-12.0	12.0	
High Density	12.1-24.0 <u>(30.0⁶)</u>	21.0	
Office	-		1.0
Commercial			
Neighborhood/Community/Regional	-		0.4
Hotels	-		1.5
Industrial			0.5 ⁴
Mixed-use Development ⁵		1.5 for commercial and office mixed-use areas 2.0 for residential uses mixed with office or commercial	

1. 25 percent bonus is available for projects meeting State criteria for bonus for affordable housing (Government Code § 65915). 10 percent discretionary bonus (cannot be combined with 25 percent affordable housing bonus) is available upon Planning Commission approval only, and only for projects undertaking off-site improvements (such as streetscape improvements) that further the City's community design objectives.

2. Parking structures and garages are excluded from FAR calculations for non-residential and mixed-use developments.

3. For residential uses, both density and FAR limitations shall apply.

4. Discretionary increases may be permitted up to a total FAR of 1.0, subject to review and approval for development meeting specific standards included in the Zoning Ordinance.

5. FARs for mixed-use classifications are for combined residential and non-residential development; no separate residential density limitations are specified.

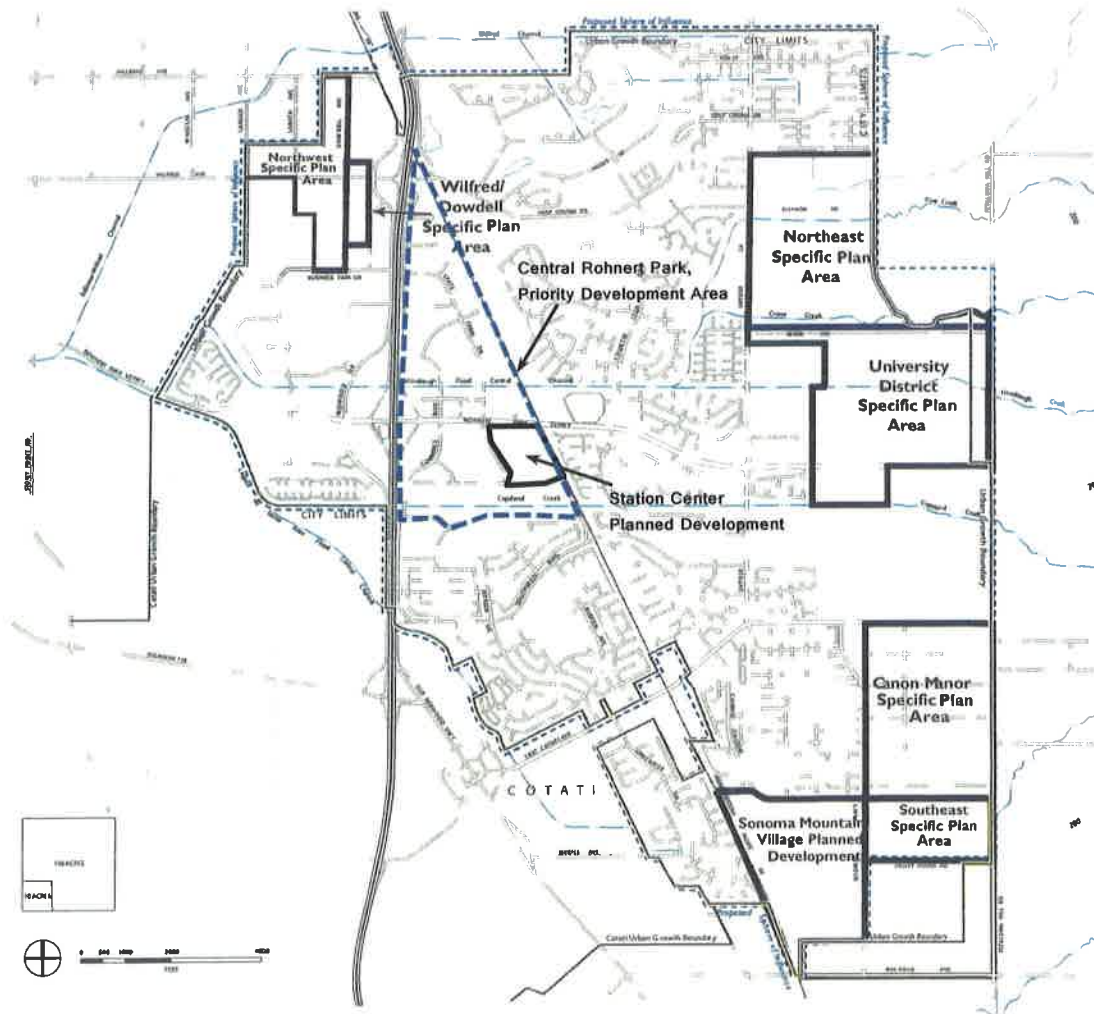
6. Within the Central Rohnert Park area, residential density may be increased to 30 units per acre. Any density bonus would allow this to be increased according to the applicable provisions.

- Updates the High Density Residential Description on Page 2-20 to allow for increased densities in the PDA area. The section will be reworded as follows (as indicated by strike-out and underline):

"High Density

Residential development at densities ranging from 12.1 to ~~24.0~~ 30.0 units per gross acre. This designation would permit a wide range of housing types, ranging from single-family attached to multifamily, and is intended for specific areas where higher densities may be appropriate."

- Updates Figure 2.4-1 to add the Station Center Planned Development as indicated below.



KEY

- Urban Growth Boundary
- Proposed Sphere of Influence

Figure 2.4-1
Specific Plan and
Planned Development Areas

- Incorporate Goals and Policies into the General Plan in Chapter 2, Land Use and Growth Management, as follows.

[add the following Goal]

"LU-L: Establish Central Rohnert Park as a complete community, with distinctive mixed-use areas and place, by:

- Promoting high-quality, compact infill growth that enhances the character of existing neighborhoods, complements the identity of subareas, and improves the bike, pedestrian, and transit orientation.
- Encouraging a variety in new housing development to serve the diverse segments of the community, including students, working professionals, families, and senior citizens.
- Supporting Central Rohnert Park as a thriving business and employment district.

[add the following polices would be added to the end of Chapter 2]

Central Rohnert Park

LU-38: Take advantage of the relatively close proximity and mixed-use character of Central Rohnert Park to support a one-stop destination for the community's shopping, employment, living, and recreational needs.

LU-39: Support new art and entertainment venues in Central Rohnert Park.

LU-40: Implement a Regional Commercial Overlay zone to support opportunities for a variety of regional commercial uses in the Triangle Business subarea, particularly within vacant and underused portions of the Triangle Business subarea, fronting U.S. 101.

LU-41: Implement a Downtown District on both sides of Rohnert Park Expressway and State Farm Drive and encompassing the SMART rail station.

LU-42: Support creation of a pedestrian-oriented downtown, adjacent to the SMART rail station.

LU-43: Build on development in the City Center as a civic and cultural destination, with smaller shops and services, mixed-use lofts, and neighborhood-oriented uses.

LU-44: Promote infill development to activate State Farm Drive, a key roadway connecting Central Rohnert Park.

LU-45: Support and market available employment parcels within walking distance of the SMART rail line or local transit stop. Connect these centers with bicycle and pedestrian facilities.

LU-46: Provide transitions to established neighborhood areas by ensuring appropriate setback standards and setbacks for upper-story levels of multi-story structures, adjacent to residential uses.

LU-47: Provide a variety of housing types and densities.

LU-48: Focus the development of new housing in the City Center and Station Center subareas, at densities sufficient to support transit use and with access to employment and community services in the region.

LU-49: Increase minimum density limits for higher density housing near transit (particularly within one-half mile of the SMART rail station).

LU-50: Support and encourage the provision of housing to a broad range of income levels, including market-rate and affordable housing.

LU-51: New development shall be required to comply with the City's inclusionary housing ordinance.

LU-52: Implement corridor landscape improvements that beautify and improve vehicular, transit, bike, and pedestrian access to businesses within Central Rohnert Park.

LU-53: Support and market infill development opportunities on vacant and underused sites that can attract small and large tenants and a variety of users.

LU-54: As new development occurs, provide incentives and assistance to existing small businesses for property improvements that support their vibrancy and viability.

LU-55: Encourage existing property owners in Central Rohnert Park to upgrade their properties to support new public places and improve the pedestrian orientation and character along the street or retail frontages.

LU-56: In new development, use site preparation, grading, and construction techniques that prevent contamination and sedimentation of creeks and streams.

LU-57: Avoid adverse impacts on ecologically sensitive habitat and wildlife in planning, construction, and maintenance of creek corridor paths.

LU-58: Protect native and heritage trees that meet the definition of a “protected tree” under the City’s Zoning Ordinance.

LU-59: Plant native vegetation in parks, public areas, and creek open space corridors.

LU-60: Promote site and building design that improves energy efficiency by designing for natural cooling and passive solar heating. This can be achieved through the addition of building and site development features such as extended eaves, window overhangs, and awnings; tree placement for natural cooling; and orientation of buildings and windows to take advantage of passive solar heating.

LU-61: Support the use of green or sustainable building materials, including recycled-content materials that are consistent with the style and character of buildings.

LU-62: New project development will be required to comply with applicable greenhouse gas reduction strategies in the Sonoma County Climate Action Plan and the Rohnert Park Greenhouse Gas (GHG) Emissions Reduction Plan.

LU-63: Prior to obtaining building permits, projects within Central Rohnert Park will need to be evaluated against the Bay Area Air Quality Management district’s thresholds of significance for project-level impacts and comply with applicable control measures in the Bay Area 2010 Clean Air Plan. Potentially significant GHG impacts will need to be mitigated to a less-than-significant level through alteration of project details or construction methods. Land use policies.

- Incorporate Goals and Policies into the General Plan in Chapter 3, Focus Areas (page 3-19), as follows. Underline indicates new text to be added.

“Focus Areas

- University District;
- City Center;
- Central Rohnert Park;
- Northeast Area;
- Northwest Specific Plan Area;
- Sonoma Mountain Village; and
- Southeast Area.

GOALS: NEIGHBORHOODS AND FOCUS AREAS

[add the following Goals]

CD-K Support improvements to the pedestrian orientation within Central Rohnert Park.

CD-L: Create a consistent character and identity for Central Rohnert Park – particularly in area defined as Downtown.

CD-M: Ensure the quality of new development within Central Rohnert Park.

[add the following Policies]

CD-55: Establish a zero foot building setback that allows buildings to be located at the back of the sidewalk for commercial areas in the Downtown District Amenity Zone, as indicated in Figure 3.2-15.

CD-56: Support public realm enhancements that improve bike and pedestrian connectivity, comfort, and access from neighborhoods and destinations in Central Rohnert Park to the SMART rail station.

CD-57: Encourage new development to provide public plazas, gathering places, and pedestrian amenities that contribute to the character of the street and public realm.

CD-58: Focus public and private investments inside the Downtown District Amenity Zone to create an urban downtown streetscape and facilitate pedestrian and bicycle crossings of Rohnert Park Expressway (RPX) and State Farm Drive.

CD-59: Develop a streetscape palette that accents the identity for downtown and each of the subareas and enhances the character and role of the street.

CD-60: Promote sustainable development practices that result in more energy- and water efficient development, responsive to the mild climate conditions in the Sonoma Valley.

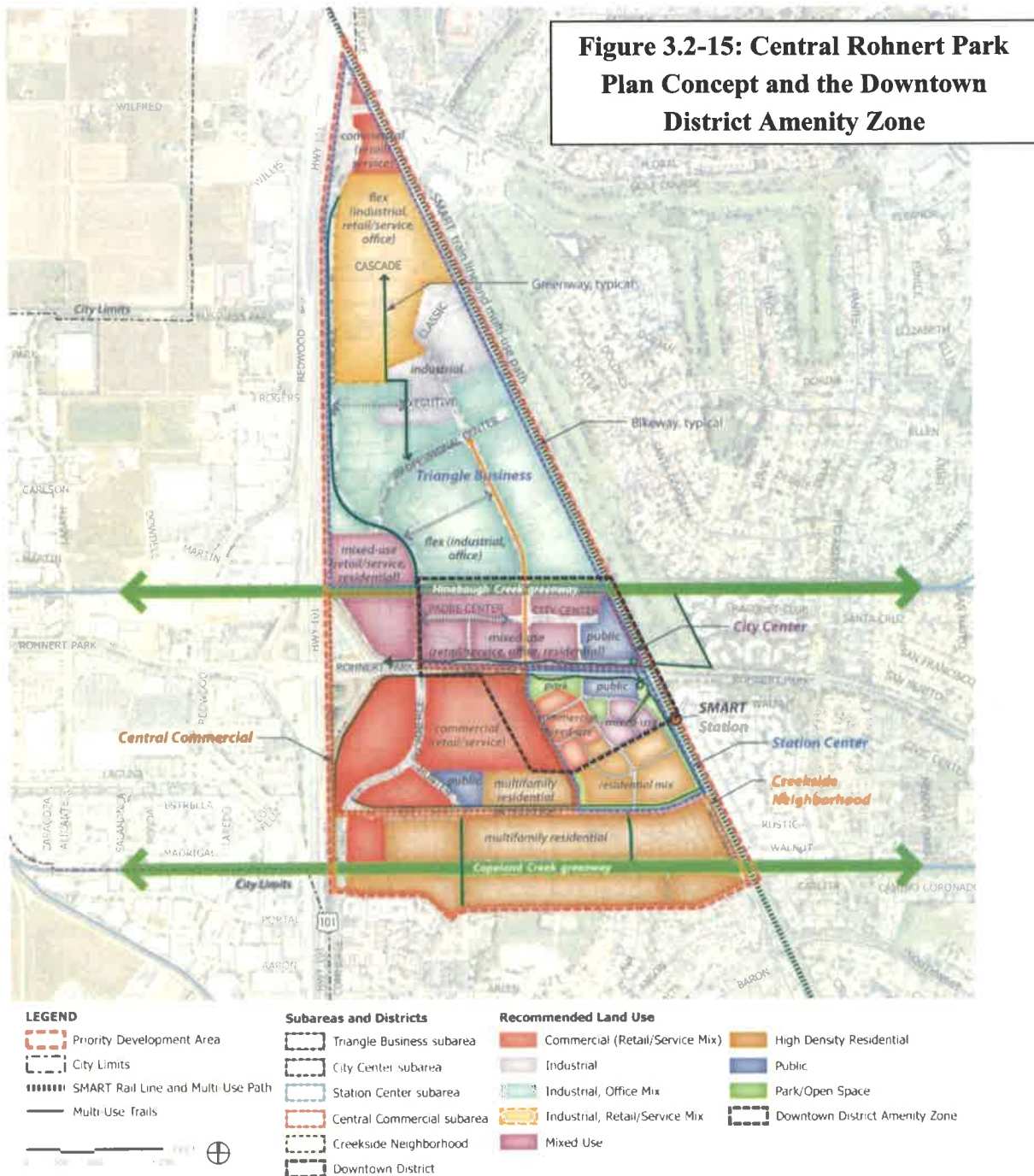
CD-61: Allow diverse building types and styles that are compatible and consistent with the character of development in Sonoma County.

CD-62: Use high quality landscaping and building materials at the SMART station.

CD-63: Support high quality architecture, streetscape, and landscape design features in the Downtown District Amenity Zone.”

[Goals and Policies starting in Section 3.3 (Commercial Centers) will need to be renumbered to reflect the additions above]

- The following Figure 3.2-15 will be added immediately following Figure 3.2-14 (Illustrative Plan Sonoma Mountain Village).



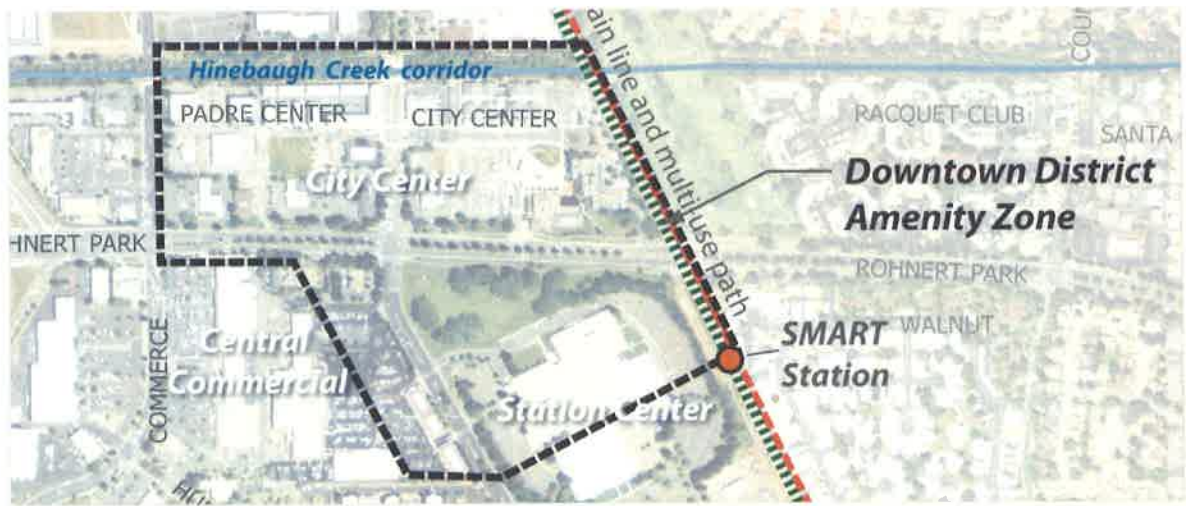
[note: the above graphic will be amended to eliminate the overcrossing of RPX from the graphic as directed by the City Council]

- A new section entitled “Downtown District” and the related graphic of the Downtown District Amenity Zone will be added within Section 3.3 (Commercial Centers), as follows:

“In 2016, in order to facilitate the development of downtown, a Downtown District Amenity Zone (DDAZ) was established by the Central Rohnert Park, Priority Development Area Plan. The DDAZ is intended to focus investment in the downtown area and to facilitate and create a compact, walkable, commercial district that is unique to Rohnert Park. The intent is to establish an urban streetscape environment supporting creation of a walkable dining, entertainment, retail, and civic district, within an urban atmosphere that is uniquely defined for the city. Figure 3.2-16 illustrates the DDAZ boundaries.”

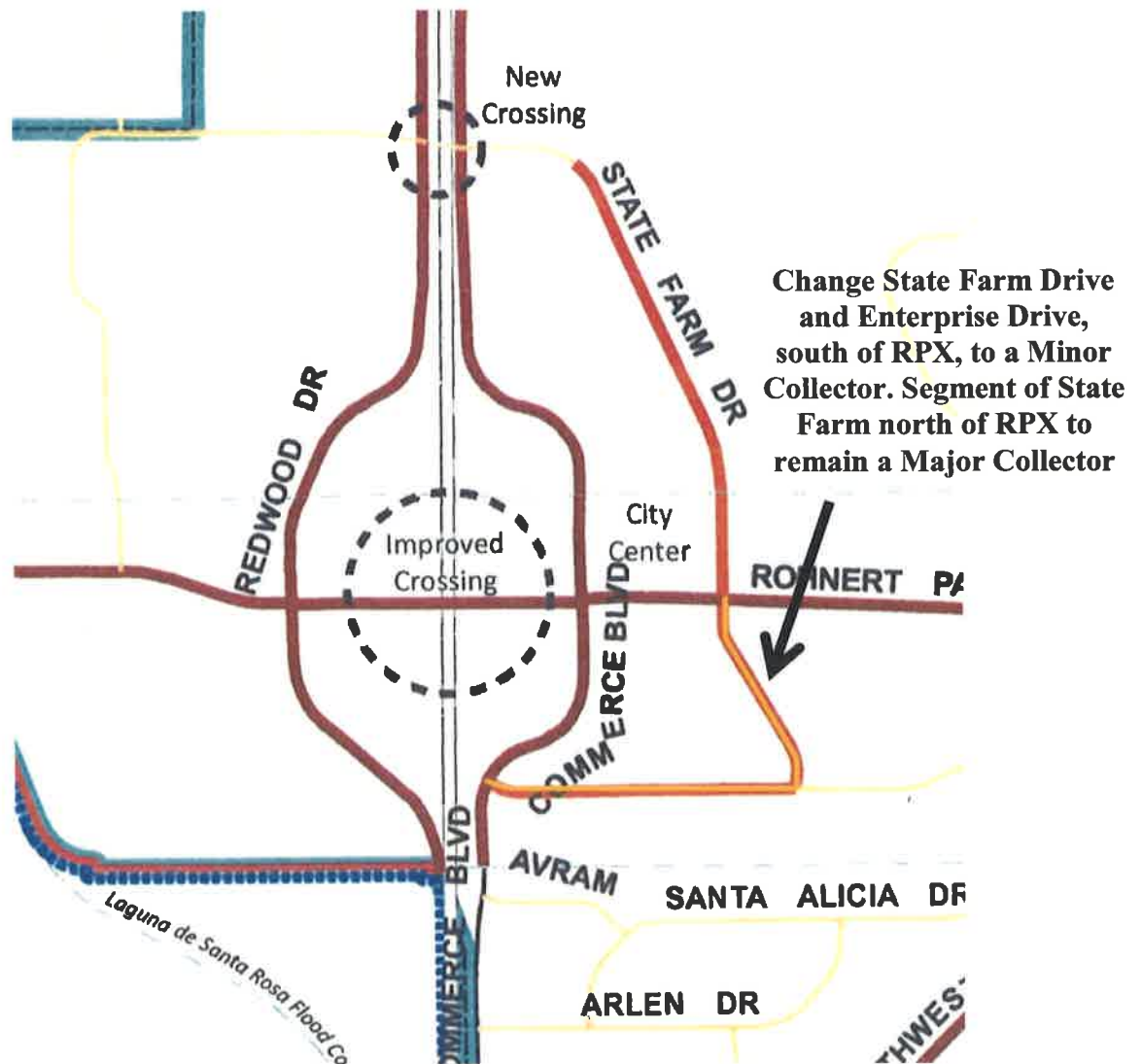
Figure 3.2-16

Boundary of Downtown District Amenity Zone



- The master street plan will be amended to change State Farm and Enterprise Drive to a Minor Collector, south of Rohnert Park Expressway. Chapter 4, “Transportation,” of the General Plan includes Figure 4.1-1, which categorizes State Farm Drive as a four-lane collector. This will be amended to a minor collector, south of Rohnert Park Expressway. The minor collector classification would allow a possible two lane configuration.

Amendment to Figure 4.1-1 (Master Street Plan)



- A new section to will be added to Chapter 4 (Transportation) of the General Plan to incorporate the relevant Goals and Policies from the Central Rohnert Park, Priority Development Area Plan document, as follows:

"SECTION 4.5 CENTRAL ROHNERT PARK, CIRCULATION AND CONNECTIVITY

This section provides goals and policies to implement circulation and connectivity objectives with the Central Rohnert Park area, including vehicular roadways, regional and local transit services, and bicycle and pedestrian travel routes. Arrival of the Sonoma-Marín Area Rail Transit (SMART) commuter rail station will be an opportunity to shape future development by creating a transportation hub in the city, supported by a new town center in the Station Center subarea and coordinated with regional and local bus service.

Circulation and connectivity concepts for Central Rohnert Park focus on enhancements to the city's existing roadways and potential for new roadways that support and improve: overall multi-modal connectivity; efficient utilization of roadway right-of-way; and safe vehicular connections and continuous bike and pedestrian access to destinations in Central Rohnert Park and surrounding neighborhoods.

In addition to addressing transportation goals and policies provided earlier in this Chapter, development in Central Rohnert Park will be subject to the following circulation and connectivity goals and policies:

GOALS: ROADWAY DESIGN

Goal T: Balance the need of arterial and collector roadways to efficiently carry traffic, with establishing Central Rohnert Park as a walkable, bikable community, with pedestrian-oriented streets, centers, and mixed-use subareas.

POLICES: ROADWAY DESIGN

TR-44: Implement recommended intersection improvements identified in the Central Rohnert Park, Priority Development Area Plan, Table 5.1.

TR-45: To support safe bike and pedestrian access to the SMART station and where a pedestrian-friendly town center atmosphere is desired within and in the vicinity of the City Center and Station Center subareas, allow for lower level of service (LOS) standards (than LOS C), called for in General Plan policy TR-1, for the following arterial and collector roadway intersections within Central Rohnert Park, where no other feasible improvements exist to improve LOS:

- At the intersection of Rohnert Park Expressway (RPX) and Commerce Boulevard (already operating at LOS D during PM peak hours, under existing conditions);
- At the intersection of Rohnert Park Expressway and State Farm Drive (already operating at LOS D during PM peak hours, under existing conditions);
- At the intersection of Commerce Boulevard and State Farm Drive; and
- At the intersection of Enterprise Drive and State Farm Drive.

TR-46: Recognize that future development of Central Rohnert Park Plan will contribute to unacceptable operation on U.S. 101. The type of transit-supportive, pedestrian-oriented development pattern envisioned by the Plan plays an important role in reducing regional traffic impacts through smart growth.

GOALS: MULTI-MODAL TRANSPORTATION

Goal U: Design streets that integrate walking, biking, transit use, and green infrastructure.

Goal V: Connect Central Rohnert Park to the existing roadway, bike, and pedestrian networks in the City.

Goal W: Coordinate transit improvements to connect the SMART rail station to surrounding land uses, commercial areas, and residential communities.

Goal X: Ensure appropriate levels of parking, associated with new development.

POLICIES: MULTI-MODAL TRANSPORTATION

Street Design

TR-47: Retrofit existing streets as complete streets, in addition to providing vehicular access that supports safe and continuous bike and pedestrian facilities and landscape improvements.

TR-48: As recommended in the street sections in Section 5.3 of this Plan, retrofit or design new roadways and/or landscape right-of-ways to incorporate low impact development features such as, stormwater management curb extensions, infiltration planters, bioswales, and other similar measures.

TR-49: Expand bike and pedestrian connections within Central Rohnert Park, including connections to the SMART station and multi-use path through:

- Off-Street Bicycle/Pedestrian Trail Improvements
 - Adding bicycle trails and bicycle boulevards within new development in the Station Center subarea.
 - Completing trail gaps along the Copeland Creek and Hinebaugh Creek corridors.
 - Improving the meandering sidewalks along RPX to a wider, meandering bike/pedestrian multi-use path.
 - Extending the bike/pedestrian multi-use path from Enterprise Drive to Rohnert Park Expressway.
 - Planning and implementing new east-west and north-south walkways or paseos, as shown in the Central Rohnert Park, Priority Development Area Plan, Figure 5.12, in association with the development of new roadways or as separate facilities, integrated with new development.
- On-Street Bike Facility Improvements
 - Completing gaps to on-street bicycle lanes along Commerce Boulevard.
 - Improving bicycle facilities along Professional Center Drive, with potential for an at-grade connection across the SMART rail tracks to connect to the SMART multi-use path.
 - Coordinating with property and business owners to establish a new multi-use path on the northern end of Enterprise Drive to help facilitate safe east-west bike and pedestrian access from the SMART station to commercial and mixed-use centers in Central Rohnert Park.
 - Adding enhanced or protected bicycle lanes along busy arterial and collector roadways, including State Farm Drive, Commerce Boulevard, and Rohnert Park Expressway.
 - Continuing and adding bicycle lanes on Enterprise Drive and Hunter Drive.
- Pedestrian Facility Improvements
 - Adding and providing more defined north-south walkways in the City Center subarea that connect to Hinebaugh Creek.
 - Establishing defined pedestrian walkway and landscape improvements in the existing commercial shopping centers to support safe pedestrian access from adjoining residential areas and neighborhoods.

TR-50: Improve at-grade street crossings for intersections throughout Central Rohnert Park, particularly at busy traffic intersections, that will support active or high volume bike or pedestrian use.

TR-51: Establish midblock crossings on:

- Rohnert Park Expressway, at the SMART MUP and as a pedestrian link between the City Center and Station Center subareas, at Lynne Conde Way, with pedestrian refuges in the median and the potential for a pedestrian hybrid beacon or HAWK signal, coordinated with the timing of signals along RPX, SMART rail gate operations, and fire station emergency signals.
- Enterprise Drive to connect with existing trail links or greenways to Copeland Creek. This crossing should be coordinated with future roadway networks in the Station Center subarea and designed with bulb-outs, a median refuge, high visibility markings, and if needed a pedestrian signal.

TR-52: Consider the feasibility of grade separated pedestrian crossings at the following locations:

- Provide an undercrossing of the greenway trail along the southern side of Hinebaugh Creek at the SMART rail tracks to connect Central Rohnert Park to the SMART multi-use path and neighborhoods east of Central Rohnert Park.
- .
- Consider the future feasibility of an over-crossing or undercrossing of U.S. 101 along Hinebaugh Creek.

Transit Facility Improvements

TR-53: Plan for improvements to existing bus services or other future circulation modes within Central Rohnert Park to coordinate with SMART rail service to meet the transportation demands in Rohnert Park, including:

- Coordinate with the Sonoma County Transit and the property owners for the Station Center subarea to plan for expansion of existing bus transit lines and facilities to serve the SMART rail station and adjacent Station Center subarea.
- Work with the Sonoma County Transit, SMART, and private property owners in Central Rohnert Park to ensure safe and convenient access to bike and pedestrian facilities that support transit use and needs of cyclists and pedestrians, who may choose to continue their journey in Rohnert Park by bicycle or foot.
- As transit demand warrants, plan for development of a community circulator such as a shuttle service that travels to key destinations in the community, including Sonoma State University and the Graton Rancheria Casino.

Parking

TR-54: Provide parking in Central Rohnert Park at the parking ratios shown in Table 5-2.

TR-55: Encourage use of shared parking facilities within multi-tenant buildings and between adjacent private developments, particularly on larger development sites. Use leftover spaces for landscape improvements and to provide other community facilities.

TR-56: To the extent feasible, encourage private parking entities to allow public parking after typical business hours.

TR-57: Facilitate a “park once” strategy in Central Rohnert Park by implementing pedestrian connectivity strategies and promoting the development of a parking district and common parking lots or structures within the Station Center and City Center subareas, as parking demands warrant.

TR-58: Develop a parking management plan to consider long-range parking strategies that may be needed to support a “park once” strategy in Central Rohnert Park in the long-term. As part of this Plan, consider implementation of programs that support flexibility in meeting the City’s parking needs, including through:

- In-lieu fees;
- Metered or paid parking;
- Unbundled parking;
- Off-site parking strategies;
- Wayfinding and other necessary public and private improvements, relevant to the conditions and issues in Central Rohnert Park.

TR-59: Encourage car share or bike share programs within Central Rohnert Park through partnership with car sharing or bike sharing entities.”

- Goals and policies related to parks and utilities will be added. The General Plan has a chapter entitled “Open Space, Parks, and Public Facilities” (Chapter 5). A section entitled “Central Rohnert Park” would be added to this chapter and would include the relevant goals and policies from the PDA Plan, as follows:

“SECTION 5.6 CENTRAL ROHNER PARK, UTILITIES AND COMMUNITY SERVICES

This section provides goals and policies relating to the major utilities and community services needed to support development envisioned for Central Rohnert Park.

GOALS: CENTRAL ROHNERT PARK UTILITES AND SERVICES

Goal PF-I: Anticipate and plan for utility improvements, including water, wastewater, recycled water, and storm drainage demands of development in Central Rohnert Park.

Goal PF-J: To ensure the public’s safety, restrict groundwater use at known contamination sites.

Goal PF-K: Provide recreational and cultural facilities serving residents and visitors.

Water

Policy PF-26: Ensure that adequate water supply is available to serve existing and new development projected in Central Rohnert Park.

Policy PF-27: Ensure that water infrastructure facilities are in place before project development.

Policy PF-28: Require new development in Central Rohnert Park to install water-saving devices, consistent with the California Green Building Standards Code and implement best management practices as outlined in the City’s water conservation program.

Wastewater

Policy PF-29: Maintain existing levels of wastewater service and ensure that sewer capacity is available to serve existing and new development projected in Central Rohnert Park.

Policy PF-30: Ensure that sewer infrastructure facilities are in place before project development.

Storm Drainage

Policy PF-31: Require new development and capital improvement projects to reduce pollution and runoff affecting creeks in Central Rohnert Park by following the adopted Low Impact Development Technical Design Manual.

Policy PF-32: Require new development to upgrade or install storm drainage facilities, including on-site facilities, as needed to serve the project. Improvements shall be designed to be consistent with the City’s storm drain standards, including the Low Impact Development Technical Design Manual.

Solid Waste

Policy PF-33: Ensure solid waste disposal needs of existing and new development projected in Central Rohnert Park can be met by the city’s solid waste disposal services.

Policy PF-34: New groundwater wells intended for potable use or for non-potable landscape irrigation shall not be permitted at any of the sites within Central Rohnert Park where contaminated groundwater plumes are present.

Community Services

Policy PF-35: Condition new development to provide park and open space facilities, in accordance with parkland requirements in the City’s General Plan, or provide an in-lieu fee to support development of new park and open space facilities.

Policy PF-36: Allow development that provides additional community amenities and complies with Central Rohnert Park standards to density bonus incentives.

Policy PF-37: Use the City's Capital Improvement Program, Public Facilities Fee Program, federal and state grant funds, and other funding sources to implement community-wide or area-wide improvements that cannot be conditioned as part of private development projects.

Policy PF-38: Utilize business improvement districts or other types of land-secured financing districts to provide a long-term revenue source for maintaining Central Rohnert Park amenities."