



## City of Rohnert Park Planning Commission Report

**DATE:** February 25, 2016

**ITEM NO:** 8.3

**SUBJECT:** Central Rohnert Park, Priority Development Area Plan. Action includes consideration of recommendation to the City Council regarding: the adoption of a final Environmental Impact Report (File No. PLEN2016-0001); Central Rohnert Park, Priority Development Area Plan (PROJ2014-0002); amendments to the General Plan (File No. PLGP2016-0001); and amendments to the zoning map and ordinance (File No. PLRZ2016-0001).

**LOCATION:** Approximately 330 acre triangular shaped area bordered by US Highway 101 to the west, the railroad tracks to the east and Avram Avenue/Santa Alicia Drive to the south.

**REQUEST:** Conduct a public hearing on the Central Rohnert Park, Priority Development Area Plan, and related environmental impact report, proposed general plan, and zoning map and ordinance amendments.

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### **SUBJECT**

Matters relating to the Central Rohnert Park, Priority Development Area (PDA) Plan ("the Plan"): a proposal to enhance a 330 acre central portion of Rohnert Park; establish a vision for a future downtown area; and adopt general plan amendments, and zoning ordinance changes to implement the vision for a downtown.

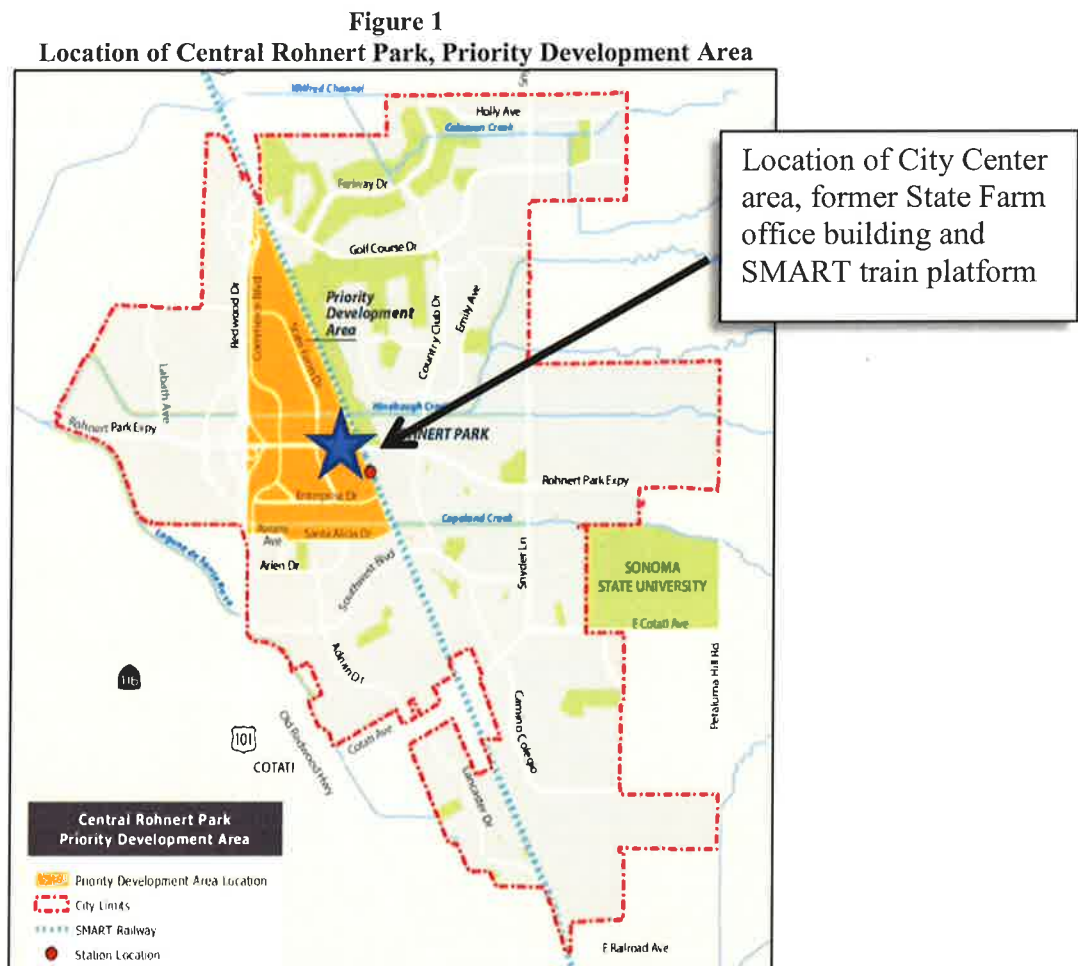
- Resolution No. 2016-04. Recommending to the City Council approval of the Final Environmental Impact Report for the Central Rohnert Park, Priority Development Area Plan.
- Resolution No. 2016-05. Recommending to the City Council approval of the Central Rohnert Park, Priority Development Area Plan.
- Resolution No. 2016-06. Recommending to the City Council approval of General Plan Amendments to implement the Central Rohnert Park, Priority Development Area Plan.

- Resolution No. 2016-07. Recommending to the City Council approval of zoning map and ordinance amendments to implement the Central Rohnert Park, Priority Development Area Plan.

## **BACKGROUND**

Development Services staff along with a consultant team has developed the Central Rohnert PDA, funded through a regional FOCUS planning grant. PDAs are local, infill development areas near transit facilities. The anticipated arrival of the SMART commuter train station adjacent to the former State Farm campus is a major impetus for the PDA plan and the plan will help the City foster development throughout the PDA area, build on investments occurring in the City Center area and utilize the former State Farm campus as a key catalyst site to revitalize the area. As part of the PDA plan adoption and implementation process, an environmental impact report (EIR), general plan and zoning ordinance amendments have been finalized.

The PDA is a 330 acre triangular shaped area (see Figure 1), formed by the boundaries of U.S. Highway 101 to the west, the railroad tracks (and SMART line) to the east, and Avram Avenue/Santa Alicia Drive to the south. The location of the City Center and former State Farm campus are indicated with a blue star on Figure 1. Special attention will be paid to this area since it is viewed as a key catalyst site for downtown formation.



The PDA planning process has relied heavily on public input from the community in determining the priorities and vision for the future of the PDA. A variety of strategies were utilized to engage and solicit input from residents and community stakeholders. A Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC) were formed from the onset to advise and provide input on the PDA plan at key points of its development. Stakeholder interviews and public outreach workshops were conducted. As the project has progressed additional forms of project input have been used, as summarized in Table 1.

<b>Table 1 - Community Involvement Project Milestones</b>		
<b>Task</b>	<b>Date</b>	<b>Topics</b>
<b>2013</b>		
Focus Group Held	October 1, 2013	Issue identification
Chamber of Commerce Presentation	October 2, 2013	Project overview, issue identification
Public Workshop #1	October 16, 2013	Project overview, issue identification, visioning
CAC/TAC Meeting #1	November 19, 2013	Project overview, issue identification, visioning
<b>2014</b>		
CAC/TAC Meeting #2	March 4, 2014	Site concepts, identify opportunity sites and locations for transportation enhancements
Walkability Workshop (Dan Burden)	May 7, 2014	Workshop and walking tour of PDA area
CAC/TAC Meeting #3	July 10, 2014	Development scenarios, circulation enhancements
City Council Workshop	August 12, 2014	Development scenarios, circulation enhancements
Public Workshop #2	October 21, 2014	Development scenarios, circulation enhancements
<b>2015</b>		
Planning Commission Discussion	July 23, 2015	Update on project to PC
Public Draft PDA available	September, 2015	Draft plan available to public for comment
Joint City Council / Planning Commission Workshop	September 8, 2015	Discussion of draft plan
City Town Hall Meeting	October 15, 2015	Among other topics downtown formation was discussed
PDA EIR Scoping Meeting	November 18, 2015	A scoping meeting was held as required by CEQA
PDA, EIR Comment Period and Final EIR Preparation	December – February, 2016	An EIR was prepared for PDA and a comment period was required
<b>2016 – PDA Adoption</b>		
PDA & EIR – Planning	February 11, 2016	Review PDA and Final EIR

Table 1 - Community Involvement Project Milestones		
Task	Date	Topics
Commission		
PDA – GP & Zoning Amendments	February 25, 2016	Consider adoption of GP and zoning amendments
PDA, EIR, GP & Zoning – City Council (tentative)	March 8, 2016	Consider adoption of PDA, EIR, GP and Zoning Amendments
PDA, EIR, GP & Zoning – City Council (tentative)	March 22, 2016	If needed for additional consideration

## **PROPOSED PROJECT ENTITLEMENTS**

As part of the approval process and to fully implement the PDA plan, the city would need to do the following:

1. Adopt the PDA plan. This document will serve as the “master plan” for the entire 330 acre PDA area and is intended to supplement general plan goals, policies and programs within this area. General plan amendments are proposed to create links between the two documents.
2. Adopt the PDA plan Environmental Impact Report (EIR). The planning commission was provided with a copy of the draft EIR document In January for review and a Final EIR document is included as part of Resolution 2016-04.
3. General plan amendments. Updates to the general plan have been prepared to implement the PDA plan.
4. Zoning amendments. Certain targeted amendments to the zoning ordinance have been prepared to implement portions of the PDA plan.

## **PDA PLAN**

The purpose of the PDA plan is to establish the vision and policy for the plan area for land use, transportation and infrastructure. The plan also contains design guidelines that would apply to public sector and private sector development when it occurs with the plan area. The general plan and zoning ordinance would be amended to implement the PDA document. Once adopted the PDA plan will be used to guide both private and public sector projects within the plan area. A theme that has emerged during the public workshops is that Rohnert Park needs a town center (or downtown). Downtown formation strategies have been incorporated into the PDA document, to accomplish the following:

- Create a policy and land use framework to support a downtown with unique shops and restaurants that are well connected with a network of roads and sidewalks – more “places to go” and “ways to get around”.



- The PDA plan allows for the creation of a unique destination that complements other parts of the City with localized retail, gathering places including restaurants, park lands, and a welcoming entry for SMART riders to attract more of these venues.
- The PDA plan has a good mix of land uses. The PDA plan is balanced in terms of residential housing and commercial development.
- State Farm site has been identified as a catalyst site. The site should be carefully developed to maximize its impact on the PDA area.
- The PDA plan calls for more connectivity. Walking and riding a bicycle are currently a challenge in central Rohnert Park. Streets are difficult to cross and many commercial properties lack internal pedestrian facilities. Existing development is designed more for vehicles than for pedestrians or bicyclists with missing sidewalk and lack of trail connections.
- Several methods of crossing Rohnert Park Expressway (RPX) are proposed. When the new SMART platform begins operation on the south side of RPX, more pedestrians are expected in the vicinity of the railroad tracks and safer crossings solutions are needed.

### **PDA Subareas and Development Concepts**

The PDA has been divided into various subareas since future development within the PDA will vary based on location and the anticipated land use character and the development concepts vary based on the subarea. A few of the subareas are highlighted below.

#### **Triangle Business Subarea**

The PDA includes a large area currently zoned primarily for industrial and office uses bounded by Hinebaugh Creek to the south, the railroad tracks (and future multi-use path) to the east and Highway 101 to the west (forming a triangle) (see Figure 2). The PDA plan explores how strategic sites within this area could be reused and how more connectivity could be created for all forms of transportation. The PDA plan determines the appropriate land use mix for this area. To help the City and developers envision the reuse of certain parcels within the Industrial Triangle, a conceptual lay-out of the “Yardbirds” site and adjacent parcels was completed.

**Figure 2  
Development Concepts in Business Triangle Subarea**



### **City Center Area**

The Rohnert Park, City Center Concept Plan was adopted in 2002 and has helped guide development in the 32-acres north of Rohnert Park Expressway (RPX) and west of the railroad tracks. The PDA plan identifies where additional infill development could occur within the City Center Area, strategies to strengthen east-west connectivity and ways to provide safe crossings of RPX. A concept plan was included in the PDA plan that identifies the following strategies:

- Infill of new buildings to create a more urban setting.
- A new parking structure (or structures) will be needed if a significant amount of new development occurs. A possible location is depicted adjacent to RPX. The idea is that buildings would front onto RPX to create a pleasant pedestrian environment along this important street with access to the parking structure from behind.
- The plaza that currently hosts the farmer's market will remain to will continue to support public events in the City Center area.
- East-west connectivity will be enhanced as development occurs with a connection out to State Farm Drive.
- Front buildings onto RPX, State Farm Drive and City Center Drive to create a pleasant environment for bicycling and walking.

### **Station Center Site (former State Farm campus)**

This 32-acre site of the former State Farm campus is immediately adjacent to the SMART rail platform. The PDA plan proposes conceptual reuse plans for this site that create an interface and connect with the SMART station site and multi-use path. The plan identifies an appropriate land use mix for the site's reuse. The intent is to convey critical concepts that may be important to the community. The following components have been identified for this site:

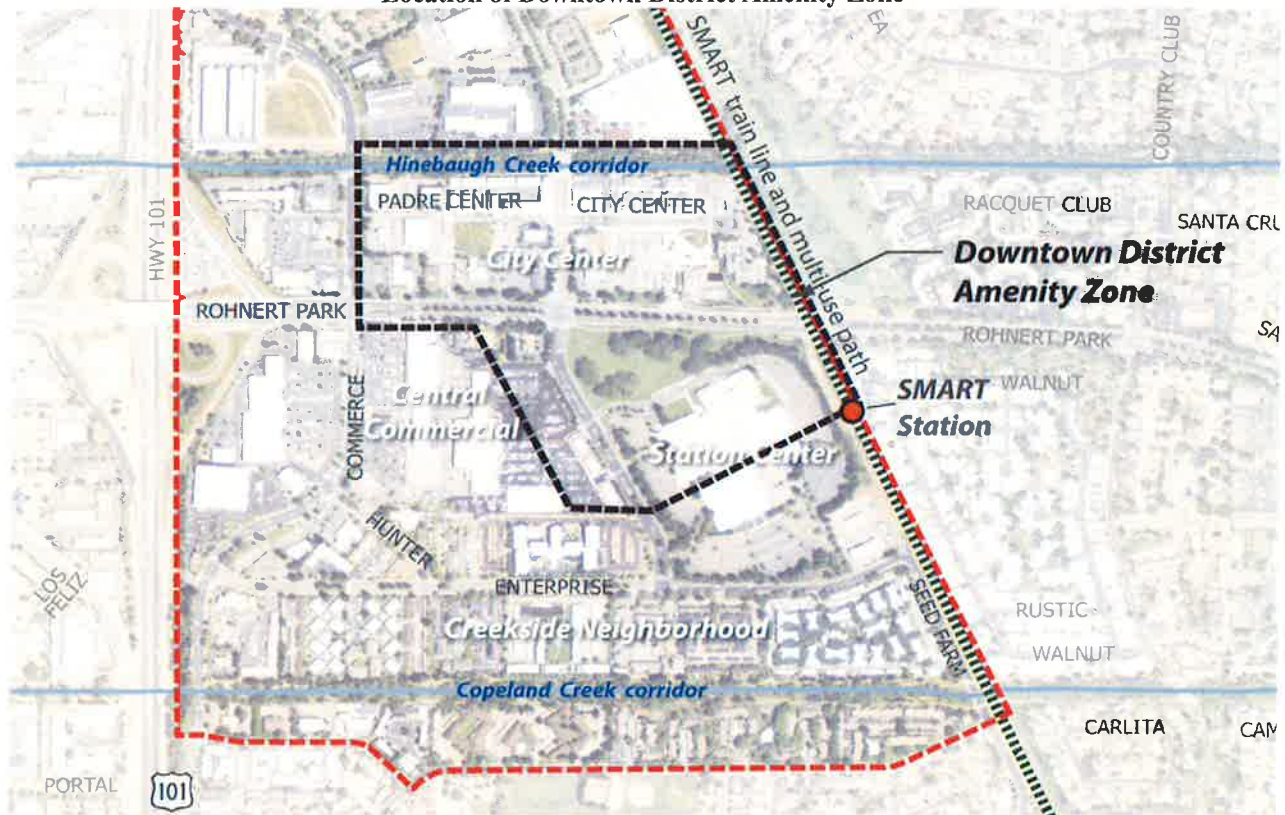
- Provide a grid network of streets. Pedestrian sidewalks should be built throughout to encourage walking. Development that creates indirect walking routes for pedestrians and discourages pedestrian activity should be avoided. Direct paths of travel should be provided – particularly to the SMART platform.
- Create a plaza adjacent to the SMART platform. A transit drop-off could occur at this location. This would be a critical focal point in the project.
- Linking the existing multi-use trail along RPX into the bicycle and pedestrian network of the project.
- Incorporating the crossings of RPX into the site. A mid-block pedestrian crossing could be used close to the railroad tracks or an overcrossing could be considered in the future.
- Relocating the City's corporation yard to create a larger development site.
- Locating a new Village Green along RPX where the large open space area is currently located. This could be designed as an exceptional community gathering place for the community.

- Designing retail buildings to face or “front” onto the local streets and/or the Village Green with parking internalized. This will create a pleasant pedestrian environment.

### **Downtown District Amenity Zone**

The PDA identifies a Downtown District Amenity Zone (DDAZ) with the goal of focusing investment within the Downtown District and facilitating the development of a compact, walkable commercial district that is unique to Rohnert Park. The DDAZ encompasses the SMART rail station and the existing of planned surrounding commercial areas. A zoning overlay will be added to the zoning ordinance which will include land use and development standards to support the creation of a walkable dining, entertainment, retail, and civic district within a unique, urban, mixed-use environment.

**Figure 3**  
**Location of Downtown District Amenity Zone**



## **Chapter 4 Changes**

A complete draft of the Central Rohnert Park, Priority Development Area plan document was provided to the Planning Commission in January. Updates to Chapter 4 have been completed and attached to this staff report as part of Resolution 2016-05. The updates add minimum development standards related to downtown formation. As part of the PDA plan analysis process it was determined that in order to create a vibrant, commercially focused downtown environment desired by the City, a minimum amount of active retail and service uses will be required. The following is a summary of the changes in Chapter 4:

- Section 4.3.6 has been amended to discuss the minimum amount of new active retail or service uses to support a downtown environment, and to require that development is configured to create downtown-style streetscapes.
- Section 4.4.2 has been amended to add minimum requirement for active retail and service uses in the Station Center, City Center and Central Commercial subareas.
- Table 4.2 (PDA site Development Potential and Requirements) has been amendment to require a minimum amount of active retail and service uses within each subarea.

## **ENVIRONMENTAL IMPACT REPORT**

The City prepared an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) for the PDA plan to address the potentially significant adverse environmental impacts that may be associated with the planning, construction, and operations within the PDA plan area and to identify appropriate and feasible Mitigation Measures (MM) and alternatives that may be adopted to significantly reduce or avoid the impacts identified in the EIR. Two comment letters we received on the EIR from Sonoma County and Caltrans. The full letters and responses to those letter are included in the Final EIR attached to Resolution 2016-04FIN.

## **Evaluation of Alternative**

As part of the EIR, an alternatives evaluation was conducted (according to Section 15126.6(c) of the State CEQA Guidelines) to study others development options within the project area that could accomplish most of the basic objectives of the project and could avoid or substantially lessen significant effects on the environment.

The following alternatives would be similar to or slightly lessen project impacts, including the significant and unavoidable impact related to transportation and traffic; with the exception of the No Project/No Development Alternative, the alternatives would not reduce these impacts to a less-than-significant level. The alternatives to the proposed plan analyzed in the EIR are:

- Alternative 1: No Project/No Development
- Alternative 2: No Regional Commercial Overlay Zone
- Alternative 3: Station Center Office and Residential Focus

Of the development alternatives, Alternative 3 would be the environmentally superior alternative, because it would result in lesser traffic, noise, and GHG emissions impacts compared

to the proposed plan and Alternative 2. Alternative 3 would meet most of the plan's objectives (presented in detail in EIR Chapter 2.0, "Project Description"), but to a lesser extent than the proposed plan and Alternative 2. Alternative 3 would be less effective in supporting the community's desire or the plan's objective for a downtown retail environment, with substantial retail uses adjacent to the SMART rail station.

All of the alternatives have fewer of the downtown retail and entertainment benefits desired by the community from the proposed plan. The plan area has the potential for retail and employment infill opportunities near transit. Reduction of some of the retail and residential development in the alternatives would not support the plan's objectives or leverage the advantages of the coming SMART rail station to support the creation of a downtown for the city.

### **Areas of Known Controversy**

The State CEQA Guidelines (Section 15123) require that the summary of an EIR identify areas of controversy known to the lead agency, including issues raised by agencies and the public. The City has asked for input from federal, state, and local agencies; organizations; and members of the public regarding the issues that should be evaluated in the EIR. The City has received two letters, from the County of Sonoma Permit and Resource Management Department and the California Department of Transportation (Caltrans). Responses to the letter will be prepared for review by the Planning Commission in the Final EIR document.

### **Final EIR**

The City has prepared a Final EIR which includes the Draft EIR (incorporated by reference, not reprinted for this staff report), Public comments received on the Draft EIR, responses to written comments and the list of organizations that provided comments on the Draft EIR. The responses to comments document and the Draft EIR together constitute the Final EIR that is being considered by the City of Rohnert Park. Two comments letters were received and the full letters and responses are included as part of Resolution 2016-04, attached to this staff report.

### **Mitigation Measures**

The EIR provides a summary of potential impacts and proposed mitigation measures that would avoid, eliminate, minimize, or reduce potential impacts. The level of significance of the potential impact prior to and following implementation of each mitigation measure is also identified. The complete MMRP document is attached to Resolution 2016-04.

There is one post-mitigation significant impact related to level of service on US 101. With the implementation of the mitigation measures, all other impacts will be less than significant after mitigation measures are applied.

### **GENERAL PLAN AMENDMENTS**

The following is a summary of General Plan amendments that would occur along with PDA adoption. The full General Plan amendments are included as part of Resolution 2016-06, attached to this staff report. A few of the highlights are included below:

- General Plan Map. The General Plan Map is incorporated into the General Plan as Figure 2.2-1, "General Plan Diagram". This map would be updated 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 to a minor arterial. State Farm Drive is currently considered a major collector, but minor arterial is more appropriate given the traffic volumes analyzed as part of the PDA Plan’s traffic impact study.
  - Update the map of specific plans and planned developments. Figure 2.4-1, “Specific Plan and Planned Development Areas,” would be amended to add the Station Center Planned Development to the map at the location of the former State Farm office campus. A description of this new planned development would be added in the General Plan.
- Add a description of the Central Rohnert Park PDA (Chapter 2 of the General Plan). The General Plan includes a section on Sonoma Mountain Village (page 2-40). A new section would be added immediately after this, entitled “Central Rohnert Park Priority Development Area.” Included in this new section would be a brief description of the Central Rohnert Park PDA Plan and a new Figure 4.1 entitled “Central Rohnert Park Plan Concept.” This new section of the document would include the following information:
    - Land use policies. All the land use policies related to the PDA would be added to this section.
    - A description of the Station Center Planned Development. As part of the section on the PDA, a subsection on the Station Center subarea would be added.
    - A relocated discussion of the City Center. The currently provided discussion of the City Center would be moved to become a subsection under the new “Central Rohnert Park Priority Development Area” heading.
    - A description of the regional commercial overlay. This overlay would allow more commercial (retail and services) uses within the industrial classification.
    - A description of the downtown amenity zone. A more complete description of the downtown area would be included in Chapter 3, “Community Design.”
  - Add community design goals and policies (Chapter 3 of the General Plan). A section entitled “Central Rohnert Park Priority Development Area Plan” would be added to Chapter 3 of the General Plan. The General Plan currently includes a description of the City Center that would be incorporated as a subset of the PDA discussion. All the goals and policies from the Community Design Guidelines chapter of the PDA would be added to the General Plan, including Figure 4.5 from the PDA as one of the General Plan’s illustrative diagrams. This chapter of the General Plan includes illustrative diagrams from other locations in the city.
  - Add a new section entitled “Downtown District.” The current General Plan includes a section entitled “Commercial Centers” (Section 3.3). This section would be amended to include graphics and descriptions from the PDA Plan for the downtown district.

- Amend the master street plan. Chapter 4, “Transportation,” of the General Plan includes Figure 4.1-1, which categorizes State Farm Drive as a four-lane collector. This is inconsistent with the PDA Plan. The PDA Plan recommends a two-lane roadway that would include enhanced lanes for bicycles and on-street parking. Figure 4.1-1, “Master Street Plan,” would be amended to change State Farm Drive from a major collector to a minor arterial. The minor arterial classification would recognize State Farm Drive as a significant roadway, but the number of lanes could be reduced. This lane reduction is supported by information in the PDA’s traffic impact study, provided in Appendix E.
- Amend parking restrictions. Table 4.1-3, “Roadway Classifications,” in the General Plan, restricts on-street parking. This is inconsistent with the PDA Plan, which calls for adding on-street parking in certain locations—particularly in a future downtown area. Table 4.1-2 would be amended to allow on-street parking in the plan area.
- Add circulation and connectivity goals and policies. Chapter 4, “Transportation,” of the General Plan includes goals and policies related to the city’s roadway network. A new section entitled “Central Rohnert Park” would be added and the relevant goals and policies from the PDA Plan would be incorporated.
- Add goals and policies related to parks and utilities. 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.

## **ZONING ORDINANCE AMENDMENTS**

The Zoning Ordinance is one of the primary implementation documents of the City’s General Plan. Updates to the ordinance would be needed to fully implement the PDA Plan. Both map and text amendments are proposed and attached as part of Resolution 2016-07..

Property designations in the plan area would be rezoned as described below. These changes would be reflected on the City’s official zoning map. Most of the map changes would require complementary text changes.

- **Station Center Property.** Two key properties in the plan area are the former State Farm office campus, which is currently zoned Office Commercial (C-O), and the adjacent City Corporation Yard, which is zoned Public Institutional (P-I)). Both of these zoning designations would be replaced with a Station Center Planned Development (SC-PD) designation. Text updates (as described in the following section) would be needed along with the map updates.
- **Regional Commercial Overlay.** The zoning map would be amended to add a Regional Commercial Overlay Zone (I-L/C) to the industrial properties located at the north end of the plan area. The PDA Plan envisions this area as an emerging commercial area because of the

visibility and access afforded to it by U.S. 101 and Commerce Boulevard. The southern boundary of the new I-L/C overlay would be coterminous with the boundaries of the I-L/O overlay zone. The western and eastern boundaries would be U.S. 101 and the railroad tracks, respectively. The northern boundary would be coterminous with the boundary of the Regional Commercial (C-R) district north of Utility Court. Text updates (as described in the following section) would be needed along with the map updates.

- **Downtown District Overlay (DD).** The zoning map would include this overlay designation, which would modify the development standards.
- **Downtown High Density Residential (DTR-H).** The Downtown High Density Residential (DTR-H) zones in the plan area would be replaced by the DTR-H designation and would include modified development standards, including densities of up to 30 units per acre.
- **Downtown Mixed-Use (DTM-U).** The Downtown Mixed-Use (DTM-U) zones in the plan area would be replaced by the DTM-U designation and would include modified development standards and densities of up to 45 units per acre.

The PDA Plan includes some new zoning concepts that are not included in the existing Zoning Ordinance. This requires some minor reorganization of the existing Zoning Ordinance and the addition of some new chapters and sections. The following is a summary of the proposed changes:

- **Station Center Planned Development (SC-PD).** This new planned development would be created to incorporate both the former State Farm campus and the City's Corporation Yard, and would be added to the Zoning Ordinance as Article XV-B, "Station Center Planned Development District." The map and development standards for this planning district could be adapted from the PDA Plan. Some development standards may also be used or referenced from other parts of the code.
- **Industrial/Commercial Overlay (I-L/C).** This overlay would establish additional retail and service land use types that could be permitted. The overlay would be placed "over" the underlying industrial zoning designation, ensuring that all of the existing development rights of the industrial zone would be left intact, in addition to the range of uses permitted in the industrial district.
- **Downtown District Overlay (DDAZ).** A new overlay would be established for the area identified in the PDA Plan as the Downtown District Amenity Zone (DDAZ). This would include certain development standards (e.g., allowing buildings to be placed at the back of the sidewalk); street cross sections; on-street parking allowances for State Farm Drive; and requirements for internal streets as properties in the downtown district develop or redevelop.
- **Downtown Mixed-Use (DTM-U).** A new zoning district identified in the PDA Plan as Downtown Mixed-Use (DTM-U) would be introduced in the plan area. This zoning district

would include updated development standards supporting the creation of a downtown environment.

- **Downtown High Density Residential (DTR-H).** A new zoning district identified in the PDA Plan as Downtown High Density Residential (DTR-H) would be introduced in the plan area. This zoning district would update the maximum density for high-density residential uses in the plan area to 30 dwelling units per acre.

### **RECOMMENDED ACTIONS**

Staff recommends that the Planning Commission adopt the following Resolutions which set forth recommendations to the City Council:

- Resolution No. 2016-04. Recommending to the City Council approval of the Final Environmental Impact Report for the Central Rohnert Park, Priority Development Area Plan.
- Resolution No. 2016-05. Recommending to the City Council approval of the Central Rohnert Park, Priority Development Area Plan.
- Resolution No. 2016-06. Recommending to the City Council approval of General Plan Amendments to implement the Central Rohnert Park, Priority Development Area Plan.
- Resolution No. 2016-07. Recommending to the City Council approval of zoning map and ordinance amendments to implement the Central Rohnert Park, Priority Development Area Plan.

### **ATTACHMENTS:**

1. Resolution No. 2016-04 (EIR)
2. Resolution No. 2016-05 (Central Rohnert Park, Priority Development Area)
3. Resolution No. 2016-06 (General Plan Amendments)
4. Resolution No. 2016-07 (Zoning Map and Ordinance Amendments)

APPROVALS:

  
\_\_\_\_\_  
Jeffrey S. Beiswenger, AICP, Planning Manager

  
\_\_\_\_\_  
Date

## **Attachment 1**

### **PLANNING COMMISSION RESOLUTION NO. 2016-04**

#### **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROHNERT PARK, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF THE FINAL ENVIRONMENTAL IMPACT REPORT 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 DRIVE /SANTA ALICIA DRIVE**

**WHEREAS**, the 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 applicant is proposing adoption of the Central Rohnert Park, Priority Development Area (PDA) Plan that was initiated in 2013. The current Plan, as proposed, would result in a PDA document that establishes a vision for a vibrant area with a mix of land uses, that includes strategies to support a walkable downtown destination and multimodal transportation hub with access to a variety of jobs, housing, shopping, services, and transportation options.

**WHEREAS**, for the environmental review, the City of Rohnert Park, acting as the Lead Agency under CEQA, published a Notice of Preparation ("NOP") of a Draft EIR for the proposed Plan. The NOP was distributed for a 30-day comment period beginning on October 18, 2015 and held a scoping meeting on Wednesday, November 18, 2015. The City then initiated work on a Draft EIR for the Plan (Plan); and

**WHEREAS**, the City completed the Draft EIR on December 18, 2015 and circulated it to affected public agencies and interested members of the public for the required 45 day public comment period from December 18, 2015 to February 1, 2016; and

**WHEREAS**, the Planning Commission of the City of Rohnert Park duly noticed and conducted a public hearing on February 25, 2016 in order to receive comments on the Draft EIR; and

**WHEREAS**, on February 25, 2016, the City published the Final EIR for the Plan by incorporating: 1) the Draft EIR; 2) comments received about the Draft EIR and responses to those comments; 3) changes, clarifications and corrections to the Draft EIR; and 4) appendices; and



**WHEREAS**, on February 25, 2016, the Planning Commission held a public hearing at which time interested persons had an opportunity to testify either in support or opposition to the Final EIR;

**WHEREAS**, Section 21000, *et. seq.*, of the Public Resources Code and Section 15000, *et. seq.*, of Title 14 of the California Code of Regulations (the "CEQA Guidelines"), which govern the preparation, content, and processing of environmental impact reports, have been fully implemented in the preparation of the EIR; 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

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Rohnert Park ("Commission") makes the following findings, determinations and recommendations with respect to the Final EIR for the proposed Plan:

1. The Commission has independently reviewed, analyzed and considered the Final EIR and all written documentation and public comments prior to making recommendations on the proposed Plan; and
2. The Final EIR was prepared and reviewed in compliance with the provisions of CEQA and the CEQA Guidelines; and
3. That the Final EIR constitutes an adequate, accurate, objective, and complete EIR in compliance with all legal standards; and
4. The information and analysis contained in the Final EIR reflects the City's independent judgment as to the environmental consequences of the proposed Plan; and
5. The documents and other materials, including without limitation staff reports, memoranda, maps, letters and minutes of all relevant meetings, which constitute the administrative record of proceedings upon which the Commission's resolution is based are located at the City of Rohnert Park, City Clerk, 130 Avram Ave., Rohnert Park, CA 94928. The custodian of records is the Planning Manager.
6. All mitigation measures from the EIR apply to the Plan.

**BE IT FURTHER RESOLVED** that the Planning Commission hereby recommends that the City Council of the City of Rohnert Park ("City Council") approve the Final EIR; and

**BE IT FURTHER RESOLVED** that **Exhibit A** (Final Environmental Impact Report) provides the analysis conducted light of the provisions of CEQA Guidelines; and

**BE IT FURTHER RESOLVED** that all of the mitigation measures from the EIR apply to the proposed plan and included as **Exhibit B** (Mitigation Monitoring and Reporting Program); and

**BE IT FURTHER RESOLVED** that any interested person may appeal this Resolution of the Planning Commission to the City Council within 10 calendar days of its passage pursuant to RPMC Section 17.25.123. Any such appeal shall be in the form provided by RPMC Section 17.25.124 and with the payment of the fee established by the City.

**DULY AND REGULARLY ADOPTED** on this 25th day of February, 2016 by the City of Rohnert Park Planning Commission by the following vote:

AYES: \_\_\_\_\_ NOES: \_\_\_\_\_ ABSENT: \_\_\_\_\_ ABSTAIN: \_\_\_\_\_

ADAMS \_\_\_\_\_ BLANQUIE \_\_\_\_\_ BORBA \_\_\_\_\_ GIUDICE \_\_\_\_\_ HAYDON \_\_\_\_\_

\_\_\_\_\_  
John Borba, Chairperson, City of Rohnert Park Planning Commission

Attest: \_\_\_\_\_  
Susan Azevedo, Recording Secretary

**EXHIBIT A**

**FINAL EIR**

## City of Rohnert Park

# **CENTRAL ROHNERT PARK** **PRIORITY DEVELOPMENT AREA PLAN** **Final Environmental Impact Report** **Response to Comments**

SCH # 2015102081

Prepared for:

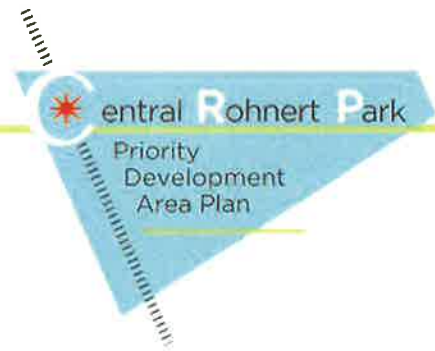
City of Rohnert Park  
Development Services Department  
Planning Division

Prepared by:

AECOM

February 2016





**City of Rohnert Park**

**CENTRAL ROHNERT PARK**  
**PRIORITY DEVELOPMENT AREA PLAN**  
**Final Environmental Impact Report**  
**Response to Comments**

SCH # 2015102081

Prepared for:

City of Rohnert Park  
Development Services Department  
Planning Division

Prepared by:

**AECOM**

February 2016



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## ACRONYMS AND OTHER ABBREVIATIONS

AFY	Acre-feet per year
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Rohnert Park
HAWK	high-intensity activated crosswalk beacon
MTC	Metropolitan Transportation Commission
MUP	multi-use path
NOP	Notice of Preparation
PDA	Priority Development Area
PDA Plan	Priority Development Area Plan
Proposed Plan	Central Rohnert Park PDA Plan
RRFB	rectangular rapid flashing beacon
SCTM/10	Sonoma County Travel Model
SMART	Sonoma Marin Area Rail Transit
TDM	transportation demand management
U.S. 101	U.S. Highway 101
UWMP	Urban Water Management Plan
VMT	vehicular miles traveled
WSA	Water Supply Assessment

## 1.0 INTRODUCTION

The City of Rohnert Park (City) has directed the preparation of an environmental impact report (EIR) to evaluate the potential environmental effects of the proposed Central Rohnert Park Priority Development Area (PDA) Plan (proposed plan) in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.).

In accordance with Section 15088 of the State California Environmental Quality Act (CEQA) Guidelines, the City of Rohnert Park, as the lead agency, has reviewed the comments received on the Draft Environmental Impact Report (Draft EIR) for the Central Rohnert Park PDA Plan and has prepared written responses to the comments received.

The City asked for input from federal, State, and local agencies; organizations; and members of the public regarding the issues that should be evaluated in the EIR. Specifically, the City issued a Notice of Preparation (NOP) of the EIR on October 28, 2015 and conducted a scoping meeting on November 18, 2015.

The Draft EIR (State Clearinghouse Number 2015102081) was received on December 18th, 2015 by the State Clearinghouse, and circulated to the public for review and comment. The City conducted a 45-day public review period for the Draft EIR that concluded on February 1, 2016.

The City has now prepared this Final EIR document, which includes:

- The Draft EIR, with minor revisions detailed in Chapter 3 of this Final EIR
- Public comments received on the Draft EIR
- Responses to written comments
- The list of organizations that provided comments on the Draft EIR

Chapter 2 of this Final EIR includes the written comments received on the Draft EIR and responses to environmental topics raised in these comments (as required by the State CEQA Guidelines Section 15132) and to non-environmental topics included in these comments. The responses to comments respond to the comments received on the Draft EIR. To assist the reader, each response to a comment is also preluded by a brief summary of the comment.

In some instances, responses to comments may warrant modification of the text of the Draft EIR. In those cases, the changes compiled in Chapter 3, "Revisions to the Draft EIR," amend the text of the Draft EIR. The text deletions are shown in ~~strikeout~~ and additions are shown in underline. The minor revisions summarized in Chapter 3 of this EIR do not change the findings presented in the Draft EIR.

The aforementioned responses to comments document and the Draft EIR together constitute the Final EIR that is being considered by the City of Rohnert Park.

## **1.1 USE OF THE FINAL EIR**

The Final EIR includes revisions to the Draft EIR and the Responses to Comments. The Final EIR serves as the environmental document to inform the Planning Commission and City Council's consideration of the proposed plan, either in whole or in part, or one of the alternatives to the project discussed in the Draft EIR.

As required by Section 15090(a)(1)-(3) of the CEQA Guidelines, a Lead Agency, in certifying a Final EIR, must make the following three determinations:

1. The Final EIR has been completed in compliance with CEQA.
2. The Final EIR was presented to the decision-making body of the Lead Agency, and the decision-making body reviewed and considered the information in the Final EIR prior to approving the project.
3. The Final EIR reflects the Lead Agency's independent judgment and analysis.

As required by Section 15091 of the CEQA Guidelines, no public agency shall approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (Findings of Fact) for each of those significant effects, accompanied by a brief explanation of the rationale for each finding supported by substantial evidence in the record. The possible findings are:

1. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

## 2.0 COMMENTS AND RESPONSES TO COMMENTS

This section of the Final EIR contains comment letters received during the public review period for the Draft EIR, which concluded on February 1, 2016.

The EIR is an informational document intended to disclose to the City and the public the environmental consequences of approving and implementing the Central Rohnert Park Priority Development Area Plan (proposed plan) or one of the alternatives to the plan described in the Draft EIR. In conformance with CEQA Guidelines Section 15088(a), the City has prepared written responses to all comments received during the public comment period that address environmental issues related to the proposed plan. The focus of the responses to comments is on the disposition of significant environmental issues that are raised in the comments, as specified by Section 15088(c) of the CEQA Guidelines.

### 2.1 LIST OF COMMENTERS ON THE DRAFT EIR

Comments on the Draft EIR were received as written comments submitted to the City of Rohnert Park Development Services Department during and shortly following the public review comment period. Table 2-1, below, indicates the numeric designation for each comment letter received, the author of the comment letter, and the date received.

**Table 2-1: Written Comments Received on the Draft EIR**

Letter	Commenter	Date
1	County of Sonoma Permit and Resource Management Department	01/26/2016
2	California Department of Transportation (Caltrans)	02/01/2016

### 2.2 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

The written comments received on the Draft EIR and the responses to those comments are provided in this section. Each comment letter is reproduced in its entirety and is followed by the response(s) to the letter. Where a commenter has provided multiple comments, each comment is indicated by a line bracket and an identifying number in the margin of the comment letter.

#### 2.2.1 Comments and Responses to Comments

#### COMMENT LETTER 1 – COUNTY OF SONOMA PERMIT AND RESOURCE MANAGEMENT DEPARTMENT





**Letter 1**

**COUNTY OF SONOMA**  
**PERMIT AND RESOURCE MANAGEMENT DEPARTMENT**

2550 Ventura Avenue, Santa Rosa, CA 95403-2829  
(707) 565-1900 FAX (707) 565-1103

January 26, 2016

Jeffrey S. Beiswenger, Planning Manager  
City of Rohnert Park  
Development Services Department  
130 Avram Avenue, Rohnert Park CA 94928  
[jbeiswenger@rpcity.org](mailto:jbeiswenger@rpcity.org)

Re: Draft EIR for Central Rohnert Park PDA Area Plan

The County of Sonoma appreciates the opportunity to review and comment on the draft EIR for the Central Rohnert Park PDA Area Plan. The County strongly supports city-centered growth, enhanced pedestrian and bicycle path connectivity, and the transit opportunities featured by the Area Plan. In fact, many of the goals and objectives of the County's General Plan are in line with those of the draft Area Plan.

1-1

With respect to the Draft EIR, the County submits the following comments for the City's consideration:

**Transportation and Traffic**

The proposed plan provides for the construction of approximately 835 new residential units and 823,000 square feet of additional commercial, office and light industrial uses, yet the Draft EIR finds no significant cumulative impacts to the greater regional transportation system, other than to Highway 101. The traffic impacts resulting from the residential and commercial development envisioned by the plan would not be confined to the City limits. There would be increased demands on the County circulation system as well.

The interconnectivity of traffic between the City and the adjoining County areas requires interagency coordination and cooperation in order to adequately address the effects of growth on both the local and regional circulation system. Cumulative traffic impacts cannot be mitigated without meaningful consideration of the roadways beyond the City limits.

1-2

The costs of improvements to the County circulation network should be equitably distributed among those who cumulatively contribute to the need for such improvements. Accordingly, the County encourages the adoption of policies which would provide for the equitable distribution of costs through fair share funding by future development within the project area.

A more thorough explanation of the cumulative impact analysis with respect to the regional transportation system is also warranted. The Draft EIR should also describe the threshold of significance used in the analysis and indicate whether the density of the project area is comparable to the density assumed by the Sonoma County Travel Model (SCTM/10).

1-3

### Hydrology

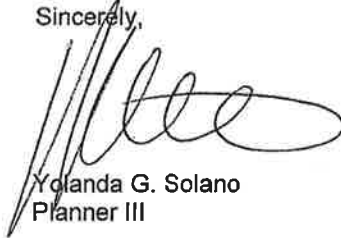
The Draft EIR indicates that groundwater levels around the City's well field appear to be stable, however, the Draft EIR does not specifically analyze the project's impact on groundwater supply or the potential reduction in groundwater discharge to streams as a result of increased pumping. The *Simulation of Groundwater and Surface-water Resources of the Santa Rosa Plain Watershed*, prepared by the U.S. Geological Survey in 2014, indicates that there was a cumulative groundwater-storage reduction between 1976 and 2010 as well as a reduction in groundwater discharge to streams in the Santa Rosa Plain Watershed. A thorough analysis of these water resources are necessary to determine the potential for impacts and the appropriate mitigation if warranted.

1-4

Thank you for the opportunity to express our concerns. We appreciate the hard work and dedication required to create the Area Plan and commend your service to the community of Rohnert Park.

I may be reached by phone at (707) 565-7387 or by email at [yolanda.solano@sonoma-county.org](mailto:yolanda.solano@sonoma-county.org) should you have any questions.

Sincerely,



Yolanda G. Solano  
Planner III

s:\comp\pprs\responses - by year\2016\16-15-01 draft eir central rp priority development

## RESPONSE TO COMMENT 1-1

*The commenter thanks the City for the opportunity to comment on the Draft EIR and expresses the County's support for many of the goals and policies of the proposed plan, highlighting the plan area's focus on city-centered growth, enhanced pedestrian and bicycle path connectivity, and transit opportunities. The goals and objectives of the County's General Plan are in line with those of the proposed plan.*

The City acknowledges the comment.

## RESPONSE TO COMMENT 1-2

*The commenter summarizes the project and comments that the resulting development would not be confined to the City's limits, but would also create increased demands on the County circulation system. The commenter questions why there are no other significant cumulative impacts to the regional transportation system, other than Highway 101.*

The Draft EIR transportation chapter (Chapter 3.9) addresses impacts to regional roadways, given that it represents a programmatic EIR analysis for a master plan (the Central Rohnert Park PDA Plan or proposed plan). As such, the evaluation of potential impacts focuses on those areas most likely to be impacted, which are largely comprised of existing developed areas in the City of Rohnert Park within and near the plan area. Areas outside of the City limits are generally less developed and, therefore, less likely to attract traffic generated by development within the plan area. While development within the plan area can be expected to contribute some share of additional traffic to roadways serving these areas, the majority of traffic generated by development within the PDA would be expected to use U.S. 101 for regional access and a combination of major arterials (e.g., Rohnert Park Expressway and Golf Course Drive) and connecting streets for local access.

In particular, the existing development pattern within Sonoma and Marin Counties is characterized by a mix of developed (urban and suburban) and undeveloped (rural) areas, with developed areas largely concentrated along the north-south U.S. 101 corridor. U.S. 101 also serves as the primary regional link between Sonoma County and the rest of the Bay Area, providing access to State Route 37, Interstate 580, and other major highways and thoroughfares. Thus, given the proposed plan's location adjacent to U.S. 101, it is reasonable to expect that the majority of the regional traffic generated by development within the plan area would utilize U.S. 101, either to access developed areas of Sonoma County along U.S. 101 (e.g., Santa Rosa or Petaluma) or to reach other parts of the Bay Area. By analyzing potential impacts to U.S. 101 (Draft EIR Section 3.9.3, pp. 3.9-19 and 3.9-20), the Draft EIR analyzed the regional roadway facilities expected to be most impacted by development within the plan area.

Recognizing that development within the plan area would add some traffic to these other roadway facilities, the City is committed to working in cooperation with the County to address the proposed plan's contribution to traffic growth and impacts to both local and regional roadways, including those outside of the City of Rohnert Park. This would also be consistent with Policy TR-21 of the *City of Rohnert Park General Plan* that calls for establishment of a regional mitigation plan for transportation improvements, thereby creating a mechanism for development projects within the City of Rohnert Park to contribute impact fees toward roadway improvements in Sonoma County. The City has recently agreed to take the lead in preparing this study to establish a regional mitigation plan, with preparation of this study anticipated to commence in the spring of 2016. Once the regional impact fee is

adopted, future development within the plan area will be subject to payment, thereby contributing a fair share towards the funding of regional roadway improvements. Specific County roadways where future development under the proposed plan may add traffic, and where the Sonoma County General Plan 2020 (SCGP) has identified future improvements that payment of the regional impact fee could contribute funding toward implementation, include the following.

- Petaluma Hill Road – consider improvements, such as intersection improvements, turn lanes, and signals to reduce congestion (SCGP Policy CT-6aaa, Figure CT-1g)
- Community of Penngrove – identify and implement a combination of local and regional roadway improvements to reduce congestion in Penngrove (SCGP Policies CT-6v, CT-6w, CT-6x, and CT-6y)
- Stony Point Road – consider additional turn lanes at RPX intersection to reduce congestion (SCGP Policy CT-6bbb); widen corridor to four lanes (SCGP Figure CT-1g)

### **RESPONSE TO COMMENT 1-3**

*The commenter suggests a more thorough explanation of cumulative impact analysis to the regional transportation system and that the Draft EIR describes the threshold of significance used in the analysis and indicate whether the density of the project area is comparable to the density assumed by the Sonoma County Travel Model (SCTM/10).*

As discussed in Response to Comment 1-2, potential impacts to the regional transportation system are discussed in Draft EIR Section 3.9.3, pp. 3.9-19 and 3.9-20, in the context of impacts to U.S. 101.

The Sonoma County Travel Demand Model (SCTM\10) was utilized in the assessment of cumulative traffic impacts. The model's future year scenario of 2040 reflects buildout of current general plans throughout Sonoma County, including build-out within the County and incorporated municipalities in the County (the cities of Rohnert Park, Cotati, Healdsburg, Santa Rosa, Petaluma, Cloverdale, Sebastopol, and Sonoma and the Town of Windsor). For the model's traffic analysis zones (TAZ) encompassing the plan area, the added development potential for buildout under the current Rohnert Park General Plan (i.e., without adoption of the proposed plan) includes 269 residential units and 628,897 square feet of non-residential uses. In comparison, as shown in Draft EIR Table 2-3 (pp. 2-15 and 2-16), the proposed plan estimates an added development potential of 835 residential units and 822,324 square feet of non-residential uses. The proposed plan, therefore, would allow for a higher density of development than the City's General Plan and the assumptions used in the County's traffic model. The traffic volumes and traffic operations calculations presented in the "Future plus Project" scenario of the proposed plan's traffic impact study (contained in Draft EIR Appendix E) reflect the effects of this additional increment of cumulative growth beyond what is assumed in the SCTM\10 model.

While the proposed plan would allow for more units and more non-residential square footage than assumed in the current SCTM\10 model, it is critical to discern the differences in automobile traffic generation and travel patterns that would result from implementation of the proposed plan versus the more suburban type of development pattern currently evident in the vicinity. On a per-unit or per-square foot basis, the PDA is anticipated to generate fewer automobile trips than conventional development. A greater share of trips is projected to be made by walking, bicycling, and transit. Development in the plan area (both existing and future) would be increasingly transit-focused, both in its proximity to existing local and regional bus routes as well as its proximity to the

SMART commuter rail line. Implementation of the proposed plan would also result in a more balanced jobs-housing ratio within Central Rohnert Park, meaning that the potential for existing and future residents to live closer to their workplace also increases (thereby, resulting in a potential shift away from auto trips as well as towards shorter driving distances). Finally, the types of non-residential uses envisioned by the proposed plan are oriented to local users. The proposed plan places a focus on local-serving and downtown retail versus big-box or auto-oriented retail. This type of land use not only tends to draw fewer auto trips than big-box shopping center type uses, but associated auto trips also tend to be shorter in length and oriented to/from more proximate areas. The combined effects of this type of development pattern lead to fewer trips extending beyond the City and onto the County/regional roadway network, substantially limiting the potential traffic impacts that implementation of the proposed plan may create on these roadways.

As indicated in the Draft EIR transportation chapter and traffic impact study and considered in the Draft EIR alternatives chapter (Chapter 6), the proposed plan would increase automobile traffic levels, but the amount to which the proposed plan would affect regional facilities under future cumulative conditions is expected to be similar or only slightly greater than would otherwise occur assuming build-out of the plan area under existing zoning utilizing more suburban and automobile-oriented development patterns. As discussed in Section 6.3 of the DEIR, although the proposed plan would add traffic to several local intersections, it also includes traffic signal and lane geometry improvements that would improve these intersection operations to acceptable conditions and mitigate the effects of the additional traffic. Without the proposed plan, these improvements would not be in place and development in the plan area under existing zoning would be expected to cause four intersections to degrade to unacceptable conditions, as addressed in Section 6.3.4 of the DEIR. Existing zoning and development patterns also would not feature the land use and transportation improvements under the proposed plan that would support reductions in automobile parking and promote alternative modes, such as transit, biking, and walking, both of which are critical to reducing vehicle-miles travelled (VMT) and its associated effects on both the local and regional roadway network.

Furthermore, as noted in Response to Comment 1-2 above, the City will be preparing a study to establish a regional mitigation plan for transportation improvements that, once adopted, will require future development in the plan area to contribute fair-share funding of regional roadway improvements.

Regarding thresholds of significance, the Draft EIR describes the thresholds of significance applied for intersection and freeway operations in the beginning of Section 3.9.3 (pp. 3.9-16).

#### **RESPONSE TO COMMENT 1-4**

*The commenter suggests the Draft EIR does not specifically analyze the project's impact on groundwater supply or the potential groundwater discharge to streams as a result of increased pumping and that a thorough analysis of these water resources are necessary to determine the potential for impacts and the appropriate mitigation, if warranted.*

Implementing the Central Rohnert Park Priority Development Area Plan does not require, nor is the City proposing, an increase in groundwater pumping. Therefore, there is no anticipated impact to groundwater supply, groundwater levels, or a reduction in groundwater discharge to streams in the Santa Rosa Plain Watershed as a result of the proposed plan. As described in Draft EIR Section 5.8.2, pp. 5-15, the City manages its groundwater supply in accordance with its 2004 Water Policy Resolution, which limits groundwater pumping to 2,577 AFY.

The City will maintain this maximum pumping limit and groundwater pumping will not increase as a result of the PDA Plan. The 2004 City-wide Water Supply Assessment, which is a reference for the EIR, provides the technical support for this maximum pumping rate. The City continues to monitor and document its groundwater use through its required Urban Water Management Plans and through cooperative participation in the regional groundwater management work occurring in the Santa Rosa Plain basin.

Draft EIR Section 5.8.2, “Water Supply,” pp. 5-15 provides a discussion of potential impacts of the proposed plan on water supply. This includes a discussion of potential impacts to groundwater levels from operation of the plan. Draft EIR Section 5.8.2, “Water Supply,” pp. 5-15 also provides a summary of the water supply assessment (WSA) that was prepared by the City for the proposed plan as required by State law. The WSA is included as Draft EIR Appendix F. The WSA describes the water demand associated with build-out of the plan area as well as the three water sources used by the City, which includes groundwater pumping from the Santa Rosa Plain Subbasin of the Santa Rosa Valley Groundwater Basin.

The City is aware of the results of the *Simulation of Groundwater and Surface-water Resources of the Santa Rosa Plain Watershed*, having participated as a cooperative funder of this study. The study documents the rising groundwater levels in the southeast portion of the Santa Rosa Plain groundwater basin as a result of the groundwater management policy included in the City’s 2004 Water Policy Resolution. In addition to providing data and funding for the *Simulation of Groundwater and Surface-water Resources of the Santa Rosa Plain Watershed*, the City provided data and funding for Groundwater Management Plan for the Santa Rosa Plain basin and is contributing to the implementation of this plan as well as the development of the Groundwater Sustainability Plan, required by the Groundwater Sustainability Act of 2014. This extensive body of technical and policy work documents that sustainable groundwater use is achieved through cooperative efforts throughout the basin and are not isolated studies associated with individual project(s) or plans. In addition to implementing its Water Policy Resolution, the City will continue to participate in the implementation of regional groundwater management activities to support sustainable use of groundwater in the basin.

## COMMENT LETTER 2 – CALIFORNIA DEPARTMENT OF TRANSPORTATION

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Letter 2

### DEPARTMENT OF TRANSPORTATION

DISTRICT 4  
P.O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5528  
FAX (510) 286-5559  
TTY 711  
www.dot.ca.gov

Serious Drought.  
Help save water!

February 1, 2016

SON1011921  
SON-101-VAR  
SCH # 2015102081

Mr. Jeffrey Beiswenger  
City of Rohnert Park  
Planning Department  
130 Avram Avenue  
Rohnert Park, CA 94928

### Central Rohnert Park Priority Development Area Plan – Draft Environmental Impact Report

Dear Mr. Beiswenger:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Central Rohnert Park Priority Development Area (PDA) Plan. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system, in which we seek to reduce statewide vehicle-miles-traveled (VMT) and increase non-auto modes of active transportation. Our comments seek to promote the State's smart mobility goals and are based on the Draft Environmental Impact Report. Additional comments may be forthcoming pending final review.

2-1

#### ***Project Understanding***

The proposed project is a programmatic land use master plan that is intended to support transit-oriented and infill development nearby the Rohnert Park City Center and planned Sonoma Marin Area Rail Transit (SMART) commuter rail station. The proposed developments would cover a 330-acre area centered on the Rohnert Park Expressway/State Farm Drive intersection, which would allow the construction of 835 multi-family residential units and 823,000 square feet (sf) of retail/commercial, office, light industrial, and public/institutional use. Additionally, the project would construct new roadway, bicycle, pedestrian, and transit improvements in order to provide non-vehicular community access to the planned SMART station. The proposed project would add 27,777 new daily trips of which 1,352 trips would occur during the AM peak hour and 1,973 trips during the PM peak hour. The western edge of the PDA is bound by U.S. 101, which would provide regional access to the PDA.

2-2

#### ***Lead Agency***

As the lead agency, the City of Rohnert Park is responsible for all project mitigation, including

2-3

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any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Additionally, please provide Caltrans with all future project-specific documents and analysis that may derive from the proposed land use master plan.

cont.  
2-3

### ***Regional Impact Fees***

U.S. 101 is critical to regional and interregional traffic in the San Francisco Bay region. It is vital to commuting, freight, and recreational traffic and is one of the most congested regional freeway facilities. Given the scale of the proposed project, the traffic generated will have significant regional impact to the already congested U.S. 101. The Department encourages the City to develop a regional transportation fee program to mitigate and plan for the impact of future growth on the regional transportation system. The fees would be used to help fund regional transportation programs that add capacity increasing improvements to the transportation system to lessen future traffic congestion.

2-4

Reducing delays on State facilities will not only benefit the region, but also reduce any queuing on local roadways caused by highway congestion. The purpose of regional impact fee program would improve mobility by reducing time delays and maintaining reliability on major roadways throughout the San Francisco Bay Area.

### ***Bicycle and Pedestrian Improvements***

- We recommend that the City consider the use of on-street parking to create a parking-protected Class IV separated bikeway. Guidance on these facilities may be gained via Caltrans *Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks)*, which can be found at the following link: <http://www.dot.ca.gov/hq/opd/dib/dib89.pdf>. Where protected bike lanes are referenced, please also include the Class IV designation;
- Please clarify the meaning of 'enhanced bike lanes' when referenced in the Bike and Pedestrian Improvements section (p. 2-22) of the environmental document (e.g. Class II buffered bike lanes with green pavement markings at conflict zones);
- Where midblock pedestrian crossings are proposed, also consider rectangular rapid flashing beacons (RRFB) in addition to standard signals or High-Intensity Activated Crosswalk beacons (HAWK), which Caltrans refers to as pedestrian hybrid beacons (PHB); and
- On page 2-22, please correct all references to Professional Drive to Professional Center Drive and Lynne Conde Drive to Lynne Conde Way.

2-5

2-6

2-7

2-8

### ***Vehicle Trip Reduction***

The project should adopt a Transportation Demand Management (TDM) program in order to encourage walking, bicycling, and transit use while reducing traffic impacts on State highways. The region should be supported by a framework of transportation alternatives by increasing transit, pedestrian, and bicycle systems in order to maximize access and mobility throughout the region while reducing dependence upon the automobile. In an effort to accomplish such, the project

2-9

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should consider the various TDM measures listed below. The TDM program should document vehicle trip reduction, including annual monitoring reports to demonstrate the ongoing reduction of vehicle trips while continuing to survey the travel patterns of residents and employees within the project area.

- Project design to encourage walking, bicycling, and convenient transit access;
- Parking cash out/parking pricing;
- Formation of a Transportation Management Association (TMA) in partnership with other developments in the area;
- Adoption of an aggressive trip reduction target with Lead Agency monitoring and enforcement; and
- Transit fare incentives such as subsidized transit passes on a continuing basis.

cont.  
2-9

Implementing various TDM measures will help the project become more consistent with the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan/Sustainable Community Strategy goals. Please also refer to "Reforming Parking Policies to Support Smart Growth," a MTC study funded by Caltrans, for sample parking ratios and strategies that support compact growth. Reducing parking supply can encourage alternate forms of transportation, reduce regional vehicle miles traveled, and lessen future impacts.

2-10

#### ***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information:

2-11

<http://www.dot.ca.gov/hq/traffops/developserv/permits>.

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Mr. Jeffrey Beiswenger, City of Rohnert Park  
February 1, 2016  
Page 4

Should you have any questions regarding this letter or require additional information, please contact Cole Iwamasa at (510) 286-5534 or [cole.iwamasa@dot.ca.gov](mailto:cole.iwamasa@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Pat C'.

PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

Cc: State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation  
system to enhance California's economy and livability"*

## **RESPONSE TO COMMENT 2-1**

*The commenter thanks the City for being included in the environmental review process for the PDA Plan and expresses that the comments in the letter seek to promote the State's new mission, vision, and smart mobility goals.*

The City acknowledges Caltrans' mission to reduce statewide vehicle miles traveled and increase non-vehicular modes of active transportation and has similar goals and policies in its planning documents.

## **RESPONSE TO COMMENT 2-2**

*The commenter summarizes the proposed plan including associated trip generation characteristics.*

The Draft EIR provides a comprehensive description of the proposed plan in Chapter 2 of the DEIR.

## **RESPONSE TO COMMENT 2-3**

*The commenter states that the project's fair share contribution, financing, scheduling, implementation responsibilities should be discussed in all proposed mitigation measures and that all future project specific documents and analysis, derived from the proposed plan, should be provided to Caltrans for review.*

As shown in Draft EIR Section 3.9.3, pp. 3.9-16 through 3.9-22, the Draft EIR concludes that the proposed plan would result in less-than-significant transportation and traffic impacts, with the exception of significant impacts to three segments of U.S. 101. However, the Draft EIR does not identify any feasible mitigation measures for these three segments, as widening the freeway to accommodate additional lanes would result in substantial environmental, social, and financial impacts.

As discussed in Response to Comment 1-2, the City of Rohnert Park recognizes that development within the plan area may contribute to these impacts to the regional transportation system, and the City has agreed to take the lead on preparing a study to establish a regional mitigation plan and impact fee structure that will require all future development in Sonoma County, including future development within the plan area, to make a fair-share contribution toward funding regional roadway improvements.

The City will provide notification of future actions related to the proposed plan to Caltrans and will circulate these responses to comments to each organization and individual that commented on the Draft EIR.

## **RESPONSE TO COMMENT 2-4**

*The commenter encourages the City to develop a transportation fee program to mitigate and plan for the impact of future growth on the regional transportation system.*

As described in Response to Comment 1-2, the City has agreed to take the lead, in 2016, on preparing a study to establish a regional mitigation plan for transportation improvements that, once adopted, will require future development in the plan area to contribute towards funding regional roadway improvements.

## **RESPONSE TO COMMENT 2-5**

*The commenter recommends the City consider use of on-street parking to create a parking protected Class IV separated parkway.*

Parking-protected bike lanes are encouraged within the proposed plan and are suggested specifically along portions of various local roadways such as State Farm Drive, as reflected in the street section concepts provided in Chapter 5 of the proposed plan. Additional street segments, with on-street bike lanes, could also be considered as a “parking-protected” solution at a later time, once proposed roadway improvements enter the detailed design phase.

## **RESPONSE TO COMMENT 2-6**

*The commenter asks for clarification on the meaning of “enhanced bike lanes” referenced in the project description.*

References to enhanced bike lanes on Draft EIR pp. 2-22 of the project description are intended to support a variety of bike lane treatments, including green-striping or high-contrast bike lanes, separated bike lanes (through various methods), or other bike lane improvements that enhance driver awareness and increase the safety of bicycling. Since this is a programmatic-level EIR, more specific details regarding the type of enhancement or improvements will be determined as future projects within the plan area are designed and implemented. A definition for enhanced bike lanes, as described above, has been added as a footnote to Chapter 3, Revisions to Draft EIR, to update Section 2.3.4, “Bike and Pedestrian Improvements.”

## **RESPONSE TO COMMENT 2-7**

*The commenter suggests that where midblock pedestrian crossings are proposed, rectangular rapid flashing beacons (RRFB) be considered, in addition to standard signal or High-Intensity Activated Crosswalk (HAWK) beacons.*

The City acknowledges this comment. Where references are made to HAWK signals in the Project Description of the Draft EIR, rectangular rapid flashing beacons will also be provided as a potential alternative solution to ensure the safety of midblock pedestrian crossings.

The description of mid-block pedestrian crossings along Rohnert Park Expressway in the Draft EIR, pp. 2-22, bullet point b7 in Section 2.3, “Bike and Pedestrian Improvements,” has been updated by Chapter 3 of the Final EIR to not only include pedestrian refuges and the option for high-intensity activated crosswalk beacons, but also rectangular rapid flashing beacons or other potential signalized crossing solutions.

## **RESPONSE TO COMMENT 2-8**

*The commenter identifies that references to Professional Drive be updated to Professional Center Drive and Lynne Conde Drive to Lynne Conde Way.*

References to Professional Center Drive and Lynne Conde Way have been updated throughout the EIR and proposed plan.

## **RESPONSE TO COMMENT 2-9**

*The commenter encourages the Plan to adopt a Transportation Demand Management (TDM) program that supports transportation alternatives that increase transit, pedestrian, and bicycle systems to maximize mobility and access in the region while reducing the dependence upon the automobile.*

City General Plan Goals TR-I, TR-K, TR-L, and TR-R and Policies TR-24-TR-34, TR-41, and TR-42 support reducing traffic congestion by encouraging transportation demand management (TDM) programs for businesses and workplaces and parking standards that help reduce automobile trips, and promote alternative transportation modes. These goals and policies are also identified as one of the objectives of the proposed plan.

As a priority development area located adjacent to the future SMART commuter rail line and multi-use path, the proposed plan incorporates measures to reduce VMT and support transportation alternatives, including transit, bicycle, and pedestrian systems that maximize mobility within the plan area and connections to local and planned regional bike and transit systems. City General Plan goals and policies as well as proposed plan circulation goals and policies (provided in Chapter 5.2 of the proposed plan) support the goals and strategies of, and function fundamentally similar to, the TDM program suggested by the comment. Rohnert Park General Plan Policy TR-22 encourages the adoption of a non-mandatory employer-based TDM program for Rohnert Park businesses. The City also has a trip reduction ordinance requirement, Code Section 10.80.040, that applies to employers with more than 100 employees. Development within the plan area would be subject to these various goals, policies, and requirements, as well as the goals and policies explicitly identified in the proposed plan.

## **RESPONSE TO COMMENT 2-10**

*The commenter provides additional examples of TDM measures to help the project be consistent with MTC's Regional Transportation Plan / Sustainable Community Strategy goals and makes reference to the "Reforming Parking Policies to Support Smart Growth," study, prepared by MTC, for parking ratios and strategies that support compact growth.*

The proposed plan incorporates input from a shared parking analysis study, prepared for the plan area in the Parking Policy and Management Strategy Memo (available upon request), focused on the Station Center and City Center subareas, where the potential for shared parking lots and future parking structures are envisioned, in close proximity to the SMART rail station. The results of the shared parking analysis are described in the Central Rohnert Park PDA Plan Section 5.7.2, "Parking Analysis." In addition to other parking reductions permitted by Chapter 17.16.040 of the City's Zoning Code, input from findings in this analysis have been accounted for in the parking ratios for the proposed plan, which propose parking reductions for multifamily residential development and retail, office, and public uses in the Station Center and City Center subareas. The proposed plan allows these parking reductions, encourages projects in the plan area to adopt a "park once" strategy (PDA Plan Policy C-5.5), where applicable, and builds in flexibility for development to meet City parking demands through various parking strategies, including shared parking, development of parking districts (in the Downtown); off-site parking; and

unbundled and paid parking, as future long-term strategies when parking demand warrants. Car share and bike share programs in the plan area are also encouraged.

To provide additional clarification within the Project Description , Draft EIR Section 2.3.5, “Parking” has been revised as part of the Final EIR (see Final EIR Chapter 3) to provide additional information and reference to the assumptions behind the parking standards, including parking reductions considered and currently permitted by the City’s Zoning Code that are also applicable to the plan area. This clarification does not change impact analyses or conclusions.

## **RESPONSE TO COMMENT 2-11**

*The commenter advises any work or traffic control that encroaches into the State right-of-way requires an encroachment permit, issued by Caltrans, and provides instructions for submitting an encroachment permit application.*

The City acknowledges this comment and will coordinate with Caltrans on any requests for encroachment permits into any State right-of-way.

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### 3.0 REVISIONS TO THE DRAFT EIR

This chapter presents minor text additions and revisions to the Draft EIR that do not constitute significant new information or changes to significance findings. Thus, in accordance with CEQA Guidelines Section 15088.5, there is no need to recirculate portions or all of the Draft EIR. The changes are presented in the order in which they appear in the Draft EIR and are identified by page number. Text deletions are shown in ~~strikeout~~ and additions are shown in underline.

#### Global Changes

References to “Professional Drive” have been changed to “Professional Center Drive” and references to “Lynne Conde Drive” have been changed to “Lynne Conde Way” throughout the EIR and proposed plan.

#### Chapter 2.0, “Project Description”

##### *Page 2-22, Section 2.3.4, Bike and Pedestrian Improvement*

**Bullet Point b7).** The description of midblock pedestrian crossings along Rohnert Park Expressway has been updated, as provided below, so that it not only includes pedestrian refuges and the option for high-intensity activated crosswalk beacons, but also rectangular rapid flashing beacons.

- b7) Upgrading RPX to incorporate high-contrast bike lanes; widening the existing meandering sidewalks on both sides of the street, to support development of a Class I MUP; and supporting intersection and mid-block pedestrian crossings, with pedestrian refuges and high-intensity activated crosswalk signals, rectangular rapid flashing beacons, or other potential signalized crossing solutions at Lynne Conde ~~Drive~~ Way and along the SMART MUP.

**Footnote 1.** Footnote 1 has been added, as provided below to clarify the definition of an enhanced bike lane, as used in the Central Rohnert Park PDA Plan and DEIR.

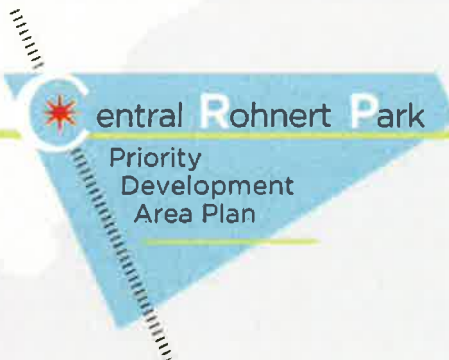
Enhanced bike lanes, as referenced in the proposed plan and this Final EIR, encompass a variety of bike lane treatments, including green striping or high-contrast bike lanes, separated or protected bike lanes (e.g., parking-protected bike lanes), or other bike lane improvements that enhance driver awareness and increase the safety and comfort of bicycling.

**Page 2-23, Section 2.3.5, Parking.** Additional clarification provided on assumptions to and proposed parking standards.

The proposed plan identifies the appropriate number of off-street parking spaces for new residential, mixed-use, light industrial, retail/service, and office uses, as shown by the parking ratios in Table 2-4. These standards reflect parking analysis findings conducted for the proposed plan, including a shared parking analysis and parking reductions in the City Center and Station Center subareas, as described in Section 5.7.2 of the PDA Plan. For nonresidential uses, on-street parking spaces would be permitted to meet the requirement for off-street parking spaces. Chapter 17.16.040 of the City Zoning Code also allows parking reductions, including: 1) up to 25 percent for shared parking, where a combination of uses can demonstrate and make the finding that the uses share a common parking area and demand for parking



occurs over different time periods, making the full parking requirement unnecessary; 2) up to 10 percent for providing a rideshare, transit incentive, or other transportation system management program; and 3) permits meeting parking demand off-site for off-site uses within 300 feet of the use(s) they are intended to serve.



## City of Rohnert Park

# CENTRAL ROHNERT PARK PRIORITY DEVELOPMENT AREA PLAN Mitigation Monitoring and Reporting Program

SCH # 2015102081

Prepared for:

City of Rohnert Park  
Development Services Department  
Planning Division

Prepared by:

AECOM

February 2016





**City of Rohnert Park**

**CENTRAL ROHNERT PARK**  
**PRIORITY DEVELOPMENT AREA PLAN**  
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February 2016

# **MITIGATION MONITORING AND REPORTING PROGRAM**

## **INTRODUCTION**

Where a CEQA document has identified significant environmental effects, Public Resources Code Section 21081.6 requires adoption of a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval to mitigate or avoid significant effects on the environment.”

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared to provide for the monitoring of mitigation measures required for the Central Rohnert Park Priority Development Area (PDA) Plan, as set forth in the Final Environmental Impact Report (FEIR).

The City of Rohnert Park (City) is the Lead Agency that must adopt the MMRP for development and operation of the plan. This report will be kept on file with the City of Rohnert Park Development Services Department, 130 Avram Avenue, Rohnert Park, CA 94928.

The CEQA Statutes and Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency and other agencies with implementing and monitoring mitigation measures. In accordance with CEQA Guidelines Section 15097(d), “each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise.” This discretion will be exercised by implementing agencies at the time they undertake any of portion of the project, as identified in the EIR.

## **PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM**

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures. Additionally, for the purposes of public disclosure and to assist in monitoring compliance, the MMRP identifies actions necessary to comply with relevant regulatory requirements discussed in the EIR. The MMRP is intended to be used by City staff and others responsible for project implementation.

A lead agency may rely on compliance with applicable laws and regulations in determining that a proposed project will result in a less than significant impact. (See *San Francisco Tomorrow v. City and County of San Francisco* (2014) 229 Cal.App.4th 49, 525 [holding the city properly relied on compliance with building codes and related regulations in determining the proposed project would not result in potential safety hazards].) As a standard condition of approval, the City requires applicants comply with federal and state laws and regulations as well as standard City requirements that are applicable to a proposed project. Pursuant to CEQA Guidelines section 15091, subdivision (d), the mitigation monitoring and reporting program should identify both mitigation measures as well as “condition[s] of approval to avoid or substantially lessen significant environmental effects.” For this reason, in addition to identifying mitigation measures contained in the FEIR, this MMRP also contains relevant regulatory requirements that, as discussed in the FEIR, make up part of the basis for concluding one or more impacts identified in the FEIR are less than significant. As set forth below, the City will monitor compliance with these applicable laws and regulations in the same manner as for the mitigation measures set forth in the FEIR. The timing of implementation, the party/ies responsible for monitoring and enforcement, and a column to confirm implementation of the mitigation measures/standards/regulatory requirements is also included in Table 1, below. Mitigation measures are numbered in the same way they are numbered in the EIR. Existing regulations/standards are numbered according to the order in which they are referenced in each EIR section (often times existing

regulations apply to various impacts).

The timing is the point(s) at which the mitigation measure/standard/regulatory requirement must be monitored for compliance. In many cases, the first step in compliance will be to initiate compliance with the subject mitigation measure/standard/regulatory requirement.

## **ROLES AND RESPONSIBILITIES**

The project applicant is responsible for fully understanding and effectively implementing the mitigation measures/standards/regulatory requirements contained within the MMRP, as directed by the City. The City is responsible for overall administration/enforcement of the MMRP.

## **CHANGES TO MMRP**

Any substantive change in the MMRP shall be reported in writing. Modifications to the requirements of the MMRP may be made by the City subject to one of the following findings, documented by evidence included in the public record:

- The requirement included in the FEIR and the MMRP is no longer required because the significant environmental impact identified in the FEIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in environmental conditions, or other factors.

OR,

- The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the FEIR and the MMRP; and
- The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing bodies in their decisions on the FEIR and the proposed project; and,
- The modified or substitute mitigation measures are feasible, and the City or, where applicable, other public agencies, through measures included in the MMRP or applicable regulations, can ensure implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures, including a determination whether further environmental review is required, shall be maintained in the project file with this MMRP and shall be made available to the public upon request.

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<b>3.1 Air Quality</b>				
<p><b>Mitigation Measure 3.1-1: Implement BAAQMD Basic Construction Control Measures</b></p> <p>BAAQMD recommends that all projects, regardless of significance, implement the Basic Construction Control Measures during construction. Implementing the following measures would effectively minimize and control fugitive dust emissions from the proposed construction-related activities. All building or grading permits issued for projects within the plan area shall include the following Basic Construction Control Measures (BAAQMD, 2011) as a condition of the permit. All contractors selected to construct any component of the project shall implement the following measures:</p> <ul style="list-style-type: none"> <li>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>• All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>• All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power-vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>• All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.</li> <li>• Idling times shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure, Title 13, Section 2485 of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points.</li> <li>• All construction equipment shall be maintained and properly tuned in accordance with manufacturer's</li> </ul>	Inclusion of applicable Basic Construction Control Measures during construction, as a condition of all building or grading permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>specifications. All equipment shall be checked by a certified visible emissions evaluator.</p> <ul style="list-style-type: none"> <li>A publicly visible sign shall be posted at the soil transfer site within BAAQMD, with the telephone number and person at the City of Rohnert Park to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number also shall be visible, to ensure compliance with applicable regulations.</li> </ul>				
<p><b>Mitigation Measure 3.1-2: Assess Criteria Pollutant Emissions Associated with Site-Specific Construction and Alter Project Details and/or Construction Equipment as Needed</b></p> <p>As part of subsequent project-level CEQA analysis, the project applicant shall complete an evaluation of construction air pollutant emissions from individual projects in the plan area. The air pollutant emissions shall be compared to BAAQMD's thresholds of significance for project-level construction impacts to determine potential impacts. If potentially significant project-level construction-related impacts are found (i.e., construction-related emissions would exceed applicable thresholds of significance), additional mitigation measures (beyond those required for all projects by Mitigation Measure 3.1-1) shall be developed and implemented to reduce potential impacts to a less-than-significant level. Mitigation measures could include, but are not limited to the measures listed in Mitigation Measures 3.1-3, 3.1-4, and 3.1-5.</p>	<p>Submittal of documentation demonstrating construction air pollution emissions are below BAAQMD's thresholds of significance for project-level construction impacts or inclusion of additional mitigation measures to reduce potential impacts to a less-than-significant level, as a condition of all building or grading permits for projects within the plan area.</p>	<p>Prior to Issuance of Grading/Building Permits and During Construction</p>	<p>Rohnert Park Development Services, Planning Department</p>	
<p><b>Mitigation Measure 3.1-3: Implement Applicable Site-Specific BAAQMD Additional Construction Control Measures for Exhaust-Related Emissions</b></p> <p>BAAQMD has developed Additional Construction Mitigation Measures for those projects that will be located near sensitive receptors. Because the plan's construction-</p>	<p>Inclusion of applicable construction control measures for exhaust-related emissions during construction, as a condition of all</p>	<p>Prior to Issuance of Grading/Building Permits and During Construction</p>	<p>Rohnert Park Development Services, Planning Department</p>	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>related pollutant of most concern is NO<sub>x</sub>, the following measures from BAAQMD's Additional Construction Measures with an emphasis on exhaust-related measures shall be implemented during construction if project-level impacts are found to be significant to reduce emissions to a less-than-significant level. Example additional measures that would help reduce exhaust-related NO<sub>x</sub> emissions are listed below; however, projects are not limited or confined to the following measures to reduce exhaust-related construction emissions.</p> <ul style="list-style-type: none"> <li>The idling time of diesel-powered construction equipment shall be minimized to 2 minutes.</li> <li>Low-volatile organic compound (i.e., ROG) coatings shall be used, beyond local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).</li> <li>All contractors shall be required to use equipment that meets ARB's most recent certification standard for off-road heavy duty diesel engines.</li> <li>All contractors shall be required to use a selected percentage of higher tier equipment (e.g., Tier 4) or equipment that through retrofits or repowering meet the exhaust emission standards of higher tier emission standards in order to reduce construction impacts to a less-than-significant level.</li> <li>All contractors shall evaluate the feasibility of using alternatively fueled vehicles and equipment during construction activities. Alternatively fueled vehicles and equipment shall be used to the highest extent feasible and to reduce construction emissions to a less-than-significant level.</li> </ul>	building or grading permits for projects within the plan area.			
<p><b>Mitigation Measure 3.1-4: Implement Applicable Site Specific BAAQMD Additional Construction Control Measures for Fugitive Dust Emissions</b></p> <p>BAAQMD has developed additional construction mitigation</p>	Inclusion of applicable construction control measures for fugitive dust emissions from	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning	



Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>measures for those projects that will include extensive earth-moving activities or will be located near sensitive receptors. Because the plan would consist of infill development with potential sensitive receptors nearby, the following example fugitive dust-related measures shall be considered to minimize exposure to nearby receptors, as applicable, if project-level impacts are found to be significant. However, projects are not limited or confined to the following measures to reduce fugitive dust-related emissions.</p> <ul style="list-style-type: none"> <li>• All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</li> <li>• All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles per hour.</li> <li>• Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks shall have at maximum 50 percent air porosity.</li> <li>• Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and shall be watered appropriately until vegetation is established.</li> <li>• The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</li> <li>• All trucks and equipment, including their tires, shall be washed off before leaving the site.</li> <li>• Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</li> </ul>	<p>earth moving activities during construction, as a condition of all building or grading permits for projects within the plan area.</p>		<p>Department</p>	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.				
<p><b>Mitigation Measure 3.1-5: Use BAAQMD Carl Moyer Program (CMP) to Offset Project-Specific Regional Emissions</b></p> <p>If any project-level air pollutant emissions (i.e., construction or operational) exceed the BAAQMD 2010 thresholds after implementation of applicable mitigation measures, the project applicant shall use BAAQMD's CMP to offset the remaining project-level air pollutant emissions that exceed the BAAQMD 2010 thresholds. The project applicant shall provide funding for emission reduction projects in an amount up to \$16,640 per ton of criteria air pollutants (NO<sub>x</sub> + ROG + [20*PM]) , which is the current cost-effectiveness limit for emission reduction projects set by the Air Resources Board for the CMP. The range of costs could be anywhere from approximately \$5,000 per weighted ton to the upper limit of \$16,640 per weighted ton. An administrative fee of 5 percent shall be paid by the project applicant to BAAQMD to implement the program. The range of costs could be anywhere from approximately \$5,000 per weighted ton to the upper limit of \$16,640 per weighted ton. An administrative fee of 5 percent shall be paid by the project applicant to BAAQMD to implement the program. The funding will be used for a combination of the following types of projects:</p> <ul style="list-style-type: none"> <li>• projects eligible for funding under the CMP guidelines that are real, surplus, quantifiable, and enforceable; and</li> <li>• projects to replace older, high-emitting construction equipment operating in the Bay Area with newer, cleaner, retrofitted, or more efficient equipment.</li> </ul>	Provide offset for project level air pollutant emissions from construction or operation, using the BAAQMD Carl Moyer Program to offset project-related regional emissions that exceed the BAAQMD 2010 thresholds, after implementation of applicable mitigation measures and as a condition of all building or grading permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits	Rohnert Park Development Services, Planning Department	
<b>Mitigation Measure 3.1-6: Assess Criteria Pollutant Emissions Associated with Site-Specific Operations and</b>	Inclusion of applicable BAAQMD mitigation	Prior to Issuance of Grading/Construction	Rohnert Park Development	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<b>Implement BAAQMD Operational Emissions Mitigation Measures</b> As part of project-level CEQA analysis the operational impact from projects in the plan area shall be assessed by the project applicant in accordance with the State CEQA Guidelines Appendix G Checklist and compared to BAAQMD's thresholds of significance for project-level impacts. Project-specific mitigation measures for the proposed plan shall be implemented, based on the BAAQMD Mitigation Measures for Operational Emissions found in Appendix A, if necessary to reduce impacts to below a level of significance.	measures for operational emissions, as a condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits	Services, Planning Department	
<b>Mitigation Measure 3.1-7: Assess Toxic Air Contaminant Emissions and Health Risks Associated with Site-Specific Construction.</b> As part of any project-level CEQA analysis, the health risk impacts of construction PM <sub>2.5</sub> and TAC concentrations from individual projects within the plan area shall be assessed by the project applicant in accordance with BAAQMD's CEQA Guidelines and Recommended Methods for Screening and Modeling Local Risks and Hazards, as necessary. If health risk impacts are determined to exceed BAAQMD thresholds of significance, BAAQMD's exhaust-related additional construction Mitigation Measure 3.1-3 shall be implemented to reduce impacts to a less-than-significant level.	Inclusion of applicable BAAQMD exhaust-related mitigation measures, associated with health risk impacts of construction PM <sub>2.5</sub> and TAC emissions, in accordance with the BAAQMD's CEQA Guidelines and Recommended Methods for Screening and Modeling Local Risks and Hazards, as a condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department and Rohnert Park Public Safety Department	
<b>Mitigation Measure 3.1-8: Assess Toxic Air Contaminant Emissions and Health Risks Associated with State-Specific Operations and Implement Applicable</b>	Inclusion of applicable BAAQMD health risk mitigation measures, associated with PM <sub>2.5</sub>	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p><b>BAAQMD Health Risk Mitigation Measures</b></p> <p>As part of any project-level CEQA analysis, PM<sub>2.5</sub> and TAC emission impacts of operational activities from individual projects in the plan area shall be assessed by the project applicant in accordance with BAAQMD's CEQA Guidelines and Recommended Methods for Screening and Modeling Local Risks and Hazards as necessary. If health risks are determined to exceed BAAQMD thresholds of significance, project-specific mitigation measures shall be implemented to reduce health risks to a less-than-significant level. Possible mitigation measures could include but are not limited to change in project land use orientation to locate them farther away from existing sensitive receptors, purchase of retrofits of ventilation systems for existing sensitive receptors, and change in land use type to develop a more compatible land use (i.e., non-TAC source). Mitigation measures shall be developed and implemented for significant operational impacts of PM and TAC emissions. Additional BAAQMD mitigation measures can be found in Appendix A.</p>	<p>and TAC emissions from operational activities, as part of project-level CEQA analysis, in accordance with BAAQMD's CEQA Guidelines and Recommended Methods for Screening and Modeling Local Risks and Hazards, as a condition of grading and building permits for projects within the plan area.</p>		<p>Department and Rohnert Park Public Safety Department</p>	
<p><b>Mitigation Measure 3.1-9: Assess Local and Community Hazard Risks Associated with Project-Specific Operation and Implement Applicable BAAQMD Community Risk and Hazard Mitigation</b></p> <p>As part of any project-level CEQA analysis, health impacts of siting new receptors from individual projects within the plan area shall be assessed by the project applicant in accordance with BAAQMD's CEQA Guidelines and Recommended Methods for Screening and Modeling Local Risks and Hazards, as necessary. Once exact distances are known between new receptors and existing sources, the BAAQMD Health Risk Screening Tools and Distance Multipliers can be more accurately used to determine cancer risks and PM<sub>2.5</sub> concentrations. If health risks are determined to exceed BAAQMD thresholds of significance, project-specific mitigation measures shall be implemented to reduce</p>	<p>Inclusion of applicable BAAQMD community risk and hazard mitigation measures, associated with project specific operation, as part of project-level CEQA analysis, in accordance with BAAQMD's CEQA Guidelines and Recommended Methods for Screening and Modeling Local Risks and Hazards, as a condition of grading</p>	<p>Prior to Issuance of Grading/Building Permits and During Construction</p>	<p>Rohnert Park Development Services, Planning Department and Rohnert Park Public Safety Department</p>	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
health risks to a less-than-significant level. Possible mitigation measures could include but are not limited to change in sensitive land use orientation to locate them farther away from TAC sources; increased ventilation system requirements for sensitive-receptor heating, ventilation, and air conditioning systems; and change in land use type to develop a more compatible land use (i.e., nonsensitive receptor). Appendix A provides a list of BAAQMD PM <sub>2.5</sub> /TAC mitigation measures.	and building permits for projects within the plan area.			
<p><b>Mitigation Measure 3.1-10: Assess Odors Associated with Project-Specific Operation and Implement Applicable BAAQMD Odor Mitigation Measures</b></p> <p>As part of any project-level CEQA analysis, odor impacts from individual projects within the plan area shall be assessed by the project applicant in accordance with BAAQMD's CEQA Guidelines as necessary. Significant odor impacts shall be mitigated using best management practices and odor control technology to less than significant when feasible. The most likely odor sources to be sited within the plan area are restaurants and food services. BAAQMD odor mitigation for food service includes:</p> <ul style="list-style-type: none"> <li>• integral grease filtration system or grease removal system,</li> <li>• baffle filters,</li> <li>• electrostatic precipitator,</li> <li>• water cooling/cleaning unit,</li> <li>• disposable pleated or bag filters,</li> <li>• activated carbon filters,</li> <li>• oxidizing pellet beds,</li> <li>• incineration,</li> <li>• catalytic conversion,</li> <li>• proper packaging and frequency of food waste disposal,</li> </ul>	Inclusion of applicable BAAQMD odor mitigation measures, associated with project specific operation, as part of project-level CEQA analysis, in accordance with BAAQMD's CEQA Guidelines, as a condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
and <ul style="list-style-type: none"> <li>exhaust stack and vent location with respect to receptors</li> </ul>				
<b>3.2 Biological Resources</b>				
<b>Mitigation Measure 3.2-1: Conduct Site-Specific Botanical Surveys and Implement Protective Actions if Rare Plants are Identified</b>  During the appropriate phenological periods, preconstruction rare plant surveys shall be conducted in areas where special-status plants have the potential to occur in construction areas. Developed areas will not be required to be surveyed, because of the lack of suitable habitat for rare plant species. Before the start of construction, the location of special-status plants shall be identified, then shall be marked or flagged for avoidance; or as appropriate, the limits of construction shall be marked between the plants and the construction area. If impacts on rare plants cannot be avoided, a qualified botanist shall oversee the collection of the upper 4 inches of topsoil in the areas where any identified special-status plant species would be affected. Once construction has been completed, the topsoil shall be stockpiled separately and restored to the general area of disturbance.	Submittal of pre-construction rare plant surveys, where special status plants have the potential to occur in construction areas and identification and employment of protective actions should special status plants be found in the construction area, as a condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department	
<b>Mitigation Measure 3.2-2: Conduct Site-Specific Preconstruction Nesting Bird Surveys and Implement Protective Actions if Active Nests Are Detected</b>  A preconstruction survey shall be conducted by a qualified biologist for nesting raptors and other special-status bird species a maximum of 2 weeks before the start of any new construction activities (i.e., ground clearing and grading, staging of equipment, ground disturbance) during the breeding season (February 1–August 31) so that no nesting migratory birds are within or adjacent to the construction area. If active nests are found during the preconstruction survey, a no-disturbance buffer zone shall be created around	Submittal of pre-construction nesting bird survey results or confirmation from a qualified project biologist during the breeding season (February 1 <sup>st</sup> -August 31 <sup>st</sup> ) that no migratory birds are within or adjacent to the construction area or if	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
active nests during the breeding season or until a qualified biologist has determined that the young have fledged. The no-disturbance buffer zone shall be a minimum of 250 feet from active raptor nests, 100 feet from special-status species, and 50 feet from non-special-status nesting bird species until the chicks have fledged. Reductions in the size of the buffer zones and or allowances of limited types of construction activities within the buffer zone shall be determined by a qualified biologist and shall be based on existing noise and human disturbance levels in the plan area and observed evidence of disturbance to birds.	active nests are found, implement protective actions, including confirmation from the project biologist that the nesting cycle has been completed, as a condition of grading and building permits for projects within the plan area.			
<b>Mitigation Measure 3.2-3: Implement Site-Specific Natural Erosion Control Materials to Reduce the Potential for Entrapment of Special-Status Species</b>  Plastic monofilament netting (e.g., erosion control matting or wattles) shall not be used in special-status species habitat, because wildlife can become trapped in the netting and it leaves plastic particles in the soil and water as it degrades. Appropriate fiber netting or similar natural materials (e.g., coconut coir matting) shall be used for erosion control or other purposes in sensitive areas, to reduce the potential for entrapping wildlife.	Identification of materials to be used for erosion control on construction drawings, as a condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p><b>Mitigation Measure 3.2-4: Conduct Site-Specific Preconstruction Surveys and Implement Protective Actions if Special-Status Species Are Identified</b></p> <p>Preconstruction surveys for special-status species shall be conducted at active construction areas by a qualified biologist. However, construction areas that have a developed land cover type—including urban, residential, paved, or gravel areas—shall be surveyed at the discretion of a qualified biologist based on the potential for biological resources to be affected. In the event that a special-status species is encountered, all construction activities will stop within 50 feet of the individual. Construction activities will not resume until the individual has left the project area of its own volition. If a special-status species becomes trapped in a construction area, or does not leave the project area of its own volition, the appropriate resource agencies will be contacted to determine a course of action for species relocation.</p>	<p>Submittal of pre-construction survey for special status species within or adjacent to the construction area and if special status species are encountered, implement protective actions, including ceasing construction activities until the species has left the project area, as a condition of grading and building permits for projects within the plan area.</p>	<p>Prior to Issuance of Grading/Building Permits and During Construction</p>	<p>Rohnert Park Development Services, Planning Department</p>	



Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p><b>Mitigation Measure 3.2-5: Prepare and Implement Site-Specific Tree Mitigation and Replacement Plans</b></p> <p>Project applicants seeking to remove protected trees shall prepare a tree mitigation and replacement plan, in accordance with Division D5, "Resource Management," of the City of Rohnert Park Zoning Ordinance. The plan shall include all of the following elements:</p> <p>(1) An inventory of trees planned for removal and any work planned within the dripline of protected trees;</p> <p>(2) Replacement of trees at a ratio agreed on with the City of Rohnert Park and in accordance with the tree protection ordinance;</p> <p>(3) The specific locations of the tree planting, including a map and planting plan;</p> <p>(4) Schedules and methodologies for maintaining and monitoring the success of the plan; and</p> <p>(5) Performance standards.</p> <p>This plan shall be reviewed and approved by the City before issuance of a site development permit, and the plan shall be implemented throughout project construction.</p>	<p>Issuance of a site development permit upon approval of a tree mitigation and replacement plan, required for projects seeking to remove protective trees, as addressed in the City's Zoning Ordinance, as a condition of grading and building permits for projects within the plan area.</p>	<p>Prior to Issuance of Grading/Building Permits and During Construction</p>	<p>Rohnert Park Development Services, Planning Department</p>	
<b>3.3 Cultural Resources</b>				
<p><b>Mitigation Measure 3.3-1: Implement Site-Specific Procedures for Inadvertent Discovery of Cultural Resources</b></p> <p>All appropriate federal, state, and local regulations regarding cultural resources shall be closely adhered to; these regulations contain measures that safeguard against significant impacts on cultural resources. Because of surface conditions, archaeological pedestrian surveys would be ineffective in most areas. If cultural resources are encountered during project implementation, the applicant shall notify the City of Rohnert Park and all activity within</p>	<p>Compliance with federal, State, and local regulations regarding cultural resources and approved mitigation plan for inadvertent discovery of cultural resources, as a condition of grading and building permits for projects within the</p>	<p>Prior to Issuance of Grading/Building Permits and During Construction</p>	<p>Rohnert Park Development Services, Planning Department</p>	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
100 feet of the find shall halt until it can be evaluated by a qualified archaeologist. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (midden) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wens or privies; and deposits of metal, glass, and/or ceramic refuse. If the resource is Native American in origin and the archaeologist and a Native American representative determine that the resources may be significant and cannot be avoided, they shall notify the City of Rohnert Park and an appropriate treatment plan for the resources shall be developed by the applicant, in consultation with the City of Rohnert Park and the archaeologist. Measures in the treatment plan could include preservation in place (capping) and/or data recovery. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources. Ground disturbance shall not resume within 100 feet of the find until an agreement has been reached as to the appropriate treatment of the find.	plan area.			
<b>Mitigation Measure 3.3-2: Implement Site-Specific Procedures for Inadvertent Discovery of Human Remains</b>  If human remains, including disarticulated or cremated remains, are encountered during construction, all ground-disturbing activities within 100 feet of the discovery must immediately cease. PRC Section 5097.98, and Section 7050.5 of California Health and Safety Code require that the County Coroner be immediately notified when human remains are identified. The project proponent and	Verification of inclusion of requirement in general notes on grading plan and approved mitigation plan for inadvertent discovery of human remains, as a condition of grading and building permits for projects within the	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
City of Rohnert Park also must be immediately notified. If the County Coroner determines that the remains are Native American, the NAHC must be contacted within 24 hours, pursuant to Subdivision (c) of §7050.5 of the Health and Safety Code. The City of Rohnert Park shall consult with the Most Likely Descendent, if any, identified by the NAHC regarding excavation and removal of the human remains. The project proponent and appropriate agency should be responsible for approval of any recommended investigation and action, taking into account state law as presented in State CEQA Guidelines 15064.5(e) and PRC 5097.98. Before resumption of ground-disturbing activities within 100 feet of the human remains, all mitigation regarding the human remains shall be implemented. If removal of human remains is determined to be the appropriate mitigation, it shall be conducted by a qualified archaeologist with Native American burial experience.	plan area.			
<b>3.4 Geology, Soils, and Paleontology</b>				

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p><b>Mitigation Measure 3.4-1: Prepare, Submit, and Implement Site-Specific Geotechnical Reports</b></p> <p>As part of any project-level CEQA analysis within the plan area, the project applicant(s) of each site-specific project shall retain a licensed geotechnical engineer to prepare a final geotechnical report per California Building Standards Code and City requirements for the proposed facilities that shall be submitted for review and approval to the City of Rohnert Park. The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <li>• seismic design parameters;</li> <li>• seismic ground shaking;</li> <li>• liquefaction;</li> <li>• expansive/unstable soils;</li> <li>• site preparation;</li> <li>• soil bearing capacity;</li> <li>• structural foundations, including retaining-wall design;</li> <li>• grading practices; and</li> <li>• soil corrosion of concrete and steel.</li> </ul> <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions (as appropriate), and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each site-specific project. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification by a qualified geotechnical or civil engineer that earthwork has been performed in conformity with recommendations</p>	<p>Approved final geotechnical report, with site and building plans prepared in accordance with report recommendations, as a condition of grading and building permits for projects within the plan area.</p>	<p>Prior to Issuance of Grading/Building Permits and During Construction</p>	<p>Rohnert Park Development Services, Planning Department and Rohnert Park Public Safety Department</p>	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
contained in the geotechnical report.				
<b>3.5 Greenhouse Gas Emissions</b>				
<p><b>Mitigation Measure 3.5-1: Assess GHG Emissions Associated with Project-Specific Construction and Alter Project Details and/or Construction Equipment as Needed</b></p> <p>As part of any project-level CEQA analysis, project applicants are responsible for and shall assess and compare GHG emission impacts related to the construction of individual projects in the plan area with BAAQMD's thresholds of significance for project-level impacts. Potentially significant GHG impacts shall be mitigated to a less-than-significant level via implementation of all exhaust-related BAAQMD Basic or Additional Construction Mitigation Measures and alteration of project details and/or construction equipment.</p>	Inclusion of applicable BAAQMD mitigation measures, associated with reduction of GHG emissions from construction activities, as part of project-level CEQA analysis, in accordance with BAAQMD's CEQA Guidelines, as condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department	
<p><b>Mitigation Measure 3.5-2: Purchase Carbon Offsets to Reduce Emissions</b></p> <p>Following implementation of Mitigation Measure 3.5-1 (i.e., project-level analysis and comparison with BAAQMD's thresholds of significance), if construction or operational emissions are determined to continue to exceed BAAQMD's GHG threshold, the project applicant shall purchase carbon offsets to reduce the remaining emissions above the threshold. If at the time of the analysis BAAQMD has not yet developed a construction-related GHG threshold of significance, the project applicant shall coordinate with BAAQMD to determine a surrogate threshold. Any offset of project emissions shall be demonstrated to be real, permanent, verifiable, enforceable, and additional.</p>	Purchase carbon credits to offset project level air pollutant emissions from construction or operation that exceed the BAAQMD's GHG thresholds, after implementation of applicable mitigation measures, as condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits	Rohnert Park Development Services, Planning Department	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>To the maximum extent feasible, as determined through coordination with BAAQMD, offsets shall be implemented locally. Offsets may include, but are not limited to, the following (in order of preference):</p> <p>(1) On-site offset of project emissions; for example, development of on-site renewable energy generation or a carbon sequestration project. Any on-site offset projects must be registered with the Climate Action Reserve or otherwise approved by BAAQMD to be used to offset project emissions. The number of offset credits produced would then be included in the annual inventory, and the net emissions calculations (i.e., with inclusion of offsets).</p> <p>(2) Funding of local projects, subject to review and approval by BAAQMD that will result in real, permanent, verifiable, enforceable, and additional reduction in GHG emissions. If BAAQMD or the City of Rohnert Park develops a GHG mitigation fund, the project applicant may instead pay into this fund to offset GHG emissions in excess of the significance threshold.</p> <p>(3) Purchase of carbon credits to offset emissions below the significance threshold. Only carbon offset credits that are verified and registered with the Climate Action Reserve, or available through a City-approved local GHG mitigation bank or fund, may be used to offset project emissions.</p>				

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p><b>Mitigation Measure 3.5-3: Assess GHG Emissions Associated with Project-Specific Operations and Alter Project Details as Needed</b></p> <p>As part of any project-level CEQA analysis, project applicants are responsible for and shall assess and compare GHG emission impacts related to the operation of individual projects in the plan area to BAAQMD's thresholds of significance for project-level impacts (i.e., 1,100 MT CO<sub>2</sub>e per year). Potentially significant GHG impacts shall be mitigated to a less-than-significant level via alteration of project details.</p>	<p>Submittal of documentation demonstrating GHG emission impacts of projects are below BAAQMD's thresholds of significance for project-level impacts or inclusion of additional mitigation measures to reduce potential impacts to a less-than-significant level, as condition of grading and building permits for projects within the plan area.</p>	<p>Prior to Issuance of Grading/Building Permits</p>	<p>Rohnert Park Development Services, Planning Department</p>	
<b>3.6 Hazards and Hazardous Materials</b>				
<p><b>Mitigation Measure 3.6-1: Consult with the North Coast RWQCB and Sonoma County Environmental Health and Safety Prior to Development at Known Contamination Sites and Implement Consultation Recommendations</b></p> <p>During the CEQA analysis for each project, the project applicant for any project to redevelop the known hazardous material contamination sites associated with 5600 State Farm Drive, 5750 Commerce Boulevard, and 600 Enterprise Drive shall consult with the North Coast RWQCB and Sonoma County Environmental Health and Safety to determine whether soil and groundwater remediation have been achieved to levels that would be protective of human health during construction and future operational activities at each site. Any applicable tests that may be required by the North Coast RWQCB prior to development, such as vapor intrusion studies related to indoor air quality or soil or</p>	<p>Submittal of tests, recommended by the North Coast RWQCB and Sonoma County Environmental Health and Safety on known contamination sites in the planning area that demonstrate the safety of soil and groundwater remediation for construction and future operational activities, as a condition of grading and building permits for projects within the plan area.</p>	<p>Prior to Issuance of Grading/Building Permits</p>	<p>Rohnert Park Development Services, Planning Department and Rohnert Park Public Safety Department</p>	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
groundwater testing, shall be conducted either by the project applicant or by the party responsible for site cleanup activities, as appropriate.				
<p><b>Mitigation Measure 3.6-2: Remove Project-Specific Asbestos-Containing Material and Lead-Based Paint in Accordance with Federal, State, and Local Regulations</b></p> <p>The project applicant shall retain a Cal-OSHA certified asbestos consultant before reuse, remodeling, or demolition of any existing on-site buildings <i>that were constructed prior to 1978</i> to investigate whether any ACMs or lead-based paints are present, and could become friable or mobile during demolition activities. If any materials containing asbestos or lead-based paints are found, they shall be removed by an accredited contractor in accordance with EPA, Cal-OSHA, and BAAQMD standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA asbestos and lead worker construction standards. The materials containing asbestos and lead shall be disposed of properly at an appropriate off-site disposal facility.</p>	Provide an as asbestos survey, conducted by a certified asbestos consultant of any buildings constructed prior to 1978 to investigate the presence of asbestos or lead-based paints and if necessary, an approved remediation plan for asbestos abatement, with subsequent submittal or report documenting remediation, as condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department and Rohnert Park Public Safety y	



Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<b>Mitigation Measure 3.6-3: Prepare and Implement Project-Specific Construction Traffic Control Plans</b> <p>The project applicant shall prepare and implement a traffic control plan for construction activities that may affect road rights-of-way, to facilitate travel of emergency vehicles on affected roadways. The traffic control plan must follow applicable City of Rohnert Park standards and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to the existing land uses shall be maintained at all times, with detours used, as necessary, during road closures. The traffic control plan shall be submitted to the City for review and approval before the approval of all site-specific development plans or permits.</p>	An approved traffic control plan for construction activities, as condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department	
<b>3.7 Hydrology and Water Quality</b>				
<b>Mitigation Measure 3.7-1: Prepare and Implement Site-Specific SWPPPs</b> <p>During construction for any project within the plan area that disturbs 1 acre or more, the applicant or its consultant shall apply to the North Coast RWQCB for coverage under the Construction General Permit and prepare a site-specific SWPPP before any demolition, grading, or construction activities begin. The SWPPP shall cover pre- and post-construction activities and describe site-specific and construction phase-specific activities detailing the following:</p> <ul style="list-style-type: none"> <li>activities that may cause pollutant discharge (including sediment);</li> <li>BMPs, consistent with the requirements of the NPDES permit, to reduce the potential for contaminated runoff, such as limiting ground-disturbing activities during the winter rainfall period, minimizing exposure of</li> </ul>	Approved stormwater pollution prevention plan, in conformance with the North Coast RWQCB Construction General Permit, as condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p>disturbed areas and soil stockpiles to rainfall, and minimizing construction activities near or within drainage facilities;</p> <ul style="list-style-type: none"> <li>erosion and sedimentation control measures to be implemented, such as soil stabilization, mulching, silt fencing, or temporary desilting basins; good housekeeping practices, such as road sweeping and dust control; and diversion measures, such as the use of berms to prevent clear runoff from contacting disturbed areas; and</li> <li>hazardous materials spill prevention and response measure requirements, including lists of materials proposed for use, handling and storage practices, identification of spill response equipment, spill containment and cleanup procedures, and identification of regulatory notification protocols and contact phone numbers to be used in the event of a spill.</li> </ul> <p>The applicant shall implement the SWPPP, monitoring all BMPs and the parties responsible for them, in conformance with the guidelines set forth in the Construction General Permit.</p>				
<p><b>Mitigation Measure 3.7-2: Prepare, Submit, and Implement Site-Specific Erosion Control Plans</b></p> <p>During any project construction in the plan area that requires a grading permit, the project applicant shall submit a site-specific erosion control plan (ECP) to the City of Rohnert Park City Engineer. All sites that will have grading activities are required to submit an ECP. The ECP shall include the placement of structural and nonstructural stormwater pollution prevention controls that prevent erosion during and after construction. Proper soil stabilization shall be required for all graded areas. A grading permit shall not be issued until all of the required data, including the ECP, have been submitted and approved. City of Rohnert Park</p>	<p>Approved site-specific erosion control plan for sites that will involve grading activities, as condition of grading and building permits for projects within the plan area.</p>	<p>Prior to Issuance of Grading/Building Permits and During Construction</p>	<p>Rohnert Park Development Services, Planning Department</p>	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
Ordinance 798, Section 15.50.090, provides additional detail regarding excavation, grading, and filling regulations.				
<b>Mitigation Measure 3.7-3: Prepare and Implement Site-Specific Provisions for Dewatering</b>  The applicant for any project associated with the proposed plan, or the project applicant's consultant, shall prepare and implement provisions for dewatering during construction, in accordance with local and North Coast RWQCB requirements, to minimize adverse water quality impacts on surface water and groundwater. Provisions may include preparation of a dewatering plan that details procedures for removing groundwater, methods of temporary water treatment/retention facility, and water disposal procedures.	Approved construction dewatering plan in compliance with local and North Coast RWQCB requirements, as condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department	
<b>3.8 Noise</b>				
<b>Mitigation Measure 3.8-1: Prepare Site-Specific Interior Acoustical Analysis Reports and Implement Report Recommendations</b>  As part of any project-level CEQA analysis, the project applicant shall have an acoustical analysis prepared by a qualified acoustical consultant for all new residential developments that are within 60 dBA Ldn or higher, to document that an acceptable interior noise level of 45 dBA Ldn or below will be achieved with the windows and doors closed. The report shall be submitted at plan check to the City for approval.	Approved interior acoustical analysis report for new residential developments, and if required, recommended noise mitigation measures, as condition of grading and building permits for projects within the plan area.	Prior to Issuance of Grading/Building Permits and During Construction	Rohnert Park Development Services, Planning Department	

Mitigation Measures	Standard for Compliance	Timing	Monitoring and Enforcement	Date Completed
<p><b>Mitigation Measure 3.8-2: Prepare Site-Specific Exterior Acoustical Analysis Reports and Implement Report Recommendations</b></p> <p>Before the issuance of grading permits, an acoustical analysis report shall be prepared by a qualified acoustical consultant and submitted to the City Engineer for review. The report shall indicate that the exterior noise levels at the residential outdoor uses, including outdoor courtyards and outdoor pool decks (except for private balconies), would be 60 dBA CNEL or lower. Methods to reduce the exterior noise may include a sound barrier or earth berms; setback from the roadways (i.e., buffer); or placing the outdoor spaces behind buildings, to reduce the traffic noise from adjacent roadway.</p>	<p>Approved exterior acoustical analysis report for residential outdoor uses and if required, recommended noise mitigation measures, as condition of grading and building permits for projects within the plan area.</p>	<p>Prior to Issuance of Grading/Building Permits and During Construction</p>	<p>Rohnert Park Development Services, Planning Department</p>	
<p><b>Mitigation Measure 3.8-3: Restrict Construction Activity Timing and Construction Equipment Specifications and Location</b></p> <p>Construction activities within 500 feet of residential use shall be limited to the hours of 8:00 a.m. to 6:00 p.m., in accordance with the City's Municipal Code.</p> <p>Power construction equipment shall be equipped with state-of-the-art noise shielding and muffling devices. All equipment shall be properly maintained to assure that no additional noise attributable to worn or improperly maintained parts would be generated.</p> <p>Stationary-source construction equipment that may have a flexible specific location on-site (e.g., generators and compressors) shall be located to maintain the greatest distance from sensitive land uses, and unnecessary idling of equipment shall be prohibited.</p>	<p>Documented in general notes on grading and construction plans, as condition of grading and building permits for projects within the plan area.</p>	<p>Prior to Issuance of Grading/Building Permits and During Construction</p>	<p>Rohnert Park Development Services, Planning Department</p>	

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## **Attachment 2**

### **PLANNING COMMISSION RESOLUTION NO. 2016-05**

#### **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROHNERT PARK, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF 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 DRIVE /SANTA ALICIA DRIVE**

**WHEREAS**, the 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**, pursuant to California State Law and the Rohnert Park Municipal Code, public hearing notices were mailed to all property owners within an area exceeding a 300 foot radius of the subject property and a public hearing was published for a minimum of 10 days prior to the public hearing in the Community Voice; and

**WHEREAS**, on February 25, 2016 the Planning Commission held public hearings at which time interested persons had an opportunity to testify either in support or opposition to the proposal; and

**WHEREAS**, the Planning Commission reviewed the Environmental Impact Report prepared for the Plan; recommended its certification by the City Council; and has otherwise carried out all requirements of the California Environmental Quality Act; and

**WHEREAS**, the Planning Commission has reviewed and considered the information contained in Planning Application No. PROJ2014-0002 for the proposed Central Rohnert Park, Priority Development Area Plan (PDA plan); and

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Rohnert Park makes the following findings, determinations and recommendations with respect to the proposed PDA plan:

**Section 1.** That the above recitations are true and correct.

**Section 2.** The Planning Commission has recommended City Council approval of the Final EIR for this Plan, as described in Planning Commission Resolution No. 2016-04, approved on February 25, 2016 concurrently with the Planning Commission's approval of this Resolution.

**Section 3.** Findings. The Planning Commission hereby makes the following findings concerning the Central Rohnert Park, Priority Development Area Plan proposed by Planning Application No. PROJ2014-0002:

1. *The plan is consistent with the city's general plan.*

**Criteria Satisfied.** The plan proposes amendments to the General Plan's goals and policies to implement the vision for a walkable downtown environment within the PDA plan area.

2. *The plan will not adversely affect the public health and safety or result in incompatible land uses.*

**Criteria Satisfied.** The plan is not expected to have negative impacts on the health or well-being of Plan residents or occupants of the surrounding land uses. The proposed plan is in character with surrounding neighborhoods and creates a central gathering place for the community that is accessible on foot or by bicycle to surrounding neighborhoods and commercial centers, which should enhance the public health, safety..

3. *The plan provides the framework for growth within the plan area so as to ensure completion of all necessary public facilities.*

**Criteria Satisfied.** The Plan demonstrates that adequate infrastructure will be available for development within the plan area. Existing public facilities with the addition of new public facilities that will result from development within the Plan area will meet the needs of the development.

**Section 4.** A duly noticed public hearing on the proposed Central Rohnert Park, Priority Development Area Plan was held on February 25, 2016.

**NOW, THEREFORE, BE IT FURTHER RESOLVED, THAT** the Planning Commission does hereby recommend that the City Council adopt the Findings stated hereinabove and approve Application No. PROJ2014-0002 for the Central Rohnert Park, Priority Development Area Plan as provided as **Exhibit A**, in its entirety.

**DULY AND REGULARLY ADOPTED** on this 25th day of February, 2016 by the City of Rohnert Park Planning Commission by the following vote:

AYES: \_\_\_\_\_ NOES: \_\_\_\_\_ ABSENT: \_\_\_\_\_ ABSTAIN: \_\_\_\_\_

ADAMS \_\_\_\_\_ BLANQUIE \_\_\_\_\_ BORBA \_\_\_\_\_ GIUDICE \_\_\_\_\_ HAYDON \_\_\_\_\_

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John Borba, Chairperson, City of Rohnert Park Planning Commission

Attest: \_\_\_\_\_  
Susan Azevedo, Recording Secretary

**EXHIBIT A**

**CENTRAL ROHNERT PARK, PRIORITY DEVELOPMENT AREA PLAN**



## CHAPTER 4 | LAND USE

### 4.1 CHAPTER OVERVIEW

This chapter describes the land use framework for the Central Rohnert Park Priority Development Area (PDA)—specifically, the land use designations, associated development standards, and development potential to support the preferred plan concepts introduced in Chapter 3. This chapter should be referenced in coordination with the circulation concepts described in Chapter 5 and the design guidelines addressed in Chapter 6.

#### 4.1.1 Downtown Creation

A central theme organizing the land use and design features of the PDA Plan is the desire to create a downtown for Rohnert Park. The plan concepts, provided in Appendix A, tested the development potential of the City Center and Station Center subareas to create a downtown adjacent to the SMART station based on the community's vision and typical features of most downtowns in suburban communities. These typical features include:

- A distinct character, as described in Chapter 5, inspired by the valley setting in Rohnert Park and surrounded by hills and agricultural land that allows downtown to take advantage of natural views in the community; support a mix of architectural styles, consistent with the region's vernacular character; and incorporate sustainable design elements.
- A pedestrian scale at the block, site, and building levels, as in other traditional downtowns that emphasizes walkable blocks, a compact form, and pedestrian-oriented architectural features.
- A mix of uses that support downtown development and transit use, with dining and entertainment, lifestyle and specialty retail, office, civic, and public uses, and housing.
- Densities/intensities that support a vibrant downtown commercial area and transit ridership—typically multi-story buildings, some with street-facing retail and/or

commercial uses and two or more levels of housing above.

- Buildings designed to address the street, with pedestrian-oriented sidewalk features and buildings placed at the back of the sidewalk.
- Slower speeds and enhanced crossings on downtown area streets, including on-street parking along less busy collector streets (such as, State Farm Drive).
- Quality landscape and building design, accented with distinct gateways, signage, and public amenities that improve the pedestrian experience of downtown.
- Areas adjacent to downtown that contribute to downtown enhancements with safe vehicular, bike, and pedestrian connections, streetscape and landscape improvements, and public amenities leading into the downtown.

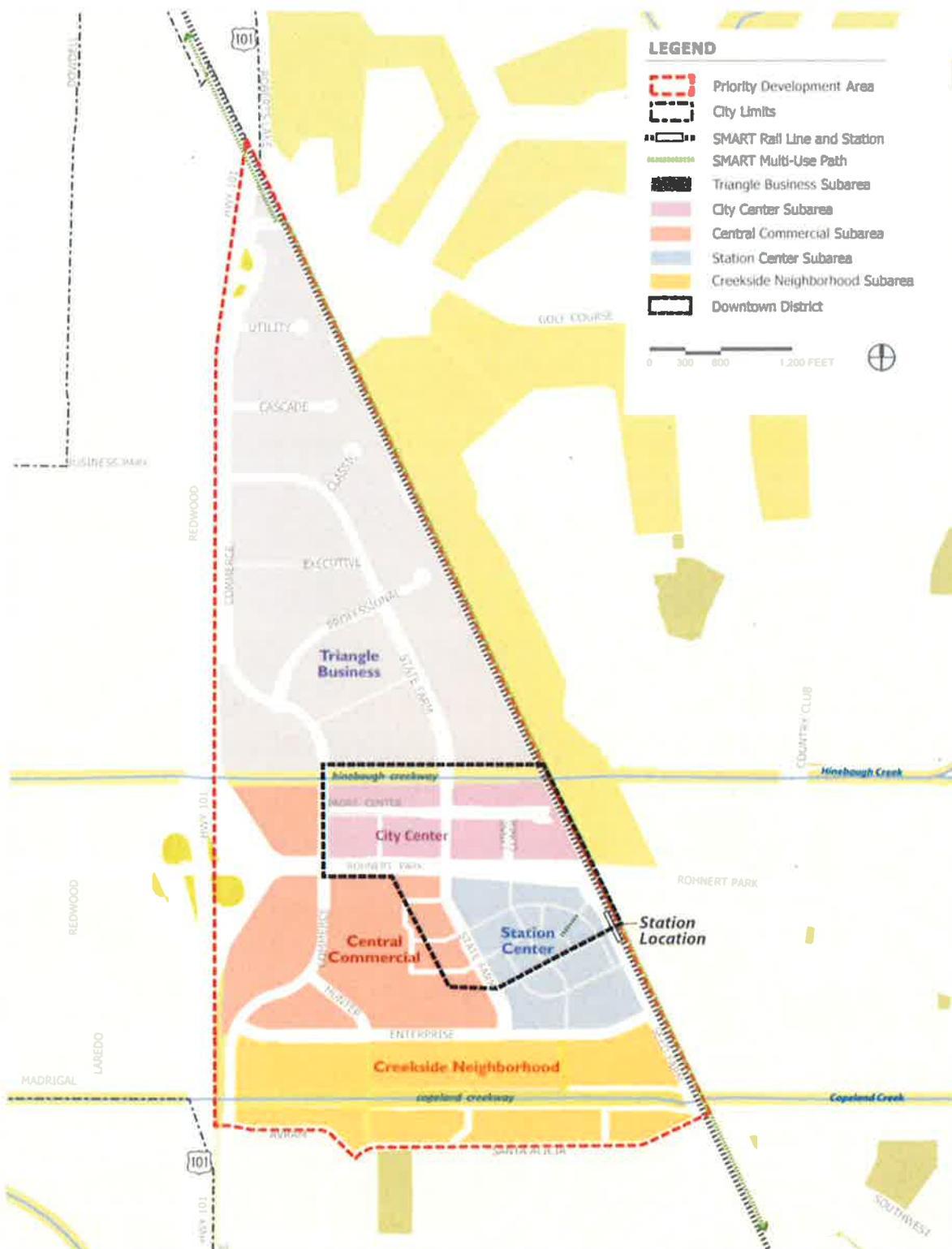
Creation and expansion of a downtown environment will occur as properties develop and public- and private-sector investment occurs. Although not large enough to be considered a “downtown,” the City Center subarea already has many components of a typical downtown (e.g. public buildings, mixed-use buildings, urban plazas and sidewalks, etc.) and establishes a good starting point for a future downtown environment.

To facilitate the creation of a downtown for the city, a Downtown District Amenity Zone (DDAZ) is proposed adjacent to the SMART rail station. The DDAZ is the proposed location to focus public and private investments, such as the features noted above. This proposed land use overlay zone is further described later in this chapter.

#### 4.1.2 Planning Subareas and Districts

The PDA has been organized into five distinct planning subareas and a Downtown District (Figure 4.1), which serve as the basis for evaluating characteristic uses in the community.

Figure 4.1: Priority Development Area Subareas and District



Source: AECOM, 2015

## Subarea Character and Emerging Roles



*The Triangle Business subarea is a mixed-use employment center with freeway presence near the SMART rail line.*



*The City Center subarea is emerging as a civic center hub and walkable neighborhood.*



*The former State Farm campus in the Station Center subarea is an opportunity site for a new town center in the city.*



*The Downtown District is to be a central retail and entertainment core for the PDA that is envisioned as pictured.*



*The Central Commercial subarea is a cluster of centers providing retail and services to the community.*



*The Creekside subarea is a multifamily residential area centered on Copeland Creek.*

- **Triangle Business subarea**, a business subarea transitioning from industrial uses, with frontage along U.S. 101 and the SMART rail line.
- **City Center subarea**, a current civic center and neighborhood-oriented mixed-use area, with potential for infill growth that complements the existing land use and circulation framework in the area.
- **Station Center subarea**, a new mixed-use, transit-oriented community adjacent to the SMART rail station, with a town center, housing, parks, plazas and open space.
- **Central Commercial subarea**, the City's primary retail and service shopping area, including grocery stores, a post office, banks, and restaurants.
- **Creekside Neighborhood subarea**, an established multifamily residential neighborhood area, centered along Copeland Creek.

Subareas are intended primarily to help divide the PDA Plan into meaningful study areas, but are not intended to establish regulatory controls. Established General Plan designations and zoning districts, with some modifications, will help implement the PDA subarea concepts. Planned new land uses build off the existing assets and character of each subarea to enhance their roles in the broader PDA.

A DDAZ that ties together the subareas in terms of walkability is intended to help focus investments into downtown, including amenities (e.g., benches, plazas, signage, and lighting). The subareas and DDAZ for the PDA support the community's needs for diverse retail experiences, jobs, services, housing, and attractive places to live, work, and play. Figure 4.2 illustrates the composition and mix of land uses, envisioned in each subarea and in the DDAZ.



**LEGEND**

- Priority Development Area
- City Limits
- SMART Rail Line and Multi-Use Path
- Multi-Use Trails

**Subareas and Districts**

- Triangle Business subarea
- City Center subarea
- Station Center subarea
- Central Commercial subarea
- Creekside Neighborhood
- Downtown District

**Recommended Land Use**

- Commercial (Retail/Service Mix)
- Industrial
- Industrial, Office Mix
- Industrial, Retail/Service Mix
- Mixed-Use
- High Density Residential
- Public
- Park/Open Space
- Downtown District Amenity Zone

**Map Labels:**

- City Limits
- SMART Station
- Triangle Business
- Central Commercial
- Creekside Neighborhood
- Station Center
- City Center
- High Density Residential
- Public
- Park/Open Space
- Downtown District Amenity Zone

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## 4.2 LAND USE AND DEVELOPMENT GOALS AND POLICIES

In addition to the goal, policies, and standards of the General Plan and Zoning Code, the PDA shall be subject to the goals and policies listed below. See Chapter 5 for related circulation goals and policies and Chapter 6 for community design goals and policies.

### General Land Use and Development

**Goal L-1: Establish Central Rohnert Park as a complete community, with distinctive mixed-use areas and places.**

**Policy L-1.1:** Take advantage of the relatively close proximity and mixed-use character of each of the PDA subareas to support a one-stop destination for the community's shopping, employment, living, and recreational needs.

**Policy L-1.2:** Support new art and entertainment venues in the PDA.

**Policy L-1.3:** 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 (as identified in Figure 4.2).

**Policy L-1.4:** Implement a Downtown District on both sides of Rohnert Park Expressway and State Farm Drive and encompassing the SMART rail station.

**Goal L-2: Promote high-quality, compact infill growth in the PDA that enhances the character of existing neighborhoods, complements the identity of subareas, and improves the bike, pedestrian, and transit orientation in the PDA.**

**Policy L-2.1:** Design new development to reinforce and enhance the unique qualities of each subarea.

**Policy L-2.2:** Support creation of a pedestrian-oriented downtown, adjacent to the SMART rail station.

**Policy L-2.3:** 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.

**Policy L-2.4:** Promote infill development to activate State Farm Drive, a key roadway connecting all subareas in the PDA.

**Policy L-6.1:** 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.

**Policy L-2.5:** Provide transitions to established neighborhood areas by ensuring appropriate setback standards and stepbacks for upper-story levels of multi-story structures, adjacent to residential uses.

### Housing and Anti-displacement

**Goal L-4: Encourage variety in new housing development to serve the diverse segments of the community, including students, working professionals, families, and senior citizens.**

**Policy L-4.1:** Provide a variety of housing types and densities.

**Policy L-4.2:** 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.

**Policy L-4.3:** Increase minimum density limits for higher density housing near transit (particularly within one-half mile of the SMART rail station).

**Goal L-5: Ensure an adequate supply of affordable rents and home ownership opportunities, avoiding indirect displacement of existing residents.**

**Policy L-5.1:** Support and encourage the provision of housing to a broad range of income levels, including market-rate and affordable housing.

**Policy L-5.2:** New development shall be required to comply with the City's inclusionary housing ordinance.

**Policy L-5.3:** Affordable housing should be encouraged, based on implementation of City programs and policies, identified in the City's Housing Element Update and as recommended for the PDA, as summarized in Section 4.2.3.

### **Economic Growth**

**Goal L-6:** Support the PDA as a thriving business and employment district.

**Policy L-6.1:** Implement corridor landscape improvements that beautify and improve vehicular, transit, bike, and pedestrian access to businesses within the PDA.

**Policy L-6.2:** Support and market infill development opportunities on vacant and underused sites that can attract small and large tenants and a variety of users.

**Policy L-6.3:** As new development occurs, provide incentives and assistance to existing small businesses for property improvements that support their vibrancy and viability.

**Policy L-6.4:** Encourage existing property owners in the suburban commercial and business centers in the Central Commercial and Triangle Business subareas to upgrade their properties to support new public places and improve the pedestrian orientation and character along the street or retail frontages.

### **Environmental Conservation and Sustainability**

**Goal L-7:** Preserve, protect, and restore sensitive natural resources in the PDA.

**Policy L-7.1:** In new development, use site preparation, grading, and construction techniques that prevent contamination and sedimentation of creeks and streams.

**Policy L-7.2:** Avoid adverse impacts on ecologically sensitive habitat and wildlife in planning, construction, and maintenance of creek corridor paths.

**Policy L-7.3:** Protect native and heritage trees that meet the definition of a “protected tree” under the City’s Zoning Ordinance.

**Policy L-7.4:** Plant native vegetation in parks, public areas, and creek open space corridors.

**Goal L-8:** Encourage new development to incorporate sustainable building principles.

**Policy L-8.1:** 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.

**Policy L-8.2:** Support the use of green or sustainable building materials, including recycled-content materials that are consistent with the style and character of buildings.

**Policy L-8.3:** 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*.

**Policy L-8.4:** Prior to obtaining building permits, projects within the PDA 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.

## **4.3 SUBAREA LAND USE AND IMPROVEMENT CONCEPTS**

The land use and development concepts described in the following sections serve as the basis for the land use and development standards described in the latter parts of this chapter.

### **4.3.1 Triangle Business Subarea**

Based on the vision and development concepts tested for opportunity sites in the Triangle Business subarea, provided under separate attachment, the following changes are recommended in this subarea:

- Roadway and streetscape improvements that enhance the subarea’s aesthetics and identity. Adjacent private-ownership parcels are encouraged to share driveways and internal connections should be made to reduce street curb cuts and allow more continuous sidewalks.
- Accompanying private-property improvements to façades and landscaping of front yards.

- Additional new landscaping with opportunities to incorporate low-impact development features such as infiltration planters, bioswales, and curb extensions that reduce impervious surface area, manage stormwater flows, and “green” the streets, parking lots, and other landscaped areas.
- Open space features, such as common space, greens, pedestrian walkways, or paseos. These features are encouraged and should be added as sites redevelop, to improve bike and pedestrian connectivity.
- Multimodal circulation and streetscape improvements, as described and illustrated in the street sections in Chapter 5.

To support a greater mix of uses in the Triangle Business subarea than currently allowed by existing zoning, a Regional Commercial Overlay zone is proposed (Figure 4.3). This overlay zone is proposed on the existing properties zoned Industrial (I-L), fronted or served by Commerce Boulevard, Cascade Court, and State Farm Drive, from one parcel deep north of Utility Court to several parcels deep south of State Farm Drive.

**Figure 4.3: Proposed Regional Commercial Overlay Zone Boundary**



The proposed Regional Commercial Overlay zone would attract and support a variety of new businesses and enhance the area’s interface with passing traffic on U.S. 101. Methods to improve traffic flow and access to U.S. 101 may need to be considered to accommodate additional commercial activity in this area.

The southwest corner of the Triangle Business subarea includes a Mixed-Use (M-U) zoning designation that could accommodate 100–150 additional residential units.

Applying the Regional Commercial Overlay zone would still permit the uses allowed by the Industrial zone, such as manufacturing, warehousing, research and development, and auto repair, to remain (per Section 17.06.100 of the City’s Zoning Ordinance). However, the overlay zone would also allow a variety of retail, hotel, and service uses, as permitted in the Regional Commercial (C-R) zone designation (per Section 17.06.060 of the City’s Zoning Ordinance).

- Based on maximum average feasible floor area ratio (FAR) assumptions for the zoning district, up to 166,800 square feet of retail and service commercial, 153,000 square feet of office, and 182,000 square feet of industrial uses are proposed in the Triangle Business subarea to support new infill and redevelopment. About 1.5 acres of open space are proposed to support a central pedestrian paseo for the PDA.



### 4.3.2 City Center Subarea

Infill growth is proposed in the City Center subarea to implement the framework established in the *City Center Concept Plan* (2002), but this PDA Plan updates the vision in the concept plan to reflect changes that have occurred in the area and potential development opportunities that may result from the arrival of the Rohnert Park SMART rail station.

The City Center subarea will continue to grow and evolve as a mixed-use civic and neighborhood commercial center, supporting commercial retail and service and office development in the Padre Shopping Center, west of State Farm Drive. This subarea will support additional residential mixed-use infill (such as residential lofts above ground-floor commercial uses), civic uses, and neighborhood commercial uses on the underused parking parcels adjacent to the new civic center area, west of State Farm Drive.

Projections indicate that this subarea will support an additional 115 residential units and up to approximately 103,500 square feet of residential mixed-use area, 56,500 square feet of retail or service development, 32,500 square feet of office uses, and 50,000 square feet of public-institutional or civic development. Siting and planning of parking structures in the City Center subarea is also encouraged, to accommodate future growth in the PDA. Such structures should be constructed as feasible, based on parking demand.

Existing zoning in this subarea has been updated to support mixed-use opportunities in the City Center subarea that implement the *City Center Concept Plan*. Thus, zoning in this subarea is proposed to remain unchanged, except to promote and encourage high-density housing in a compact fashion near the SMART rail station. An increase in the allowable residential density in the existing Mixed-Use zone designation to 45 dwelling units per acre is proposed.

### 4.3.3 Station Center Subarea

Land use concepts for the Station Center subarea involve relocating the City corporation yard and redeveloping the State Farm campus as a pedestrian- and transit-oriented community, with a town center shopping and entertainment center; a community park along Rohnert Park Expressway (RPX); a transit plaza adjacent to the SMART rail station; and a mix of new residential, residential mixed-use, civic, and neighborhood commercial and office uses. A continuous street, landscape, and park and open space framework provides unity and identity to the subarea.

Proponents of future development projects in the Station Center subarea should submit a Planned Development application to allow the subarea to define its own unique set of land use and zoning standards, consistent with the vision of this PDA Plan. Development projections for the Station Center subarea, described in Section 4.4, envision up to 415 residential units, including about 122,000 square feet of residential mixed-use area; 171,600 square feet of retail or service development; 65,300 square feet of civic uses; and up to 6 acres of open space.

A parking benefit district that serves the Station Center and City Center subareas and the adjacent commercial centers is recommended as a long-term community improvement to efficiently serve future parking demand, as this demand increases over time, with new development.



#### 4.3.4 Central Commercial Subarea

The Central Commercial subarea, containing the major shopping and grocery stores in the city, is developed primarily with shops and is operating successfully. Improvements recommended for this subarea include new infill uses to break up large surface parking areas at the commercial shopping centers and tenant façade and streetscape improvements to enhance vehicular and pedestrian safety.

- New infill commercial opportunities are encouraged to hold street edges and activate and improve the area's interface with the Station Center and City Center subareas along State Farm Drive. The following connectivity improvements supporting pedestrian and vehicular safety are encouraged: detached single-family and multifamily housing, at densities ranging from 12.1 to 30 units per gross acre.

To support the transformation and greater range of uses in the Triangle Business subarea, a Regional Commercial Overlay zone is proposed in the area zoned I-L. This will allow uses and development standards applying to light industrial uses to remain the same, but also permit greater flexibility in the types of commercial uses allowed, similar to uses permitted in the C-R zone.

- north-south and east-west pedestrian connections within and between centers and subareas;
- walkway and landscape improvements within commercial centers to connect commercial shops and services internally and provide external connections to the surrounding community, transit stops, and public sidewalks;
- driveway and streetscape improvements to ensure safe vehicular access and bike and pedestrian crossings; and
- mid-block and intersection crossing improvements, as addressed in Chapter 5, to support safe pedestrian access between subareas and from transit stops in the Central Commercial subarea to the planned SMART rail station, particularly in the initial phases of the rail line's operation.

As a centrally located shopping and convenience center, this subarea is envisioned to continue its function as a major community shopping destination. Infill projections indicate that the Central Commercial subarea will support an additional 74,000 square feet of retail or service development and approximately 12,500 square feet of public-institutional uses.

Existing zoning designations in this subarea include Regional Commercial, Public/Institutional, and High Density Residential. No changes to existing zoning are proposed because development standards in place already support the envisioned infill development potential in the subarea.

#### 4.3.5 Creekside Neighborhood Subarea

The Creekside Neighborhood subarea is an existing, largely built-out multifamily residential area. This subarea contains the highest density of housing development in the city. Some infill growth may occur in this subarea, permitting a maximum development potential of 30 dwelling units per acre in the R-H zone. However, this subarea is otherwise not anticipated to see much land use change. Projections for the Creekside Neighborhood permit the potential infill development of an additional 155 residential units and up to 17,500 square feet of commercial retail or service uses.

No zoning changes are identified for this subarea; however, improvements to bike and pedestrian trail connections in the subarea are highly desired. The Copeland Creek greenway and connecting area trails are envisioned to be improved and enhanced to support safe access and connections from the community to the future SMART rail station and multi-use path and to the commercial and mixed-use areas to the north.

The Copeland Creek corridor and north-south greenways in the subarea should be enhanced through regular maintenance to ensure the safety and visibility of trails. Lighting and interpretive and wayfinding signage should be incorporated to direct people to community destinations and streets and support interpretation of natural features along the creek trail, such as native or riparian trees and other habitats.

#### 4.3.6 Downtown District Amenity Zone

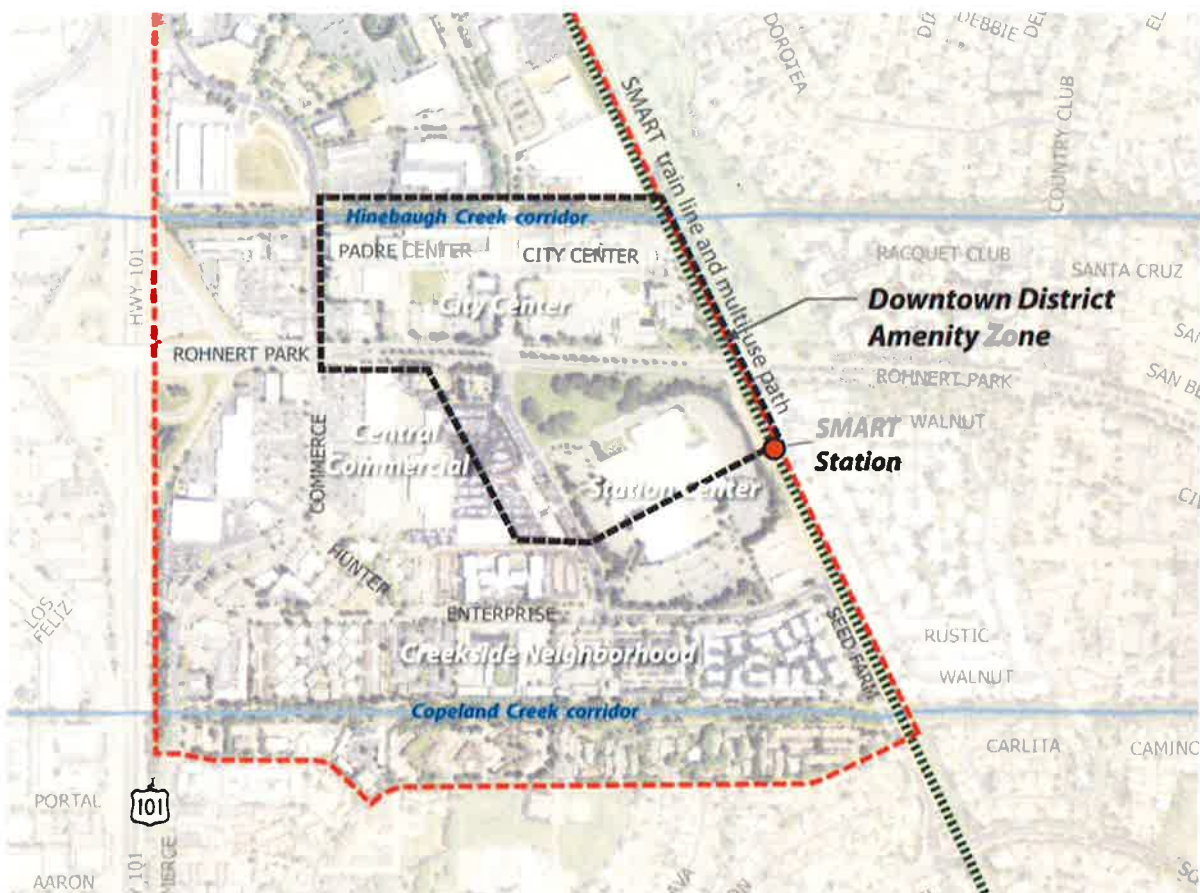
The DDAZ is to be implemented as a new overlay zone, designed to help focus investment within the Downtown District and facilitate the development of a compact, walkable commercial district that is unique to Rohnert Park. The DDAZ encompasses the SMART rail station and the existing or planned commercial areas immediately surrounding this. It will build from and extend the urban streetscape environment already established in the City Center south across RPX to include the downtown commercial area envisioned in the Station Center subarea; and west to encompass the portions of the Central Commercial subarea fronting State Farm Drive and RPX (Figure 4.4).

The DDAZ is proposed to include land use and development standards that support the creation of a walkable dining, entertainment, retail, and civic district within a unique, urban, mixed-use environment.

A minimum amount of retail and service uses are required within the DDAZ to create the active commercial environment desired by the city. Based on research of downtowns in surrounding communities a minimum of 275,000 sf of active retail and services uses in the DDAZ would be the minimum amount needed. The PDA as a whole could support up to 430,000 sf of new retail or service commercial (see Table 4.2(PDA Site Development) for requirements for each subarea).

In addition to the amount of new development the character of the new development is particularly important to create a downtown environment. A critical factor is the placement of new buildings. New buildings built in the DDAZ will be required to have primary entrances facing the public sidewalk to create an active streetscape. Building heights of two stories or taller are desired to help frame the sidewalk and create a minimum level of development intensity.

**Figure 4.4: Proposed Downtown District Amenity Zone Overlay Boundary**



## 4.4 LAND USE AND DEVELOPMENT POTENTIAL

### 4.4.1 Zoning and Land Use Designations

This section describes the zoning and land use designations that will govern development in the PDA. Figure 4.4 shows the proposed zoning diagram for the PDA. Established areas in the PDA are expected to see some incremental infill growth, but implementing the vision for these subareas is not expected to require major land use changes. Thus, the PDA shall continue to be governed by the City's existing zoning designations, as shown in Figure 4.5, with the following exceptions:

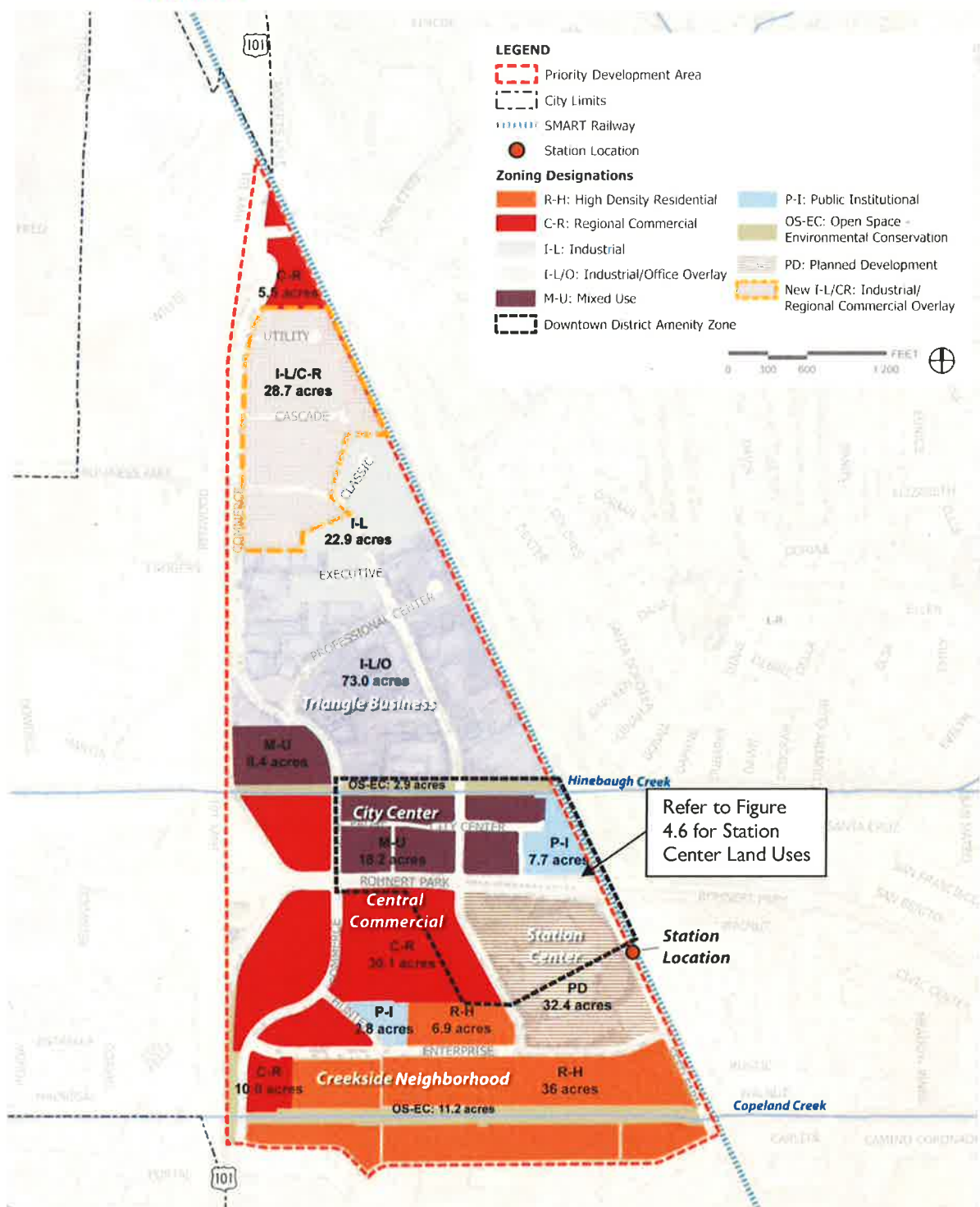
- A new Regional Commercial Overlay zone is proposed over the base Industrial zone in the Triangle Business subarea to help facilitate redevelopment of several vacant and underused sites, as represented by the orange dashed boundary in Figure 4.5.
- The Station Center subarea is proposed for rezoning to a Planned Development designation. This new designation will allow establishment of unique land use and development standards for the area shown in Figure 4.5 that could support higher density/intensity transit-oriented land uses than currently permitted by existing zoning standards.
- The DDAZ is proposed to facilitate the creation of a downtown for Rohnert Park by focusing public improvements and amenities in a walkable, commercial, mixed-use district.

The following existing zoning designations shall continue to govern in the PDA. Table 4.1 summarizes zoning designations and development standards applicable to the PDA.

- **Regional Commercial (C-R)** zone, located in the Triangle Business, Creekside Neighborhood, and Central Commercial subareas. This zone permits shopping centers and other retail uses that attract customers from outside the city. This zone permits a maximum FAR of 0.4, with a maximum FAR of 1.5 for hotel and motel uses (Table 4.1).
- **Industrial (I-L)** zone, found in the Triangle Business subarea, allows for campus environments for corporate headquarters, research and development facilities, offices, light manufacturing, assembly, industrial processes, warehousing, storage, distribution, service commercial, and ancillary retail uses. This zone allows a maximum FAR of 0.5, but an FAR of up to 1.0 may be permitted and approved by the Planning Commission.
- **Industrial with Office Overlay (I-L/O)** zone, also located primarily in the Triangle Business subarea. This zone permits the same uses as the I-L zone, but also allows administrative, financial, business, professional, medical, public office, and supporting commercial uses (as permitted in the Office Commercial [C-O] district). Development is subject to the same standards as the I-L zone.
- **Mixed-Use (M-U)** zone, located in the City Center and Triangle Business subareas. This zone accommodates compatible businesses, retail stores, service and institutional organizations, and residences. Up to a 1.5 FAR is permitted for nonresidential uses, while a 2.0 FAR is allowed for residential-commercial mixed uses. Maximum density will increase to 45 units per acre in keeping with the vision for this zone.
- **Public/Institutional (P-I)** zone, which applies in the City Center and Central Commercial subareas. This zone allows for schools, government offices, transit sites, religious facilities, and other facilities with a public character. This district permits a maximum FAR of 0.5.
- **High Density Residential (R-H)** zone, in the Creekside subarea, permits a wide range of detached single-family and multifamily housing, at densities ranging from 12.1 to 24 units per gross acre.
- **Open Space—Environmental Conservation (OS/EC)** zone includes sites with environmental and/or safety constraints, such as riparian corridors, sensitive habitats, and wetlands.



Figure 4.5: Proposed Zoning Diagram



Source: AECOM, 2015

**Table 4.1: Proposed Zoning Designations and Development Standards**

Zoning/ Land Use Designations	Residential Density Range (units/acre)	Assumed Residential Density[4] (units/acre)	Allowed Maximum Intensity (FAR)	Assumed Intensity (FAR)	Maximum Building Coverage (%)/Building Height (feet)	Zoned Area (gross acres)	Percentage of the PDA (%)
<b>Existing Zoning Districts within the PDA Plan Area, with Modifications</b>							
Regional Commercial (C-R)			0.4 [1]	0.325	60%/65	60.2	18.1%
Industrial (I-L)			0.5 [2]	0.30	60%/45	23.4	7.0%
Industrial/Office Overlay (I-L/O)			0.5 [2]	0.325	60%/45	72.3	21.7%
Open Space— Environmental Conservation (OS-EC)	[3]	[3]				18.3	5.5%
Public/ Institutional (P-I)			0.5	0.35	50%/45	11.2	11.2%
<b>Proposed New Zoning Designations</b>							
Downtown Mixed-Use (DTM-U)	12.1-45	35	1.5 (CMU) 2.0 (RMU)	0.45 (City Center) 0.3 (Triangle)	80%	26	7.8%
Downtown High Density Residential (DTR-H)	12.1 to 30	30			40%	60.3	18.1%
Industrial/Regional Commercial Overlay (I-L/CR)			0.5 [2]	0.325	60%/45	28.4	8.5%
Downtown District Amenity Zone Overlay (DDAZ)	N/A (overlaps with other zones)						
<b>Station Center District Planned Development (PD)</b>						32.4	9.7%
Commercial Mixed-Use			1.5	0.60	80%/65		
Residential Mixed-Use	15–35	35	2.0	1.00	80%/65		
High Density Residential	12–75	35			60%/65		
Office or Civic			1.0	0.60	70%/65		
Parks/Open Space	[3]	[3]					
<b>Total</b>						<b>332.5</b>	<b>100.0%</b>

**Notes:**

CMU = Commercial Mixed-Use; FAR = floor area ratio; PDA = Priority Development Area; RMU = Residential Mixed-Use

[1] An FAR of 1.5 is allowed for hotel and motel uses in the C-R district.

[2] An FAR of 1.0 is allowed for industrial projects, approved by the Planning Commission and meeting criteria set forth in City of Rohnert Park–approved design guidelines.

[3] A density of 1 unit per acre is allowed in the developable portion of any property within the OS-EC district.

Source: AECOM, 2015

To support the transformation and greater range of uses in the Triangle Business subarea, a Regional Commercial Overlay zone is proposed in the area zoned I-L. This will allow uses and development standards applying to light industrial uses to remain the same, but also permit greater flexibility in the types of commercial uses permitted, as allowed by the C-R zone.

The proposed DDAZ supports creation of a walkable downtown environment through urban design standards and guidelines that allow buildings to be built to the edge of the sidewalk; supports wide sidewalks and pedestrian amenities along commercial streets; promotes compact, multi-story development, on-street parking, and transit use; and may incentivize features desired in a downtown setting through parking reductions, density bonuses, or project streamlining.

The Station Center subarea is recommended to be developed as a Planned Development zoning district. In keeping with the vision for this subarea, a unique set of land use and development standards is proposed (Table 4.1 and Figure 4.5). Planned new land uses in this subarea include:

- **Station Center–Residential Mixed-Use**, which permits residences, organized in a pedestrian-oriented environment in a horizontal or vertical mixed-use configuration, with residential densities of 15–45 dwelling units per acre and maximum 2.0 FAR. Compatible businesses and retail and services are proposed to be permitted, preferably at ground level. Open space or community amenities for the public and residents are encouraged in this subarea.
- **Station Center–Commercial Mixed-Use** supports a variety of service, retail, and civic uses organized in a pedestrian-oriented environment, in a horizontal or vertical mixed-use configuration, and encourages new civic and open space uses. This district permits a maximum 1.5 FAR.
- **Station Center–Office** allows for all types of administrative, financial, business, professional, medical, public office, and/or public institutional uses, such as government or nonprofit offices. This district permits a maximum 1.0 FAR.

- **Station Center–High Density Residential** permits a wide range of single-family to multifamily housing, at densities ranging from 12 to 45 units per acre, with an assumed density of 30 units per acre.
- **Station Center–Parks/Open Space** is subject to the same uses as the existing OS-EC district, except that it permits a maximum development potential of one percent of the total land use area to provide opportunities for small retail pavilions and other neighborhood or transit services.

#### 4.4.2 Site Development Potential and Requirements

By testing opportunity sites for subareas (included in Appendix A) and considering reasonable market opportunities, a maximum average development cap was established for each subarea. Table 4.2 summarizes the existing and added development potential, establishing the parameters for future land use intensification at build-out in the PDA.

Additional development potential is expressed as a development cap, under the assumed densities and intensities identified in Table 4.1. Based on average densities and intensities, this PDA Plan assumes and analyzes an added development potential in the PDA of:

- 835 dwelling units;
- 429,936 square feet retail or service commercial uses;
- 205,232 square feet of office uses;
- 62,807 square feet of public/institutional uses; and
- 129,315 square feet of industrial uses.

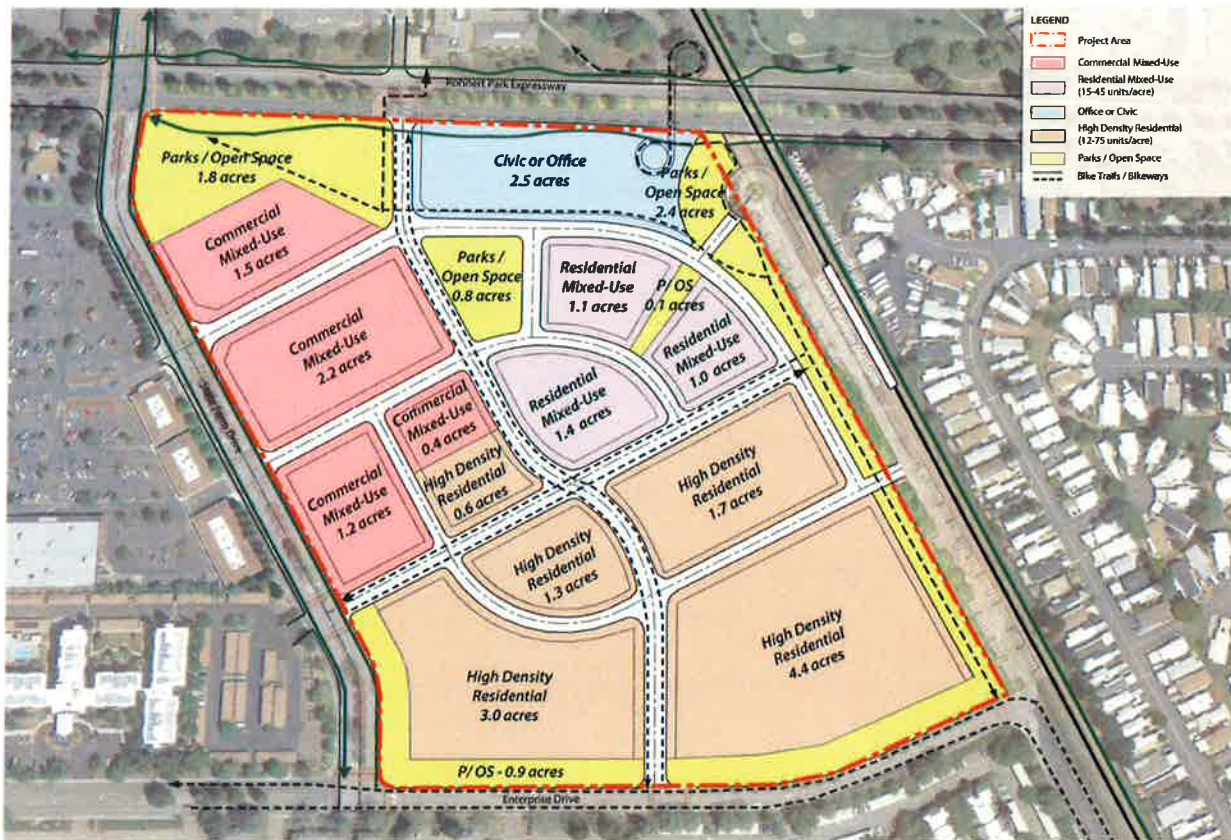
~~Actual development may vary from these assumptions. The development potential of the PDA was calculated solely to estimate the carrying capacity of the PDA, used to analyze infrastructure, traffic, and other project impacts. This should be viewed as the maximum expected development in the PDA, not the expected level of development.~~

Minimum development within the DDAZ of the PDA will be required to create the type of active retail environment desired by the city. The requirement for each subarea:

- Station Center, 150,000 square feet
- City Center, 100,00 square feet (50, 000 sf feet additional)
- Central Commercial, 25,000 square feet (along State Farm frontage)



Figure 4.6: Station Center Subarea Land Use Designations



Source: AECOM, 2015



Although individual projects can achieve the maximum densities and intensities permitted for each zoning district (Table 4.1), the total overall development cap for each category of land use

(Table 4.2) cannot be exceeded in the PDA without triggering the requirement for additional environmental analysis.

**Table 4.2: PDA Site Development Potential and Requirements**

Subarea	Land Uses						
	Open Space (acres)	Residential Units	Building Area (net square feet)				Total Non-residential
			Retail or Service Commercial	Office	Public-Institutional	Industrial	
<b>Existing Development [1]</b>							
Triangle Business	2.9	0	76,882	742,540	251	768,429	1,588,102
City Center	2.6	143 units	50,500	0	135,005	0	185,505
Station Center	0	0	0	283,230	7,168	0	290,398
Central Commercial	0	240 units	544,111	44,410	14,528	0	603,049
Creekside Neighborhood	11.2	1007 units	29,235	11,600	11,600	0	50,360
<b>Total</b>	<b>16.7</b>	<b>1,390 units</b>	<b>700,728</b>	<b>1,081,780</b>	<b>166,477</b>	<b>768,429</b>	<b>2,717,414</b>
<b>Additional Development Potential [2] and Requirements</b>							
Triangle Business	2.5	150 units	120,881	91,415	0	129,315	341,611
City Center	0	115 units	56,581 [7]	32,560	50,362	0	139,503
Station Center	6.0	415 units	171,626 [8]	65,340	0	0	236,966
Central Commercial	0	0	74,264 [9]	0	12,445	0	86,709
Creekside Neighborhood	0	155 units	17,534	0	0	0	17,534
<b>Total</b>	<b>8.5 [5]</b>	<b>835 units</b>	<b>429,926</b>	<b>205,232</b>	<b>62,807</b>	<b>129,315</b>	<b>822,324</b>
<b>Total Development Potential [3]</b>							
Triangle Business	5.4	150 units	197,763	833,955	251	897,744	1,929,713
City Center	2.6	258 units	107,081	32,560	185,367	0	325,008
Station Center	6.0	415 units	171,626	65,340 [4]	0 [4]	0	236,966
Central Commercial	0	240 units	618,375	44,410	26,973	0	689,758
Creekside Neighborhood	11.2	1,162 units	46,769	11,600	9,525	0	67,894
<b>Total</b>	<b>25.2</b>	<b>2,225 units</b>	<b>1,141,614</b>	<b>987,865</b>	<b>222,116</b>	<b>897,744</b>	<b>3,249,337 [6]</b>

**Notes:**

- [1] Existing development is based on assessor's parcel data, verified through aerial maps, and adjusted where needed.
- [2] See Table 4-1 for land use assumptions used in determining the PDA's additional development potential.
- [3] Total development potential is the sum of existing development plus the assumed additional development potential.
- [4] Existing uses in the Station Center subarea are proposed for removal and redeveloped with new uses.
- [5] Identifies dedicated public park/open space, based on proposed land use concepts studied for the PDA. Additional open space to be provided for new development, as required by the Zoning Code, is not reflected in the project area totals.
- [6] Non-residential project area totals also support the addition of up to 500 hotel rooms.
- [7] 50,000 square feet of active retail or services uses are required within the DDAZ portion of this subarea.
- [8] 150,000 square feet of active retail or services uses are required within the DDAZ portion of this subarea.
- [9] 25,000 square feet of active retail or services uses are required within the DDAZ portion of this subarea.

Source: Assessor's Parcel Data, modified by AECOM in 2015

## **4.5 AFFORDABLE HOUSING AND ANTI-DISPLACEMENT**

This section summarizes the analysis of the Affordable Housing and Anti-displacement Strategy Memo, prepared by Bay Area Economic, to plan for the PDA's affordable-housing needs.

### **4.5.1 Housing Affordability**

Housing affordability is typically measured by the percentage of household income that is spent on housing costs. Housing is typically considered affordable to a given household when total housing costs equal 30 percent of gross household income or less. As analyzed in the PDA Profile for Rohnert Park in 2013, PDA households had a median income of approximately \$31,600, compared to a median income of \$57,000 in Rohnert Park overall.

The PDA has very few households compared to the rest of the community, mostly in apartment complexes concentrated in the Creekside Neighborhood subarea. The City Center has some more recent residential development, constructed after 2000. As envisioned by this PDA Plan, additional residential development could occur in the Station Center, City Center, Triangle Business, and Creekside Neighborhood subareas.

The City's Housing Element provides information about the affordability of for-sale and rental housing in Rohnert Park, demonstrating that the housing in the city is generally unaffordable to lower income households with incomes equal to the PDA's median income.

#### **For-Sale Homes**

Data and analysis on home sales prices presented in the Rohnert Park Housing Element indicate that home sale prices for two- and three-bedroom housing units are generally unaffordable for very-low-income households and some low-income households. As indicated in Table 4.3, households earning the PDA's median annual income (approximately \$31,600 in 2013) would be unable to afford the median sales price for a home in Rohnert Park.

#### **Rental Affordability**

Like for-sale prices, average rental rates in Rohnert Park are unaffordable to lower-income households. Table 4.4 shows the maximum affordable rent for households at various income levels and sizes compared to the average market-rate rent in Rohnert Park, based on data and calculations presented in the City's 2015–2023 Housing Element. As shown, market-rate rents exceed the affordability threshold for very-low-income households and for two-, three-, and four-person low-income households. Based on the PDA's median income of \$31,600 per year in 2013, the average market-rate rent in Rohnert Park exceeds the affordability threshold for PDA households by more than \$600 per month.

The current cost of market-rate housing in Rohnert Park suggests that market-rate rents for units in new development will exceed the affordability thresholds for lower income households. Although some existing for-sale units are affordable to households earning 70 percent of the area's median income and some rental units are affordable to households earning less than 100 percent of the area's median income, new-construction units built at current market prices are expected to generate higher rents and sale prices than the existing units in the city. The City has begun to address this need in the Housing Element by identifying sites for new affordable units in the PDA and other places in the city.

**Table 4.3: Affordability of Market-Rate For-Sale Housing, Rohnert Park, 2013**

	Household (Unit) Size			
	1 Person (2 Bedrooms)	2 Person (2 Bedrooms)	3 Person (2 Bedrooms)	4 Person (3 Bedrooms)
2013 Median Sale Price (a)	\$165,500	\$165,500	\$165,500	\$277,500
<b>Maximum Affordable Monthly Rent</b>				
<b>Extremely Low Income (30% AMI)</b>				
Household Income (b)	\$17,400	\$19,850	\$22,350	\$24,800
Max. Affordable Sale Price (c)	\$71,393	\$81,445	\$91,703	\$101,755
Amount Above (Below) Median Sale Price	(\$94,107)	(\$84,055)	(\$73,797)	(\$175,745)
<b>Very Low Income (50% AMI)</b>				
Household Income (b)	\$28,950	\$33,050	\$37,200	\$41,300
Max. Affordable Sale Price (c)	\$118,783	\$135,605	\$152,633	\$169,455
Amount Above (Below) Median Sale Price	(\$46,717)	(\$29,895)	(\$12,867)	(\$108,045)
<b>Low Income (70% AMI)</b>				
Household Income (b)	\$40,450	\$46,250	\$52,050	\$57,800
Max. Affordable Sale Price (c)	\$165,968	\$189,765	\$213,563	\$237,155
Amount Above (Below) Median Sale Price	\$468	\$24,265	\$48,063	(\$40,345)
<b>Median Income (100% AMI)</b>				
Household Income (b)	\$57,800	\$66,100	\$74,350	\$82,600
Max. Affordable Sale Price (c)	\$237,155	\$271,211	\$305,061	\$338,911
Amount Above (Below) Median Sale Price	\$71,655	\$105,711	\$139,561	\$61,411
<b>Moderate Income (110% AMI)</b>				
Household Income (b)	\$63,600	\$72,700	\$81,750	\$90,850
Max. Affordable Sale Price (c)	\$304,445	\$348,006	\$391,327	\$434,887
Amount Above (Below) Median Sale Price	\$138,945	\$182,506	\$225,827	\$157,387

**Notes:**

(a) Median sale price from [www.trulia.com](http://www.trulia.com), Rohnert Park Trends, February 2014, as reported in Table 9-23 of the Draft Rohnert Park 2015-2023 Housing Element, September 2014. 2-bedroom unit size used for households with one to three persons because prices are not available for smaller home sizes, likely due to a shortage of available homes for sale in this size range.

(b) Household income per City of Rohnert Park,

<<http://www.ci.rohnert-park.ca.us/Modules/ShowDocument.aspx?documentid=797>>, accessed on December 27, 2013, as reported in Table 9-22 of the Draft Rohnert Park 2015-2023 Housing Element, September 2014.

(c) Assumes that 30 percent of income (or 35 percent for moderate-income) is available for mortgage payment, taxes, mortgage insurance, and homeowners insurance. Also assumes 95 percent loan at 5 percent annual interest rate and 30-year term; assumes taxes, mortgage insurance, and homeowners insurance account for 21 percent of total monthly payments. Figures reported are as shown in the Table 9-22 of the Draft Rohnert Park 2015-2023 Housing Element, September 2014.

Sources: Draft Rohnert Park 2015-2023 Housing Element, September 2014, as cited in notes above; BAE, 2015.

**Table 4.4: Affordability of Market-Rate Rental Housing, Rohnert Park, 2013**

	Household (Unit) Size			
	1 Person (Studio)	2 Person (1 Bedroom)	3 Person (2 Bedrooms)	4 Person (3 Bedrooms)
Average Market-Rate Monthly Rent (a)	\$775	\$1,109	\$1,446	\$1,757
<b>Maximum Affordable Monthly Rent</b>				
<b>Extremely Low Income (30% AMI)</b>				
Household Income (b)	\$17,400	\$19,850	\$22,350	\$24,800
Max. Affordable Monthly Rent (c)	\$435	\$496	\$559	\$620
Amount Above (Below) Market Rate Rent	(\$340)	(\$613)	(\$887)	(\$1,137)
<b>Very Low Income (50% AMI)</b>				
Household Income (b)	\$28,950	\$33,050	\$37,200	\$41,300
Max. Affordable Monthly Rent (c)	\$435	\$496	\$559	\$620
Amount Above (Below) Market Rate Rent	(\$340)	(\$613)	(\$887)	(\$1,137)
<b>Low Income (60% AMI)</b>				
Household Income (b)	\$34,700	\$39,650	\$44,600	\$49,550
Max. Affordable Monthly Rent (c)	\$868	\$991	\$1,115	\$1,239
Amount Above (Below) Market Rate Rent	\$93	(\$118)	(\$331)	(\$518)
<b>Median Income (100% AMI)</b>				
Household Income (b)	\$57,800	\$66,100	\$74,350	\$82,600
Max. Affordable Monthly Rent (c)	\$1,445	\$1,653	\$1,859	\$2,065
Amount Above (Below) Market Rate Rent	\$670	\$544	\$413	\$308
<b>Moderate Income (110% AMI)</b>				
Household Income (b)	\$63,600	\$72,700	\$81,750	\$90,850
Max. Affordable Monthly Rent (c)	\$1,855	\$2,120	\$2,384	\$2,650
Amount Above (Below) Market Rate Rent	\$1,080	\$1,011	\$938	\$893

**Notes:**

(a) Average market-rate monthly rent per RealFacts Annual Trend obtained December 2013, as reported in Table 9-25 of the Draft Rohnert Park 2015-2023 Housing Element, September 2014.

(b) Household income per City of Rohnert Park,

<<http://www.ci.rohnert-park.ca.us/Modules/ShowDocument.aspx?documentid=797>>, accessed on December 27, 2013, as reported in Table 9-22 of the Draft Rohnert Park 2015-2023 Housing Element, September 2014.

(c) Assumes that 30 percent of income (or 35 percent for moderate-income) is available for monthly rent, including utilities. Figures reported are as shown in the Table 9-22 of the Draft Rohnert Park 2015-2023 Housing Element, September 2014.

Sources: Draft Rohnert Park 2015-2023 Housing Element, September 2014, as cited in notes above; BAE, 2015.

### Affordable-Housing Needs

The Housing Element is the primary tool used to plan for and address affordable-housing needs in California. This projected need is determined through the Regional Housing Needs Allocation (RHNA) process, which distributes project regional housing needs to individual cities and counties by income level. The RHNA allocation for Rohnert Park during the current planning period, between 2015 and 2023, identifies a need for 899 units in the city; 46 percent should be affordable to households earning 120 percent of the average area median income (AMI) or less, as shown in Table 4.5.

**Table 4.5: Citywide Regional Housing Needs Allocation, 2015–2023 Planning**

Income Category	RHNA	
	Number	Percent
Very Low (<50% of AMI)	181	20.1%
Low (50-80% of AMI)	107	11.9%
Moderate (81-120% of AMI)	127	14.1%
Above Moderate (>120% of AMI)	484	53.8%
<b>Total</b>	<b>899</b>	<b>100.0%</b>

Sources: ABAG Final Regional Housing Needs Allocation, 2013, as cited in the Draft 2015–2023 Rohnert Park Housing Element, September 2014; BAE, 2015.

Recent changes in state law require local jurisdictions in California to plan to accommodate larger shares of their project housing need in areas accessible to transit, beginning in the current planning period. To meet these goals, the region's Job-Housing Connection Strategy, adopted in May 2012, anticipate that new housing development is emphasized in PDAs, thus making PDAs important locations to plan for housing affordable to households of all income levels.

Based on the estimated affordable-housing needs citywide and income distribution for Rohnert Park during the current 2015–2023 planning cycle, 835 new residential units is the projected affordable housing need in the PDA Plan, distributed among income categories (Table 4.6). This analysis suggests a project need for approximately 168 units affordable to very-low-income households, 99 units affordable to low-income households, and 118 units affordable to moderate-income households.

**Table 4.6: Affordable-Housing Needs in the PDA, 2015–2040**

Income Category	Percent of New Units	Total New Units
Very Low (<50% of AMI)	20.1%	168
Low (50-80% of AMI)	11.9%	99
Moderate (81-120% of AMI)	14.1%	118
Above Moderate (>120% of AMI)	53.8%	450
<b>Total</b>	<b>100.0%</b>	<b>835</b>

Sources: ABAG Final Regional Housing Needs Allocation, 2013, as cited in the Draft 2015–2023 Rohnert Park Housing Element, September 2014; AECOM, 2015; BAE, 2015.

These calculations provide an estimate of housing needs for the current planning cycle and a general guideline for affordable-housing needs in the PDA to ensure the planned SMART rail station and PDA amenities are available to all segments of Rohnert Park's current and future populations. Changes to the future RHNA requirements, the rate of affordable-housing production, and the actual rate of development in the PDA will result in different incomes.

Housing price data indicate that although some existing rental and for-sale housing in the PDA is affordable to low-income households, new market-rate construction in the PDA is likely to be more expensive and unaffordable to low-income households, requiring public funding sources and strategies to facilitate production of new affordable housing to meet the participated housing needs.

Based on input of staff from Burbank Housing, a developer of affordable housing active in Sonoma County, affordable-housing projects typically require between \$100,000 and \$140,000 per unit in local funding to make projects feasible.

This presents a challenge for local governments. Additional new funding sources are anticipated to be needed to continue to fund affordable-housing programs. Chapter 8 of this PDA Plan describes potential additional sources of funding to support the development of affordable housing in the PDA.

#### 4.5.2 Anti-displacement

Enhanced transit accessibility and public and private investments in the PDA may increase the demand for housing, which can result in both direct and indirect displacement of existing residents.

Direct displacement can occur as rents and sale prices in the area increase, potentially allowing property owners to gain more value from properties through redevelopment and causing owners of some older residential properties to demolish existing buildings to rebuild larger and newer projects that can achieve higher current market rental rates.

Because development in the PDA is anticipated to occur incrementally over time through infill growth and does not propose changes that would result in demolition of existing residential units, direct displacement of existing residents is not expected.

Indirect displacement may result as the area's housing prices increase, causing increasing rents for existing units, which can make these units unaffordable for existing households. The higher cost of land acquisition in areas with high property values can present a barrier to the construction of affordable new units by increasing the costs of housing production, resulting in an overall shortage of housing proximate to the transit station for new or existing households with low or moderate incomes.

In part, displacement can be prevented by producing new units in the PDA that are affordable to low- or moderate-income households. Other actions that can be used to address displacement are summarized in the tables in Section 4.5.3.

#### 4.5.3 Affordable Housing and Anti-displacement Programs and Strategies

The 2015–2023 Housing Element includes a set of policies and programs that the City will implement during the 2015–2023 Housing Element cycle. Among the policies and programs detailed in the Housing Element are:

- identification of opportunity sites for residential development, including sites in the PDA;

- ensuring an adequate supply of land zoned for residential uses at sufficient densities to accommodate existing and future housing needs;
- requiring residential ownership projects to include affordable units in accordance with the City's Inclusionary Housing Ordinance;
- working with nonprofit and other affordable housing developers to facilitate the production of affordable housing;
- minimizing governmental constraints to the provision of affordable housing;
- participation in the Mortgage Credit Certificate Program for first-time homebuyers;
- planned adoption of a residential in-lieu fee subject to a future fee study;
- providing incentives such as expedited application processing, fee deferrals, modifications to development standards, or financial assistance to developers that provide affordable units;
- pursuing state and federal funding for affordable housing and supporting partner applications for state and federal funding for affordable housing;
- monitoring affordable units at risk of conversion to market rate, working with owners of properties at risk of conversion to examine strategies to preserve or replace the units, and assisting tenants displaced by conversions in finding affordable housing;
- partnering with the Sonoma County Community Development Commission on housing rehabilitation programs for low- and moderate-income households; and
- continued implementation of the City's Density Bonus Ordinance.

In addition to these policies and programs, complementary actions that can be implemented to facilitate the production of new affordable housing and prevent displacement of existing residents in the PDA are summarized in Tables 4.7 and 4.8.



**Table 4.7: Potential Affordable Housing Programs/Strategies**

Program Type	Program Strategy
Housing Impact Fees	A housing impact fee could be adopted and charged to developers of market-rate rental residential projects to generate revenue for affordable housing. This fee would be similar to the in-lieu fee that the City plans to adopt for ownership units, but would allow the City to collect revenue from developers of market-rate rental units. To adopt a housing impact fee, the City would first need to prepare a nexus study to determine the maximum fee rate. However, the City could choose to adopt a fee that is lower than the maximum established by the nexus study to account for development feasibility or other considerations. The fee could be waived for developers that provide affordable units according to City policy, making the impact fee program similar to an inclusionary housing ordinance with an in-lieu fee alternative. Because housing impact fees would be collected from all development in the city, funds generated from projects outside the PDA may be available to support development of affordable housing in the PDA. The allocation of these funds to specific affordable-housing developments will be based on future City decisions in response to specific requests by affordable-housing developers.
Dedication of New General Fund Revenues	New development in the PDA will increase property values in the area and generate additional property tax revenues to the City. Rohnert Park could adopt a policy to dedicate a portion of its increase in General Fund revenues to production of affordable housing, essentially a set-aside fund giving the City discretion, while relying on state law.
Community Benefits Plan	In general, a community benefits plan would require that developers of new projects provide a community benefit in exchange for an increase in density for the project, and <b>could be implemented as a modification to the City's existing density bonus ordinance</b> . This approach would need to be studied to determine the benefits to be provided and the density increases to be permitted for the PDA. Potential community benefits could include affordable housing, public open space, or community-serving uses such as child care, senior centers, or community centers, which would help to create a neighborhood that serves the needs of a variety of households at all income levels. Benefits could be provided directly or through financial contributions that support the provision of community benefits.
Affordable-Housing Incentives	Rohnert Park has a density bonus ordinance and offers various incentives to developers that provide affordable units. The City could adopt additional incentives tied to the provision of affordable housing. Incentives could be offered citywide or in an affordable-housing overlay area defined by the City. The incentives offered, the number of affordable units required, and the required affordability levels would be determined based on further study.
Small and Scattered Site Acquisition and Land Banking	A policy could be adopted to <b>direct a portion of the City's affordable-housing resources to acquisition of small and scattered sites and land banking efforts in the PDA</b> . Land banking could be furthered by requiring or encouraging developers of market-rate units to dedicate land to the City for future affordable-housing projects. The land acquired through these efforts could be provided to affordable-housing developers to build new affordable units in the PDA.
Community Land Trust and Cooperative Ownership Models	Rohnert Park has a history of working with nonprofit housing developers to encourage the development of affordable housing in the city. To diversify affordable housing options and create additional opportunities for affordable housing production, the City could adopt a policy to work with nonprofits to establish community land trusts and limited-equity cooperative housing developments in the PDA.

Notes: City = City of Rohnert Park; PDA = Priority Development Area.

Source: BAE, 2015

**Table 4.8: Anti-displacement Programs/Strategies**

First-Time Homebuyer Program	Some funds could be targeted as available to provide first-time homebuyer assistance to lower income PDA renter households, potentially allowing these residents to purchase homes and remain in the area.
Rent Stabilization	A rent control ordinance could be adopted to limit allowable residential rent increases. The rent control ordinance would be subject to a number of state laws, which would allow for decontrol of rents at termination of tenancy and apply rent control only to units constructed before 1995, and would likely apply citywide rather than in the PDA only. Rent control would help to stabilize rents for existing tenants, thereby helping to avoid displacement.
Condominium Conversion Control	A condominium conversion ordinance could be adopted to regulate the conversion of rental units to condominiums and reduce the potential impacts on the City's rental housing inventory.
Relocation Assistance	Developers could be required to provide relocation assistance to lower income residents displaced by the redevelopment of residential properties. Although this PDA Plan does not anticipate demolition and redevelopment of existing residential properties in the PDA, requirements for relocation assistance would mitigate the impacts of displacement if future market conditions enhance the redevelopment potential of existing properties and lead to demolition of existing units.
Right of First Return	An ordinance could be adopted that requires developers of projects that will displace existing lower income residents to offer new units to these residents at the same rental rate that the residents are charged in the property to be demolished. (These rents would be below market for new units but may be above affordable rents calculated based on household income figures.)
One-to-One Replacement	One-to-one replacement of demolished residential units could be required.

Source: BAE, 2015



### **Attachment 3**

#### **PLANNING COMMISSION RESOLUTION NO. 2016-06**

#### **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROHNERT PARK, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF 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 DRIVE /SANTA ALICIA DRIVE**

**WHEREAS**, the 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

**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 Planning Commission reviewed the EIR prepared for the Plan; recommended its approval by the City Council; 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

**WHEREAS**, the Planning Commission has reviewed and considered the information contained in the General Plan Amendment application for the proposal.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission 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 Planning Commission recommends City Council approval of the Final EIR for this Plan, as described in Planning Commission Resolution No. 2016-04 approved on February 25, 2016 concurrently with the Planning Commission's approval of this Resolution.

**Section 3.** Findings related to the General Plan Amendments. The Planning Commission 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. The General Plan changes are necessary to implement the PDA plan.

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 hearing on the proposed General Plan Amendments was held on February 25, 2016.

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 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.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** by the Planning Commission that it does hereby recommend that the City Council adopt the Findings hereinabove; adopt and amend the General Plan and approve 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** on this 25th day of February, 2016 by the City of Rohnert Park Planning Commission by the following vote:

AYES: \_\_\_\_\_ NOES: \_\_\_\_\_ ABSENT: \_\_\_\_\_ ABSTAIN: \_\_\_\_\_

ADAMS \_\_\_\_\_ BLANQUIE \_\_\_\_\_ BORBA \_\_\_\_\_ GIUDICE \_\_\_\_\_ HAYDON \_\_\_\_\_

\_\_\_\_\_  
John Borba, Chairperson, City of Rohnert Park Planning Commission

Attest: \_\_\_\_\_  
Susan Azevedo, Recording Secretary

## EXHIBIT A

### GENERAL PLAN AMENDMENTS

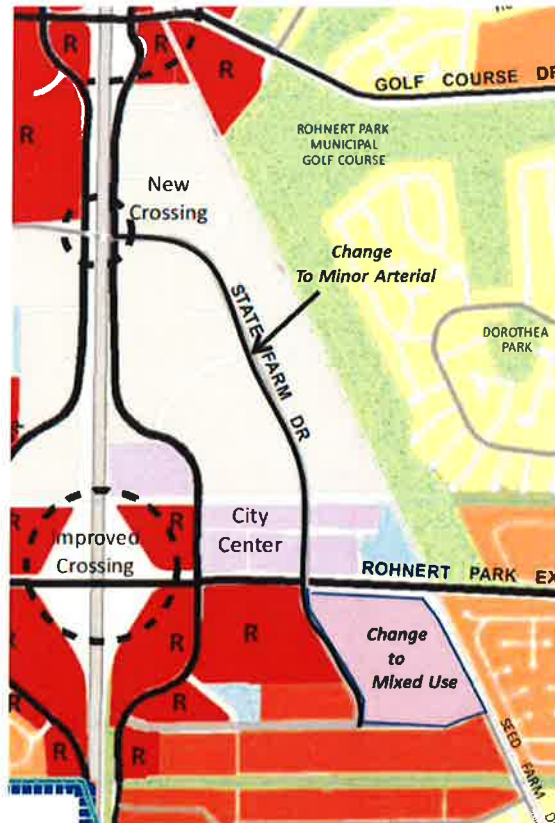
In order to implement the Central Rohnert Park, Priority Development Area Plan, the General Plan will be updated as follows:

- 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 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)<sup>1</sup></i>	<i>Assumed Average for Buildout Calculations</i>	<i>Maximum Permitted FAR<sup>2</sup></i>
Residential <sup>3</sup>			<i>See Table 2.2-2 for residential FAR standards</i>
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>30.0<sup>6</sup></u> )	21.0	
Office	-		1.0
Commercial			
Neighborhood/Community/Regional	-		0.4
Hotels	-		1.5
Industrial			0.5 <sup>4</sup>
Mixed-use Development <sup>5</sup>		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.

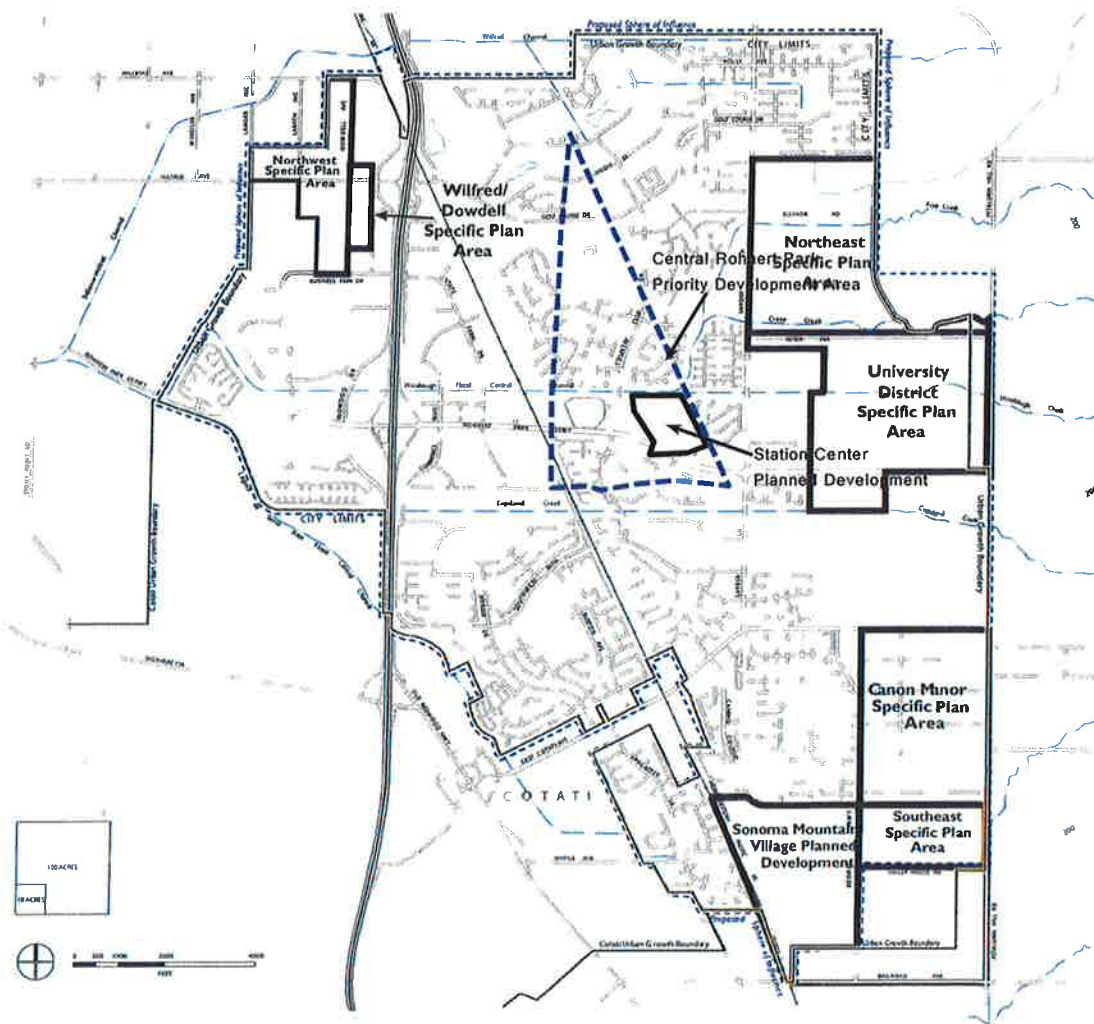
6. Within the Central Rohnert Park area, residential density may be increased to 30 units per acre. Any density bonus would allow this to be increased according to the applicable provisions.

- 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.

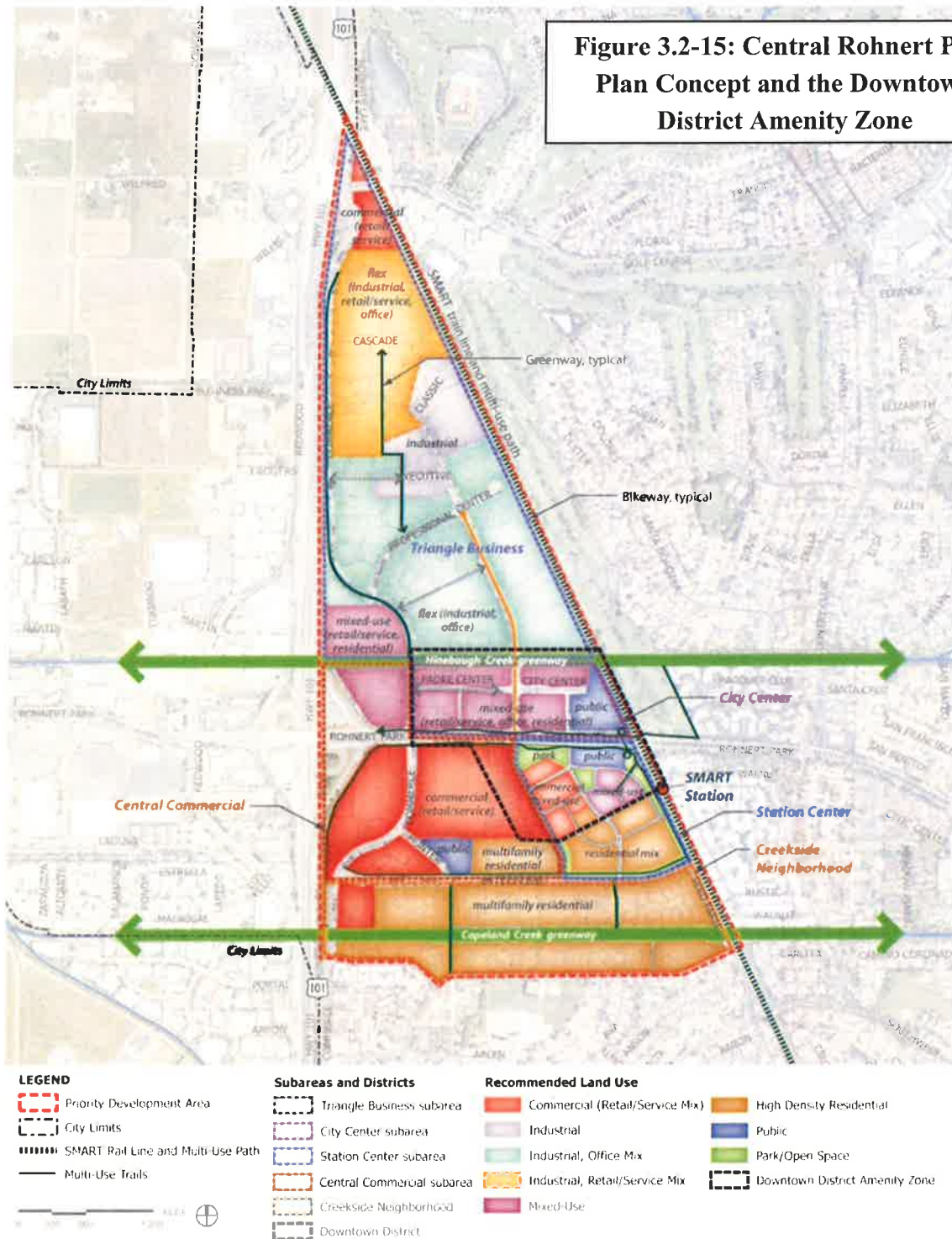
CD-62: Use high quality landscaping and building materials at the SMART station.

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).

**Figure 3.2-15: Central Rohnert Park Plan Concept and the Downtown District Amenity Zone**



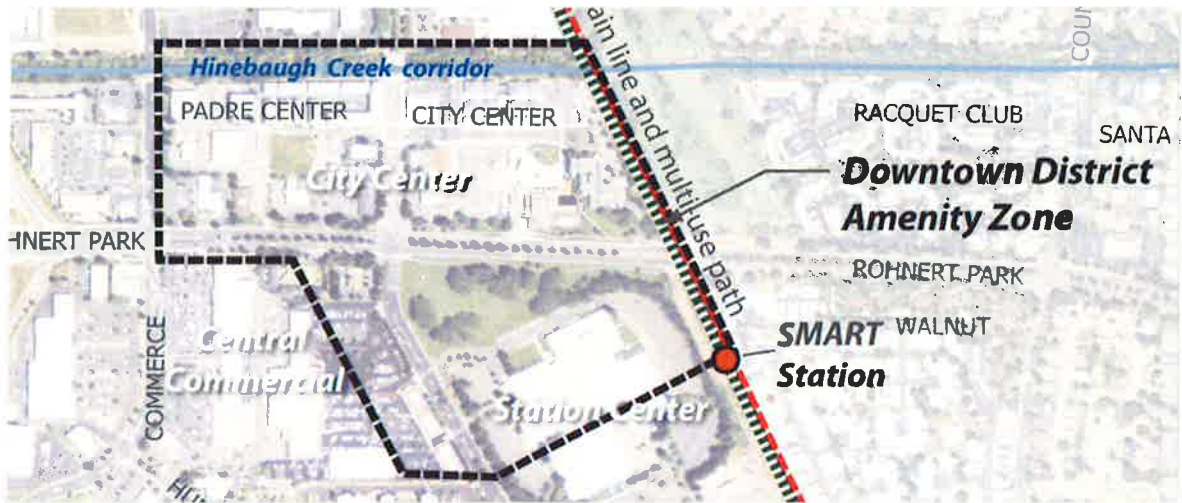
- A new section entitled “Downtown District” and the related graphic of the Downtown District Amenity Zone will be added within Section 3.3 (Commercial Centers), as follows:

“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

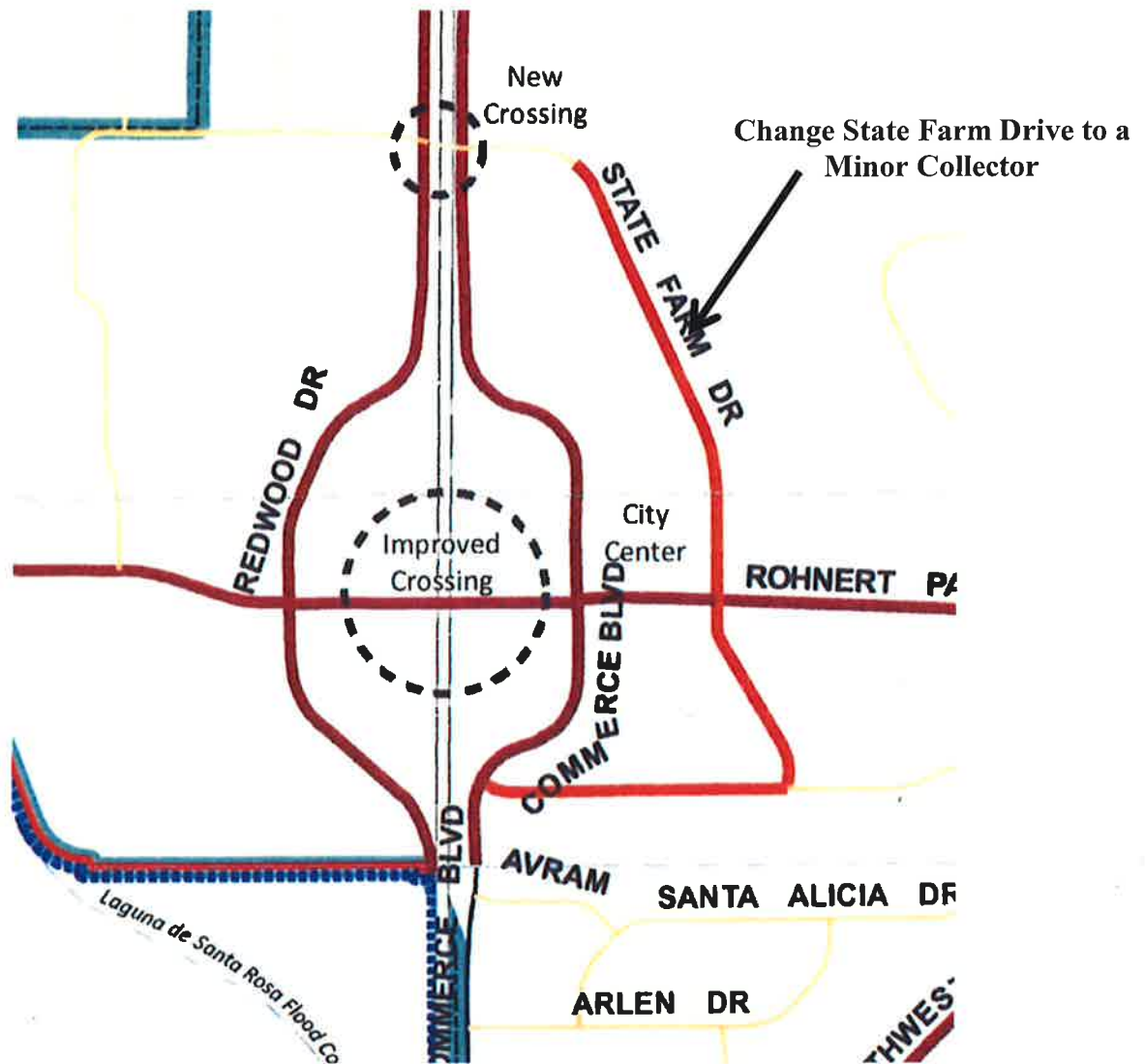
Boundary of Downtown District Amenity Zone



- The master street plan will be amended to change State Farm to a Minor Collector. 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. 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.
- Examine the feasibility and location for an overcrossing of Rohnert Park Expressway to improve access to the SMART station and connect the City Center and Station Center subareas.
- 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."

**Attachment 4**

**PLANNING COMMISSION RESOLUTION NO. 2016-07**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROHNERT PARK, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF ZONING ORDINANCE AND MAP 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 DRIVE /SANTA ALICIA DRIVE**

**WHEREAS**, the applicant, City of Rohnert Park, filed Planning Application No. PLRZ2016-0001 proposing to amend the Zoning Map and the Rohnert Park Municipal Code (“RPMC”) by amending Chapter 17.06 (Land Use Regulations), Chapter 17.07 (Land Use Footnotes/Special Provisions), and Chapter 17.10 (Development Standards) of the City of Rohnert Park Zoning Ordinance; and

**WHEREAS**, the proposed map amendments and amendments to Chapter 17.06 (Land Use Regulations), Chapter 17.07 (Land Use Footnotes/Special Provisions), and Chapter 17.10 (Development Standards) would help implement the Central Rohnert Park, Priority Development Area Plan; and

**WHEREAS**, the proposed zoning map changes are attached hereto as Exhibit A and the proposed amendments to Chapter 17.06, Chapter 17.07 and Chapter 17.10 are attached hereto as Exhibit B; and

**WHEREAS**, the Planning Commission reviewed the EIR prepared for the Plan; recommended its approval by the City Council; 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

**WHEREAS**, the Planning Commission has reviewed and considered the information contained in the Zoning Map and Municipal Code Amendment application for the proposal;

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Rohnert Park makes the following findings, determinations and recommendations with respect to the proposed map and municipal code amendments;

**Section 1.** The above recitations are true and correct.

**Section 2.** The Planning Commission recommends City Council approval of the Final EIR for this Plan, as described in Planning Commission Resolution No. 2016-04 approved on February 25, 2016 concurrently with the Planning Commission's approval of this Resolution.

**Section 3.** Findings for Enactment of Amendments to Zoning Map and Zoning Ordinance. The Planning Commission hereby makes the following findings concerning amendments to the Zoning Map and Chapters 17.06 (Land Use Regulations), 17.07 (Land Use Footnotes/Special Provisions) and 17.10 (Development Standards) of the Zoning Ordinance:

1. *That the proposed amendments to the Zoning Map and Zoning Ordinance are consistent with the General Plan 2020.*

**Criteria Satisfied.** The proposed amendments are consistent with General Plan 2020 as amended by Resolution 2016-06, which will be adopted prior along with these proposed amendments. The general plan amendments amend general plan land use diagrams which are consistent with the proposed zoning map changes and with the Central Rohnert Park, Priority Development Area plan. The general plan amendments also add goals and policies to General Plan 2020 which are supportive of the zoning ordinance text amendments, these include:

1. Adding a Downtown District Amenity Zone (DDAZ) to create new development standards within the designated DDAZ boundary.
  2. Adding a Station Center Planned Development (SCPD) to rezone the State Farm site from its previous "Office" designation and allow for a mix of land use appropriate adjacent to the new SMART train platform.
  3. Rezoning certain "Mixed-Use" designations on the zoning map to "Downtown Mixed-Use" and amending the zoning ordinance to encourage more commercial development within a walkable downtown environment.
  4. Rezoning certain "High Density Residential" designations on the zoning map to "Downtown High Density Residential" to allow for up to 30 dwelling units per acre and amending the zoning text accordingly.
  5. Amending the 17.06 to add development standards for the new Regional Commercial Overlay, DDAZ and SCPD zone.
  6. Amending 17.07 (Land Use Footnotes/Special Provisions) to require standards for residential development within the Downtown Mixed Use designation.
  7. Amending 17.10 (Development Standards) to add standards for the DTR-H and DRM-U zoning districts.
2. *That the proposed amendment to the Zoning Ordinance will be beneficial to the public health, safety or welfare.*

**Criteria Satisfied.** The proposed amendments will implement the vision for a walkable, mixed-use downtown area established by Central Rohnert Park, Priority Development Area plan and will be beneficial to the public health, safety and welfare

by creating more development activity, living and shopping opportunities in the central part of Rohnert Park. An EIR was complement to demonstrate that the plan will have minimal negative impacts to the public health, safety or welfare.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Planning Commission does hereby recommend that the City Council adopt Findings stated hereinabove and adopt an ordinance amending the zoning map and the RPMC to amend Chapter 17.06 (Land Use Regulations), Chapter 17.07 (Land Use Footnotes/Special Provisions) and Chapter 17.10 (Development Standards) of the Zoning Ordinance, in the form provided in **Exhibit A and Exhibit B.**

**DULY AND REGULARLY ADOPTED** on this 25<sup>th</sup> day of February, 2016 by the City of Rohnert Park Planning Commission by the following vote:

AYES: \_\_\_\_\_ NOES: \_\_\_\_\_ ABSENT: \_\_\_\_\_ ABSTAIN: \_\_\_\_\_

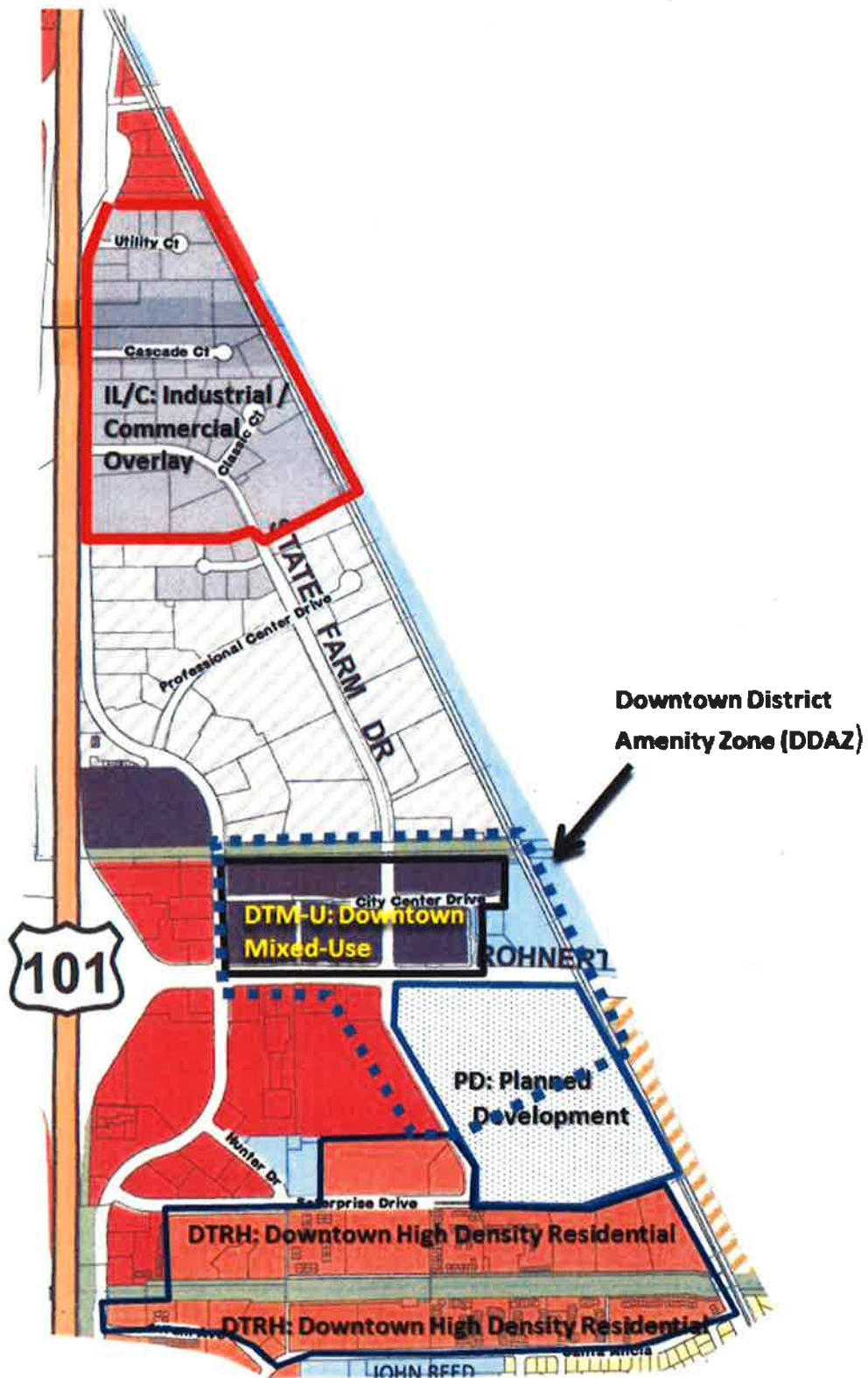
ADAMS \_\_\_\_\_ BLANQUIE \_\_\_\_\_ BORBA \_\_\_\_\_ GIUDICE \_\_\_\_\_ HAYDON \_\_\_\_\_

\_\_\_\_\_  
John Borba, Chairperson, Rohnert Park Planning Commission

Attest: \_\_\_\_\_  
Susan Azevedo, Recording Secretary

## Exhibit A

### Amendments to Zoning Map



## **Exhibit B**

### **Amendments to Zoning Ordinance**

Exhibit  
**Attachment B (part 1 of 3)**

Chapter 17.06 - LAND USE REGULATIONS

Article I. - Residential Zoning Districts

17.06.010 - Purpose.

The residential districts are intended to achieve the following purposes:

- A. Reserve residential areas for a broad range of dwelling types and densities, which meet the diverse economic and social needs of the residents consistent with sound standards of public health and safety.
- B. Ensure the provision of light, air, privacy, and open space.
- C. Protect residential neighborhoods from excessive noise, illumination, unsightliness, odors, dust, dirt, smoke, vibration, heat, glare, and other objectionable influences.
- D. Minimize congestion and avoid the overloading of public services and utilities. (Ord. 695 § 3, 2003)

(Ord. No. 854, § 2(Exh. A), 7-9-2013)

17.06.020 - Districts.

- A. R-R: Rural Residential. This district is intended for very low-density residential development on large lots of typically forty thousand sq. ft. or more that convey a "rural" or agricultural character. These districts are located at the perimeter of the city and provide a transition from the more urban development to the open space/agricultural areas outside of the city. This district is consistent with the "Estate Residential" general plan designation.
- B. R-E: Estate Residential. This district is intended for very low-density residential development on large estate size lots of typically seventeen thousand sq. ft. or more. This district also is located at the perimeter of the city to provide a transition from the more urban development to the open space/agricultural areas outside the city. This district is consistent with the "Estate Residential" general plan designation.
- C. R-L: Residential-Low Density. This district is comprised of four sub-districts: R-L-5,000, R-L-6,000, R-L-8,000, and R-L-10,000 (Note: numbers represent minimum lot size). These sub-districts are intended to promote the development of single-family detached dwellings in a suburban setting with a variety of minimum lot sizes. This district is consistent with the "Low Density" general plan designation. The floor area ratio for this district is 0.40.
- D. R-M: Residential-Medium Density. This district is intended for attached and detached single-family housing and duplexes as part of a planned residential development with a minimum lot size of three thousand seven hundred sq. ft. Multi-family housing is not permitted. Side-by-side duplexes not separated by a property line or without individual heating systems are permitted. This district is consistent with the "Medium Density" general plan designation. The floor area ratio for this district is 0.55.
- E. R-H: Residential-High Density. This district is comprised of two sub-districts: R-H-2,000 and R-H-1,800 (Note: numbers represent minimum lot area per unit). These subdistricts are intended to



permit a wide range of housing types, ranging from single-family attached to multi-family, and are intended for specific areas where higher densities may be appropriate. This district is consistent with the "High Density" general plan designation. The floor area ratio for this district is 1.15. (Ord. 695 § 3, 2003)

- F. DTR-H: Downtown Residential-High Density. This district is located within the Central Rohnert Park PDA planning area as identified in the general plan and is intended to allow for residential development proximate to the downtown area. This district is consistent with the "High Density" general plan designation.

(Ord. No. 854, § 2(Exh. A), 7-9-2013)

#### 17.06.030 - Permitted uses.

The following is a list of land uses and the residential districts within which they are permitted as follows:

P = permitted

C = conditionally-permitted by planning commission

A = administrative permit

Z = certificate of zoning compliance

T = temporary conditional permit

I = uses allowed as incidental to a primary use

Land uses that are not specifically listed are not permitted unless determined, by the planning and community development director, to be substantially similar to a listed use. If the listed land use is followed by a number or a section reference in parenthesis, that number or reference directs the reader to the corresponding land use footnote or special provision which follow this chapter.

Land Use Category	R-R/R-E Districts	R-L Districts	R-M District	R-H Districts	DTR-H
Affordable Housing Density Bonus (H)	A	A	A	A	A
Agricultural Uses					
• Pasturing and Grazing (small scale)	P				
• Other	C				
Bed & Breakfast Inn (D)	C			C	C
Community Center	C	C	C	C	C

Communication Facilities (F)	C/A	C/A	C/A	C/A	C/A
Day Care Center	C	C	C	C	C
Day Care Home, Family (G)					
• Small (8 or fewer children)	P	P	P	P	P
• Large (9 or more children)	C	C	C	C	C
Equestrian Uses					
• Stables, Private	P				
• Stables, Commercial	C				
Family Care Home/Community Care					
• Small (6 or less persons)	P	P	P	P	P
• Large (7 or more persons)				C	C
Farmworker Housing	P			P	P
Homeless Shelters (M)					
• Small (6 or less persons)	P	P	P	P	P
• Large (7 or more persons)				P	P
Kennel (Commercial and Noncommercial) (O)	C				
Manufactured Housing (Q)	Z	Z	Z	Z	Z
Mobile Home Park or Subdivision (see Section 17.06.120)			C	C	C
Multi-Family Housing					

• duplexes-single story			P	P	
• other				P	P
Private/Public Utility Facility (F)					
• Minor	Z/C	Z/C	Z/C	Z/C	Z/C
• Major	C	C	C	C	C
Private Schools					
• Elementary and Secondary	C	C	C	C	C
• High School	C	C	C	C	C
• Vocational/Trade Schools	C			C	
Public Facility-Non-city owned or proposed (see also Public Utility)	C	C	C	C	
Public Facility-City owned or proposed (subject to Planning Commission review on referral from City Council)	P	P	P	P	P
Rooming or Boarding House					
• Single Room Occupancy Living Unit Facility (Z)	A			A	
• Fraternity/Sorority				C	
Recovery Facility					
• Small (6 or less persons)	P	P	P	P	P
• Large (7 or more persons)				C	C
Religious Assembly	C	C	C	C	C

Residential Care Facility (Congregate Care/Assisted Living)					
• Small (6 or less persons)	P	P	P	P	P
• Large (7 or more persons)	C	C	C	C	C
Second Residential Unit (e.g., in-law units) (X)	Z	Z	Z	Z	Z
Single Family Dwellings	P	P	P	C	
• Accessory Uses/Structures					
• Antenna, Vertical/Satellite Dish (F)	P/C	P/C	P/C	P/C	P/C
• Accessory Structure (see Sections 17.10.020 and 17.10.060)	P	P	P	P	P
• Home Occupation (L)	Z	Z	Z	Z	Z
Temporary Use/Event (EE, see also DD)					
• Arts & Crafts Shows/Outdoor	T	T	T	T	T
• Outdoor Exhibit	T	T	T	T	T
• Religious Assembly	C	C	C	C	C
• Seasonal Lots/Activity (e.g., Christmas trees, pumpkins)	T	T	T	T	T
• Recreation Event					
Small (e.g., one or two day skateboard demo or remote control car races)	T	T	T	T	T
Large	T	T	T	T	T

(Ord. 739 § 2 (part), 2005; Ord. 695 § 3, 2003)

(Ord. No. 844, § 2(Exh. A), 3-13-2012; Ord. No. 854, § 2(Exh. A), 7-9-2013)

Article II. - Commercial Zoning Districts [No proposed changes to sections 17.06.040 through 17.06.070]

Article III. - Industrial Zoning Districts [No proposed changes to sections 17.06.080 through 17.06.100]

Article IV. - Mixed-Use Zoning Districts

17.06.110 - Purpose.

The Mixed Use District and the Downtown Mixed Use District encourages the siting of compatible businesses, stores, institutions, service organizations, and residences in close proximity to one another so as to create self-sufficient neighborhoods within the city. The district promotes such neighborhood development in order to minimize reliance on the automobile, resulting in a reduction in vehicle miles traveled and traffic congestion. These districts ~~Mixed Use District is~~ are intended to create pedestrian-oriented environments that provide access to residents' basic everyday requirements, foster an active street life, enhance the vitality of local businesses, and provide employment opportunities close to home for residents of the city. The preferred pattern of development will be ground floor commercial uses, with residential and/or office uses located on the upper floor(s). Special urban design amenities (pedestrian facilities, landscaping, public spaces, etc.) would be included in the district to create recognizable, pedestrian friendly activity centers. On-site parking would be provided for residential uses and parking for businesses would generally be on-street and in parking garages or off-site parking lots. Convenient vehicular and pedestrian/bicycle access from surrounding neighborhoods and transit service would also be components of this district. (Ord. 695 § 3, 2003)

(Ord. No. 854, § 2(Exh. A), 7-9-2013)

17.06.120 — District Descriptions.

M-U: Mixed Use District. This district allows for the development of integrated centers that combine a supportive mix of land uses, either within the same building or in clusters of buildings. This district is consistent with the "Mixed Use" general plan designation. The floor area ratio for this district is 1.5 for non-residential projects, and 2.0 for mixed residential/~~non~~-residential projects. (Ord. 695 § 3, 2003)

DTM-U: Downtown Mixed Use District. This district allows for the development of integrated centers that combine a supportive mix of land uses, either within the same building or in clusters of buildings. This district is consistent with the "Downtown Mixed Use" general plan designation. The floor area ratio for this district is 1.5 for non-residential projects, and 2.0 for mixed residential/residential projects. Non-residential development is required within this designation and residential development is only permitted as part of a mixed use project.

(Ord. No. 854, § 2(Exh. A), 7-9-2013)

17.06.130 - Permitted uses.

The following is a list of land uses and the Mixed Use District within which they are permitted as follows:

P = permitted

C = conditionally-permitted by planning commission

A = administrative permit

Z = certificate of zoning compliance

T = temporary conditional permit

I = uses allowed as incidental to a primary use

Uses involving chemicals may also be subject to requirements regarding hazardous materials (footnote 11), in which case more restrictive requirements shall apply. Land uses that are not specifically listed are not permitted unless determined, by the planning and community development director, to be substantially similar to a listed use. If the listed land use is followed by a number or a section reference in parenthesis, that number or reference directs the reader to the corresponding land use footnote or special provision which follow this chapter.

Land Use Category	M-U District	DTM-U District
Amusement Center (e.g. video games, other indoor amusements)	C	C
Animal Hospital/Veterinary Clinic	A	A
Antique Store	P	P
Bakery (Retail Sales)	P	P
Bank/Savings & Loan/Credit Union (drive-through windows not permitted)	P	P
Bar/Nightclub (R)	P	P
Barber/Beauty Shop	P	P
Bath House/Spa	C	C
Bed & Breakfast Inns (D)	A	A
Billiards Parlor (R)	C	C
Clubs & Lodges	C	C

Communication Facility (F)	C/A	C
Cultural Institutions (e.g. museums)	A	A
Day Care Center (Non-Residential)	C	C
Dry Cleaning Outlet	P	P
Florist	P	P
Food Store		
* Under 15,000 square feet	P	P
* Between 15,000 sq. ft. and 40,000 sq. ft.	C	C
Hardware Store	P	P
Health Club	P	P
Hotel (100 rooms or less) (No food preparation unless applied for and approved as part of project approval or separately.)	C	C
Interior Decorator	P	P
Laboratory		
* In conjunction with a medical, dental or optical use only	P(I)	P(1)
Laundromat	P	N
Liquor Store (Off-Sale) (R)	C	C
Live Entertainment (R)	C	C
Massage Therapy (see Chapter 9.80)	P	P
Medical Clinic	A	A

Microbrewery (with restaurant)	C	A
Office		
* Professional and Administrative	P	P
* Medical and Dental	P	P
Parking Lot (Commercial)	C, P(I)	C, P(I)
Pharmacy (drive-through windows not permitted) (Does not include a Medical Marijuana Dispensary, which is a prohibited use within the City.)	P	P
Photography Studio	P	P
Printing		
* Small Copy Center	P	P
Public Assembly	C	C
Public Facility (e.g. police and fire stations, community centers, government offices)	C	C
Religious Assembly	A	A
* Homeless shelter (6 or less persons)	P	P
Residential Facility		
* Congregate Care/Assisted Living	A	N
* Convalescent Hospital	A	N
* Single Room Occupancy Living Unit Facility (Z)	P	N
* Single Room Occupancy Residential Hotel (Z)	P	N



* Senior Housing (Independent Living)	P	C (JJ)
Residential Use		
* Live/Work (P16)	P	P
* Multi-Family	P	C (JJ)
* Townhouse	P	C (JJ)
Restaurant		
* General	P	P
* Outdoor & Sidewalk Café (S19)	A	A
* Take Out/Delivery (drive-through windows not permitted)	P	P
* With Bar & Live Entertainment (R18)	C	C
Retail, General and Specialty	P	P
School		
* Elementary or Secondary	C	N
* High School	C	N
* Trade School	C	N
* College	C	N
Studio (e.g. Dance, Martial Arts)	A	A
Tailor	P	P
Tattoo/Piercing Studio	C	C
Temporary Use/Event (EE31; see also 30)		

* Arts & Crafts Show	T	T
* Circus/Carnival	T	T
* Flea Market/Swap Meet	T	T
* Live Entertainment	T	T
* Outdoor Exhibit	T	T
* Recreational Event	T	T
* Religious Assembly	C	C
* Retail Sales	T	T
* Seasonal Lot/Activity (e.g. Christmas trees, pumpkins)	T	T
* Trade Fair	T	T
Theater (under 500 seats)	C	C
Transit Facility (e.g. bus or train station)	C	C
Visitor Center	P	P

(Ord. 781 § 6, 2007; Ord. 695 § 3, 2003)

(Ord. No. 844, § 2(Exh. A), 3-13-2012; Ord. No. 854, § 2(Exh. A), 7-9-2013)

Article V. - Public/Institutional Zoning Districts [No proposed changes to section 17.06.140 through 17.06.160]

Article VI. - Open Space and Recreational Zoning Districts [No proposed changes to section 17.06.170 through 17.06.190]

Article VII. - Planned Development Zoning District

17.06.200 - Purpose.

The Planned Development Zoning District is intended to accommodate a wide range of residential, commercial and industrial land uses, which are mutually-supportive and compatible with existing and proposed development on surrounding properties. P-D zoning districts shall encourage the use of flexible development standards designed to appropriately integrate a project into its natural and/or man-made setting and shall typically be intended for projects that provide for a mix of land uses to serve identified community needs. Furthermore, the P-D zoning process may be used to implement the various specific plans adopted by the city. Once established, the P-D zoning district becomes, in effect the zoning for the area within its respective boundaries.

(Ord. 695 § 3, 2003)

17.06.210 - General provisions.

- A. P-D zoning districts with commercial and/or industrial components may be established on a parcel or parcels of land having a contiguous area of at least three acres or, if in a M-U District, at least one and one-half acres. P-D zoning districts for residential developments may be established on a parcel or parcels of land having a contiguous area of at least one acre. Within a specific plan area, a P-D zoning district may be designated for properties totaling less than three acres in size, provided the district is consistent with the specific plan.
- B. Each P-D zoning district shall include specific development standards designed for that particular district, including minimum lot sizes, setbacks and open space requirements, architectural and landscaping guidelines, and maximum building heights and lot coverage. In establishing these standards, the requirements for existing zoning and P-D zoning districts may be reviewed and modifications to these standards may be made as appropriate. Varying residential densities may be established for specific areas within each district. Once approved, as part of a final development plan (see Section 17.06.250), all standards, densities, and other requirements shall remain tied to that plan and to the property designated by that district, unless formally amended by city council action (see Section 17.06.280.) If no specific standards are proposed for any or all portions of a P-D district, the applicable general standards of the zoning ordinance shall apply.
- C. A P-D zoning district may include a combination of residential, industrial, and commercial uses within either the same or adjacent buildings within the district, so long as such mixed uses are consistent with the general plan and any applicable specific plan. Industrial, commercial and residential components within the same P-D districts shall share a similar or compatible architectural theme and maximize pedestrian access between the two.
- D. In situations where a subdivision of land (e.g. a tentative map) is undertaken in conjunction with the establishment or implementation of a P-D zoning district, such subdivisions shall be processed concurrently.

(Ord. 695 § 3, 2003)

17.06.220 - Uses permitted.

Any and all uses otherwise permitted in the city of Rohnert Park may be included in a P-D zoning district, provided such uses are permitted or conditionally-permitted by the zoning ordinance and are shown on the approved final development plan for that district.

(Ord. 695 § 3, 2003)

17.06.230 - Relationship to existing general and specific plans.

All standards, requirements, densities, land use designations and other contents of an approved final development plan shall be consistent with the city's general plan and any applicable specific plan.

(Ord. 695 § 3, 2003)

17.06.240 - Application.

Application for a P-D zoning district shall be made by a person, or the authorized agent of a person, having a legal or equitable interest in the affected property. In addition to the required application submittal forms available from the planning department and specified supporting materials including the fee prescribed by the city council, the following shall also be required for all requests to establish a P-D zoning district and shall be submitted at the preliminary development plan and final development plan stages, as outlined in Section 17.06.250:

- A. A listing of the development standards proposed for the P-D zoning district (e.g., setbacks, lot sizes, building heights);
- B. A listing of the uses that will be permitted and/or conditionally-permitted in the P-D zoning district;
- C. A phasing plan indicating the approximate date when construction of the first development phase of the P-D zoning district is scheduled to begin and tentative completion dates for the remaining phases.

(Ord. 695 § 3, 2003)

17.06.250 - Procedure.

- A. Preliminary Development Plan. In establishing a P-D district, a preliminary development plan shall be prepared for the proposed P-D zoning district.
  1. Parks and Recreation Commission Recommendation. The preliminary development plan shall be submitted to the parks and recreation commission for a recommendation with regards to any proposed parkland dedication. The recommendation of the parks and recreation commission to the planning commission shall be based upon the criteria listed in Section 16.14.020(K)(1)(a) of this code.
  2. Planning Commission Approval. The planning commission will hold a public hearing to consider the preliminary development plan, the recommendation of the parks and recreation commission with regard to any dedicated parkland, and whether the land uses proposed and their interrelationships are generally acceptable and consistent with the general plan and any applicable specific plan. The commission shall indicate conceptual approval or disapproval of the preliminary development plan. Such conceptual approval shall not bind the planning commission to approval of the final development plan, which shall be subject to environmental analysis and public hearings.

- B. Final Development Plan. Once a preliminary development plan has been approved by the planning commission, a final development plan to rezone the property to P-D district may be submitted to the city. If subdivision within the district is necessary, then a tentative map may also be applied for at this time.
1. Parks and Recreation Commission Review. If any changes to dedicated parkland have been proposed since preliminary development plan approval, staff will schedule a public hearing before the parks and recreation commission after receipt of a complete application. The recommendation of the parks and recreation commission to the planning commission shall be based upon the criteria listed in Section 16.14.020(K)(1)(a) of this code.
  2. Planning Commission Approval. Following appropriate environmental review of the plan, the planning commission shall consider the application for a final development plan at a public hearing. After the hearing, the planning commission shall forward any new recommendation of the parks and recreation commission with regard to any dedicated parkland. The planning commission will also make a recommendation to the city council based on a review of the environmental impacts of the plan, the appropriateness and interrelationships of the proposed uses, any effects on traffic circulation due to development of the plan, the quality of the suggested site plan design, consistency with the general plan and any applicable specific plan, and other details of the proposed district. A favorable recommendation must include the findings listed in this title for a final development plan (see Section 17.06.260).
  3. City Council Approval. At the city council's public hearing, it may approve or deny the final development plan or return the matter to the planning commission for further evaluation. If the application for a final development plan is approved, the property shall be rezoned as a P-D zoning district and so indicated on the zoning map for the city.
- C. A use permit shall be required prior to the construction of any phase of an approved P-D zoning district. A use permit for any or all phases of the development may be processed concurrently with the final development plan. It is the intent of the use permit to further clarify the details of the development phase being considered and to ensure that each component complies with the established provisions of the district. The use permit is intended to refine the final development plan and implement the conditions of approval attached to the final development plan. Use permit approval shall be required prior to final map recordation for all projects within a P-D zoning district.

The planning commission may grant a use permit, provided that the proposed development phase is in substantial conformance with any approved final development plan for that property and the conditions thereof. In approving a use permit for a phase of the P-D zoning district the planning commission may add conditions of approval, which are consistent with the intent and provisions of an approved P-D zoning district and help to implement that district. For P-D zoning districts containing commercial and/or industrial components, a Master Use Permit may be approved which will generally or specifically describe those tenants that may utilize those components.

(Ord. 787 § 4, 2007; Ord. 695 § 3, 2003)

#### 17.06.260 - Findings.

The planning commission shall recommend approval of a final development plan to the city council, provided the planning commission finds the following:

- A. Each individual component of the development can exist as an independent unit capable of creating an environment of sustained desirability and stability, and the uses proposed will not be detrimental to present and potential surrounding uses but instead will have a beneficial effect which could not be achieved under another zoning district;
- B. The streets and thoroughfares proposed meet the standards of the city and adequate infrastructure can be supplied to all phases of the development;
- C. Any commercial component complements other uses in the development;
- D. Any residential component will be in harmony with the character of the surrounding neighborhood and community and will result in densities within the P-D district that are no higher than that permitted by the general plan;
- E. Any industrial component conforms to applicable desirable standards and will constitute an efficient, well-organized development with adequate provisions for railroad and/or truck access and necessary storage and will not adversely affect adjacent or surrounding development;
- F. Any deviation from the standard zoning requirements is warranted by the design and additional amenities incorporated in the final development plan, which offer certain unusual redeeming features to compensate for any deviations that may be permitted;
- G. The P-D zoning district is consistent with the general plan of the city and any applicable specific plan.

(Ord. 695 § 3, 2003)

#### 17.06.270 - Lapse of approval extension and renewal.

- A. A final development plan shall expire two years after date of approval or at an alternate time specified as a condition of approval, unless there has been any activity in that P-D zoning district (e.g. a use permit has been approved or a building permit issued for any development phase of the P-D zoning district) or an extension has been granted. Preliminary development plans shall expire one year after date of approval unless application for final development plan approval is submitted. If a final development plan expires and is not extended, the property shall revert to its prior zoning.
- B. A final development plan approval may be extended by the planning commission for a two-year period at a noticed planning commission public hearing, if the findings required remain valid and application is made at least thirty days prior to expiration. The planning commission may modify the final development plan and/or add conditions of approval at this time based on this review.

(Ord. 695 § 3, 2003)

#### 17.06.280 - Changed plans and new applications.

- A. A request for modifications to the conditions of approval for an approved final development plan shall be treated as a new application, unless the planning and community development director finds that the changes proposed do not involve substantial alterations or additions to the plan, and are consistent with the original approval and the general plan and any applicable specific plan.

- B. If an application for a final development plan is denied, no new application for the same, or substantially the same, final development plan shall be filed within one year of the date of last denial, unless the denial was made without prejudice.

(Ord. 695 § 3, 2003)

Article VIII. - Specific Plan Zoning District [no proposed changes to sections 17.06.290 through 17.06.450]

Article IX. - Mobile Home Park Overlay District [no proposed changes to sections 17.06.460 through 17.06.510]

Article X. - Office Overlay District [no proposed changes to sections 17.06.520 through 17.06.550]

Article XI. – Commercial Overlay District

17.06.620 - Purpose.

The Commercial Overlay District is intended to permit additional commercial development with existing industrial areas which are proximate to Highway 101, such as the Commerce Boulevard. The district would ensure that there are locations for new commercial users within such areas and would allow for their timely approval as principally-permitted uses, while continuing to allow for uses that are more industrial in nature.

17.06.630 - Overlay districts.

A Commercial Overlay District may be combined with an Industrial Zoning District by a change of district to include the overlay in accordance with the provisions of Chapter 17.25.070 of this title. A Commercial Overlay District shall be designated by the letter "C" following the industrial district designation.

17.06.640 - Permitted uses.

In addition to the uses allowed in the underlying zoning district, the following is a list of permitted land uses within the commercial overlay designation. Permitted as follows:

P = permitted

C = conditionally-permitted by planning commission

A = administrative permit

Z = certificate of zoning compliance

T = temporary conditional permit

I = uses allowed as incidental to a primary use

Uses involving chemicals may also be subject to requirements regarding hazardous materials (footnote 11), in which case more restrictive requirements shall apply. Land uses that are not specifically listed are not permitted unless determined, by the planning and community development director, to be

substantially similar to a listed use. If the listed land use is followed by a number or a section reference in parenthesis, that number or reference directs the reader to the corresponding land use footnote or special provision which follow this chapter.

Land Use Category	Additional Uses Permit in "C" Overlay
Amusement Center – Small (e.g. indoors; commercial shopping center)	A
Antique Store	P
Arcade Games/Cybercafes (B)	P/A
Bakery (Retail Sales)	P
Bank/Savings and Loan/Credit Union (see Drive-Through Windows) (I)	P
Bar/Nightclub (R)	C
Barber/Beauty Shop/Tanning Salon	P
Bath House/Spa	C
Billiards Parlor (R)	C
Check Cashing Store	P
Day Care Center (Nonresidential)	C
Drive-Through Window (any use) (I)	C
Dry Cleaning Outlet	P
Florist	P
Food Store - Convenience Store	P
Food Store - Supermarket	P
Furniture Store - Small/Custom Order	P



Furniture Store - Large	P
Hardware Store	P
Health Club	A
Home Improvement Store	P
Hotel/Motel (No in-room food preparation unless applied for and approved as part of project approval or separately.)	P
Interior Decorator	P
Liquor Store (Off-Sale) (R)	C
Live Entertainment	C
Live/Work (P)	C
Massage Therapy (see Chapter 8.36)	P
Medical Clinic	P
Microbrewery with restaurant	C
Paint Store	P
Pharmacy (see Drive-Through Window) (I) (Does not include a Medical Marijuana Dispensary, which is a prohibited use within the City)	P
Photography Studio	P
Restaurant	C
Restaurant - General	C
Restaurant - Fast Food (see also Drive-Through Window) (I)	C
Restaurant - Outdoor and Sidewalk Cafe (S)	P

Restaurant - Take Out/Delivery	P
Restaurant - With Bar and Live Entertainment (R)	C
Retail, General and Specialty	A
Retail, Department or Big Box I	P
Tailor	A
Tattoo/Piercing Studio	A

#### Article XII Station Center Planned Development District Zoning District

##### 17.06.700 - General provisions.

- A. Authority. The adoption of the Station Center Planned Development District is authorized under the Zoning Ordinance of the City of Rohnert Park (Rohnert Park Municipal Code Title 17, the "Zoning Ordinance"). Specifically, Chapter 17.06, Article VII.
- B. Purpose. The district is intended to create a well-designed, pedestrian-oriented commercially focused downtown environment.
- C. Procedure. Prior to any development within the Planned Development the procedures within Article VII, sections 17.06.200 through 17.06.280, shall be followed to establish the required Final Development Plan and Development Area Plan(s).
- D. Applicability. All property within the boundaries of the Station Center Planned Development as designated on the City of Rohnert Park, zoning map, shall be subject to the provisions contained within this Article and any subsequent Final Development Plan and Development Area Plan approvals.

##### 17.06.710 Consistency with Central Rohnert Park Priority Development Area Plan.

- A. All development within the Station Center PD shall be consistent with the Central Rohnert Park, Priority Development Area (PDA) Plan. Any subsequent approvals including the Final Development Plan and Development Area Plan(s) shall be consistent with the PDA, specifically all entitlements and related development shall be:
1. Supportive of the Downtown District Amenity Zone (Section 4.3.6 of PDA).
  2. Consistent with Section 4.4 (Land Use and Development Potential and requirements) of PDA, specifically the requirement to provide a minimum of 150,000 square feet of active commercial retail or service uses within the Station Center PD area.

3. Consistent with Table 4.1 (PDA Zoning Designations and Development Standards) of PDA.
4. Consistent with Figure 4.6 (Station Center Subarea Land Use Designations). Modifications to street layout, block layout and size, acreage of each land use are permitted subject to the review and approval of a Final Development Plan.
5. Implementation of relevant street designs in Chapter 5 (Circulation and Connectivity) in the PDA, specifically State Farm Drive (Figure 5.7).
6. Implementation of the Community Design guidelines (Chapter 6) in the PDA, with particular attention to:
  - a. Urban Streetscape Condition (Table 6.1 and Figure 6.3 in the PDA).
  - b. Street Furnishings and Lighting
  - c. Building Setbacks and Building Orientation (Section 6.2.3 (Building Setbacks), Section 6.2.4 (Building Orientation), Figure 6.4 (Building Setback Diagram) and Figure 6.5 (Streetwall Diagram) in the PDA plan).
  - d. Mixed-Use Guidelines for the Downtown District (Section 6.3.2 in PDA plan).
- 1-7. Other requirements from the PDA plan or from PDA plan implementation that may apply.

#### Article XIII Downtown District Amenity Zone (DDAZ)

A. Purpose. The DDAZ is intended to guide downtown-style within a portion of Central Rohnert Park. Development in the DDAZ should be well-designed and supportive of an active, pedestrian-oriented, commercially focused downtown streetscape environment.

B. Applicability. All development within the designation DDAZ boundary as indicated on the City of Rohnert Park, zoning map.

C. Consistency with PDA Plan. All development within the DDAZ shall comply with relevant provisions within the Central Rohnert Park, Priority Development Area Plan (PDA), specifically:

1. Downtown District Amenity Zone (Section 4.3.6 of PDA).
2. Section 4.4 (Land Use and Development Potential and requirements) of PDA, specifically the requirement to provide a minimum of 150,000 square feet of active commercial retail or service uses within the Station Center PD area.
3. Table 4.1 (PDA Zoning Designations and Development Standards) of PDA.
4. Figure 4.6 (Station Center Subarea Land Use Designations). Modifications to street layout, block layout and size, acreage of each land use are permitted subject to the review and approval of a Final Development Plan.
5. The relevant street designs in Chapter 5 (Circulation and Connectivity) in the PDA, specifically State Farm Drive (Figure 5.7).
6. Community Design guidelines (Chapter 6) in the PDA, with particular attention to:
  - a. Urban Streetscape Condition (Table 6.1 and Figure 6.3 in the PDA).
  - b. Street Furnishings and Lighting
  - c. Building Setbacks and Building Orientation (Section 6.2.3 (Building Setbacks), Section 6.2.4 (Building Orientation), Figure 6.4 (Building Setback Diagram) and Figure 6.5 (Streetwall Diagram) in the PDA plan).
  - d. Mixed-Use Guidelines for the Downtown District (Section 6.3.2 in PDA plan).

7. Other requirements from the PDA plan or from PDA plan implementation that may apply.

C. Limitations on Residential Development. All residential development and mixed-use development within the DDAZ shall comply with the relevant provisions of Chapter 17.07 (Land Use Footnotes/Special Provisions), Footnote JJ (Residential Development in Downtown District Amenity Zone (DDAZ)).

Article XV – Form-Based Codes for Special Areas [no changes to sections 17.06.800 through 17.06.870]

*Exhibit*  
**Attachment B (part 2 of 3)**

Chapter 17.07 - LAND USE FOOTNOTES/SPECIAL PROVISIONS

17.07.010 - Purpose.

The purpose of this chapter is to establish standards for the approval, conditional approval or disapproval of particular uses that typically have unusual site development features or operating characteristics requiring the establishment of standards to ensure that the use is designed, located, and operated compatibly with uses on adjoining properties and in the surrounding area.

17.07.020 - Footnotes.

The following standards apply to the land use indicated by corresponding number in the zoning district use charts:

Footnote A (ADULT ENTERTAINMENT) through HH (CONDOMINIUM CONVERSIONS) are unchanged.

JJ. Residential Development in Downtown District Amenity Zone (DDAZ)

A. Purpose. The purpose of the restrictions is to ensure that a minimum amount of active commercial or service uses are building within the DDAZ. This is intended to create a vibrant environment with restaurants, shops, services and other active uses that create downtown foot-traffic and activity. To accomplish the type of environment desired it is necessary to limit the amount and configuration of residential development.

B. Standards. Residential development shall only be permitted within the Downtown District Mixed-Use designation as follows:

- 1.. A minimum of fifty percent (50%) of the total building square footage shall be used for non-residential purposes, unless at least seventy-five (75%) of the ground floor building square footage is utilized for active retail or service uses, then the percentage of building square footage used for residential purposes may increase.
2. Parking structures do not qualify as building square footage for the purposes of the 50% calculation.
3. The number of residential units shall not exceed the maximum permitted within the zoning district prior to the application of any density bonus provision.

## Exhibit B (part 3 of 3)

### Chapter 17.10 - DEVELOPMENT STANDARDS

#### 17.10.010 - Purpose.

The purpose of this chapter is to establish the development standards for the zoning districts within the city of Rohnert Park. The development standards table gives the required site area and dimensional requirements for lots within each district, including maximum building heights, minimum building setbacks, minimum open space requirements, floor area ratios, and maximum lot coverages. Following the table are additional standards, dimensional requirements and exceptions.

#### 17.10.020 - Development standards table.

The following table and text are adopted as the city's basic development standards for the zoning districts within the city of Rohnert Park. To use the chart, find the appropriate zoning district on the left-hand side of the table. Read across the row for the zone in question and the development standards for that zone will appear in the corresponding columns. If a number appears in parentheses in the table, a further qualifier, requirement, or exception is listed by that number in the following listing of footnotes.

#### DEVELOPMENT STANDARDS FOR ZONING DISTRICTS

Zoning District	Minimum Lot Size (Sq. Ft.) (1)	Minimum Lot Width (Feet) (1)(2)	Minimum Lot Depth (Feet) (1)	Maximum Residential Density (Units/Acre)	Maximum Building Height (Feet)		Minimum Front Yard Setback (Feet) (5)	Minimum Side Yard Setback (Feet)		Minimum Rear Yard Setback (Feet)	Minimum Open Space Per Unit (Sq. Ft.)	Maximum Floor Area Ratio (FAR) Factor	Maximum Lot Coverage (Percent)
					Primary (3)	Accessory (4)		Interior	Corner				
	40,000	100	150	1.0	35	12	50	10	20	50	N.A.	N.A.	30
R-E	17,000	100	150	2.0	35	12	25	10	20	25	N.A.	N.A.	40
R-L	5,000 (6)	50	100	6.0	35	12	20	5	10	20 (13)	N.A.	0.4 (18)	50
R-M	3,700	40	80	12.0	35	12	20	5 (10)	10	20 (13)	500 (14)	0.55 (18)	40
R-H	10,000	60	100	2430.0	45	12	20	5 (10)(11)	10	20 (13)	400 (14)	1.15 (18)	40

DTR -H	10,000	60	100	30.0	60	15	20	5 (10)( 11)	10	20 (13)	400 (14)	1.15 (18)	40
C-O	10,000	60	100	N.A.	45	N.A.	15	10 (11)	15	10	N.A.	1.0	50
C-N	10,000	50	100	N.A.	35	N.A.	15	10 (12)	15	10	N.A.	0.4	60
C-R	20,000	50	100	N.A.	65	N.A.	15	10 (12)	15	10	N.A.	0.4 (15)	60
I-L	20,000	100	100	N.A.	45	N.A.	15	10	15	10	N.A.	0.5 (16)	60
M-U	10,000	60 (9)	100 (9)	24 (7)	45	12	10 (9)	10 (9)	10 (9)	10 (9)	200	1.5 (17)	80
DT M-U	10,000	60 (9)	100 (9)	0 /35 (7)(19)	60	12	10 (9)	10 (9)	10 (9)	10 (9)	200	1.5 (17)	80
PI	10,000	N.A.	N.A.	N.A.	45	N.A.	15	10	15	10	N.A.	0.5	50
OS-	N.A.	N.A.	N.A.	1.0 (8)	35	N.A.	N.A.	20	25	N.A.	N.A.	N.A.	N.A.
OS- EC	N.A.	N.A.	N.A.	N.A.	35	N.A.	N.A.	20	25	N.A.	N.A.	N.A.	N.A.

(1) The lot minimums listed do not apply to the condominium parcelization of a project where land is being divided for individual building envelopes. Further, for lots within subdivisions approved prior to January 2003, the minimum lot size shall be that shown on the approved subdivision map.

(2) The minimum width of a residential corner lot shall be ten percent greater than the minimum lot width for a given district.

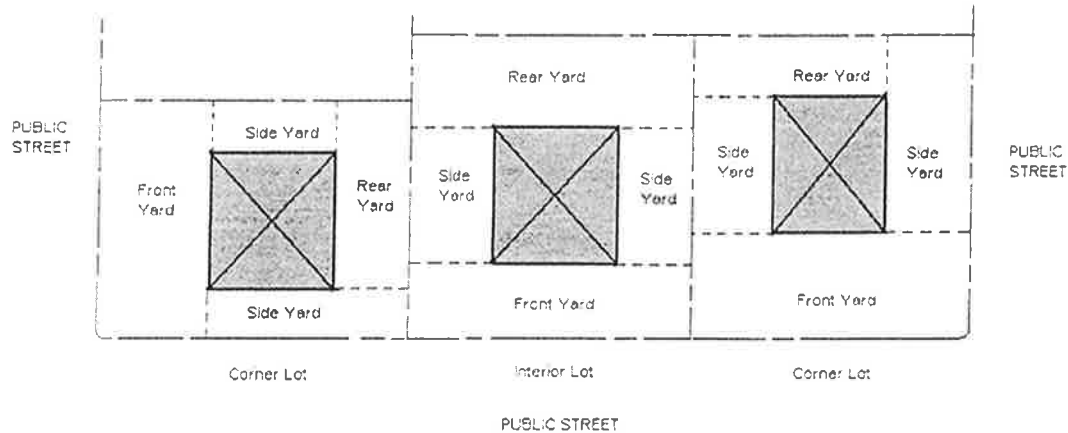
(3) Towers, spires, cupolas, chimneys, elevator penthouses, water tanks, monuments, and similar structures and necessary mechanical appurtenances covering not more than twenty percent of the top floor roof area may exceed by eight feet the maximum permitted height in the underlying zoning district by conditional use permit.

(4) See Section 17.10.060 for additional requirements for accessory structures.

- (5) Front porches may project up to five feet into the front yard setback. Front yard and street side setbacks shall be reserved for landscaping only, excluding driveways for ingress and egress and front porch projections. For lots within subdivisions approved prior to January 2003, front yard setbacks shall be as shown on the approved subdivision map.
- (6) A minimum lot size of four thousand five hundred square feet may be allowed in the R-L District for projects that utilize design features such as clustering and common open space areas.
- (7) Maximum density within the M-U District shall be dependent on the dimensional requirements of the property (e.g. setbacks, FAR, parking).
- (8) Applies only to the developable portion of any property within the OS-ARC District.
- (9) In the M-U District, front, rear, and/or side yard setbacks may be reduced or eliminated if approved by the planning commission and if structures remain outside of an easement and comply with city approved design guidelines.
- (10) The interior side yard setback may be eliminated for attached dwelling units in the R-M and R-H Districts, provided the applicable building code requirements can be met.
- (11) In the R-H and C-O Districts, interior side yards shall be increased by one foot for every foot of building over thirty-five feet.
- (12) The interior side yard setback may be eliminated for attached commercial units in the C-N and C-R Districts, provided the applicable building code requirements can be met.
- (13) The rear yard setbacks may be reduced to ten feet for one-story building additions that are no wider than fifty percent of the buildable width of the lot.
- (14) This shall include private open space of a minimum area of one hundred square feet when on ground level and/or sixty square feet if equal to or greater than six feet above ground.
- (15) F.A.R. of 1.5 is allowed for hotel and motel projects in the C-R District.
- (16) F.A.R. of 1.0 is allowed for industrial projects that are approved by the planning commission and meet criteria set forth in city approved design guidelines.
- (17) F.A.R. of 1.5 is the maximum for non-residential projects; an F.A.R. of 2.0 is allowed for mixed residential/~~non~~-residential projects.
- (18) The maximum sizes for housing units shall be as provided for in Section 17.10.070 of this chapter.
- (19) Residential units are only permitted in the DTM-U if 50% or more of the total building square footage is non-residential or if 75% or more of the ground floor is designed for an active retail or service use (e.g. restaurant, shop, beauty salon, etc.)

Yard Diagram





(Ord. 695 § 3, 2003)

#### 17.10.030 - Legally established yard setbacks.

On any property line where there is a legally established side or rear yard building setback line less than that required by the standards established by this ordinance, that setback may be continued when expanding a structure for a use permitted by the zoning district in which the property is located, provided maximum lot coverage is not exceeded and all other required setbacks apply. This provision does not apply to expansions into front yard setbacks.

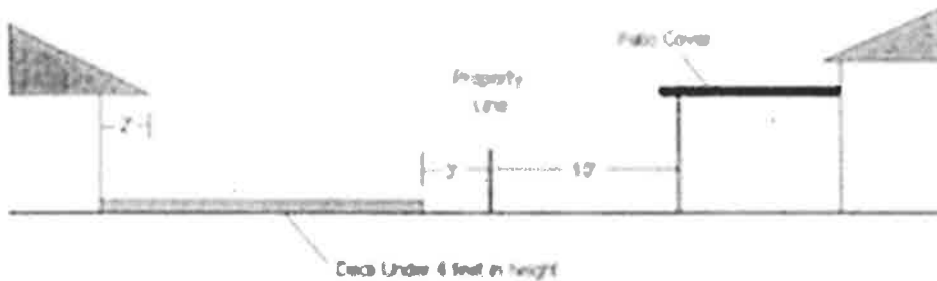
(Ord. 695 § 3, 2003)

#### 17.10.040 - Projections into yards.

Projections into required yard setbacks shall be permitted as follows, provided that no projection shall extend into a public utility easement:

- A. Projecting features such as balconies, sills, chimneys, fireplaces, bay windows, covered porches, awnings, cornices, eaves, and ornamental features may extend into a required side yard or a space between structures that is five feet or more in width not more than two feet and may extend into a required front or rear yard not more than four feet.
- B. Open, unenclosed, uncovered balconies, landings, platforms, patios, decks, porches, stairways, terraces, and vehicular access drives and parking and loading areas, no part of which is more than four feet above the grade of the ground, may extend into a required rear or side yard to within three feet of the property line or the required space between buildings.
- C. Attached patio covers may feature supporting members that encroach to within ten feet of a rear property line and to within five feet of a side property line, with eaves allowed to extend an additional two feet into these setbacks.

#### Yard Projections

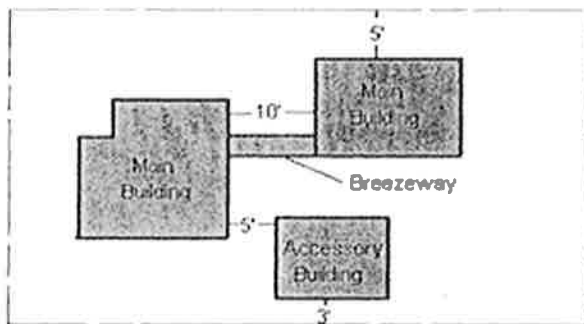


(Ord. 695 § 3, 2003)

#### 17.10.050 - Required separations between structures.

- A. The minimum separation between main structures or between main structures connected by a breezeway shall be ten feet, with an additional one foot of separation required for every foot that a structure exceeds a height of thirty-five feet.
- B. The minimum distance between any main structure and any detached accessory structure shall be five feet. Any structure that is set back five feet or less from a main structure shall be considered an attached structure for setback purposes and must comply with all dimensional requirements that pertain to the main structure.

#### Separations between Buildings/Accessory Building Setbacks



(Ord. 695 § 3, 2003)

#### 17.10.060 - Accessory structures.

- A. Detached/attached. Detached accessory structures (i.e. structures separated from the main structure by five feet or more) shall be located behind the front elevation of the main structure and shall cover no more than ten percent of the rear yard area, with total lot coverage for all structures on-site not to exceed that listed in Section 17.10.020 for the applicable zoning district. In the event an accessory building is attached to the main building or less than five feet from the main structure, it shall be considered structurally a part of the main building and shall comply in all respects with the development standards applicable to the main building.
- B. Setbacks for accessory structures. The minimum side and rear yard setback for carports is five feet and for all other accessory structures the setback is three feet.
- C. Accessory building as a second unit. If the accessory building is a second residential unit, a ten foot rear yard setback and five foot side yard setbacks must be provided. In the case of a corner lot

adjacent to a reversed frontage lot, accessory buildings shall not project beyond the front yard required or existing on the adjacent reversed frontage lot.

- D. Building permits requirements. Building permits are not required for detached accessory structures that are one hundred twenty-eight square feet or less in size, that are no greater than twelve feet in height, that are not habitable, and that do not require utilities. Accessory structures shall not include kitchens, unless part of an approved second unit.

(Ord. 695 § 3, 2003)

17.10.070 - Maximum size of housing units.

- A. The maximum square footage of housing units (including garages and accessory structures) shall be determined by the following formulas for the respective zoning districts. (Note: These maximums do not apply to units allowed through a density bonus arrangement.):

R-L (Low Density Residential):	600 sq. ft. + F.A.R. Factor (0.40) x Net Lot Area
R-M (Medium Density Residential):	400 sq. ft. + F.A.R. Factor (0.40 for detached; 0.55 for attached) x Net Lot Area
R-H (High Density Residential)	F.A.R. Factor (1.15) x Net Lot Area
DTR-H (Downtown High Density Residential)	Not applicable

- B. The planning commission may allow an increase in the floor area ratio factor (FAR) for a residential property within an R-L or R-M district, subject to the granting of a use permit, in accord with the provisions of Section 17.25.010, Conditional Use Permits, if the following findings can be made:
1. The maximum lot coverage for the property would not exceed that permitted for the zoning district;
  2. The required setbacks and height limitations of the zoning district can be met for all structures;
  3. A usable outdoor area (at least one minimum dimension of fifteen feet) for residents would be maintained on the lot;
  4. The issuance of the use permit would not infringe on the privacy or light and air easements of adjacent properties;
  5. The total FAR for the lot would not exceed .55.

(Ord. 695 § 3, 2003)

17.10.080 - Reasonable accommodation.

- A. Purpose.

It is the purpose of this section to provide reasonable accommodations in the City's zoning and land use regulations, policies, and practices when needed to provide an individual with a disability an equal opportunity to use and enjoy a dwelling.

This section provides a procedure to request reasonable accommodation for persons with disabilities seeking equal access to housing under the Federal Fair Housing Act and the California Fair Employment and Housing Act (the Acts) in the application of zoning laws and other land use regulations, policies and procedures.

B. Reasonable accommodation.

A request for reasonable accommodation may be made by any person with a disability, their representative or any entity, when the application of a zoning law or other land use regulation, policy or practice acts as a barrier to fair housing opportunities. A person with a qualifying disability under the Acts. Generally, a person with a disability is a person who has a physical or mental impairment that limits or substantially limits one or more major life activities, anyone who is regarded as having such impairment or anyone who has a record of such impairment. The proceeding definition of a person with a disability and this section are intended to apply to those persons who are defined as disabled under the Acts as they may be amended from time to time.

A request for reasonable accommodation may include a modification or exception to the rules, standards and practices for the siting, development and use of housing or housing- related facilities that would eliminate regulatory barriers and provide a person with a disability equal opportunity to housing of their choice. Requests for reasonable accommodation shall be made in the manner prescribed by Section 17.10.080.C, Process.

C. Process.

- (1) Applicant. A request for a reasonable accommodation may be made by any person with a disability, his or her representative, or a developer or provider of housing for individuals with a disability.
- (2) Application. An application for a reasonable accommodation shall be made on an application form provided by the planning division. If an individual needs assistance in making the request for reasonable accommodation, the city will provide assistance to ensure that the process is accessible.
- (3) Review with other land use applications or discretionary permits. If the project for which the request for reasonable accommodation is made requires another discretionary permit or approval (including but not limited to; conditional use permit, design review, general plan amendment, zone change, etc.), the applicant may file the request for reasonable accommodation together with the application for the other discretionary permit or approval. The processing procedures of the discretionary permit shall govern the joint processing of both the reasonable accommodation and the discretionary permit.
- (4) Required submittals. An application for a reasonable accommodation shall include the following:
  - a. Documentation that the applicant is: (i) a person with a disability; (ii) applying on behalf of one or more persons with a disability; or (iii) a developer or provider of housing for one or more persons with a disability.
  - b. The name and address of the individual(s) requesting the reasonable accommodation.
  - c. The name and address of the property owner(s).
  - d. The address of the property for which accommodation is requested.
  - e. The current use of the property.

- f. A description of the reasonable accommodation requested by the applicant and why the reasonable accommodation is necessary to make the specific property accessible to the individual.
  - g. Where applicable, documentation that the requested accommodation is designed and constructed pursuant to Title 24 of the California Code of Regulations to allow access, circulation and full use of the building and facilities by persons with disabilities.
- (5) The planning director may request additional information from the applicant if the application does not provide sufficient information for the city to make the findings required in Section E.
- D. Review authority.
  - (1) Development services director. Requests for reasonable accommodation shall be reviewed by the development services director (director), or his designee if the request for reasonable accommodation is not filed concurrently with another discretionary permit or approval.
  - (2) Other review authority. Requests for reasonable accommodation submitted for concurrent review with another discretionary land use application shall be reviewed by the authority reviewing the discretionary land use application.
- E. Review procedure.
  - (1) Director review. The director, or his designee, shall make a written determination within 45 days and either grant, grant with modifications, or deny a request for reasonable accommodation in accordance with Section 17.10.080.F., Findings and Decision.
  - (2) Other reviewing authority. The written determination on whether to grant or deny the request for reasonable accommodation shall be made by the authority responsible for reviewing the discretionary land use application in compliance with the applicable review procedure for the discretionary review. The written determination to grant or deny the request for reasonable accommodation shall be made in accordance with Section 17.10.080.F, Findings and Decision.
- F. Findings and decision.
  - (1) Findings. The written decision to grant or deny a request for reasonable accommodation will be consistent with the Acts and shall be based on the following findings, all of which are required for approval:
    - a. The housing that is the subject of the request will be used by an individual with a disability under the Acts.
    - b. The request for reasonable accommodation is necessary to make specific housing available to an individual with a disability under the Acts.
    - c. The requested reasonable accommodation would not impose an undue financial or administrative burden on the city as "undue financial or administrative burden" is defined in the Acts.
    - d. The requested reasonable accommodation would not result in a fundamental alteration in the nature of a city program or law, including but not limited to land use and zoning, as "fundamental alteration" is defined in the Acts.
    - e. The requested reasonable accommodation will not, under the specific facts of the case, result in a direct threat to the health or safety of other individuals or substantial physical damage to the property of others.
  - (2) Conditions of approval. In granting a request for reasonable accommodation, the reviewing authority may impose any conditions of approval deemed reasonable and necessary to ensure that the reasonable accommodation would comply with the findings required by subsection (1) above. In making the findings in subsection (1) above, the reviewing authority may approve alternative reasonable accommodations which provide an equivalent level of benefit to the applicant.

G. Appeal of determination.

A determination by the reviewing authority to grant or deny a request for reasonable accommodation may be appealed to the planning commission. However, if the reviewing authority was the planning commission, a decision to grant or deny a request for a reasonable accommodation may be appealed to the city council.

(Ord. No. 844, § 2(Exh. A), 3-13-2012)