



City of Rohnert Park
Planning Commission Report

DATE: July 28, 2016

ITEM NO: 8.1

SUBJECT: PLSU2015-0004 Add Viking Drop Tower to Skandia Amusement Center

LOCATION: 5301 Redwood Drive, APN 045-082-058

REQUEST: Addition of a 65 foot high tower ride to the existing amusement center

APPLICANT: Rulon K. Cottrell for Skandia Funland Inc.

Background

Skandia Amusement center is a five (5) acre site consisting of Two (2) miniature golf courses, an Arcade building with electronic games, concessions and party rooms, batting cages, mini Indy race track and boat ride. Skandia Amusement Center was originally approved in 1987 as a conditional use permit in the C-R Regional Commercial District. This proposal to add a new tower ride to the existing facilities requires a Conditional Use Permit as a modification to the amusement center and Site Plan and Architectural Review to consider site plan changes and to consider the appearance of the new ride.

Applicant's Proposal

The proposal is to add a "tower ride" to the facility. This consists of a 65 foot high structure that has seating for up to twelve (12) people. The seating platform ascends to the top of the tower and is then dropped back to ground level. The ride is hydraulically operated and in case of a power failure will descend slowly to grade level. The ride will be located near the main entrance from the parking lot adjacent to the existing boat ride. The ride consists of the tower element and a small building containing the mechanical equipment and electrical panel operating the facility. The area occupied by the tower is approximately 10 feet by 10 feet and the technical building is approximately 8 feet by 11 ½ feet. The tower will be surrounded by a low security fence and there will also be a fenced queuing area for customers waiting to enter the ride. The

ride will be handicap accessible and a wheel chair parking area will be provided. Compared to other rides in the amusement center the tower ride will take up very little space in the facility.

The maximum height for a building or structure in the C-R Regional commercial District is 65 feet. The proposed ride will therefore conform to the C-R maximum height requirement.

The pictures that have been submitted of the tower structure indicate a lavishly painted structure with extensive lighting the length of the tower. The purpose is to attract attention to the ride and add to the excitement of the ride especially during the evening hours. Adjacent properties that will have a view of the structure include Les Schwab Tire Center to the south, Cube Smart Self-Storage to the west, and El Pollo Loco Restaurant and Sportsman's Warehouse to the north. The structure will also be visible from Redwood Drive and Highway 101.

Some minor changes will be made in the parking lot for the amusement center. There is no refuse enclosure on the property and dumpsters are left in the open in the parking lot. The applicant propose a covered refuse enclosure that will accommodate trash bin and recycle bin. Seven (7) handicap stalls will be provided to conform to ADA standards. There is also an area to the west of the parking lot that is abandoned right of way presently under the ownership of the amusement center. This area is not paved for parking and consists of bare dirt and weeds. It could be developed with parking if needed in the future. Staff is recommending that the area be kept weed free and covered with groundcover, mulch or bark until such time it is developed for parking.

Staff Analysis

Skandia Amusement Center is a well maintained and attractive facility. The new ride will occupy a very minor area in the facility but will have a major visual impact. The color and lighting of the ride is to attract people to the amusement center. To reduce the visual impact in the evening hours staff is recommending a condition that the lights on the ride be turned off when the amusement center closes and remain off until they open the following day. The ride will conform to the height requirement in the C-R District.

The 158 parking stalls on-site have been determined to be adequate for the facility. However, if parking becomes a problem in the future, the abandoned right of way area could be developed with parking in the future. The owner has stated that at other facilities where a similar ride has been installed that customer traffic increases for a short period and then returns to normal with little additional vehicular traffic. The new covered refuse enclosure will screen the refuse containers and improve the appearance of the property from the street.

Environmental Determination

Staff has prepared a Negative Declaration for this application. The following items were listed as having a "less than significant impact" on the environment:

- Aesthetics- The 65 foot tall structure will be visible from adjacent properties and from Highway 101. Activities on adjacent properties are primarily indoor activities with the

exception of the Les Schwab Tire Center to the south. That is an auto repair business and the impact would not be significant. The structure will be visible from Highway 101 especially during the evening hours when it is lit. However, Highway 101 is not designated a “Scenic Highway” by Caltrans and the visual impact will be less than significant.

- Air Quality- During construction the contractor will have to conform to emission control strategies that control dust and exhaust emissions in conformance with the city standards. There may be a slight increase in traffic when the ride opens but in other locations where the ride has been installed there is an initial increase in traffic but in a short time traffic reduces to the level prior to the installation of the ride.
- Greenhouse Gas Emissions- The city has initiated actions to reduce Greenhouse Gas Emission and become more sustainable overall including California 2013 Building Code and adopting ordinances requiring reductions in GHG emissions.
- Transportation and Circulation- There may be a slight increase in traffic when the ride commences operation. However, most people come to the amusement center for all of the facilities offered and not just for the new ride. In other locations traffic shortly returned to normal after the ride had been in operation for a short period of time.

Findings

The recommended findings to approve the Conditional Use Permit and Site Plan and Architectural Review are included in the attached resolution.

Public Notification

This item has been duly noticed by publication in the Community Voice for the Negative Declaration and Conditional Use Permit and posted at the prescribed locations in Rohnert Park. Property owners within 300 feet of the project were mailed notices of the proposed application

Staff Recommendation

Based on the analysis and findings of this report and the attached resolution, Staff recommends that the Planning Commission, by motion, adopt Resolution No. 2016-22 and Resolution No. 2016-23 recommending to the Planning Commission adoption of the Negative Declaration and approval of the Conditional Use Permit and Site Plan and Architectural Review for the new ride at the Skandia Funland.

Attachments:

Planning Commission Resolutions No. 2016-22 and Resolution No. 2016-23

Exhibit A Site Plan

Exhibit B Ride Location Detail

Exhibit C Refuse Enclosure Detail

Exhibit D Ride Technical Information

Exhibit E Ride Details and Refuse Enclosure Details

Exhibit F Elevation of Ride and Adjacent Building

Exhibit G Colored Elevation of Tower Ride

APPROVALS:


Norman Weisbrod, Technical Advisor

July 22, 2016
Date


Jeff Beiswenger, Planning Manager

7.22.16
Date

PLANNING COMMISSION RESOLUTION NO. 2016-22

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF ROHNERT PARK APPROVING THE NEGATIVE DECLARATION FOR
ADDING A 65 FOOT HIGH TOWER RIDE TO THE SKANDIA AMUSEMENT
CENTER LOCATED AT 5301 REDWOOD DRIVE (APN 045-082-058)**

WHEREAS, the applicant, Rulon K. Cottrell, has submitted a plan for a 65 foot high tower ride at Skandia Amusement Center (the “Project”); and

WHEREAS, an Initial Study was prepared for the Project and concluded that the proposed project would not have a significant effect on the environment; therefore a Negative Declaration was prepared; and

WHEREAS, pursuant to California State Law, the Negative Declaration were circulated for a period of 20 days and a Notice of Intent was published in the Community Voice on July 1, 2016 for the 20 day review period to July 20, 2016; and

WHEREAS, pursuant to California State Law and the City of Rohnert Park Municipal Code (RPMC), a public hearing notice was published in the Community Voice for a minimum of 10 days prior to the first public hearing; and

WHEREAS, on July 28, 2016, the Planning Commission held a public meeting at which time interested persons had an opportunity to testify regarding the Initial Study and Negative Declaration; and

WHEREAS, at the July 28, 2016 public meeting, the Planning Commission of the City of Rohnert Park reviewed and considered the information contained in the Initial Study and Negative Declaration for the proposal, which is attached to this resolution as **Exhibit 1**; and

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 Negative Declarations, have been fully implemented in the preparation of the Negative Declaration.

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 Negative Declaration for the proposed Project:

1. The Planning Commission has independently reviewed, analyzed and considered the Negative Declaration and all written documentation and public comments prior to adopting the Negative Declaration on the proposed Project; and
2. An Initial Study was prepared for the project, and on the basis of substantial evidence in the whole record, there is no substantial evidence that the project will have a significant effect on the environment, therefore a Negative Declaration has

been prepared which reflects the lead agency’s independent judgment and analysis.

- 3. The Negative Declaration was prepared, publicized, circulated, and reviewed in compliance with the provisions of CEQA and the CEQA Guidelines; and
- 4. The Negative Declaration constitutes an adequate, accurate, objective, and complete Negative Declaration in compliance with all legal standards; 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 City Clerk.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Rohnert Park that approval of the Project would not result in any significant effects on the environment and the Planning Commission does hereby approve and adopt the Negative Declaration and Initial Study set forth in **Exhibit 1** and direct the filing of a Notice of Determination with the County Clerk; and

DULY AND REGULARLY ADOPTED on this 28th day of July, 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 1

ND/IS

Proposed

NEGATIVE DECLARATION

In accordance with the California Environmental Quality Act, the City of Rohnert Park has prepared an Initial Study to determine whether the following project will not have a significant adverse effect on the environment. On the basis of that study, the City of Rohnert Park finds that the proposed project will not have a significant adverse effect on the environment. Thus, the City proposes to adopt this Negative Declaration.

PROJECT TITLE:

Addition of an amusement ride called Spring Ride to the Skandia Funland Amusement Center.

LEAD AGENCY: CONTACT:

City of Rohnert Park
130 Avram Avenue
Rohnert Park, CA 94928-3126
Norman Weisbrod
Technical Advisor
City of Rohnert Park, (707) 588-2219
nweisbrod@rpcity.org

PROJECT LOCATION 5301 Redwood Drive West side of Redwood Drive between Business Park Drive and Golf Course Drive West.

PROJECT DESCRIPTION:

Skandia is a five (5) acre site known as Skandia Funland. It offers the following attractions:

- Two (2) miniature golf courses each with 18 holes.
- Blaster Boats
- Spinzone Bumper Cars
- An arcade with over 100 games.
- Batting Cages with 18 computer control pitching machines.
- Lil' Indy Race Track

The proposed project will add what is called a Spring Ride. This consists of a 65 foot high tower that takes up to 12 seated riders to the top of the tower and drops them back to ground level. The ride will be located adjacent to the bumper boat ride on an existing paved surface. It is also adjacent to the entrance to Funland from the parking lot. There is also a technical building containing the hydraulic equipment, air compressor and electrical

panel. Other changes on the site will be additional handicap parking and a refuse enclosure.

SKANDIA FAMILY FUN CENTER SPRING RIDE ADDITION

INITIAL STUDY

PROJECT TITLE: Skandia Family Fun Center Spring Ride Addition

LEAD AGENCY: City of Rohnert Park
Development Services
130 Avram Avenue
Rohnert Park, CA 94928-2486

CONTACT PERSON: Norman Weisbrod
Technical Advisor
(707) 588-2219

PROJECT LOCATION: 5301 Redwood Drive
Rohnert Park, CA
Assessor’s Parcel Numbers: 045-082-058

PROJECT APPLICANT: Rulon K. Cottrell
Skandia Funland Inc.
5301 Redwood Drive
Rohnert Park, CA 94928

GENERAL PLAN: General Commercial

ZONING: General Commercial

EXISTING LAND USE: Family Fun Center

PROJECT SUMMARY: Family Fun Center is a five (5) acre site with an amusement center with miniature golf, blaster boats, bumper cars, an arcade, batting cages and a race track for go carts . The proposed project would add a Spring Ride consisting of a 65 foot high tower located adjacent to the entrance to the amusement center from the parking lot. It would be located in an area that is presently a paved surface. Up to 12 people sit in seats on the ride platform and are raised to the top and then descend back to grade level. Support equipment is located in a small building and consists of hydraulic equipment, an air compressor and electrical panel. The ride is operated by an attendant at the entrance to the ride. Other new improvements on

the site will be additional handicap parking and a refuse enclosure. The addition of the ride to Skandia Funland will require a Conditional Use Permit and Site Plan and Architectural Review applications that will go before the Planning Commission for its consideration. Installation of the ride will require Building Permits for the ride and supporting equipment.



INITIAL STUDY & NEGATIVE DECLARATION

BACKGROUND

1.

Project Title: Addition of a Spring Ride to Skandia Funland.
2.

Lead Agency Name and Address:

City of Rohnert Park
Development Services
130 Avram Avenue
Rohnert Park, CA 94928
3.

Contact Person and Phone Number:

Norman Weisbrod
Technical Advisor
City of Rohnert Park
707.588.2219
4.

Project Location: 5301 Redwood Drive (APN 045-082-058) on the west side of Redwood Drive between Business Park Drive and Golf Course Drive West.
5.

Project Sponsor’s Name and Address: Rulon Cottrell, 5301 Redwood Drive, Rohnert Park, CA 94928
6.

General Plan Designation: Regional Commercial
7.

Zoning: C-R Regional Commerical
8.

Project Description Summary: Family Fun Center is a five (5) acre site with an amusement center with miniature golf, blaster boats, bumper cars, an arcade, batting cages and a go cart race track. The proposed project would add a Spring Ride consisting of a 65 foot high tower located adjacent to the entrance to the amusement center from the parking lot. It would be located in an area that is presently a paved surface. Up to 12 people sit in seats on the ride platform and are raised to the top and then descend back to grade level. Support equipment is located in a small building and consists of hydraulic equipment, an air compressor and electrical panel. The ride is operated by an attendant at the entrance to the ride. Other new improvements on the site will be additional handicap parking and a refuse enclosure.

2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

- ☐ Aesthetics

☐ Agriculture

☐ Air Quality
- ☐ Biological Resources

☐ Cultural Resources

☐ Geology/Soils

- ☐ Aesthetics
- ☐ Agriculture
- ☐ Air Quality
- ☐ Greenhouse Gases
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use & Planning
- ☐ Energy & Mineral Resources
- ☐ Noise
- ☐ Population & Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation & Circulation
- ☐ Utilities/Service Systems
- ☐ Mandatory Findings of Significance

I

DETERMINATION

On the basis of this initial study:

- X I find that the Proposed Project COULD NOT has a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier General Plan EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier General Plan EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Pursuant to Public Resources Code Section 21080(c)(2) and CEQA Guidelines Section 15168(c)(1), the City of Rohnert Park, as lead agency for the proposed project, has prepared an initial study to make the following findings:

1. Pursuant to CEQA Guidelines Section 15162, the proposed activity is adequately described and is within the scope of the General Plan EIR.

2. There is no substantial evidence before the lead agency that the subsequent project may have a significant effect on the environment.

- 3. The analyses of cumulative impacts, growth inducing impacts, and irreversible significant effects on the environment contained in the General Plan EIR are adequate for this subsequent project.
- 4. Pursuant to Public Resources Code Section 21157.6(a), having reviewed the General Plan EIR, the City of Rohnert Park finds and determines that:
 - a. no substantial changes have occurred with respect to the circumstances under which the General Plan EIR was certified, and
 - b. that there is no new available information which was not and could not have been known at the time the General Plan EIR was certified.


Signature

July 1, 2016
Date

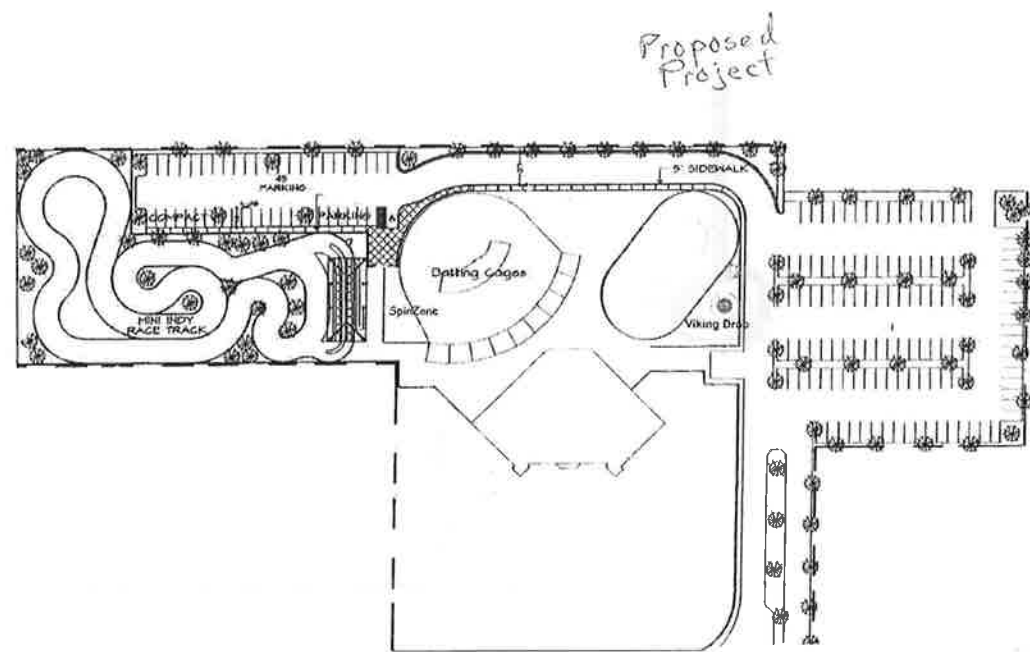
Norman Weisbrod, Technical Advisor For City of Rohnert Park
Printed Name

2 BACKGROUND AND INTRODUCTION

The project site is developed with a Family Fun Center called Skandia Funland. The proposal is to add a ride called Spring Ride Rotating.

3 PROJECT DESCRIPTION

The ride that will be added to this Family Fun Center consists of a 65 foot high tower. Up to 12 riders are lifted to the top of the ride and then it descends rotating on the way down. The ride is supported by equipment located in a small building consisting of hydraulic equipment, an air compressor and electrical panel. In addition to the ride the owner will also be adding additional handicap parking and an refuse enclosure.



Project Site Plan

4 DISCRETIONARY ACTION

Implementation of the proposed project would require the following discretionary actions by the City of Rohnert Park Planning Commission:

5 ENVIRONMENTAL CHECKLIST

The following section adapts and completes the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist is used to describe the impacts of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Potentially Significant With Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS

Would the project:

Issues	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
d. Create a new source of substantial light or glare which would adversely affect day or nighttime	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
views in the area?				

a-d This project consists of a 65 foot high structure that is an amusement ride that would accommodate up to 12 people. Other buildings on the site are single-story and buildings on surrounding properties are predominately single-story. When the amusement ride is in operation there are up to 12 people sitting in a circular structure that is raised to the top of the tower and then descends with the structure rotating as it descends. The ride is a multi-colored structure that would incorporate lights during the evening hours. In the evening hours the lights on the structure and the movement of the portion with people on the ride will attract attention from Redwood Drive and the adjacent Highway 101 freeway. The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans), protects scenic State highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways. Caltrans has not designated any state scenic highways that traverse the City, thus no impacts related to State scenic highways would occur from installation of the ride. In addition, the site does not contain any known historic buildings, does not impact any existing significant trees or other geologic features, this this would not have an impact

II. AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
c. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

a-c The subject property is developed with an amusement center consisting of buildings, amusement rides, several buildings and a paved parking lot. The project will have no impact on farmland.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
e. Create objectionable odors affecting a substantial number of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
people?				

a.-e.: During construction of future improvements on the site, the contractor will have to conform to emission control strategies that control dust and exhaust emissions in conformance with the city standards. When the proposed amusement ride goes into operation there may be a slight increase in traffic as a result. However, at other locations where this ride has been installed there is an initial increase in traffic but in a short time traffic reduces to the level prior to installation of the ride. As described in Section I.2 of the BAAQMD 2010 CEQA Guidelines, thresholds of Significance, “by its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. A project with emissions that are below the thresholds of significance would not make a considerable contribution to any cumulative impacts. The proposed project would have emissions that are below the applicable thresholds of significant; therefore, the project would make a less than significant contribution to cumulative air quality impacts.

IV. BIOLOGICAL RESOURCES

Would the project:

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significant Impact</i>	<i>No Impact</i>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

a. – f.: The subject property does not provide the habitat for any riparian habitat or sensitive natural community. There is existing landscaping on the site including trees that may provide habitat for birds. The proposed project will not impact any of the existing landscaping on the site.

V. CULTURAL RESOURCES

Would the project:

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less-Than- Significant Impact</i>	<i>No Impact</i>
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
c. Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

a.-f.: There are no known cultural resources on the site. The project will take place on a portion of the site that is presently paved with concrete. The primary construction below grade will be the foundation necessary to support the tower structure.

VI. GEOLOGY AND SOILS

Would the project:

Issues	Potentiall y Significan t Impact	Potentially Significant With Mitigation Incorporated	Less- Than- Significan t Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist - Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
e. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
f. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
a. The project site could be subject to violent ground shaking from a major seismic event on the Healdsburg-Rodgers Creek fault. However, because the project site is not underlain by known traces of any potential active fault, fault-line surface rupture would not be a hazard within the project site. Impacts related to fault rupture potential would				

be less than significant. There are no slopes steeper than one percent and the impact from landslides would be less than significant.

b.,c., d. The proposed structure will have engineered footing for support.

e.,f. No septic tanks or alternative wastewater disposal systems are proposed and the project would have no impact related to these types of wastewater disposal.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

Issues	Potentiall y Significan t Impact	Potentially Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the atmosphere?	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

a-b. The additional automobile use resulting from development on this site as high density residential may result in a less than significant increase in Green House Gas.

Legislative Context

California Global Warming Solutions Act of 2006 (AB 32)

In September 2006, the Governor signed AB 32, the California Global Warming Solutions Act (Health and Safety Code Section 38500 et. seq.). The Act codifies the executive order for reduction of statewide GHG emissions to 1990 levels by the year 2020. This change, which is estimated to be a 25 to 35 percent reduction from current emission levels, will be accomplished through an enforceable statewide cap on GHG emissions that was phased in starting in 2012.

SB 375

On September 30, 2008, Governor Schwarzenegger signed Senate Bill (SB) 375 into law. This legislation links transportation and land use planning with the CEQA process to help achieve the GHG emission reduction targets set by AB 32.

Even before the passage of AB32 and SB375, the City of Rohnert Park initiated actions to reduce GHG emissions and become more sustainable overall. These actions include:

- California 2010 Building Code

- Energy Efficiency Ordinance 2007-779. This ordinance also established Title 14-Sustainability, in the Municipal Code (March 2007)
- City Council adopted resolution 2004-111, which set a goal for GHG reductions of 20 percent by the year 2010 for internal City operations (baseline year 2000) (May 2004)
- City Council adopted resolution 2005-233, which sets a goal of green house gas reductions of 25 percent by the year 2015 for community-wide use, private and public (baseline year 1990) (July 2005)

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

a. -h.: The proposed Project would not create hazards to the public regarding hazardous materials, substances or waste. The Project site is not on any list of hazardous material sites and the Project site is not in the vicinity of a public or private airport. There is no potential on the Project site for wildland fires.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
j. Expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

a. –j.: This project will be placed in an area that is presently developed and will have no impact on water quality or drainage. This property is not within the 100-year floodplain. There is no risk of flooding as a result of a failure of a levee or dam and people or structures on the site will not be subject to inundation by a seiche, tsunami or mudflow.

X. LAND USE AND PLANNING

Would the project:

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
b. Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?				
c. Conflict with any applicable habitat conservation plan or natural community's conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
a.-c.: This proposal to add a new ride to the amusement center will not physically divide an established community. There are no habitat conservations plans or community conservation plans applying to this property.				

XI. MINERAL RESOURCES

Would the project:

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
a.-b.: There are no known mineral resources on the subject property and the site is not delineated on the General Plan as a mineral resource recovery site.				

XII. NOISE

Would the project result in:

<i>Issues</i>	<i>Potential ly Significa nt Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Exposure of persons to or generation of noise levels in excess of standards established in the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

<i>Issues</i>	<i>Potential ly Significa nt Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
local general plan or noise ordinance, or applicable standards of other agencies?				
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

a.-f.: There will some noise from the equipment operating the proposed ride and noise from people using the ride. However, the site is very close to Highway 101 and the ambient noise level from the freeway will most likely exceed that created from the ride. There are no residential properties near the facility and most surrounding businesses are closed when the facility is at full operation in the evening and on week-ends. The City’s noise ordinance will apply.

XIII. POPULATION AND HOUSING

Would the project:

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

a.-c.: The addition of a new ride to this existing facility will have no impact on population or the demand for housing.

XIV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>

a.-d.: There is adequate police and fire protection services to serve this site when it is in operation. the facility will have no impact on schools or parks.

XV. RECREATION

Would the project:

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
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<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.b.: The project will not result in an increase in park use in Rohnert Park.

XVI. TRANSPORTATION AND CIRCULATION

Would the project:

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. Conflicts with adopted policies supporting alternative transportation (e.g., bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
turnouts, bicycle racks)				

a.-f.: The installation of the new ride may result in an increase in traffic when it commences operation. However, on installation in similar amusement centers the traffic increase diminished shortly after the ride commenced operation and returned to that prior to the new ride. Basically, most riders are people who come to the amusement center for all of the facilities offered and not just the new ride. There are Class II bike lanes and sidewalks on Redwood Drive for bicycle transportation to the facility and for pedestrians to reach the facility on foot.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
f. Be served by a landfill with sufficient permitted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
capacity to accommodate the project’s solid waste disposal needs?				
g. Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

a.-b: There are adequate utility and service systems in place to accommodate the amusement center,

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

<i>Issues</i>	<i>Potentiall y Significan t Impact</i>	<i>Potentially Significant With Mitigation Incorporated</i>	<i>Less- Than- Significan t Impact</i>	<i>No Impact</i>
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x

a.-d.: The proposed project will not degrade the quality of the environment, will not impact fish or wildlife and does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

PLANNING COMMISSION RESOLUTION NO. 2016-23

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF ROHNERT PARK, CALIFORNIA, APPROVING A CONDITIONAL USE
PERMIT AND SITE PLAN AND ARCHITECTURAL REVIEW FOR A 65 FOOT HIGH
DROP TOWER RIDE AT SKANDIA AMUSEMENT CENTER LOCATED AT 5301
REDWOOD DRIVE (045-082-058)
(Rulon K. Cottrell for Skandia Amusement Center)**

WHEREAS, the applicant, Rulon K. Cottrell, filed Planning Application No. PLSU2015-0004 for a Conditional Use Permit to allow a 65 foot high drop tower ride at 5301 Redwood Drive (APN 045-082-058), in accordance with the City of Rohnert Park Municipal Code;

WHEREAS, Planning Application No. PLSU2015-0004 was processed in the time and manner prescribed by State and local law;

WHEREAS, on July 28, 2016, the Planning Commission reviewed Planning Application No. PLSU2015-0004 during a scheduled public meeting at which time interested persons had an opportunity to testify either in support of or opposition to the project; and,

WHEREAS, at the July 28, 2016, Planning Commission meeting, upon hearing and considering all testimony and arguments, if any, of all persons desiring to be heard, the Commission considered all the facts relating to Planning Application No. PLSU2015-0004;

**NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF
ROHNERT PARK DOES RESOLVE, DETERMINE AND ORDER AS FOLLOWS:**

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

Section 2. Factors Considered. The Planning Commission, in approving Planning Application No. PLSU2015-0004 makes the following factors, to wit:

A. That the developments general appearance is compatible with existing development and enhances the surrounding neighborhood.

Criteria Satisfied. The addition of the 65 foot high tower ride will be an attractive addition to the amusement center and will be compatible with the other entertainment facilities in the amusement center. The tower ride will be compatible, and not conflict with other uses in the immediate area which are predominately commercial or industrial in character.

B. That the development incorporates a variation from adjacent on-site and off-site structures in height, bulk, and area; arrangement on the parcel; openings or breaks in the façade facing the street; and/or the line and pitch of the roof.

Criteria Satisfied. The new ride will be different in appearance with the other entertainment facilities in the amusement center. It will be a focal point in the amusement center from Redwood Drive and Highway 101.

- C. *That the development will be located and oriented in such a manner so as to provide pedestrian, bicycle and vehicular connections with adjacent properties, as appropriate, and avoids indiscriminate location and orientation.*

Criteria Satisfied. The amusement center location has convenient vehicle access from Redwood Drive, Rohnert Park Expressway and from Highway 101. There is a pedestrian and bicycle trail paralleling nearby portions of US 101 for the convenience of customers both walking and cycling to the amusement center.

Section 3. Environmental Clearancce. A Negative Declaration was prepared for this proposal. (See Resolution No 2016-22)

NOW THEREFORE BE IT RESOLVED, that the Planning Commission does hereby approve Planning Application No. PLSU2015-0004 subject to the following conditions:

1. The Conditional Use and Site Plan and Architectural Review approval shall expire one year from the Planning Commission approval date, unless prior to the expiration a building permit is issued and construction is commenced and diligently pursued toward completion.
2. The Project is approved as shown in Exhibits A through F except as conditioned or modified below.
3. The applicant shall obtain all necessary permits and clearances from the Rohnert Park Building Department for the tower ride installation.
4. Bicycle racks shall be provided adjacent to the entrance to the facility details subject to Development Services staff approval.
5. The lights on the tower ride shall be turned off when the facility closes in the evening and shall remain off until the facility opens the following day.
6. The refuse enclosure exterior walls shall be painted to match the color of the main building details subject to approval of the Development Services Staff.

BE IT FURTHER RESOLVED that said action shall not be deemed final until the appeal period has expired and that the appeal period shall be ten (10) working days from the date of said action. No building permits shall be issued until the appeal period has expired, providing there are no appeals.

DULY AND REGULARLY ADOPTED on this 28th day of July, 2016 by the City of Rohnert Park Planning Commission by the following vote:

AYES: _____ NOES: _____ ABSENT: _____ ABSTAIN: _____

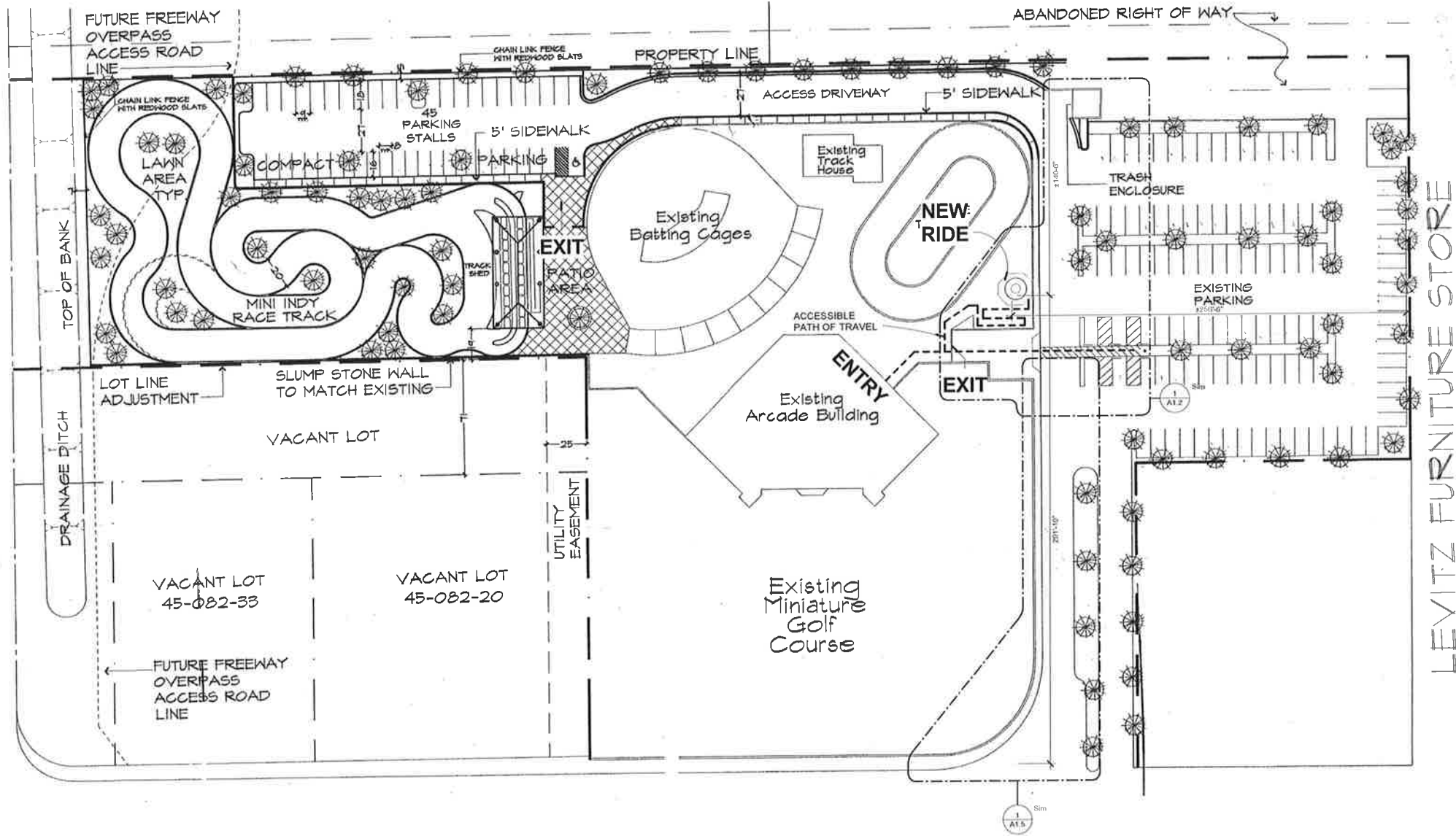
ADAMS _____ BLANQUIE _____ BORBA _____ GIUDICE _____ HAYDON _____

John Borba, Chairperson, Rohnert Park Planning Commission

Attest: _____
Susan Azevedo, Recording Secretary

PRESS DEMOCRAT

BUSINESS PARK DRIVE



ZONING INFORMATION:

ADDRESS: 5301 REDWOOD DRIVE
APN: 045-082-058-000
ZONING: C-R REGIONAL COMMERCIAL
NUMBER OF PARKING: 158 STALLS
NUMBER OF ADA: 7 STALLS, PER CALIFORNIA BUILDING CODE TABLE 11B-208.2

KEYNOTE LEGEND

SITE LEGEND

REFER TO COVER PAGE FOR ADDITIONAL INFO

AS	ACCESSIBLE SIGNAGE
PT	ACCESSIBLE PATH OF TRAVEL SIGNAGE
(N)	CONCRETE PAVING
(N)	ADA 3" O.C. STRIPING
(N)	TRUNCATED DOMES
(L)	LANDSCAPED OR UNPAVED AREAS
---	ACCESSIBLE PATH OF TRAVEL
---	FIRE DEPARTMENT ACCESS

ACCESSIBLE ROUTE:

ACCESSIBLE PATH OF TRAVEL AS INDICATED ON PLAN IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT LEVEL CHANGES EXCEEDING 1/2" BEVELED AT 1:2 MAX. SLOPE, OR VERTICAL LEVEL CHANGES NOT EXCEEDING 1/4" MAX. AND AT LEAST 48" WIDE. SURFACE IS SLIP RESISTENT, STABLE, FIRM, AND SMOOTH. GROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL IS LESS THAN 5% UNLESS OTHERWISE INDICATED. ACCESSIBLE PATH OF TRAVEL SHALL BE MAINTAINED FREE OF OVERHANGING OBSTRUCTIONS TO 80" MINIMUM, AND PROTRUDING OBJECTS GREATER THAN 4" PROJECTION FROM WALL AND ABOVE 27" AND LESS THAN 80" ARCHITECT TO VERIFY THAT THERE ARE NO BARRIERS IN THE PATH OF TRAVEL.

AXIA
a r c h i t e c t s

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SCANDIA FAMILY FUN CENTER
SPRING RIDE ADDITION
5301 REDWOOD DRIVE

ROHNERT PARK

CALIFORNIA

SHEET LOG	
DATE	ISSUED FOR
08/20/16	PERMIT REVIEW

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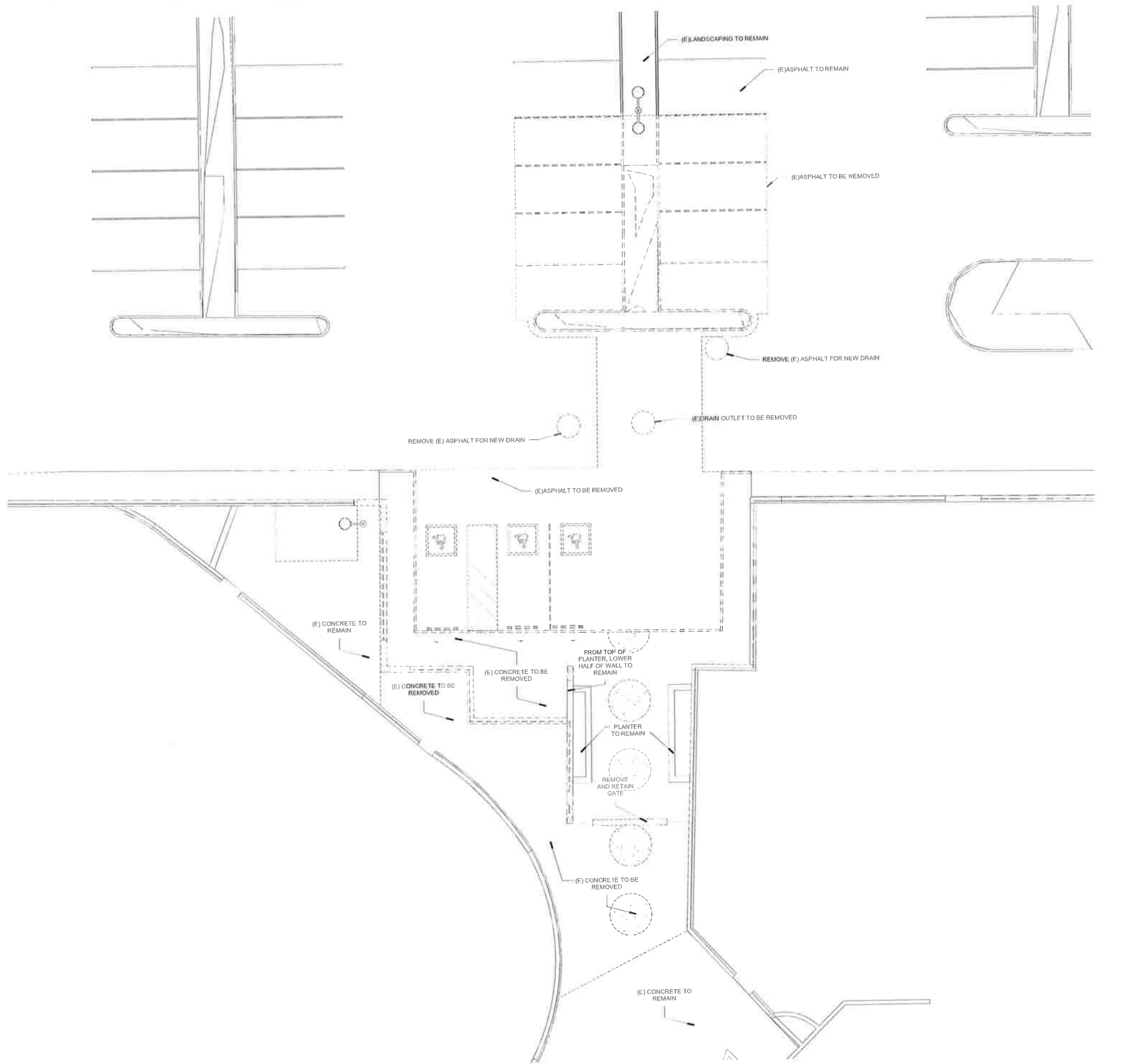
SHEET

NOT FOR CONSTRUCTION

A1.0

OVERALL SITE PLAN

4/27/2016 2:46:48 PM N:\205 - Scandia Spring Ride Addition\Drawings\03 Scandia Spring Ride.rvt



1 SITE DEMOLITION
A1.1 1/8" = 1'-0"

DEMOLITION LEGEND

REFER TO COVER PAGE FOR ADDITIONAL INFO

- (E) WALL
- (E) WALL DEMOLISHED
- (E) CASEWORK, ETC., TO BE REMOVED, U.O.N.
- (E) DOOR AND/OR WINDOW ASSEMBLIES TO BE REMOVED - COORDINATE WITH NEW WORK REQUIREMENTS.

KEYNOTE LEGEND

SCANDIA FAMILY FUN CENTER
SPRING RIDE ADDITION
5301 REDWOOD DRIVE

ROHNERT_PARK

CALIFORNIA

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AXIA
architects

SHEET LOG

DATE	ISSUED FOR
05-31-15	PENNY REVIEW

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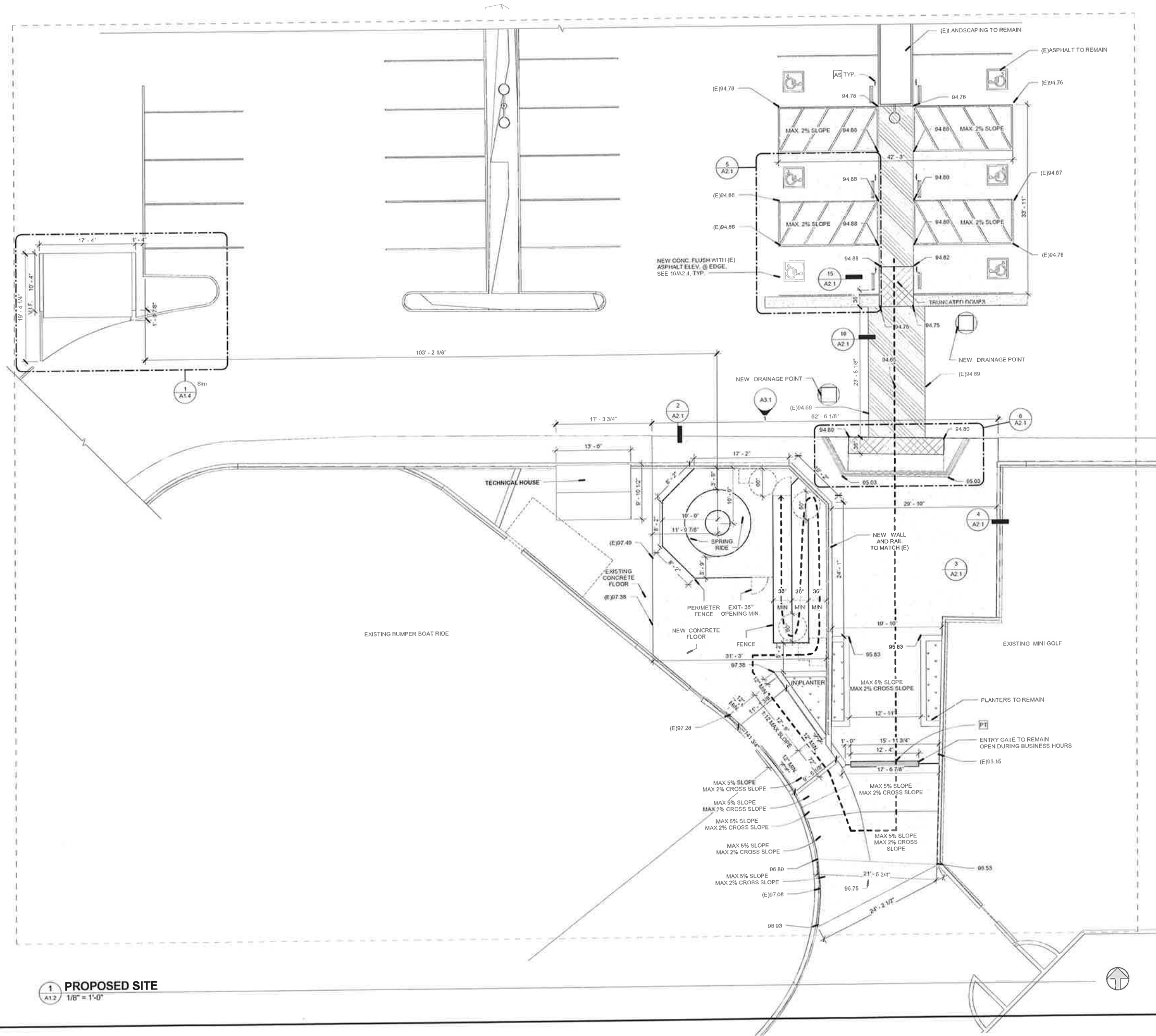
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A1.1









ENLARGED PLAN DEMOLITION

5/17/2015 2:40:15 PM N:\008 - Scandia Spring Ride Addition\Drawings\088 Scandia Spring Ride.dwg



SITE LEGEND

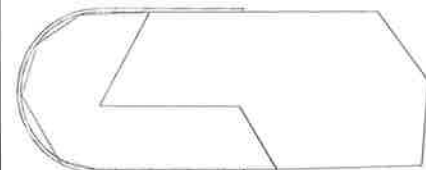
REFER TO COVER PAGE FOR ADDITIONAL INFO

	ACCESSIBLE SIGNAGE
	ACCESSIBLE PATH OF TRAVEL SIGNAGE
	(N) CONCRETE PAVING
	(N) ADA 3' O.C. STRIPING
	(N) TRUNCATED DOMES
	LANDSCAPED OR UNPAVED AREAS
	ACCESSIBLE PATH OF TRAVEL
	FIRE DEPARTMENT ACCESS

ACCESSIBLE ROUTE:

ACCESSIBLE PATH OF TRAVEL AS INDICATED ON PLAN IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT LEVEL CHANGES EXCEEDING 1/2\"/>

KEYNOTE LEGEND



SCANDIA FAMILY FUN CENTER
SPRING RIDE ADDITION
5301 REDWOOD DRIVE

ROHNERT_PARK

CALIFORNIA

250 D Street, Suite 210
Santa Rosa, CA 95404
Voice: 707 542 4652
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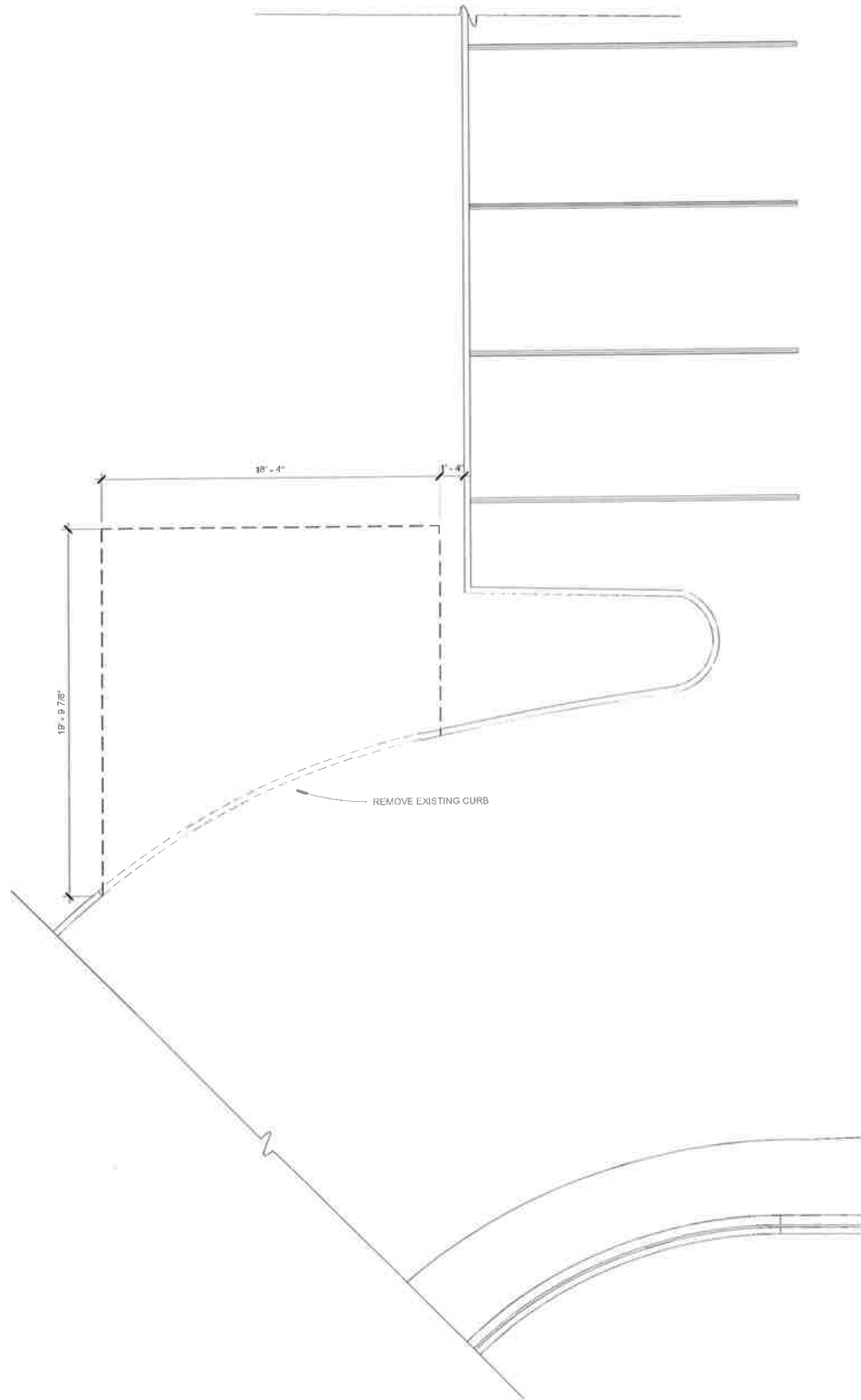
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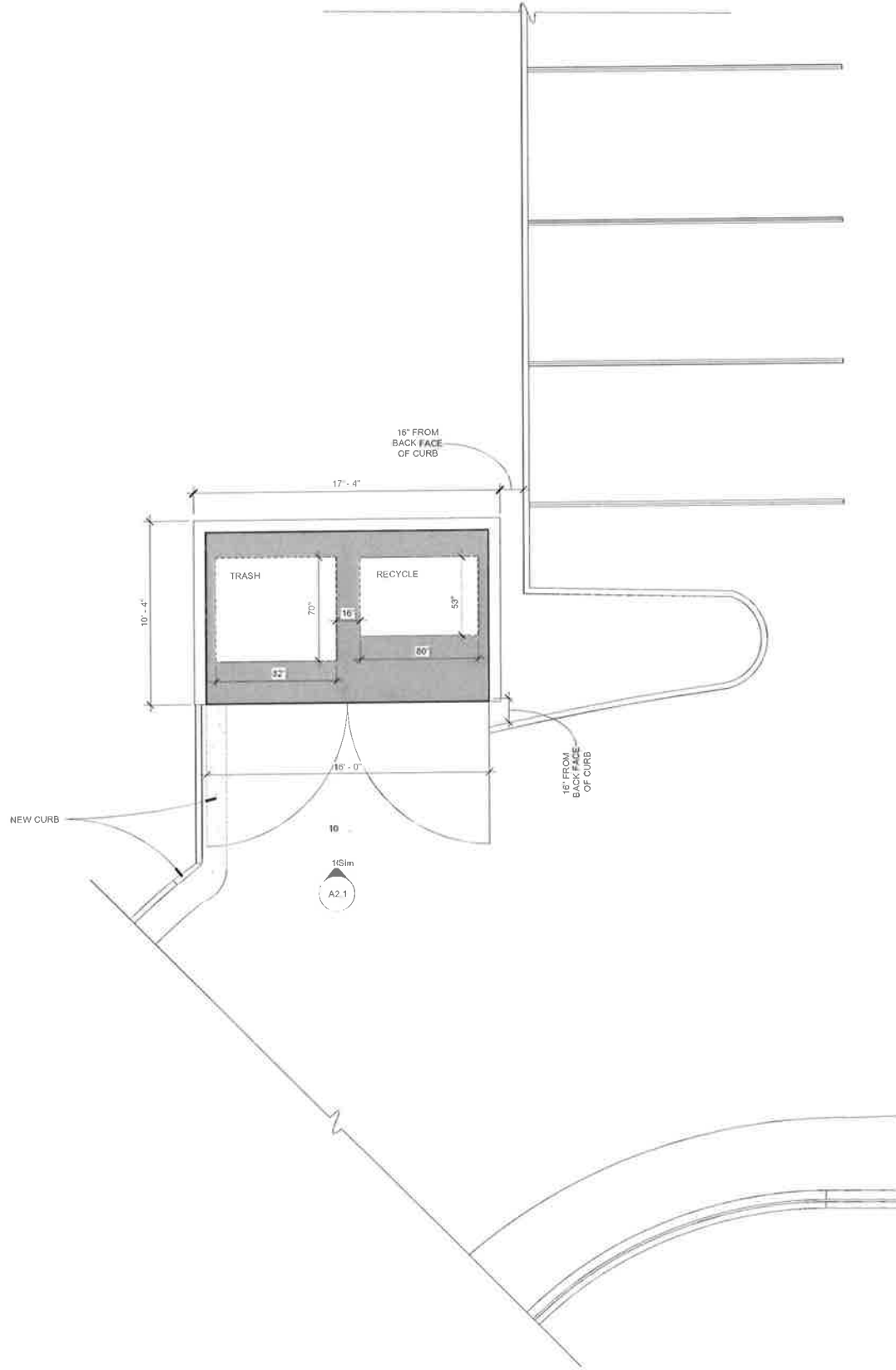
A1.2
SITE PLAN

5/27/2016 2:50:37 PM N:\088 - Scandia Spring Ride Addition\Drawings\088 Scandia Spring Ride.rvt

2
A1.4
TRASH ENCLOSURE SITE DEMOLITION
1/4" = 1'-0"



1
A1.4
TRASH ENCLOSURE PROPOSED SITE
1/4" = 1'-0"



DEMOLITION LEGEND	
REFER TO COVER PAGE FOR ADDITIONAL INFO	
	(E) WALL
	(E) WALL DEMOLISHED
	(E) CASEWORK, ETC. TO BE REMOVED, U O N
	(E) DOOR AND/OR WINDOW ASSEMBLIES TO BE REMOVED - COORDINATE WITH NEW WORK REQUIREMENTS

KEYNOTE LEGEND

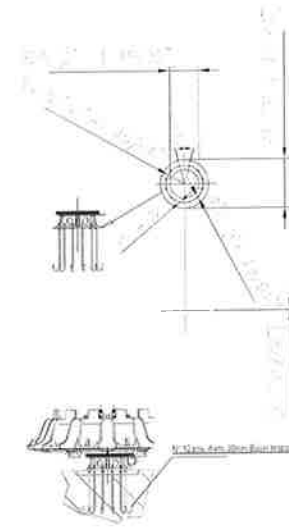
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DUMPSTER

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[illegible]



PANAROMA OF EXISTING SITE AT NEW SPRING RIDE

NEW SPRING RIDE LOCATION



SCANDIA STREET ENTRY WITH SIMULATION OF SPRING RIDE IMAGE

NEW SPRING RIDE



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A3.1
EXTERIOR ELEVATIONS



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