



City of Rohnert Park
Planning Commission Report

DATE: November 10, 2016

ITEM NO: 8.1

SUBJECT: PLSU16-0002 Conditional Use Permit and Site Plan and Architectural Review for Mixed Use Residential and Commercial Project at the Northeast Corner of East Cotati Avenue and Camino Colegio Avenue

LOCATION: Northeast Corner of East Cotati Avenue and Camino Colegio Avenue APN 143-340-061 and 158-270-065

REQUEST: Consideration of Resolution No. 2016-28, approving a mixed use project consisting of 31 apartment units and 4,550 square feet of commercial and office space

APPLICANT: Alan Lee, Redhill Advisors, Inc.

Background

This vacant 50,529 square foot (1.16 acre) parcel at the northeast corner of East Cotati Avenue and Camino Colegio Avenue is zoned C-N Neighborhood Commercial. Property to the east and north on Cala Way and Caridad Court are zoned single family and multi-family and developed accordingly. Property to the west across Camino Colegio Avenue is zoned multi-family and neighborhood commercial and developed accordingly. The project site consists of two (2) parcels.

Proposal

The applicant proposes a mixed use project consisting of 31 multi-family units and 4,550 square feet of commercial and office space. In the C-N Neighborhood Commercial zone a mixed use project requires Conditional Use Approval and Site Plan and Architectural Review.

Mixed-Use Project- The C-N Neighborhood Commercial Districts permits retail commercial, service commercial and office uses. Multi-family residential is permitted subject to a Conditional Use Permit and only as part of a mixed use project. This project is a combination of retail commercial, office and multi-family residential and is considered a mixed-use project.

Commercial and Office Use- The East Cotati Avenue frontage would be developed with two single-story commercial buildings separated by a patio area. The applicant's plan is for one of the buildings to be occupied by a coffee shop that would use the patio area between the two buildings as an outdoor amenity for customer use. He may also attempt a food use in the other commercial building with the two uses complementing each other and sharing the outdoor patio area. The office space would be located on the first floor of the residential building facing East Cotati Avenue with studio units above. The office use would be ideal for someone who wanted to live in one of the multi-family units and have an office in the same building. Parking for the commercial and office use would be located between the two buildings with access from Camino Colegio Avenue.

Multi-Family Units- The 31 multi-family units will be located in the center portion of the property clustered around a common open area. The ground floor will consist of eight (8) one (1) bedroom units and five (5) studio units. On the second floor will be eight (8) one bedroom units and ten (10) studio units. Each ground floor unit will have a private patio and the second floor units will have private balconies. The one (1) bedroom units will be 660 square feet and the studio units will be 330 square feet. In addition, there will be the central courtyard common open space. Total open space per unit is just over 200 square feet per unit which conforms to the requirement of 200 square feet per unit for a mixed use project.

Property Setbacks- Fifteen (15) foot landscaped setbacks are provided along each of the three (3) street frontages. The setback between the project buildings and the rear property line of homes on Caridad Court backing up to the project is ten feet. There is a difference in grade between the homes to the rear and the subject property. An eight (8) foot high masonry wall will be provided separating the subject property from the homes to the rear. This will serve both as a privacy separation and reduce noise between the project and the adjacent single-family homes. There will also be a 30 inch high retaining wall along a portion of the Calla Way frontage of the property because of the differences in grade on the property.

Parking- A total of 55 on-site parking spaces will be provided. They are also indenting the curb on Camino Colegio to provide an additional six (6) parking spaces on the Camino Colegio Avenue frontage of the property for a total of 61 spaces. The parking spaces on Camino Colegio have been recessed so as not to obstruct the bike path on the street.

The commercial and office area is considered a shopping center and the parking requirement is one (1) space per 300 square feet. Based on a total of 4,550 square footage of office and commercial use, the required parking is 15 spaces.

The multi-family requirement is 39 spaces based on one (1) space per unit (31) plus eight (8) guest spaces for a total of 39 spaces. Total required parking for the development is 54 spaces (15 commercial plus 39 multi-family) which is one (1) less than the 55 on-site spaces. This does not include the six (6) on-street spaces.

Both parking lots will have access from Camino Calegio Avenue. Because of the narrow property frontage on East Cotati Avenue access would not work from that street. Six (6) handicap stalls will be provided for both the commercial and multi-family uses. This exceeds the requirement of one (1) handicap stall for every 25 parking spaces. Each parking lot will have a covered refuse enclosure, one for the apartment residents and one for the commercial use.

Building Elevations- The building will have a contemporary appearance. Building materials will consist of a concrete base and walls consisting of hardie siding and stucco. Painted metal awnings will be placed over many of the windows facing the streets and doors for both the commercial and residential buildings. The two commercial buildings facing East Cotati Avenue will be 19 feet high and the remainder of the buildings on the site will be 27 feet high. The patio area between the two commercial buildings will be partially covered with a metal trellis structure. In place of fences or walls, planter boxes will encircle the balconies to define their area for the residents (Exhibit G). Building colors will be in the gray tones (Exhibit A). The refuse enclosure will consist of concrete masonry walls with metal roofing and metal gates. There will be two (2) refuse enclosures, one in each parking lot on the rear property line (Exhibit C). The refuse enclosures will be painted to match the buildings.

Landscaping- There are a number of large trees along the Camino Colegio Avenue frontage of the property. These have been inspected by the City arborist and has been recommended for removal. They are in danger of falling because of the large size and maturity. Recently a large branch from one of the trees fell into the vacant property and not the street. A combination of trees, shrubs and groundcover will be planted on-site (Exhibit F). Drought tolerant plants will be used. Evergreen trees will be planted along the easterly property line to produce screening for the adjacent single-family homes. Trees will be planted in the parking areas to conform to the city requirement of one (1) tree for every four (4) parking spaces.

Signage- The potential location of wall signs on the commercial building and the front of the first floor office area is shown on the building elevations (Exhibit D). They are also proposing three (3) monument signs. One would be located on Camino Calegio in front of the apartment building and two at the corner of Camino Colegio and East Cotati for the commercial building (Exhibit B). The sign section of the Zoning Ordinance permits one monument sign for each street frontage. Therefore, they can have the monument sign on Camino Colegio for the apartment units and a monument sign at the along the East Cotati frontage for the commercial buildings. The monument signs would have a low masonry base to match the building and a concrete frame enclosing panels with raised metal letters. Indirect lighting would be provided from the surrounding planter (Exhibit C). Signs will require Sign Review approval prior to installation and the site plan can be revised at that time to eliminate the extra sign on the Camino Colegio frontage.

Parking Study- A traffic study of the project was prepared by W-Trans (See Attachment 2). The Study included a shared parking demand excluding one parking space for each residential unit. Shared parking demand assumes that different land uses often experience peak parking demand at different times. The survey takes into account customers and employees who may walk to work and those who may take public transportation. This includes customers and employees

who may live in the adjacent residential units on-site. Regarding parking demand for the commercial spaces, the survey concludes that:

On weekdays and weekends, the peak parking demand for residential and commercial is at 7:00 p.m. with a demand of 60 spaces.

The proposed project will be providing 61 new parking spaces including the six (6) on-street recessed spaces on Camino Colegio. It should be noted that these six (6) spaces could not be accommodated without recessing them because of the existing bike lane on Camino Colegio. Based on the shared parking analysis, the project as proposed is expected to experience a peak parking demand for 60 spaces. With a planned supply of 61 spaces, the parking supply will be sufficient to meet peak parking demand.

Neighborhood Meetings- The applicant has met twice with residents in the neighborhood. The first meeting was on Sunday afternoon October 23rd on the subject property and the second meeting was at the Community Center on the evening of October 26th (Attachment 3). As reported by the applicant the following concerns were raised by those attending:

- Several residents wanted the property turned into a park. That is not an option since the property is privately owned and zoned for commercial uses.
- The neighbors are concerned about parking impacts. Parking issues are reportedly due to the adjacent apartment buildings. Residents may be interested in restricted overnight parking for residents only in their neighborhood. There is a Municipal Code procedure for restricted parking in residential areas that can be pursued by the adjacent residents.
- Residents are concerned about motorists that cut through their neighborhood as a shortcut from Camino Colegio to Snyder Lane. This is an ongoing issue and not related to this project.
- Adjacent homeowners would like an eight (8) high wall behind the homes backing up to the project. The applicant is showing this on the plans.
- Residents are concerned about parking impacts from the project. The developer is providing more than the required parking for the project.

Staff Analysis

This will be the first mixed-use project in this area of Rohnert Park. The only other mixed-use development is on City Center Drive. This is a good location for a mixed-use project close to the SMART station and Sonoma State University. The site is within walking distance of both destinations. This project is unique in that there are both commercial and residential uses in the same building. The design of the site provides for the privacy of the residents while still providing a commercial component that is compatible with the commercial character of East Cotati in the vicinity.

Because of their small size and close location to SSU the units may be attractive to university students. It is a short walk or trip by bicycle to SSU and the SMART station. There are also commercial uses in the vicinity that would be used by students.

The developer has attempted to protect the privacy of the homes that back up to the project by proposing an eight (8) foot high masonry wall to replace the dilapidated wood fences and planting trees to screen the building. There is also a difference in elevation between the two properties with the subject property being lower than the adjacent homes. This results in the second floor window of the units being less intrusive to the adjacent properties. There are also extensive trees in the rear yards of those homes that will help screen the project.

The attached parking study concludes that the 61 parking spaces, including the six (6) new on-street spaces created, will be adequate to serve the project with minimal impact on the surrounding residential area. This is somewhat dependent on the type of commercial uses that occupy the two (2) commercial buildings on the East Cotati frontage of the property. The applicant plans to have a coffee shop and another food service business but there is no guarantee. There are other commercial uses that would have a lesser parking impact than a coffee shop or food service business.

Environmental Determination

This proposal is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) Section 15332 In-Fill Development Project Class 32 (a), (b), (c), (d) and (e). No further action is required pertaining to environmental review.

Public Notification

A public hearing notice denoting the time, date, and location of this hearing was published in the *Community Voice* for the November 10, 2016 Planning Commission meeting.

Recommended Planning Commission Action

Based on the above analysis, staff recommends that the Commission adopt Resolution 2016-28 approving the Conditional Use Permit and Site Plan and Architectural Review for the mixed-use project at the corner of East Cotati Avenue and Camino Colegio Avenue.

Attachments:

1. Resolution No. 2016-28
2. Parking Study
3. Applicant's Summary of Neighborhood Meetings
4. Aerial Photo of Site and Surrounding Area

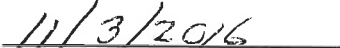
Exhibit A Cover Sheet
Exhibit B Site Plan and Upper and Lower Floor Plan
Exhibit C Refuse Enclosure, Monument Sign Details and Unit Floor Plan
Exhibit D Elevations of Commercial Buildings
Exhibit E Elevations of Residential Building
Exhibit F Landscape Plan and Private Patio Detail

Exhibit G Photo of Private Patio Landscape Planter

APPROVALS:



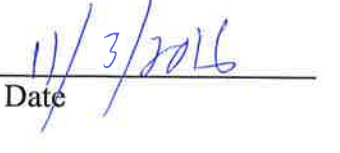
Norman Weisbrod, Technical Advisor



Date



Jeffrey Beiswenger, Planning Manager



Date

PLANNING COMMISSION RESOLUTION NO. 2016-28

**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 MIXED-USE
MULTI-FAMILY AND RETAIL COMMERCIAL PROJECT LOCATED AT THE
NORTHEAST CORNER OF EAST COTATI AVENUE AND CAMINO COLEGIO
AVENUE (143-340-061 AND 158-270-065)
(Alan Lee, Redhill Advisors, Inc.)**

WHEREAS, the applicant, Alan Lee, filed Planning Application No. PLSU16-0002 for a Conditional Use Permit and Site Plan and Architectural Review to allow a mixed-use multi-family and retail commercial project at the northwest corner of East Cotati Avenue and Camino Colegio Avenue (APN 143-340-061 and 158-270-065), in accordance with the City of Rohnert Park Municipal Code;

WHEREAS, Planning Application No. PLSU16-0002 was processed in the time and manner prescribed by State and local law;

WHEREAS, on November 10, 2016 the Planning Commission reviewed Planning Application No. PLSU16-0002 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 November 10, 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. PLSU16-0002;

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. PLSU16-0002 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 proposed development is compatible with surrounding commercial and multi-family development. The design of the project will provide a contemporary element in the area and will complement and enhance the existing architecture in the area. The height and scale is consistent with the C-N Neighborhood Commercial District.

- 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 building elevations have deep recesses and major articulation in the building walls and the roof line reducing the bulk of the structures. The apartment units will have individual patios enclosed by attractive planter containers. Extensive tree planting will be included in the landscaped areas. An attractive outdoor patio is located between the commercial structures on East Cotati Avenue. The development will include attractive improvements on the street frontages.

- 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 development is located within walking distance of the SMART station, Sonoma State University and a wide variety of shopping options. Bike lanes are provided on East Cotati Avenue and on Camino Colegio Avenue.

- D. *That the proposed location of the conditional use is consistent with the objectives of the zoning ordinance and the purposes of the district in which the site is located.*

Criteria Satisfied. The proposed development will be harmonious with surrounding residential and commercial development. The development will provide housing opportunities for nearby university students and residents seeking smaller units in a location close to public transportation. The project enhances the appearance of the city with quality design and landscaping.

- E. *That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity, and that the operation and maintenance of the conditional use will be compatible with surrounding uses.*

Criteria Satisfied. As a mixed use project including multi-family and commercial uses, the project will be compatible with surrounding commercial and residential uses. The developer has designed the project to protect adjacent single-family homes from any adverse impact from the development. The proposal conforms to the parking and setback requirements for the proposed uses.

- F. *The proposed conditional use will comply with each of the applicable provisions of this title.*

Criteria Satisfied. This development will conform to the requirements of the C-N Neighborhood Zoning District including building setbacks, parking, open space and building design.

Section 3. Environmental Clearance. This proposal is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) Section 15332 In-Fill Development Project Class 32 (a), (b), (c), (d) and (e). No further action is required pertaining to environmental review.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission does hereby approve Planning Application No. PLSU16-0002 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 G except as conditioned or modified below.
3. Bicycle racks shall be provided adjacent to the access for the commercial tenants and for the residential tenants for both short term and long term bike storage, details subject to Development Services staff approval.
4. Plans submitted for a building permit shall indicate accessible units.
5. Electrical Vehicle parking shall be provided as required by the Building Code.
6. A storm water determination form shall be submitted.
7. Prior to issuance of a building permit the two parcels shall be merged into a single parcel.
8. The project will require deferred permits for the Fire Sprinkler System, Fire Alarm System and hood a duct fixed extinguishing system. The permit applications and fees shall be submitted to the City of Rohnert Park Fire division prior to any construction is started on any of these systems.
9. Key access shall be provided to the interior of businesses, including utility shut-off placed in Fire Department lock box. Provide a new lock box as required (during site inspection).
10. Fire extinguishers shall be installed per the Fire Code.
11. Fire lanes/markings shall be reviewed during Fire Division construction inspections.
12. Illuminated exit signs shall be provided at all exits.
13. The adequacy of the existing fire hydrants will be verified as the project develops.
14. Operation permits: Place of Assembly may be required prior to occupancy.

- 15. All electrical panels and roof access ladders shall be located in a mechanical room or enclosure.
- 16. The applicant shall attempt to retain the existing trees along the east property line.
- 17. The 30 inch retaining wall along the Cala Way frontage shall be the same color as the apartment building.
- 18. The masonry wall shall be installed along the east property line. The wall shall be eight (8) feet in height unless a shorter wall is requested by the adjacent property owners. The color of the wall shall match the building color.

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 10th day of November, 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



November 3, 2016

Mr. Alan Lee
Redhill Advisors
3558 Round Barn Boulevard, Suite 200
Santa Rosa, CA 95403

Camino Colegio Mixed Use Parking Study

Dear Mr. Lee,

As requested, W-Trans has prepared a parking analysis relative to the proposed mixed-use project to be located at 1445 East Cotati Avenue in the City of Rohnert Park. The purpose of this letter is to determine the number of parking spaces the proposed project would require to meet projected parking demands.

Project Description

The proposed project would allow construction of 31 residential apartment units and 4,550 square feet of commercial space which includes a 1,650 square foot café, 1,350 square feet of retail space, and 1,550 square feet of office space on a currently vacant lot. The café is planned to be heavily resident-serving and also serve as a “front-office” for the apartments. The project plans show a supply of 61 parking spaces including 55 off-street spaces (including 31 reserved spaces for the residential units) and six on-street spaces along Camino Colegio. Access to the site would be provided via two driveways on Camino Colegio.

City Requirements

The City’s off-street parking supply requirements are included in Chapter 17.16 of the City’s Municipal Code, “Off-Street Parking Requirements.” Multi-family residential land uses require one space per studio, one space per one bedroom unit, and one guest space for every four units. The proposed 4,550 square feet of commercial uses would require one space per 300 square feet of floor space. With the City’s rates applied, the proposed project would be required to provide 54 off-street parking spaces.

Table 1 – Parking Requirements per City of Rohnert Park Municipal Code			
Land Use	Units	Rate Required	Spaces Required
Multifamily Residential	16 studios 15 1-bdrm	1.0 per studio; 1.0 per 1 bdrm; + 1.0 guest space per 4 units	39
Commercial Shopping Center	4,550 sf	1.0 per 300 sf	15
Total Parking Required			54
ULI Shared Parking Demand*		See the discussion below	60

Notes: du = dwelling unit; ksf = 1,000 square feet; *Discussion provided in the following section

Although the proposed project would provide sufficient parking to meet the City’s requirements, additional analysis was conducted to ensure that the supply would be sufficient to meet the anticipated peak parking demand generated by the various land uses on-site.

Shared Parking Demand

Parking demand for new development is typically projected using empirically-derived rates established by organizations such as the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI). In many cases, a determination of parking adequacy is gauged solely on whether or not a project meets the supply required

by the jurisdiction’s zoning code, rather than by assessing the actual projected demand. The use of standardized, single-use parking demand rates does not consider the potential for “shared parking.” The concept of shared parking is based on the fact that different land uses often experience peak parking demand at different times, be it by time of day or even month of the year. Without taking shared parking demand into consideration, an oversupply of parking can result, adversely affecting the goals of this project to avoid expanses of empty asphalt.

A parking demand methodology that considers “shared parking” principles can significantly improve the accuracy of determining actual parking demand. The ULI publication *Shared Parking*, 2nd Edition, 2006, includes state-of-the-practice methodologies for determining parking demand based on the various components of a specific project. The ULI shared parking methodology focuses on temporal data, determining when the overall peak demand for various land uses occurs, including what time of day, whether it is a weekday or weekend, and what month of the year. The recommended parking supply is then tied to that maximum demand period. The ULI model considers the proposed mix of land uses, including quantities of each type of use.

Based on application of shared parking concepts, the demand for each component of the development was estimated using time-of-day distributions. Because parking spaces for the housing units would be reserved, one space per unit was assigned, and therefore not included in the shared supply.

The ULI’s *Share Parking Model* takes into account mode adjustment and non-captive ratios. Mode adjustment is the estimated number of residents or visitors who will access the site using a mode of transportation other than a private automobile, such as biking, walking, and transit. The model can also apply a non-captive ratio, which is the number of people who will travel from outside of the site to the various land uses. Since this is a mixed-use project, it is reasonable to assume that some parking demand may be reduced as people park once and then visit multiple land uses. For example, a resident may visit the coffee shop or shop at the retail stores, which would not require an additional parking spot for each use. The model starts by assuming that 100 percent of people accessing the site will travel by a private automobile and are traveling from outside the site. Deductions are applied based on commuting behaviors, land uses, and regional knowledge of the area being studied.

For the residential and office land uses, as well as employees of the commercial uses, mode adjustments were determined from the US Census 2014 American Community Survey (ACS) for commuting patterns for Census Tract 1513.10, which is where the proposed project is located. This data showed that approximately 17 percent of residents living in this Census Tract travel to and from work by non-private automobiles and eight percent carpool. Since carpooling still requires parking for approximately half the number who participate, four percent was included in the mode adjustment. The mode adjustment was therefore reduced by 21 percent, which equates to a mode adjustment of 79 percent based on the way the model works. Although employees could be drawn from the residents of the site or nearby area, it was conservatively assumed that 100 percent of employees of all the commercial land uses would be from outside of the site; this equates to a 100 percent non-captive ratio.

The mode adjustment applied to the coffee shop and retail land uses was based on the City’s General Plan projections for 2040 for non-private automobile travel. The City projects that by 2040, with the SMART train operating, eight percent of people will use alternative modes as their primary method of travel. This would result in a mode adjustment of 92 percent.

Further, while the coffee shop would be open to the public, it will also be heavily resident-serving and somewhat function as a “front office” for the apartments. With this in mind, a 50 percent non-captive ratio was applied.

Additionally, it was assumed that some visitors of the retail shops would be from within the site, so a 10 percent deduction to the non-captive ratio was applied resulting in the assumption that 90 percent of visitors would travel to the retail stores from outside of the project site.

Table 2 summarizes the mode adjustments and non-captive ratio deductions applied to the parking demand to achieve the total estimated parking demand.

Table 2 – Peak Shared Parking Demand Assumptions				
Land Use	Weekday		Weekend	
	Mode Adjustment	Non-Captive	Mode Adjustment	Non-Captive
Residential	79%	-	79%	-
Coffee Shop	92%	50%	92%	50%
Employees	79%	100%	79%	100%
Retail	92%	90%	92%	90%
Employees	79%	100%	79%	100%
Office	79%	100%	N/A	N/A

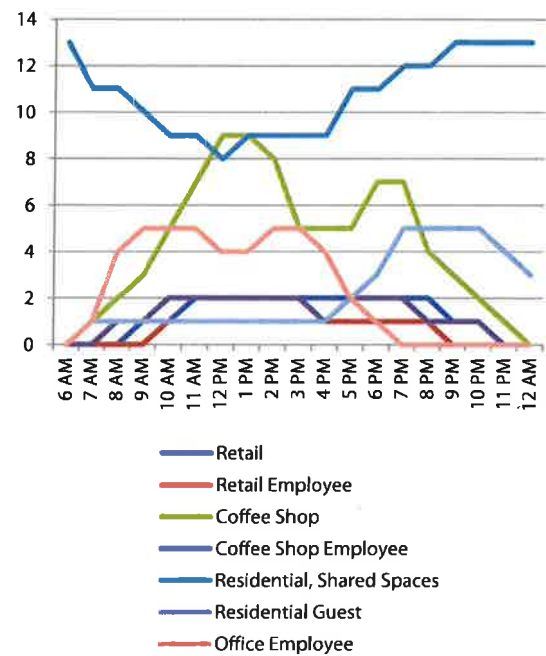
Source: *Shared Parking*, 2nd Edition, Urban Land Institute, 2006

In addition to mode adjustment and internal capture rates, the shared parking model applies hourly and peak month factors to determine the time-of-day demand. The peak month for the proposed project, based on the Shared Parking Model's calculations, is anticipated to be December. With the mode adjustment, non-captive ratio, time-of-day, and peak month factors applied, the hourly parking demands generated by each component of the project for weekdays and weekends were derived.

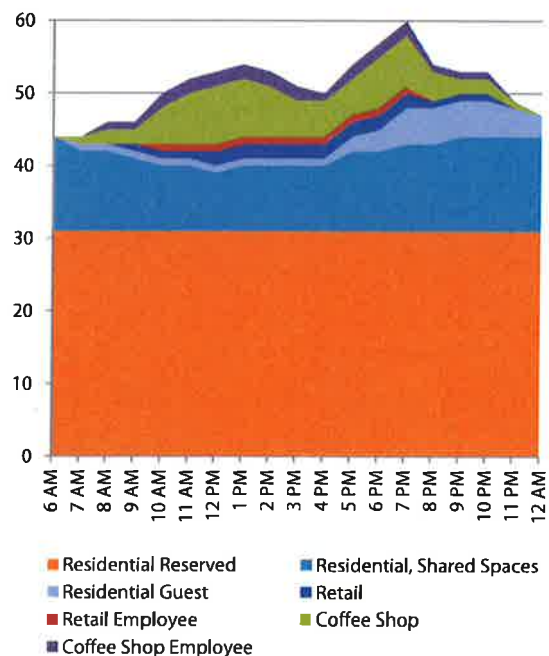
Weekday Parking Demand

- **Time of Day:** The deductions described above were applied to derive the total estimated parking demand for each land use, as shown in Graph 1.
- **Cumulative:** Upon adding all of the parking demands together, the peak projected demand is expected to occur at 7:00 p.m. on a weekday with a demand of 60 spaces. The Weekday Cumulative parking demand is depicted in Graph 2.

Graph 1 – Weekday Parking Demand by Land Use



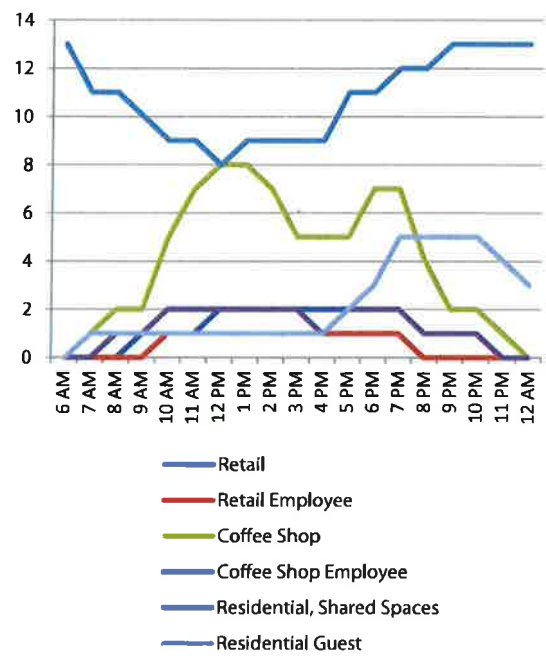
Graph 2 – Weekday Cumulative Parking Demand



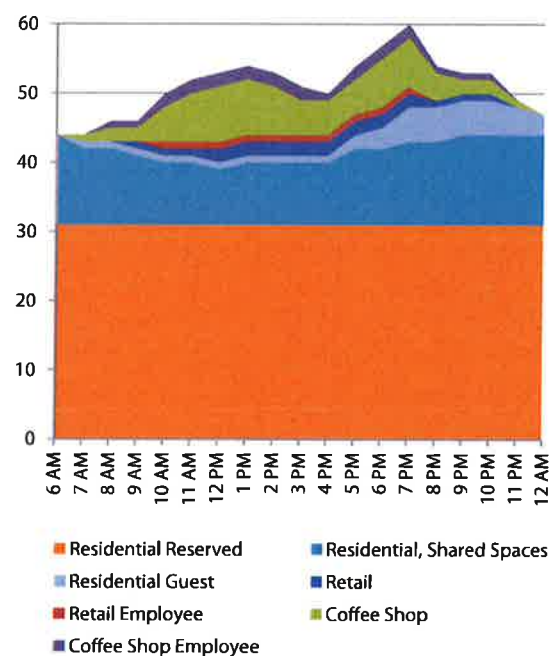
Weekend Parking Demand

- **Time of Day:** The demand by time-of-day was estimated for a weekend day, as shown in Graph 3.
- **Cumulative:** The projected peak parking demand for the site is expected to occur on weekend evenings at 7:00 p.m., when a total of 60 parking spaces are expected to be needed. The Weekend Cumulative parking demand is depicted in Graph 4.

Graph 3 – Weekend Parking Demand by Land Use



Graph 4 – Weekend Cumulative Parking Demand



The proposed project should provide at least 60 spaces within their shared supply to adequately accommodate parking demand. With plans to provide 61 spaces, the proposed supply is expected to be adequate to meet the anticipated demand.

Conclusions and Recommendations

- The City of Rohnert Park’s Municipal Code would require the proposed project to provide 54 parking spaces. The proposed project includes a planned supply of 61 parking spaces, which would meet the City’s requirements and provide a surplus of seven spaces.
- Based on the shared parking analysis, the project as proposed is expected to experience a peak parking demand for 60 spaces. With a planned supply of 61 spaces, the parking supply would be sufficient to meet peak parking demand.
- Peak demand occurs at 7 p.m. on weekdays and weekends, which is when the six off-street spaces would most likely be occupied by visitors to the commercial uses or residential guests. All projected parking demand would be able to be accommodated by the planned 55 off-street spaces by 9:00 p.m. on weekdays and 8:00 p.m. on weekends when parking demand drops below 55 spaces.

Mr. Alan Lee

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November 3, 2016

We hope this information is useful to you and City staff in addressing the adequacy of the proposed parking supply. Please call if you have any questions.

Sincerely,



Shannon Baker
Assistant Planner



Dalene J. Whitlock, PE, PTOE
Principal



DJW/scb/RPA072.L1

Redhill Advisors Inc.

MEMORADUM

To: Jeff Beiswenger
Norm Weisbrod
CITY OF ROHNERT PARK

From: Alan Lee
Redhill Advisors, Inc.

Date: 28 October 2016

Re: Camino Colegio Mixed-Use Project,
1445 East Cotati Avenue, Rohnert Park CA
Summaries of Neighborhood Meetings Number One and Two
Held on 23 October 2016 and 26 October 2016

Dear Jeff and Norm:

We held two informational meetings to reach out the subdivision to the north east of the Camino Colegio, a mixed use commercial and residential project located on 1445 East Cotati Avenue, Rohnert Park, California. The following is a summary of each meeting:

Information Meeting Number 1

Date: 4:00PM – 5:30PM Sunday 23 October 2016
Location: At the project's vacant site, 1445 East Cotati Avenue, Rohnert Park

- Approximately twenty-four (24) to thirty (30) residents attended this on-site meeting. Intention was to encourage neighbors to walk to the site, hear about the project, and listen to any question or concerns. Unfortunately, we did not get a sign in sheet for this meeting.
- Displayed the perspective, plans, elevations, and unit layout (as submitted to City of Rohnert Park), and briefly presented the project.
- Key highlight points were:
 - a. The Camino Colegio is mixed use project with approximately 4,550 sq.ft of commercial space and 31 market rate apartments (16 one bedroom and 15 studio).
 - b. The commercial space is anticipated to be anchored by a neighborhood coffee shop with comfortable indoor and outdoor seating. Objective is to help the immediate neighborhood to have a walkable place to meet, socialize, and hangout.

- c. Market rate apartments targeting young single professionals who are looking for a place of their own to rent and who may use the SMART train to commute to and from work.
 - d. Project is designed to be sensitive to neighborhood with commercial space located towards the busier East Cotati Avenue and the residential towards the more residential and quieter Cala Way.
 - e. Parking has been carefully taken into consideration:
 - i. City codes require a total of fifty-four (54) spaces and the project provides a total of sixty-one (61) spaces (55 on-site and 6 new off-site spaces we will be creating along Camino Colegio).
 - ii. Site is zoned neighborhood commercial and our mixed use commercial residential project generates less traffic (in some cases significantly less traffic) than purely commercial project options (such as grocery store, convenience store, car wash, gas station, etc.)
 - f. Explained that we understand an ARCO gas station and convenience store with car wash was proposed for the site and theoretically allowable, although we all felt this would not be the best nor most sensitive use for the site.
- After the brief project introduction, welcomed comments and questions from the neighborhood residents. Comments from neighbors focused primarily traffic and lack of on-street parking in the neighborhood, and impact of Camino Colegio.
 - a. Availability of street parking has been strained due to (1) homes being rented to groups of college students who park their extra cars on the streets, and (2) residents from the neighboring apartments who are also parking extra cars on the streets.
 - b. One neighbor creates a popular and elaborate Christmas display every year which attracts visitors from beyond the neighborhood to visit and see during the holiday season. Neighbors complained about the parking and traffic congestion during that time of year.
 - c. One neighbor with small children expressed concern that high school students are using their neighborhood streets as a short cut to the school, and speed sometimes seems excessive.
 - d. One resident complained about traffic turning from Cala Way onto Camino Colegio during rush hour.
 - e. One resident stated she would like to see the coffee shop and a park on the site.
 - Asked if these issues have been brought to the city (apparently not), and I stated that these traffic and parking issues are beyond our project, and re-emphasized that our project is self-parked with surplus parking and less traffic generation than other possible uses.

- However, informed neighbors that I would speak with the city to explore how the city may be able to help the community. Possible solutions discussed at the meeting included:
 - a. An overnight parking permit program to control street parking in the neighborhood. (this comment had support from several neighbors)
 - b. Speed bumps or tables to help slow down the street traffic
 - c. Possible stop sign at Cala Way and Camino Colegio.
- Concluded meeting with announcement of a second neighborhood informational meeting to be held on 6:30PM – 8:30PM Wednesday, 26 October 2016 at the Rohnert Park Community Center, Meeting Room Number 2 for follow up discussion and residents who missed the first meeting.

Information Meeting Number 2

Date: 7:00PMPM – 8:30PM Wednesday 26 October 2016
Location: Rohnert Park Community Center, Meeting Room 2,
5401 Snyder Lane, Rohnert Park, CA

- Approximately twelve (12) to fifteen (15) residents attended this second informational meeting. Intention was to provide for any follow up thoughts and/or questions, and a chance for neighbors who missed the first informational meeting (see attached sign-in sheet – not everyone signed in). About half were new participants.
- Displayed and presented the perspective, plans, elevations, and unit layout (as submitted to City of Rohnert Park).
- Recapped key highlight points as presented in the first informational meeting:
 - a. Project is mixed use project with approximate 4,550 sq.ft of commercial space and 31 market rate apartments (16 one bedroom and 15 studio).
 - b. Commercial space is anticipated to be anchored by a neighborhood coffee shop with comfortable indoor and outdoor seating. Objective is for immediate neighborhood to have a walkable place to meet, socialize, and hangout.
 - c. Market rate apartments targeting young single professionals who are looking for a place of their own to rent and who may use the SMART train to commute to and from work.
 - d. Project is designed to be sensitive to neighborhood with commercial space located towards the busier East Cotati Avenue and the residential towards the more residential and quieter Cala Way.

- e. Parking has been carefully taken into consideration:
 - i. City codes require a total of fifty-four (54) spaces and the project provides a total of sixty-one (61) spaces (55 onsite and 6 new off-site spaces we will be creating along Camino Colegio).
 - ii. Site is zoned neighborhood commercial and our mixed use commercial residential project generates less traffic (in some cases significantly less traffic) than purely commercial project options (such as a grocery store, convenience store, car wash, gas station, etc.)
 - f. Explained that an ARCO gas station and convenience store with car wash was proposed for the site and theoretically allowable, although we all felt this would not be the best nor most sensitive use for the site.
- Also reported my discussion with the city regarding the neighborhood traffic and parking issues (that we heard about at the first informational meeting):
 - a. An overnight parking permit program to control street parking in the neighborhood – We were informed that the City of Rohnert Park has an overnight parking permit program that was recently enacted, and there are several neighborhoods with similar overnight parking issues that are being addressed with this program. The neighborhood would need to agree to this project and is welcome to contact the city to commence this process. We would support the neighborhood if they decide to participate in this overnight parking permit program.
 - b. Speed bumps or tables to help slow down the street traffic – City traffic engineers would need to study this request.
 - c. Possible stop sign at Cala Way and Camino Colegio – City traffic engineers would need to study this request.
 - Afterward, opened the meeting to comments and questions from neighbors. Again discussion focused primarily traffic and lack of on-street parking in the neighborhood, and impact of Camino Colegio.
 - a. Several repeated comments that the availability of street parking has been strained due to (1) homes being rented to groups of college students who park their extra cars on the streets, and (2) residents from the neighboring apartments who are also parking extra cars on the streets.
 - b. Also a repeat comment about one neighbor who creates a popular and elaborate Christmas display every year which attracts visitors from beyond the neighborhood to visit and see during the holiday season. Neighbors complained about the parking and traffic congestion during that time of year.
 - c. One neighbor expressed concern about the additional traffic from the project, and again I expressed how our proposed project generate less traffic than originally envisioned as a purely commercial site.

- d. One participant remarked how he liked this project better than the possible alternatives of a pure commercial project.
 - e. Had a question about the potential target market for the apartments. Replied that our target market (with our one bedroom and studio units) are single professionals, newly married, and retirees who are downsizing, all who are looking for a place of their own to rent and walkable to neighborhood amenities like a coffee shop and the SMART Train. Mentioned that this type of housing is in very short supply in Rohnert Park and Sonoma County.
 - f. One neighbor (who meet with Norm) reported that these parking and traffic problems from the community needs to be solved at a neighborhood level and is separate from our project. I expressed that we would support the neighborhood on the overnight parking permit process. This same neighbor also asked for an 8 foot high wall between our project and his property immediately to the east, and we would consider his request.
 - g. Asked about the management of the project and shared that we will have an on-site manager and will be managing the project with strict occupancy and parking allowances. Each unit will be informed up front that they will have one dedicated car spot, and there is very limited street parking.
 - h. One resident who were at the first meeting stated would like to see a park with a coffee shop developed on the site.
- Concluded meeting with announcement that the city would be contacting residents regarding the upcoming Planning Commission hearing meeting scheduled for November 10, 2016.

**1445 E. Cotati Avenue
Rohnert Park, California
County of Sonoma**

Aerial Map



CAMINO COLEGIO MIXED USE
LOCATION MAP



hybridCoreTM
HOMES

RESIDENCE FOR:

ALAN LEE

CAMINO COLEGIO MIXED USE
ROHNERT PARK, CALIFORNIA

DATE 9/16

DRAWN BY:
CHECKED BY:
REVISIONS: DATE:

NOTES

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ALAN LEE

CAMINO COLEGIO MIXED USE
ROHNERT PARK, CALIFORNIA

DESIGN FOR

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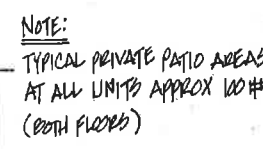
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DO NOT SCALE PLANS

SHEET JOB NO

16026-HCH

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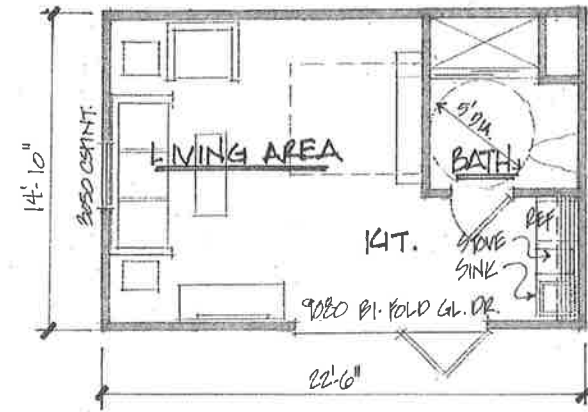
SCALE 1" = 20'-0"



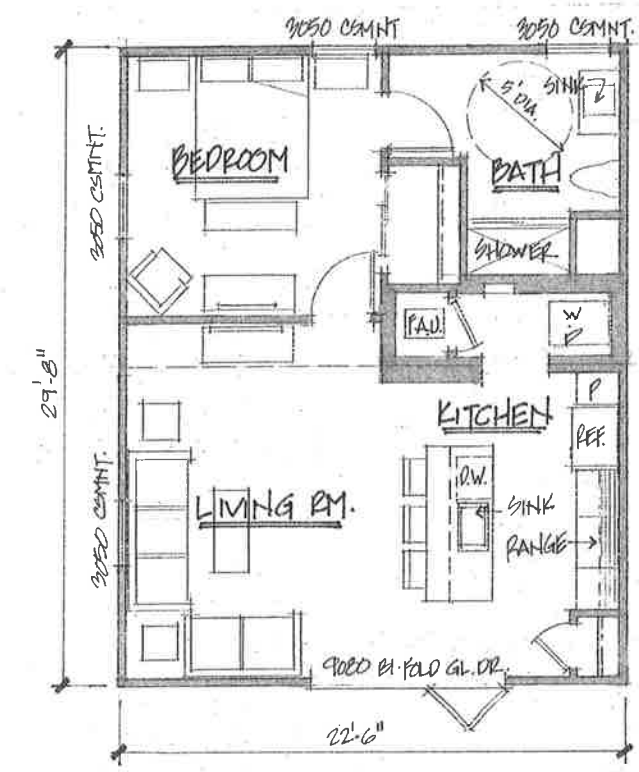
SHOPPING COMMERCIAL
DESIGNATION.
APPROX. 4550 #
(ALL GROUND FLOOR)

SCALE 1" = 20'-0"

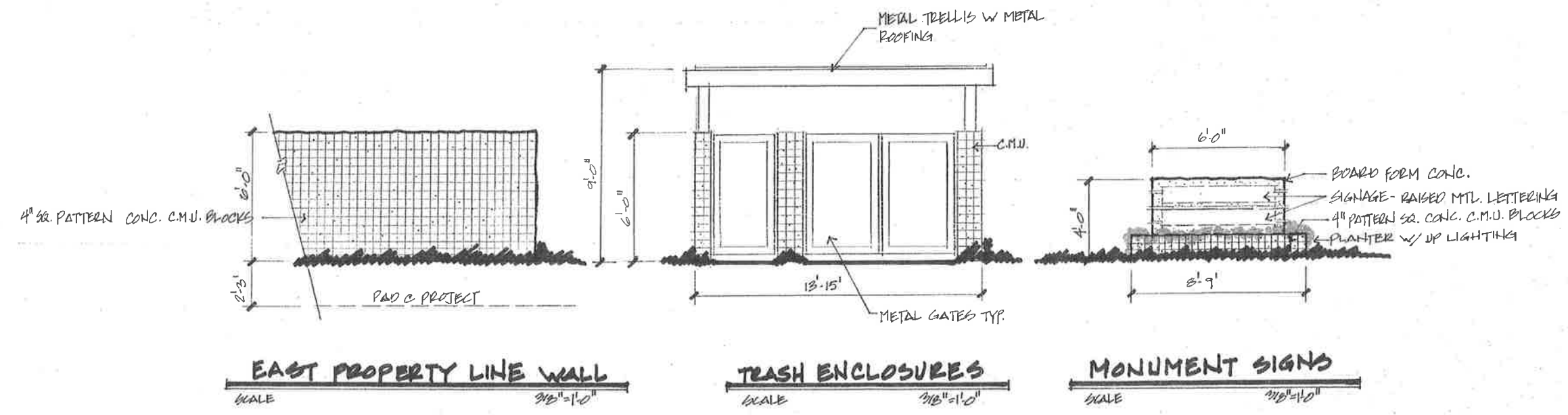
- 16 BERM UNITS APPROX. 660 #
- 15 STUDIO UNITS APPROX. 330 #
- OFFICE SPACE 1,650 #
- COMMERCIAL SPACE 2,900 #
- ON SITE PARK'G SPACES 55
- STREET PARK'G SPACES 6
- 29 COMPACT PARKING SPACES

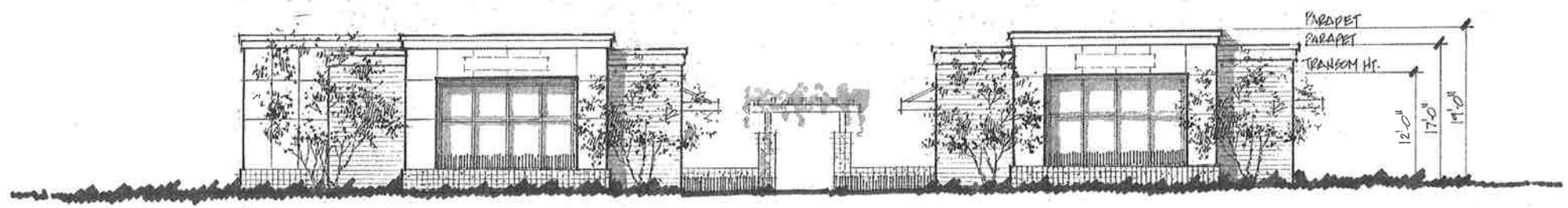


STUDIO FLOOR PLAN
SCALE DISABLED UNIT APPROX. 330 # 1/4"=1'-0"

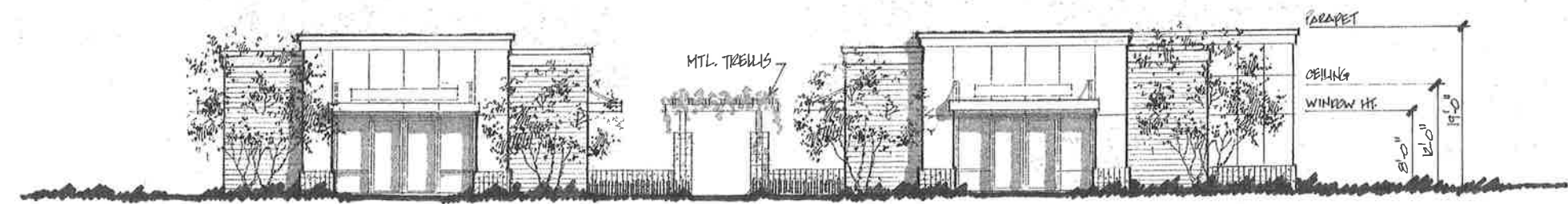


ONE BEDROOM FLOOR PLAN
SCALE DISABLED UNIT APPROX. 660 # 1/4"=1'-0"





SOUTH ELEVATION AT EAST COTATI AVE.
 SCALE 1/8"=1'-0"



NORTH ELEVATION AT PARKING LOT
 SCALE 1/8"=1'-0"



SOUTH ELEVATION AT PARKING LOT
 SCALE 1/8"=1'-0"

- PAINTED MTL. AWNINGS
- 8" V-GROOVE HARDIE SIDING TYP.
- BUSINESS SIGNAGE
- HARDIE PANEL SIDING
- 4" GR. CONC. CMU BLOCKS
- ANODIZED ALUM. FRAMES

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ALAN LEE
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DESIGN FOR
 SHEET JOB NO. 1

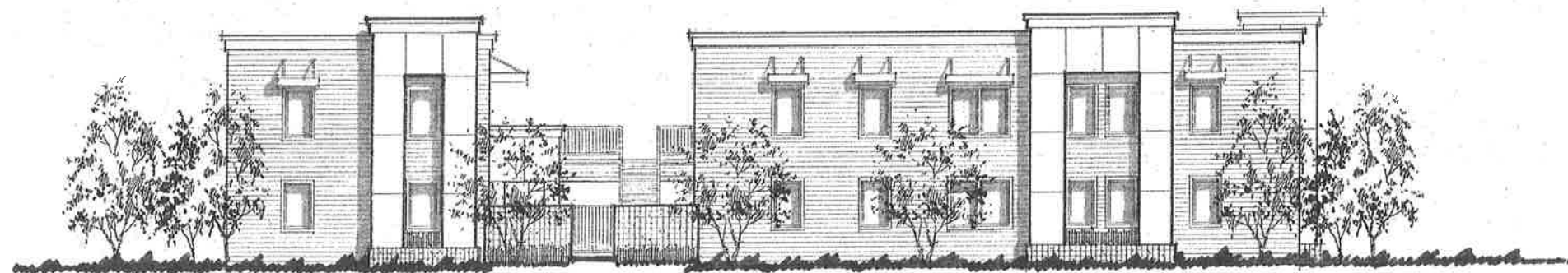
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WEST ELEVATION CAMINO COLEGIO

SCALE

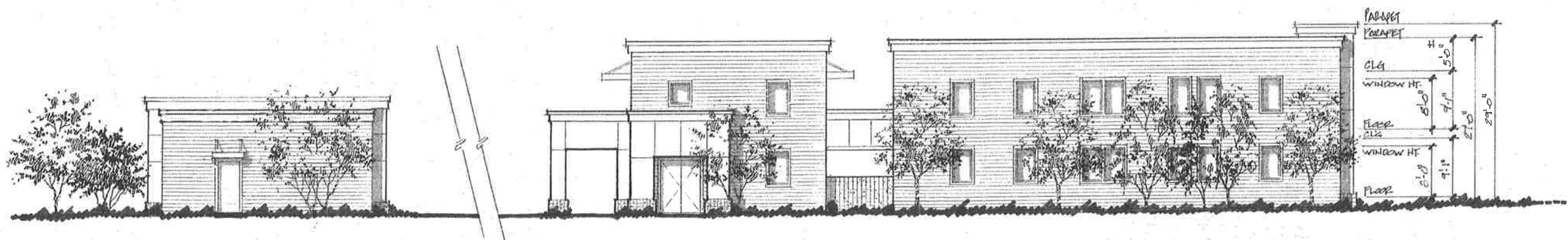
1/8"=1'-0"



NORTH ELEVATION

SCALE

1/8"=1'-0"



EAST ELEVATION

SCALE

1/8"=1'-0"

DATE 9/16

DRAWN BY:
CHECKED BY:
REVISIONS: DATE:

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SHEET 105 NO

2

