

DOWNTOWN STATION AREA SPECIFIC PLAN

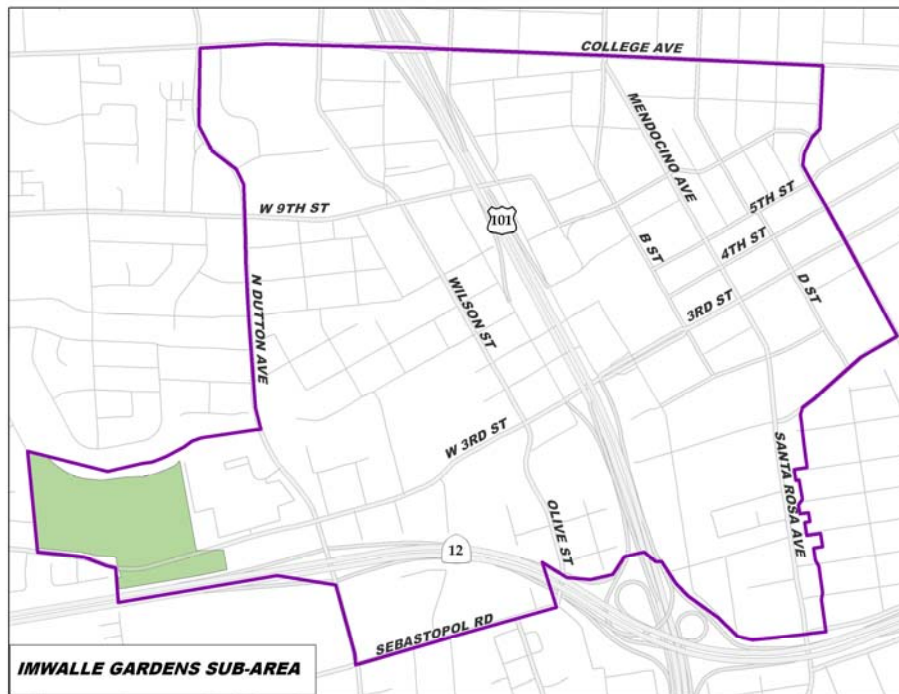
ZONING AND DESIGN GUIDELINES CONSISTENCY AMENDMENTS

IMWALLE GARDENS SUB-AREA

DATE: OCTOBER 2009

TO: PROPERTY AND BUSINESS OWNERS, COMMUNITY INTEREST GROUPS, AND OTHER INTERESTED PARTIES

SUBJECT: ZONING AND DESIGN GUIDELINES CONSISTENCY AMENDMENTS IN THE IMWALLE GARDENS SUB-AREA



The Imwalle Gardens sub-area consists of three undeveloped parcels on the north and south sides of West Third St, one block west of Dutton Ave. The parcels were once farmed by the Imwalle family. A small retail/distribution store continues to operate on the property.

Zoning Code Amendments

The following is a summary of potential Zoning Code amendments that would implement the Specific Plan in the Imwalle Gardens sub-area:

a. New Combining District

The Specific Plan identifies numerous streets and corridors that play a larger role in the daily functioning and traffic patterns of the area than others. Because of their distinctive role, the Specific Plan created specific development guidelines and streetscape standards that would enhance and reinforce unique characteristics and create environments that are comfortable to walk in.

To implement the Street Type and Corridor Type standards outlined in the Specific Plan, staff is recommending that the Zoning Code be amended to add a new Street Type (-ST) Combining District.

Staff is recommending that all properties that have frontage along the street segments listed in the chart below, or border Santa Rosa Creek, be rezoned to add the -ST combining district.

The requirements for the new combining district are outlined below:

- New construction on properties that border Santa Rosa Creek will be required to include entry level doors and windows visible from the Creek. Activity generating uses will be encouraged. This means that new construction will need to provide a building entry that faces the creek area, as well as windows along the portion of the building that faces the creek, as opposed to a solid, blank wall. The reason for this is to help provide “eyes” on the creek to create a safe environment.

Fences and walls along the Creek will be strongly discouraged, and, where necessary, will have a minimum requirement of 50% transparency. Again, this is to help keep “eyes” on the creek, rather than a solid fence that would block off the creek. This will apply to new fencing only; existing fencing will not need to be removed.

- Along W. 3rd Street and the proposed Imwalle Street will have new land use and building placement requirements, as illustrated in the chart below:

IMWALLE GARDENS SUB-AREA									
Street Segment		Development Standards							
		Building Height (stories)	Stepback Minimum 6 ft (at x floor)	Ground Floor Ceiling Height	Ground Floor Use	Ground Floor Transparency	Entries Facing Street Frontage	Parking	Building Placement
Boulevard Street Type									
W. 3rd Street	Imwalle Gardens to Dutton Avenue	1-4	above 3rd	non-residential uses min. 12 ft	Residential	25% or more	Yes	none within 20 ft of back of sidewalk	--
Neighborhood Street Type									
Imwalle Street	W. 3rd Street to Santa Rosa Creek	1-3	--	--	Residential	--	Yes	none within 20 ft of back of sidewalk	--

In addition to the Development Standards listed in the cart above, the Specific Plan also includes “special considerations” for development in each street type. Below are the special considerations within the Imwalle Gardens sub-area (please note that not every street type has special considerations for every sub-area):

Boulevard Street Type

- (1) Residential entries. Pedestrian accessible entrances for all residential uses should be visible at the ground floor level.

Neighborhood Street Type

- (1) Compatibility. New development on the western portion of the Imwalle site should be compatible with the existing single-family detached neighborhood immediately west of it.
- (2) Creek orientation. In the Imwalle Gardens sub-area, new development adjacent to Santa Rosa Creek will be required to be oriented toward the Creek to maximize visual connection with the creek.

b. Parking

The Specific Plan does not proposed any changes to the parking requirements within the Imwalle Gardens sub-area. However, because of the proximity of this residential area to the proposed SMART station, staff will be proposing that the Council consider the following reduced parking requirements:

PARKING REQUIREMENTS: IMWALLE GARDENS SUB-AREA		
Land Use	Existing Zoning Code Parking Requirements	Proposed Parking Requirements
Attached, Multi-Family Residential	Studio and 1-bedroom units - 1 covered space plus 0.5 visitor spaces per unit. Visitor spaces may be in tandem with spaces for the unit; or on-street abutting the site, except on a street identified by the General Plan as a regional street.	1 covered space plus 0.5 visitor spaces per unit. Visitor spaces may be in tandem with spaces for the unit; or on-street abutting the site, except on a street identified by the General Plan as a regional street.
	2 or more bedroom units - 1 covered space plus 1.5 visitor spaces per unit. Visitor spaces may be in tandem with spaces for the unit; or on-street abutting the site, except on a street identified by the General Plan as a regional street.	
Detached, Single-Family Residential	Standard lot - 4 spaces per unit, one of which must be on-site, covered and outside setbacks. The remaining three spaces may be on-site (in the driveway and tandem) or on a public or private street when directly fronting the lot.	2 spaces per unit, one of which must be on-site, covered and outside of setbacks. The remaining space may be on-site (in the driveway and tandem) or on a public or private street when directly fronting the lot.
	Flag lot - 2 spaces per unit, one of which must be covered, both of which must be located outside the required setback area, plus 2 onsite, paved guest spaces located outside the required setbacks and which may be tandem.	

Please see the “General Changes to All Sub-Areas” document for additional general amendments to the Parking section of the Zoning Code, such as language that may help to provide findings for parking requirement reductions.