

DOWNTOWN STATION AREA SPECIFIC PLAN

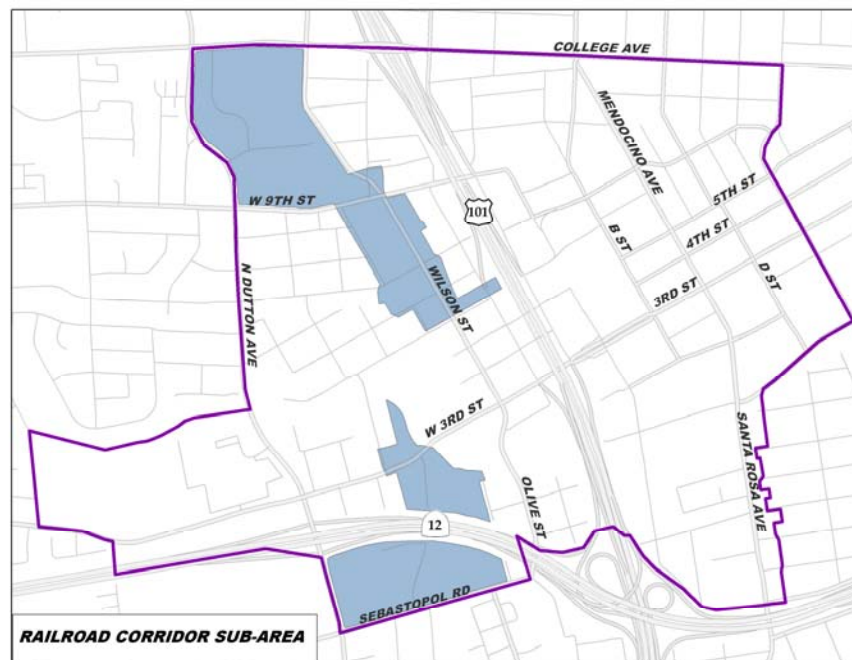
ZONING AND DESIGN GUIDELINES CONSISTENCY AMENDMENTS

RAILROAD CORRIDOR 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 RAILROAD CORRIDOR SUB-AREA



The Railroad Corridor sub-area has historically been influenced by commercial railway operations. The northern section of this sub-area is from 6th St to College Ave along the rail tracks and includes the Maxwell Ct industrial area west to Dutton Ave. The southern section is from Santa Rosa Creek to Sebastopol Rd, also along the rail. South of Hwy 12 it is bounded by Dutton Ave to the west.

Zoning Code Amendments

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

a. New Zoning District

On October 9, 2007, in addition to adopting the Specific Plan, the Council also added the following new land use designation to the 2020 General Plan:

Transit Village Medium. This classification is intended to accommodate mixed use development within approximately one-half mile of a transit facility. Development should transition from less intense uses at the outlying edges to higher intensity uses near the transit facility. Residential uses are required, and ground floor neighborhood serving retail and live-work uses are encouraged. Housing densities range from 25.0 to 40.0 units per gross acre.

At that time, the Council changed the land use designation for the majority of the properties within the Railroad Corridor sub-area to Transit Village Medium. The only properties that were not redesignated to Transit Village Medium were 1005 Cleveland Avenue, 6 W. College Avenue, 80 College Avenue, 440 Dutton Avenue, 101, 109 and 187 Chestnut Street.

Because none of the existing zoning districts in the Santa Rosa Zoning Code conform to the new land use designation, existing zoning districts for those properties that were designated Transit Village Medium were left unchanged until such time as a new zoning district could be created.

As part of the Zoning and Design Guidelines Consistency Amendments project, staff has drafted a new zoning district that would apply to the Transit Village Medium land use designation. The new zoning district has been tentatively named "Transit Village – Residential (TV-R)".

Staff is recommending that all properties within the Railroad Corridor sub-area that have a General Plan land use designation of Transit Village Medium be rezoned to TV-R.

The TV-R district would potentially allow the following land uses:

Permitted Uses (no public notice; Zoning Clearance issued by Community Development front counter staff):

- Storage – Accessory
- Library, museum
- Park, playground
- Animal keeping – Domestic and exotic *
- Community care facility – 6 or fewer clients

- Home occupation *
- Live/work
- Multi-family dwelling
- Residential accessory uses and structures
- Residential component of a mixed use project
- Single-family dwelling – Attached only
- General retail – up to 20,000 sq. ft. of floor area
- Groceries, specialty foods – 10,000 sq. ft. or less
- Pharmacy
- Restaurant, café, coffee shop – Counter ordering
- Restaurant, café, coffee shop – Table service
- ATM
- Child day care – small family day care home
- Utility infrastructure

Uses Permitted with a Minor Use Permit (requires public notice; Zoning Administrator review):

- Meeting facility, public or private
- School, public or private
- Studio – Art, dance, martial arts, music, etc.
- Community care facility – 7 or more clients
- Home occupation *
- Single room occupancy facility
- Work/live
- Artisan shop
- Neighborhood center
- Outdoor display and sales
- Restaurant, café, coffee shop – Outdoor dining
- Restaurant, café, coffee shop – Serving alcohol (no bar)
- Second hand store
- Adult day care
- Child day care – Large family day care home
- Child day care center
- Personal services
- Public safety
- Minor telecommunications facilities *
- Transit station or terminal

Uses Permitted with a Conditional Use Permit (requires public notice; Planning Commission review):

- Emergency shelter
- Transitional housing
- Alcoholic beverage sales
- Extended hour retail (11:00 p.m. to 6:00 a.m.)
- Major telecommunications facilities *
- Utility facility

* Uses marked with an asterisk have specific use regulations outlined in the Zoning Code.

The following are the possible development standards for the TV-R district:

Development Feature	Requirement by Zoning District
	TV-R
Minimum lot size	<i>Minimum area and dimensions for parcels proposed in new subdivisions.</i>
Area (1)	None required (1)
Dimensions (1)	None required
Residential density	<i>Maximum number of dwelling units allowed on a parcel. The actual number of units will be determined by the City through subdivision or land use permit approval.</i>
Maximum or required density	25 units per acre, min., to a max. of 40 units per acre
Setbacks (1) (2)	<i>Minimum setbacks required. See Section 20-30.110 for setback measurement instructions.</i>
Front	None, except as required by Landmark Alteration and/or Design Review (3)
Side—Interior (each) Side—Corner	None, except as required by Landmark Alteration and/or Design Review
Rear	None, except as required by Landmark Alteration and/or Design Review
Lot coverage (1)	<i>Maximum percentage of total lot area that may be covered by structures.</i>
Maximum coverage	100%
Height limit	<i>Maximum allowable height of structures. See Section 20-30.070 (Height Limits and Exceptions) for height measurement requirements, and height limit exceptions.</i>
Maximum height	4 stories, except for properties that abut residential and historic residential where max. height shall transition down to a max. of 3 stories adjacent to the residential property
Landscaping	See Chapter 20-34 (Landscaping Standards)
Parking	See Chapter 20-36 (Parking and Loading)
Signs	See Chapter 20-38 (Signs)

Notes:

(1) Subdivision or Conditional Use Permit approval may establish specific requirements for minimum lot area, maximum lot coverage, set backs, and/or dimensions based on the characteristics of the site or surroundings, environmental constraints, and/or other issues.

(2) The Design Review process may require larger setbacks.

(3) The Street Type Combining District may require special setbacks for the TV-R district

b. 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 the SMART corridor (railroad tracks), be rezoned to add the -ST combining district.

The requirements for the new combining district are outlined below:

- New construction on any property that borders the Sonoma Marin Area Rapid Transit (SMART) corridor (the railroad tracks) will be required to include a minimum of two stories and a maximum of five stores. No building step backs will be required. New development must be designed to provide visual connections with the corridor and will be required to accommodate safe and convenient pedestrian and bicycle access and travel. Fencing along this corridor will be required to be transparent.
- Certain segments of Wilson Street, Sebastopol Road, Dutton Avenue, New Donahue Street, Roberts Avenue, Cleveland Avenue and W. 9th Street will have new land use and building placement requirements, as illustrated in the chart below:

RAILROAD CORRIDOR 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
Shop Front Street Type									
Wilson Street	9th Street to 6th Street	2-4	above 3rd	non-residential uses min. 12 ft	Retail, Residential or mix of both - Office Included	80% or more	Yes	none within 20 ft of back of sidewalk	5-feet back at building entry or public space
Boulevard Street Type									
Sebastopol Road	Dutton Avenue to Olive Street	1-5	above 3rd	non-residential uses min. 12 ft	Retail, Residential or mix of both	25% or more	Yes	none within 20 ft of back of sidewalk	5-feet back at building entry or public space

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Dutton Avenue	College Avenue to W. 9th Street	1-5	above 3rd	non-residential uses min. 12 ft	Retail, Residential or mix of both	25% or more	Yes	none within 20 ft of back of sidewalk	--
Dutton Avenue	W. 3rd to Sebastopol Road	1-4	above 3rd	non-residential uses min. 12 ft	Retail, Residential or mix of both	25% or more	Yes	none within 20 ft of back of sidewalk	--
Live/Work Street Type									
New Donahue Street	Maxwell to W. 9th Street	2-4	--	At least 25% of ground floor frontage shall be 12 ft min.	Retail, Residential or mix of both - Office Included	--	Yes	none within 20 ft of back of sidewalk, unless associated with live/work use	property line
Roberts Avenue	Sebastopol Road to W. 3rd Street	2-4	--	At least 25% of ground floor frontage shall be 12 ft min.	Retail, Residential or mix of both - Office Included	--	Yes	none within 20 ft of back of sidewalk, unless associated with live/work use	property line
Entryway Street Type									
Cleveland Avenue	College Avenue to 9th Street	2-3	above 3rd	non-residential uses min. 12 ft	Retail, Residential or mix of both	25% or more	Yes	none within 20 ft of back of sidewalk	--
W. 9th Street	Dutton Avenue to Wilson Street	2-3	above 3rd	non-residential uses min. 12 ft	Retail, Residential or mix of both	25% or more	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 Railroad Corridor sub-area (please note that not every street type has special considerations for every sub-area):

Shop Front Street Type

- (1) City-owned parking facilities. Future development of existing City-owned parking facilities should result in no net loss of public parking spaces, and should include increases in the supply of public parking spaces.

- (2) Ground floor uses. Residential and live-work/office uses will be allowed on the ground floor in the Railroad Corridor sub-area.

Boulevard Street Type

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

Entryway Street Type

- (1) Height. Properties abutting or adjacent to Residential or Historic Residential sub-areas should contain a maximum of three stories.

c. Historic Combining District

The Specific Plan contains repeated references to the importance of the City's existing Preservation Districts and preserving the unique historic context that exists within downtown Santa Rosa and the boundaries of the Specific Plan. Consistent with this direction, staff is recommending modifications to the Historic Combining District to strengthen the unique historic context of each of the existing Preservation Districts.

Proposed modifications to the Historic Combining District (-H) within the Zoning Code would include general guidelines for process and procedure within all of the designated preservation districts, with reference to The Processing Review Procedures, Design Guidelines, and Secretary of the Interior's Standards for Rehabilitation.

The current height limitations would remain for all properties with the -H designation.

Setbacks for properties with the -H designation would be flexible to fit within the surrounding historic context of each neighborhood and would be allowed through the applicable Landmark Alteration and/or Design Review process.

The most significant change to the Historic Combining District language would be specific information for each of the City's eight preservation districts. For each preservation district the combining district would contain the following elements:

- (1) District Designation
- (2) District Boundaries
- (3) Context Statement
- (4) Period of Significance
- (5) Character Defining Elements

No changes would be made to which properties have the -H designation. Modifications are limited to expanding the level of applicable detail for Santa Rosa's existing preservation districts.

d. Individual Parcel Pre-Zoning

Some parcels within the Railroad Corridor sub-area are not within the City of Santa Rosa's boundaries; they are in areas of Sonoma County land known as a County island. Specifically, the three parcels at the northeast corner of W. 3rd Street and Pierson Street, as well as the industrial area south of W. 3rd Street, along Roberts Avenue. Although the City is not proposing to annex these properties at this time, in preparation for a future annexation, staff will recommend that the City Council pre-zone these areas with a zoning district that is consistent with the General Plan designation for the area.

Each of the parcels in the above-noted areas are in the Transit Village Medium land use designation. Staff will recommend that these sites be pre-zoned to Transit Village-Residential (TV-R).

All individual property owners, as well as property owners within 300 feet of the subject property, will be notified of any proposed pre-zoning for their site.

e. Potential General Plan Amendment and Rezoning

Staff has identified inconsistencies between the Specific Plan and some of the General Plan land use designations within the Specific Plan area. These inconsistencies will be presented to the City Council as part of a list of emerging issues for their consideration.

Specifically, in the Railroad Corridor sub-area, six parcels on the northern end of Chestnut Street and Buckingham Drive have a combination land use designation of Light Industry/Medium Density Residential; however, these sites are within the Light Industrial zoning district. While the Light Industrial zoning is consistent with the Light Industry portion of the General Plan land use designation, both the zoning and land use are inconsistent with the high density residential vision of the Railroad Corridor sub-area. As a result, staff will be presenting to Council, the possibility of pursuing a General Plan Amendment to Transit Village Medium, consistent with the Railroad Corridor sub-area, and a rezoning to TV-R.

f. Parking

The Parking requirements within the Railroad Corridor sub-area will be amended to reflect the parking requirements within the Transportation section of the Specific Plan, as illustrated below:

PARKING REQUIREMENTS: RAILROAD CORRIDOR SUB-AREA		
Land Use	Existing Zoning Code Parking Requirements	Proposed Specific Plan 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.	1.5 reserved spaces. New on-street spaces shall be counted toward meeting the parking requirement.
	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.	
Non-Residential	1 space for each 250 square-feet for general retail trade uses. <i>(This is a general parking requirement; the Zoning Code also lists more restrictive parking requirements for other specific uses such as restaurants and personal services.)</i>	1 shared space for each 300 square-feet. New on-street spaces shall be counted toward meeting the parking requirement.
Live/Work	2 spaces for each unit. The review authority may modify this requirement for the re-use of an existing structure with limited parking.	2 spaces for each unit - 1.5 reserved spaces for the resident and 0.5 spaces shared among multiple uses for visitors. The review authority may modify this requirement for the re-use of an existing structure with limited parking.

The Specific Plan found that lower parking requirements in the Railroad Corridor sub-area are justified because of the area’s proximity to the potential SMART station, accessibility to CityBus lines, and proximity to several regional trail facilities including the Joe Rodota trail, Santa Rosa Creek and planned SMART trails.

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.