



DOWNTOWN STATION AREA SPECIFIC PLAN

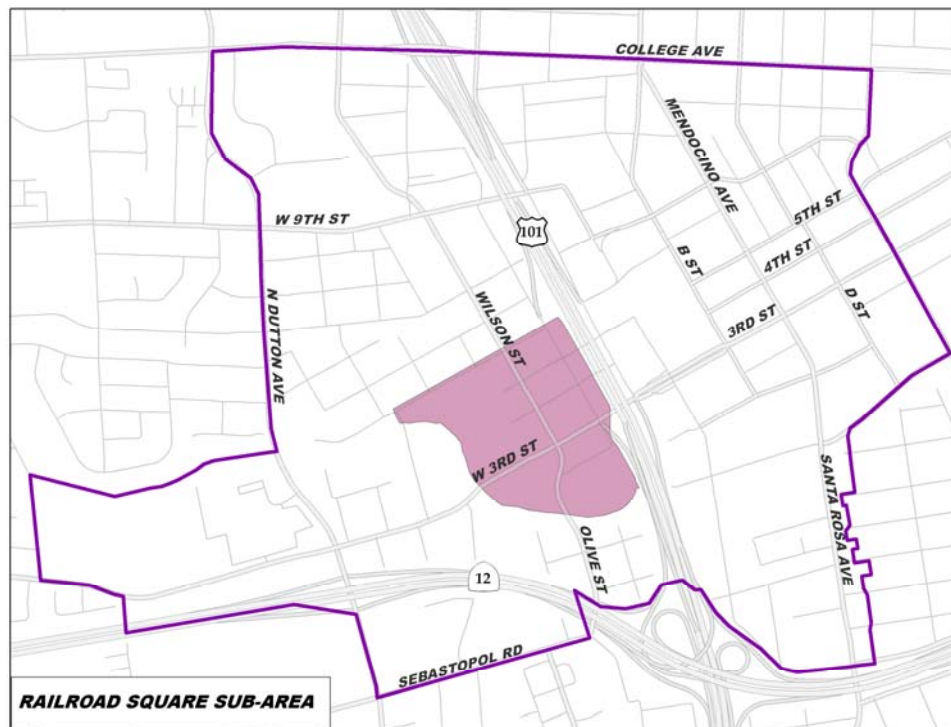
ZONING AND DESIGN GUIDELINES CONSISTENCY AMENDMENTS

RAILROAD SQUARE 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 SQUARE SUB-AREA



The Railroad Square sub-area is the historic transportation center of Santa Rosa, and is bounded by Santa Rosa Creek to the west and south, Sixth Street/West Sixth Street to the north and Highway 101 to the east.

Zoning Code Amendments

The following is a summary of potential Zoning Code amendments that would implement the Specific Plan in the Railroad Square 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 Mixed Use. This classification is intended to accommodate a well integrated mix of higher intensity residential, office and commercial uses within one-quarter mile of a transit facility. Development is designed and oriented to create a central node of activity at or near the transit facility. Housing densities range from 40.0 to 60.0 units per gross acre.

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 Mixed Use 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 Mixed Use land use designation. The new zoning district has been tentatively named "Transit Village – Mixed (TV-M)", and 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
- Studio – art, dance, martial arts, music, etc.
- Animal keeping – domestic and exotic *
- Home occupation *
- Residential accessory uses and structures *
- Multi-family (5)
- Single family – attached (5)
- Residential component of a mixed use project
- Accessory retail uses
- Artisan shop
- General retail – up to 20,000 sf of floor area
- Groceries, specialty foods – 10,000 sf or less
- Office-supporting retail
- Restaurant, café, coffee shop – Counter ordering
- Restaurant, café, coffee shop – Table service

- ATM
- Bank, financial services (5)
- Business support service (5)
- Office – Accessory
- Office – Business/service (5)
- Office – Professional (5)
- Accessory Services *
- Child day care – Small family day care home *
- Lodging
- Personal Services
- Broadcasting Studio
- Telecommunication facilities *
- Utility infrastructure

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

- Conference/convention facility
- Meeting facility, public or private
- Theater, auditorium
- Outdoor display and sales
- Restaurant, café, coffee shop – Outdoor dining
- Restaurant, café, coffee shop – Serving alcohol
- Extended hour retail (11:00 p.m. to 6:00 a.m.)
- Furniture, furnishings, appliance/equipment store
- General retail – more than 20,000 sq, up to 50,000 sq
- Groceries, specialty foods – more than 10,000 sq
- Night club
- Second hand store
- Smoke shop
- Lodging—Bed & breakfast inn (B&B)
- Public safety facility
- Social service organization
- Parking facility
- Transit station or terminal

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

- Emergency shelter
- Transitional housing
- Alcohol beverage sales
- Bar/tavern
- Utility facility

Notes:

- (5) Permitted when on upper stories of building, Minor Use Permit when proposed on ground floor.

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

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

Development Feature	Requirement by Zoning District
	TV-M
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 and consistent with General Plan designation</i>
Maximum or required density	40 to 60 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
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	7 stories for properties south of 3 rd Street (4) 5 stories for properties north of 3 rd Street (4) All new development must be a minimum of 2 stories
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 Station Area Streets Combining District may require special setbacks for the TV-M district
- (4) All projects north of 3rd Street that are over 35 feet tall are subject to review and approval by the Cultural Heritage and Design Review Boards per requirements of the –H combining 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, 4th Street, 6th Street, W. 6th Street, Railroad Street and W. 3rd Street will have new land use and building placement requirements, as illustrated in the chart below:

RAILROAD SQUARE 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	6th Street to 3rd Street	2-5	above 3rd	non-residential uses min. 12 ft	Retail, Residential, or mix of both	80% or more	Yes	none within 20 ft of back of sidewalk	property line
4th Street	Railroad X-ing to Hwy. 101	2-5	above 3rd	non-residential uses min. 12 ft	Retail	80% or more	Yes	none within 20 ft of back of sidewalk	property line

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6th Street	Playhouse to Hwy. 101	2-5	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	property line
SMART Street	W. 3rd Street to W. 6th Street	3-5	--	non-residential uses min. 12 ft	Retail, Residential or mix of both	80% or more	Yes	none within 20 ft of back of sidewalk	--
Neighborhood Street Type									
W. 6th Street	Pierson Street to SMART Property (west property line)	1-3	--	--	Residential	--	Yes	none within 20 ft of back of sidewalk	--
Entryway Street Type									
Railroad Street	3rd Street to Santa Rosa Creek	2-7	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	--
Boulevard Street Type									
W. 3rd Street	Santa Rosa Creek to Hwy. 101	2-7	--	non-residential uses min. 12 ft	Retail, Residential or mix of both	25% or more	Yes	none within 20 ft of back of sidewalk	property line - may be set back 10 ft. for extra sidewalk, landscape or public space

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

Shop Front Street Type

- (1) 4th Street. Properties fronting on 4th Street in Courthouse Square and Railroad Square should have at least one retail use at the ground floor level.
- (2) 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.

- (3) Pedestrian promenade. Development of properties in the Railroad Square sub-area between Santa Rosa Creek and the Northwestern Pacific railroad right-of-way should accommodate creation of a pedestrian promenade that extends along a projected alignment of 4th Street from its current terminus at the railroad right-of-way due west to Santa Rosa Creek. An entry node where the promenade meets the Prince Memorial Greenway path should be created as envisioned by the adopted Pierson Reach Concept Plan.
- (4) Historic water tower. Development along the 4th Street corridor in the Railroad Square sub-area, including its projected alignment west of the Northwestern Pacific railroad right-of-way to Santa Rosa Creek, should be designed to respect and preserve corridor views of the historic water tower.
- (5) Scale and massing. Development along the W. 6th Street frontage of the SMART property should be designed to be compatible in terms of scale, massing and materials with existing development in the West End neighborhood.

Entryway Street Type

- (1) Height and scale. New development adjacent to the St. Rose and West End historic neighborhoods should be compatible in height and scale with existing structures.
- (2) Retain single-family residences. Allow replacement of existing single-story single-family detached homes when located in a historic preservation district.

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 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. 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.

The parcel located at 124 West 6th Street was changed to the Transit Village Mixed Use designation during the adoption of the Specific Plan and associated General Plan Amendments. This parcel is part of the West End Preservation District and is identified as a contributor to that district as a single-family detached dwelling. Based on the Specific Plan’s vision for preservation of Santa Rosa’s historic buildings and neighborhoods, staff is recommending that the parcel be designated Low Density Residential and zoned with the corresponding R-1-6-H zoning, consistent with other properties in the West End Preservation District.

e. Parking

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

PARKING REQUIREMENTS: RAILROAD SQUARE 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 reserved space, for new development only.
	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 500 square-feet, for new development only. New uses moving into existing building space are exempt from parking requirements. New on-street spaces shall be counted toward meeting the parking requirement.

The Specific Plan found that lower parking requirements in the Railroad Square 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.