

**RESOLUTION NO. 2018-149**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROHNERT PARK,  
CALIFORNIA, ADOPTING A FINAL DEVELOPMENT PLAN AND CONDITIONAL  
USE PERMIT FOR THE STATION AVENUE PLANNED DEVELOPMENT  
(APN 143-051-072 AND APN 143-051-089)**

**WHEREAS**, Laulima Development, LLC, filed Planning Application No. PROJ18-0001 proposing the Station Area Final Development Plan (“FDP”), Conditional Use Permit (“CUP”), Tentative Map (“TM”) and Development Agreement (“DA”) for a proposed project, Station Avenue, on a 32 acre parcel (“Project”) located at 6400 State Farm Drive (APN 143-051-072 and 143-051-089), in accordance with the City of Rohnert Park Municipal Code (“RPMC”); and

**WHEREAS**, the proposed FDP would allow for the development of 460 multi-family units, 140,000 square feet of Retail, 130,000 square feet of Office, 1.1 acres of city parkland and the related infrastructure and improvements to support the project as specified in Exhibit 1; and

**WHEREAS**, prior to development of any phase in the Station Area FDP, a Conditional Use Permit (CUP) is required. A CUP has been requested as an entitlement by Laulima Development for the Station Avenue FDP for all three project phases; and

**WHEREAS**, in accordance with the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) was prepared for the Central Rohnert Park, Priority Development Area (PDA). The Station Avenue Project is located within the PDA and an analysis dated October 2018 and incorporated herein by reference, was prepared to evaluate the consistency of the Project with the PDA EIR (the “Consistency Analysis”). The analysis concludes that the proposed Project is consistent with the PDA Plan analyzed in the PDA EIR and that no further environmental review is required; and

**WHEREAS**, pursuant to California State Law and the RPMC, public hearing notices were mailed to all property owners within an area exceeding a three hundred foot radius of the subject property and a public hearing notice was published for a minimum of 10 days prior to the first public hearing in the Community Voice; and

**WHEREAS**, in accordance with the Rohnert Park Municipal Code, the Final Development Plan was reviewed by the City’s Parks and Recreation Commission and after a public hearing on August 6, 2018, at which time interested persons had an opportunity to testify either in support or opposition to the proposal, the Park and Recreation Commission recommended the proposed park plan within the Final Development Plan; and

**WHEREAS**, on October 25, 2018, the Planning Commission held a public hearing at which time interested persons had an opportunity to testify either in support or opposition to the proposal, and the Planning Commission recommended that the City Council adopt the FDP and CUP for the Project with the following modifications and considerations: delete the paragraph on page 27 of the FDP entitle “7. Parking Management – Unbundle Parking” and require that the Station Avenue developer install solar panels within the project; and

**WHEREAS**, the City Council has reviewed and considered the information contained in the proposed Station Avenue FDP and CUP application and has considered the recommendations of the Parks and Recreation Commission and the Planning Commission.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Rohnert Park makes the following findings, determinations and approvals with respect to the proposed FDP and CUP:

**Section 1.**     Recitals. The above recitations are true and correct.

**Section 2.**     Findings Regarding CEQA. In accordance with the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) was prepared for the Central Rohnert Park, Priority Development Area (PDA). The PDA EIR was previously certified by the City Council. In accordance with the Consistency Analysis, the City Council hereby finds that the proposed project, including the Final Development Plan and Conditional Use Permit, is consistent with the PDA plan analyzed in the PDA EIR. Pursuant to Section 15162 of the CEQA Guidelines, no new environmental effects could occur as a result of the project and no new mitigation measures would be required. Therefore, no additional environmental review is required. The project will be required to comply with the mitigation measures set forth in the Consistency Analysis.

**Section 3.**     Findings Regarding Final Development Plan. The City Council hereby makes the following findings concerning the Station Avenue FDP proposed as part of Planning Application No. PROJ18-0001:

1. *Each individual component of the development can exist as an independent unit capable of creating an environment of sustained desirability and stability, and the uses proposed will not be detrimental to present and potential surrounding uses but instead will have a beneficial effect which could not be achieved under another Zoning District.*

**Criteria Satisfied.** The Station Avenue FDP establishes five components (high-density residential, hotel, park, retail, office) within a mixed-use project setting. The development is proposed to be built in three phases. The first phase includes the construction of the hotel, parking structure, commercial buildings, mixed-use buildings with retail and office uses, mixed-use building with retail, office and residential loft units, apartment building with 300-units, recreational facilities and a parking structure and city parks. The second phase includes seven apartment buildings with 20 units each and related recreational facilities. The third phase would construct additional parking facilities and complete another roadway connection from the Project to Enterprise Drive. The first two phases of Project can exist as independent units with the necessary financial capacity to support development of infrastructure and related facilities therein. The third phase provides an enhancement to the Project with supplemental parking and project access. As described in the FDP and the staff report, each project phase incorporates a variety of complementary uses which provide housing, access to parks and open space, pedestrian and bicycle friendly amenities, commercial development and related infrastructure improvements. A mixed-use project of this type could not be achieved under any other Zoning



District because the City currently lacks zoning that would allow for this mixture of land uses and deviation from certain developmental standards (parking and setbacks).

2. *The streets and thoroughfares proposed meet the standards of the city and adequate infrastructure can be supplied to all phases of the development.*

**Criteria Satisfied.** As described in the FDP and staff report each phase of the Project is designed to have adequate infrastructure, integrated with existing City roadways, street, bicycle paths, and walkways. All privately owned and maintained streets and thoroughfares will meet the standards of the City.

3. *Any commercial component complements other uses in the development.*

**Criteria Satisfied.** As described in the FDP and the staff report, the Project incorporates a variety of complementary uses which provides commercial (retail and office) uses, housing, access to parks and open space, pedestrian and bicycle friendly amenities and new city parks. These project elements complement one another. The FDP provides for commercial component to be integrated with residential and other components throughout the Project site complementing those components by enhancing public convenience, employee access to recreational amenities and, reducing commuter and traffic congestion. The mixed-use character of the FDP allows the various components of the Project (retail, office, residential, parks, etc.) to complement one another. The commercial component is complementary to the office and residential components since the uses can share parking and office workers and residents will have places to eat, shop and recreate within walking distance.

4. *Any residential component will be in harmony with the character of the surrounding neighborhood and community and will result in densities within the P-D district that are no higher than that permitted by the General Plan;*

**Criteria Satisfied.** As described in the FDP and staff report, the Project will provide for housing consistent with the designated Mixed-Use General Plan category. The apartment buildings proposed will result in a residential intensity similar to the surrounding neighborhood. The buildings are three and four stories in height which is similar to apartment buildings in the immediate vicinity. The FDP provides for commercial components (retail and office) to be accessible to neighboring residential uses by creating a connected pedestrian circulation system. New parks will be constructed at the southern edge of the project to provide an amenity to the existing, as well as the new apartment buildings.

5. *Any industrial component conforms to applicable desirable standards and will constitute an efficient, well-organized development with adequate provisions for railroad and/or truck access and necessary storage and will not adversely affect adjacent or surrounding development.*

**Criteria Satisfied.** No industrial land uses are proposed as part of this Project.

6. *Any deviation from the standard zoning requirements is warranted by the design and additional amenities incorporated in the Final Development Plan, which offer certain unusual redeeming features to compensate for any deviations that may be permitted;*

**Criteria Satisfied.** The FDP is consistent with the Downtown District Amenity Zone (DDAZ) Overlay and Station Center Planned Development (SCPD) zoning designations. These zoning designations implement the Central Rohnert Park PDA plan which includes design guidelines and standards to facilitate the creation of an urban mixed-use neighborhood. Deviations to parking, setbacks, lot coverage are required. The Project provided offers urban style amenities which justify the deviations from certain Zoning Ordinance development standards. An update to the Zoning Ordinance (Downtown Form Based Code) has been recommended for approval by the Planning Commission and is under consideration by the City Council as a separate action. The Downtown Form Based Code will eliminate the need for any deviations from the Zoning Ordinance.

7. *The P-D Zoning District is consistent with the General Plan of the city and any applicable specific plan.*

**Criteria Satisfied.** The FDP is consistent with the General Plan designation of mixed-use for the area and is consistent with the Central Rohnert Park PDA plan adopted by the City in 2016.

**Section 4.** Findings Regarding Conditional Use Permit. The City Council hereby makes the following findings concerning the CUP proposed by Planning Application No. PROJ18-0001.

1. *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.** A CUP is required prior to each phase of development within the Station Avenue FDP. The CUP applies to the Station Avenue FDP project site and authorizes development of all three project phases. The proposed uses and each phases are compatible with one another, and the surrounding neighborhood and development will comply with development standards established by the FDP and other requirements within the RPMC. As part of the CUP, Conditions of Approval will be adopted that will be apply at each step of the site and building development process to ensure that the development of the site is consistent with adopted regulations, standards and guidelines. Each phase of the development will go through a design review process resulting in an attractive development that conforms to all of the requirements of the RPMC.

2. *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 the surrounding uses.*

**Criteria Satisfied.** The surrounding properties are a mixture of commercial, residential and public land uses. The proposed commercial, office, multi-family residential, and public park uses will be compatible with the surrounding uses. Conditions are attached to this CUP to assure that the uses will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity.


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

**Criteria Satisfied.** Conditions are attached to the CUP to assure that it complies with each applicable provision of Title 17 (Zoning).


**Section 5. Approvals.** The City Council approves and adopts the FDP, attached as **Exhibit 1** and approves the CUP, subject to the attached Conditions of Approval pertaining to the FDP and CUP, attached hereto as **Exhibit 2**.

**DULY AND REGULARLY ADOPTED** on this 13th day of November, 2018.

**CITY OF ROHNERT PARK**

  
Pam Stafford, Mayor

**ATTEST:**

  
Caitlin Saldanha, Assistant City Clerk

Attachment: Exhibit 1 and Exhibit 2

AHANOTU: Aye BELFORTE: Aye MACKENZIE: Aye CALLINAN: Aye STAFFORD: Aye  
AYES: ( 5 ) NOES: ( 0 ) ABSENT: ( 0 ) ABSTAIN: ( 0 )



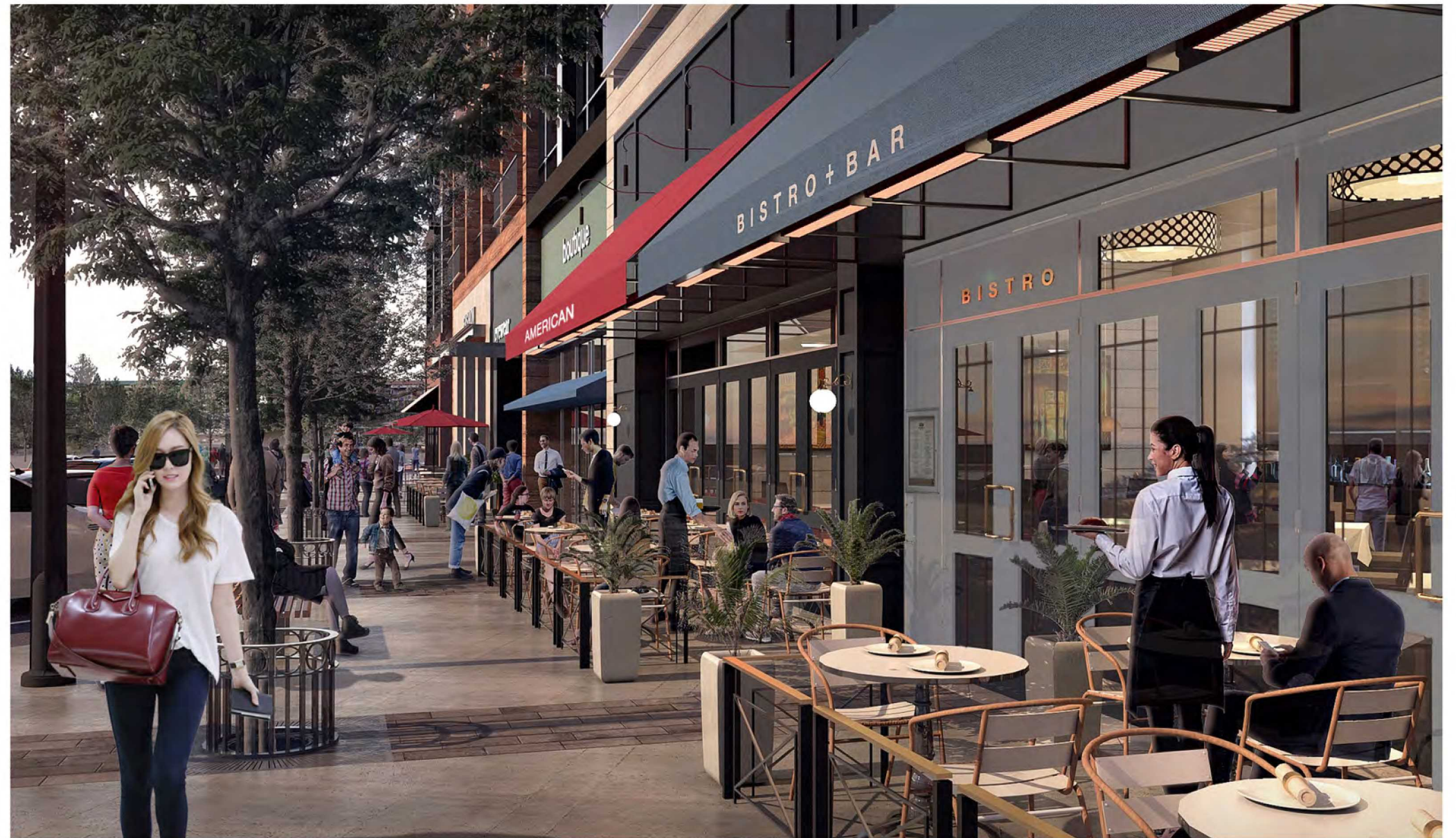
# STATION AVENUE FINAL DEVELOPMENT PLAN

11 SEPT 2018  
REVISED 30 OCT 2018

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SUMMARY

**Station Avenue Development** is a 32-acre, transit-oriented development (TOD), mixed-use project located at 6400 State Farm Drive in Rohnert Park, California. The site is bounded by Rohnert Park Expressway to the north, State Farm Drive to the west, Enterprise Drive to the south, and the new SMART platform and parking to the east.

The site is within the Central Rohnert Park Priority District. The Priority Development Area Plan (PDA) is intended to support a vision of creating a more active central district.

This Final Development Plan includes multiple uses designed to catalyze a vibrant downtown. The development plan includes: 130,000 square feet of office space; 140,000 square feet of restaurants, cafes, bars, entertainment and retail shop space; 20 lofts; 440 apartments, and a 156-key boutique hotel. The development is connected to surrounding neighborhoods via a network of streets and pedestrian paths, and contains plazas and courtyards integrated into the blocks within the site boundary.

Use	Mixed-Use	High Density Residential	Total
Retail	140,000 sf	–	140,000* sf
Office	130,000 sf	–	130,000 sf
Residential	20 units	440 units	460 units
Hotel	156 keys	–	156 keys

\*interior net usable area

Station Avenue Development’s site plan is comprised of three complementary development land-use zones that allow for the creation of transit-oriented neighborhoods. The Mixed-use Zone, and the High-density Residential Zone will integrate a range of building types, apartemetn buildings, to mixed-use buildings with retail, office, and lofts. A small Park Zone will complement the many publicly accessible spaces available throughout the Rohnert Station

The Station Avenue Development is rooted in a high quality of architecture, landscape design and place-making. Most internal streets are publicly accessible. A comprehensive bike lane network weaves through the entire project. To establish high-density, walkable neighborhoods the site plan establishes small urban blocks.

The Station Avenue development centers on a retail-oriented main street (Station Street) and a central square (Avenue Square) for civic and community events. The retail along Station Avenue and around Avenue Square connects State Farm Drive to the SMART platform by way of an inviting portal in the new “Station” building.

Additional retail faces State Farm Drive for tenants needing additional visibility and to announce the entrance to Station Avenue. This retail will complement new parking along State Farm Drive. More retail will line Quest Street\*\* between RPX and Station Avenue to enhance this primary entrance to the project.

The retail is a mix of restaurants and cafes (with sidewalk seating to activate the street), retail shops of lifestyle and fashion goods, and additional convenience and service retail to support the residences and office. Station Avenue Development will include enough retail to build a critical mass and create a destination.

The retail and mixed-use buildings vary in height from one to three levels. Three story appartments ring the edge of Block C to create courtyards for residential parking.

The “Station” building (on Avenue Square and adjacent to the SMART platform) is iconic to both the project and the city, and gives the SMART platform identity (similar to other SMART stops). To support mixed-mode commuting, the streets in front of the station offer SMART access from parking and queues for kiss & ride, ride services (Uber, Lyft and taxis) and possible shuttle buses. The Station building has retail at the ground level and office at the second and third levels.

The retail parking principal is “park once.” Parking ratios reflect both PDA requirements and market demands. Commercial parking will be balanced based on PDA ratios to utilize mixed-use opportunities.

The corner of Rohnert Park Expressway and State Farm Drive presents an opportunity for the development of a modern boutique hotel. It marks the gateway to the Station Avenue Development. The hotel’s porte-cochere is located on the new RPX local traffic lane, offering high visibility for the hotel and activating the expressway frontage. Hotel parking is shared with commercial parking in the three-level parking pavilion adjacent to the hotel.

\*\* temporary street names for reference

The Residential Zone establishes a comfortable transit-oriented neighborhood of three-story and four-story and high-density apartment buildings.

**Architecture and Place Making** are essential to the success of the development. Our goals is to reflect the character and history of the community as well as differentiate Station Avenue from other downtowns in the region. The history of Rohnert Park is about the future, planned as a new town – looking forward to the future. Station Avenue too, will have a forward-looking design.

Station Avenue will echo architectural rhythms and forms of a traditional downtown. Buildings are comprised of multiple massing forms, with facades that vary in height and depth.

To enhance the sense of the familiar, buildings adopt some vernacular materials and details where appropriate.

To reflect the modern and convey a future-forwardness, buildings include modern materials and details, and implement modern building techniques.

By combining traditional, vernacular and modern components, these buildings contribute to the establishment of a Sonoma Regional style.

The space between the buildings is as important as the buildings. Together, tenants, storefronts and events create the “place.” The goal of place making is to create an environment that enhances the visitor experience – to attract guests, get them to return, and to bring others.





FIGURE 1, DEVELOPMENT PLAN

## DEVELOPMENT PLAN

### **Buildings B1, D1 & F1**

Ground Level: Retail  
Second Level: Office

### **Buildings C1**

Ground Level: Retail  
Second Level: Office & Residential

### **Building G1**

Ground Level: Retail  
2nd & 3rd Levels: Office

### **Buildings A1, A2, D2, D3, E1 & E2**

Ground Level: Retail

### **Building D4**

Ground Level: Retail & Maintenance

### **Building B2**

Ground Level: Retail  
Second Level: Retail

### **Building A3**

Ground Level: Parking  
2nd & 3rd: Parking

### **Building A4**

Ground Level: Hotel  
2nd, 3rd, 4th & 5th: Hotel

### **Buildings C2-C3**

Ground Level: Parking & Residential  
2nd & 3rd: Residential

### **Buildings H1-H5**

Ground Level: Parking & Residential  
2nd & 3rd: Residential

### **Buildings J1 & J3,**

Ground Level: Residential  
2nd, 3rd & 4th: Residential

### **Building J2**

Ground Level: Parking  
2nd, 3rd & 4th: Parking

### **Buildings J4, J5 & C4**

Ground Level: Club House





FIGURE 2, PHASE DEVELOPMENT PLAN

## DEVELOPMENT PLAN

### **Buildings B1, D1 & F1**

Ground Level: Retail  
Second Level: Office

### **Buildings C1**

Ground Level: Retail  
Second Level: Office & Residential

### **Building G1**

Ground Level: Retail  
2nd & 3rd Levels: Office

### **Buildings A1, A2, D2, D3, E1 & E2**

Ground Level: Retail

### **Building D4**

Ground Level: Retail & Maintenance

### **Building B2**

Ground Level: Retail  
Second Level: Retail

### **Building A3**

Ground Level: Parking  
2nd & 3rd: Parking

### **Building A4**

Ground Level: Hotel  
2nd, 3rd, 4th & 5th: Hotel

### **Buildings C2-C3**

Ground Level: Parking & Residential  
2nd & 3rd: Residential

### **Buildings H1-H5**

Ground Level: Parking & Residential  
2nd & 3rd: Residential

### **Buildings J1 & J3,**

Ground Level: Residential  
2nd, 3rd & 4th: Residential

### **Building J2**

Ground Level: Parking  
2nd, 3rd & 4th: Parking

### **Buildings J4, J5 & C4**

Ground Level: Club House

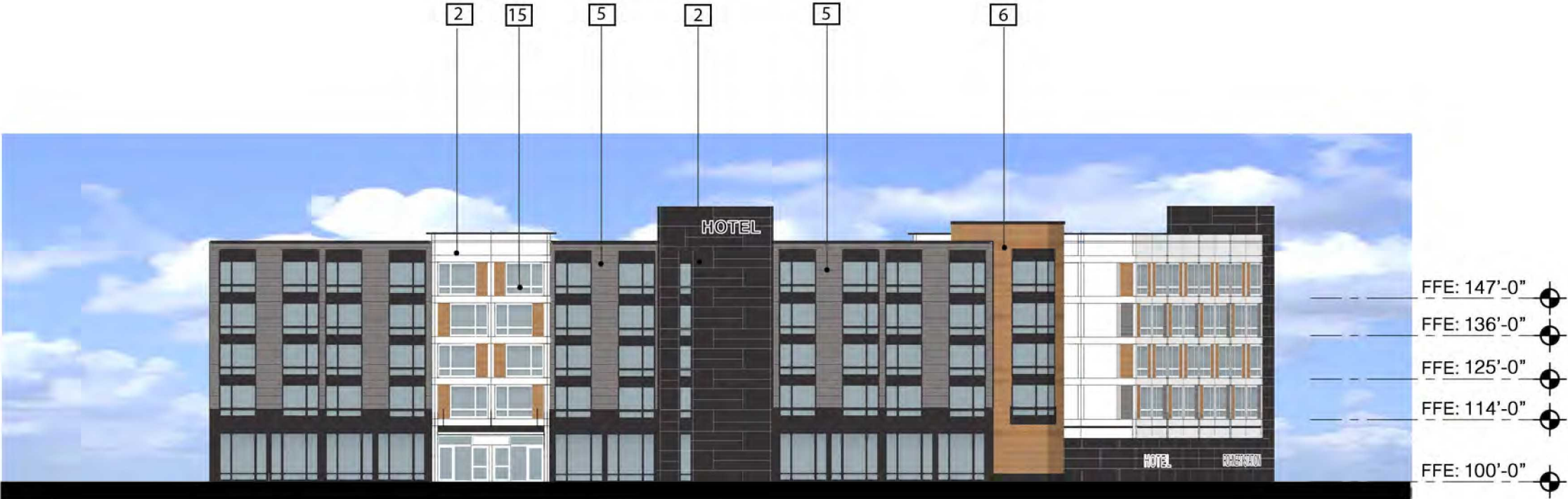


**FACADE MATERIAL SCHEDULE**

- 1 PLASTER WITH FINISH REVEALS
- 2 CERAMIC COATED FACADE PANELS
- 3 METAL FACADE PANEL
- 4 PERFORATED METAL FACADE PANEL
- 5 PAINTED METAL
- 6 ALUMINUM PLANK
- 7 METAL SCREEN
- 8 PAINTED ARCHITECTURAL STEEL
- 9 THIN CLAD LIMESTONE VENEER
- 10 GLASS RAILING
- 11 METAL RAILING
- 12 METAL FRAMED CANOPY
- 13 GLASS CANOPY
- 14 ALUMINUM FRAMED SPANDREL GLASS
- 15 ALUMINUM FRAMED CLEAR GLASS
- 16 MASONRY VENEER BLOCK
- 17 ARCHITECTURAL CONCRETE
- 18 PAINTED CONCRETE
- 19 ALUMINUM TUBE
- 20 CABLE RAIL
- 21 ROLL-UP DOOR



**FIGURE 3, BUILDING A3 WEST ELEVATION**



**FIGURE 4, BUILDING A3 NORTH ELEVATION**





FIGURE 5, BUILDING A1 WEST ELEVATION



FIGURE 6, BUILDING A2 & A3 EAST ELEVATION



FIGURE 7, BUILDING A1, A2 & A3 SOUTH ELEVATION

#### FACADE MATERIAL SCHEDULE

- 1 PLASTER WITH FINISH REVEALS
- 2 CERAMIC COATED FACADE PANELS
- 3 METAL FACADE PANEL
- 4 PERFORATED METAL FACADE PANEL
- 5 PAINTED METAL
- 6 ALUMINUM PLANK
- 7 METAL SCREEN
- 8 PAINTED ARCHITECTURAL STEEL
- 9 THIN CLAD LIMESTONE VENEER
- 10 GLASS RAILING
- 11 METAL RAILING
- 12 METAL FRAMED CANOPY
- 13 GLASS CANOPY
- 14 ALUMINUM FRAMED SPANDREL GLASS
- 15 ALUMINUM FRAMED CLEAR GLASS
- 16 MASONRY VENEER BLOCK
- 17 ARCHITECTURAL CONCRETE
- 18 PAINTED CONCRETE
- 19 ALUMINUM TUBE
- 20 CABLE RAIL
- 21 ROLL-UP DOOR





FIGURE 8, BUILDING D2/ D3 WEST ELEVATION



FIGURE 9, BUILDINGS D3 & D4 NORTH ELEVATION

Note: these elevations are a tentative design, specific design by tenants will superseded these elevations



FIGURE 10, BUILDING D3 NORTH ELEVATION

**FACADE MATERIAL SCHEDULE**

1	PLASTER WITH FINISH REVEALS	12	METAL FRAMED CANOPY
2	CERAMIC COATED FACADE PANELS	13	GLASS CANOPY
3	METAL FACADE PANEL	14	ALUMINUM FRAMED SPANDREL GLASS
4	PERFORATED METAL FACADE PANEL	15	ALUMINUM FRAMED CLEAR GLASS
5	PAINTED METAL	16	MASONRY VENEER BLOCK
6	ALUMINUM PLANK	17	ARCHITECTURAL CONCRETE
7	METAL SCREEN	18	PAINTED CONCRETE
8	PAINTED ARCHITECTURAL STEEL	19	ALUMINUM TUBE
9	THIN CLAD LIMESTONE VENEER	20	CABLE RAIL
10	GLASS RAILING	21	ROLL-UP DOOR
11	METAL RAILING	22	SEASONAL SIGN



**FACADE MATERIAL SCHEDULE**

- 1** PLASTER WITH FINISH REVEALS
- 2** CERAMIC COATED FACADE PANELS
- 3** METAL FACADE PANEL
- 4** PERFORATED METAL FACADE PANEL
- 5** PAINTED METAL
- 6** ALUMINUM PLANK
- 7** METAL SCREEN
- 8** PAINTED ARCHITECTURAL STEEL
- 9** THIN CLAD LIMESTONE VENEER
- 10** GLASS RAILING
- 11** METAL RAILING
- 12** METAL FRAMED CANOPY
- 13** GLASS CANOPY
- 14** ALUMINUM FRAMED SPANDREL GLASS
- 15** ALUMINUM FRAMED CLEAR GLASS
- 16** MASONRY VENEER BLOCK
- 17** ARCHITECTURAL CONCRETE
- 18** PAINTED CONCRETE
- 19** ALUMINUM TUBE
- 20** CABLE RAIL
- 21** ROLL-UP DOOR



**FIGURE 11, BUILDING B1 EAST ELEVATION**



**FIGURE 12, BUILDING B1 WEST ELEVATION**



**FIGURE 13, BUILDING B1 SOUTH ELEVATION**



**FACADE MATERIAL SCHEDULE**

- 1** PLASTER WITH FINISH REVEALS
- 2** CERAMIC COATED FACADE PANELS
- 3** METAL FACADE PANEL
- 4** PERFORATED METAL FACADE PANEL
- 5** PAINTED METAL
- 6** ALUMINUM PLANK
- 7** METAL SCREEN
- 8** PAINTED ARCHITECTURAL STEEL
- 9** THIN CLAD LIMESTONE VENEER
- 10** GLASS RAILING
- 11** METAL RAILING
- 12** METAL FRAMED CANOPY
- 13** GLASS CANOPY
- 14** ALUMINUM FRAMED SPANDREL GLASS
- 15** ALUMINUM FRAMED CLEAR GLASS
- 16** MASONRY VENEER BLOCK
- 17** ARCHITECTURAL CONCRETE
- 18** PAINTED CONCRETE
- 19** ALUMINUM TUBE
- 20** CABLE RAIL
- 21** ROLL-UP DOOR



**FIGURE 14, BUILDING C1 EAST ELEVATION**



**FIGURE 15, BUILDING C1 WEST ELEVATION**



**FIGURE 16, BUILDING C1 NORTH ELEVATION**



**FACADE MATERIAL SCHEDULE**

- 1 PLASTER WITH FINISH REVEALS
- 2 CERAMIC COATED FACADE PANELS
- 3 METAL FACADE PANEL
- 4 PERFORATED METAL FACADE PANEL
- 5 PAINTED METAL
- 6 ALUMINUM PLANK
- 7 METAL SCREEN
- 8 PAINTED ARCHITECTURAL STEEL
- 9 THIN CLAD LIMESTONE VENEER
- 10 GLASS RAILING
- 11 METAL RAILING
- 12 METAL FRAMED CANOPY
- 13 GLASS CANOPY
- 14 ALUMINUM FRAMED SPANDREL GLASS
- 15 ALUMINUM FRAMED CLEAR GLASS
- 16 MASONRY VENEER BLOCK
- 17 ARCHITECTURAL CONCRETE
- 18 PAINTED CONCRETE
- 19 ALUMINUM TUBE
- 20 CABLE RAIL
- 21 ROLL-UP DOOR



**FIGURE 17, BUILDING D1 WEST ELEVATION**



**FIGURE 18, BUILDING D1 EAST ELEVATION**



**FIGURE 19, BUILDING D1 SOUTH ELEVATION**



**FACADE MATERIAL SCHEDULE**

- 1 PLASTER WITH FINISH REVEALS
- 2 CERAMIC COATED FACADE PANELS
- 3 METAL FACADE PANEL
- 4 PERFORATED METAL FACADE PANEL
- 5 PAINTED METAL
- 6 ALUMINUM PLANK
- 7 METAL SCREEN
- 8 PAINTED ARCHITECTURAL STEEL
- 9 THIN CLAD LIMESTONE VENEER
- 10 GLASS RAILING
- 11 METAL RAILING
- 12 METAL FRAMED CANOPY
- 13 GLASS CANOPY
- 14 ALUMINUM FRAMED SPANDREL GLASS
- 15 ALUMINUM FRAMED CLEAR GLASS
- 16 MASONRY VENEER BLOCK
- 17 ARCHITECTURAL CONCRETE
- 18 PAINTED CONCRETE
- 19 ALUMINUM TUBE
- 20 CABLE RAIL
- 21 ROLL-UP DOOR



**FIGURE 20, BUILDING F1 WEST ELEVATION**



**FIGURE 21, BUILDING F1 EAST ELEVATION**



**FIGURE 22, BUILDING F1 SOUTH ELEVATION**



**FACADE MATERIAL SCHEDULE**

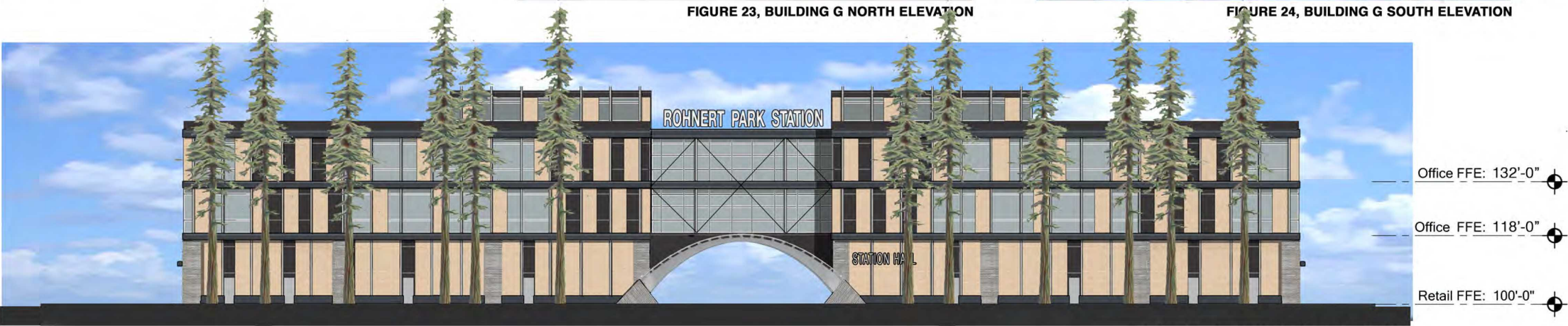
- |    |                               |    |                                |
|----|-------------------------------|----|--------------------------------|
| 1  | PLASTER WITH FINISH REVEALS   | 12 | METAL FRAMED CANOPY            |
| 2  | CERAMIC COATED FACADE PANELS  | 13 | GLASS CANOPY                   |
| 3  | METAL FACADE PANEL            | 14 | ALUMINUM FRAMED SPANDREL GLASS |
| 4  | PERFORATED METAL FACADE PANEL | 15 | ALUMINUM FRAMED CLEAR GLASS    |
| 5  | PAINTED METAL                 | 16 | MASONRY VENEER BLOCK           |
| 6  | ALUMINUM PLANK                | 17 | ARCHITECTURAL CONCRETE         |
| 7  | METAL SCREEN                  | 18 | PAINTED CONCRETE               |
| 8  | PAINTED ARCHITECTURAL STEEL   | 19 | ALUMINUM TUBE                  |
| 9  | THIN CLAD LIMESTONE VENEER    | 20 | CABLE RAIL                     |
| 10 | GLASS RAILING                 | 21 | ROLL-UP DOOR                   |
| 11 | METAL RAILING                 |    |                                |



**FIGURE 23, BUILDING G NORTH ELEVATION**



**FIGURE 24, BUILDING G SOUTH ELEVATION**



**FIGURE 25, BUILDING G EAST ELEVATION**



**FIGURE 26, BUILDING G WEST ELEVATION**



**FACADE MATERIAL SCHEDULE**

1	PLASTER WITH FINISH REVEALS	12	METAL FRAMED CANOPY
2	CERAMIC COATED FACADE PANELS	13	GLASS CANOPY
3	METAL FACADE PANEL	14	ALUMINUM FRAMED SPANDREL GLASS
4	PERFORATED METAL FACADE PANEL	15	ALUMINUM FRAMED CLEAR GLASS
5	PAINTED METAL	16	MASONRY VENEER BLOCK
6	ALUMINUM PLANK	17	ARCHITECTURAL CONCRETE
7	METAL SCREEN	18	PAINTED CONCRETE
8	PAINTED ARCHITECTURAL STEEL	19	ALUMINUM TUBE
9	THIN CLAD LIMESTONE VENEER	20	CABLE RAIL
10	GLASS RAILING	21	ROLL-UP DOOR
11	METAL RAILING		



**FIGURE 27, FRONT ELEVATION**



**FIGURE 29, SIDE ELEVATION**



**FIGURE 28, REAR ELEVATION**



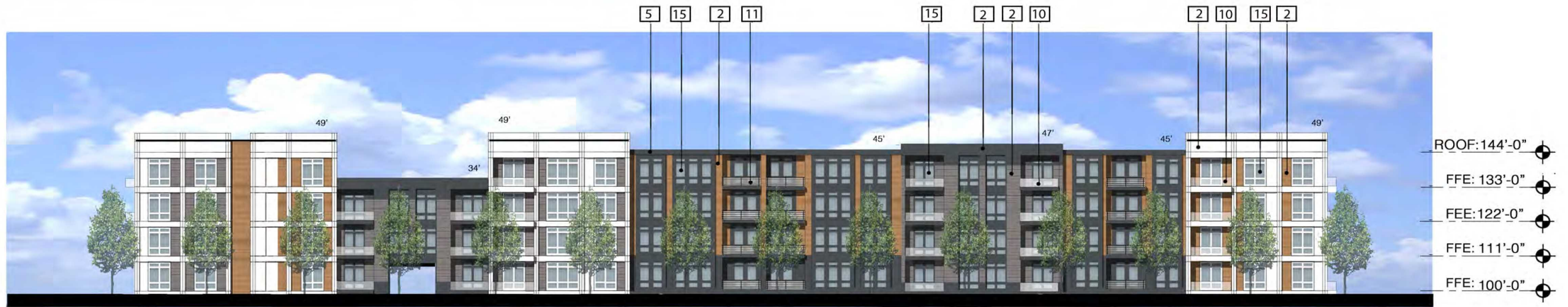


FIGURE 30, BUILDING J NORTH ELEVATION



FIGURE 31, BUILDING J WEST ELEVATION



FIGURE 32, BUILDING J WEST ELEVATION

#### FACADE MATERIAL SCHEDULE

1	PLASTER WITH FINISH REVEALS	12	METAL FRAMED CANOPY
2	CERAMIC COATED FACADE PANELS	13	GLASS CANOPY
3	METAL FACADE PANEL	14	ALUMINUM FRAMED SPANDREL GLASS
4	PERFORATED METAL FACADE PANEL	15	ALUMINUM FRAMED CLEAR GLASS
5	PAINTED METAL	16	MASONRY VENEER BLOCK
6	ALUMINUM PLANK	17	ARCHITECTURAL CONCRETE
7	METAL SCREEN	18	PAINTED CONCRETE
8	PAINTED ARCHITECTURAL STEEL	19	ALUMINUM TUBE
9	THIN CLAD LIMESTONE VENEER	20	CABLE RAIL
10	GLASS RAILING	21	ROLL-UP DOOR
11	METAL RAILING		





FIGURE 33, BUILDING G – STATION – CONCEPTUAL RENDERING

FIGURE 34, SMART PORTAL – CONCEPTUAL RENDERING







FIGURE 35, STATE FARM DRIVE ENTRY – CONCEPTUAL RENDERING

FIGURE 36, STATION AVENUE SIDEWALK – CONCEPTUAL RENDERING





PRIORITY DEVELOPMENT AREA

Station Center Subarea

Station Avenue encompasses the entire Station Center subarea. Priority Development Area (PDA) land use concepts for the Station Center subarea involve relocating the City corporation yard and redeveloping the State Farm campus as a pedestrian- and transit-oriented community, with a town center shopping and entertainment center; a transit plaza adjacent to the SMART rail platform; and a mix of new residential, residential mixed-use, civic, and neighborhood commercial and office uses. A continuous street, landscape, and park and open-space framework provides unity and identity to the subarea.

Zoning Designation and Development Standards						
Land Use	Residential Density Range* (units/acre)	Assumed Residential Density** (units/acre)	Allowed Maximum Intensity* (FAR)	Assumed Intensity** (FAR)***	Maximum Building Coverage** (%)	Building Height (feet)
EXISTING						
Commercial Mixed-use			1.5	0.6	80	65
Residential Mixed-use	15-35	35	2.0	1.0	80	65
Hi-Density Residential	12-75	35			60	65
Office or Civic			1.0	0.6	70	65
Parks/Open Space						
PROPOSED						
Mixed-use	15-50	17	2.0	1.2	80	85
Hi-Density Residential	12-75	16			60	65
Parks/Open Space						

\* net per block (blocks may contain multiple parcels)  
\*\* gross per entire specific land use area (mixed- use – 15.9 acres / high-density residential – 9.3 acres)  
\*\*\* exclusive of structured parking

Downtown District Amenity Zone

Half of Station Avenue Development falls within the DDAZ. Station Avenue will embrace the intent of the DDAZ to create an active retail environment; however, the minimum requirement of 150,000 square feet of retail does not reflect current market or site conditions. To achieve the intent of the DDAZ, Station Avenue will build between 100,000 and 140,000 gross leasable square feet of retail. In addition several retail buildings will be one-story to accommodate specific tenant requirements.

Station Avenue Development Plan

Station Avenue Development land use and design features, as proposed in the PDA Plan, include:

- A distinct character inspired by the valley setting in Rohnert Park and surrounded by hills and agricultural land that allows downtown to take advantage of natural views in the community; support a mix of architectural styles, consistent with the region’s vernacular character; and incorporate sustainable design elements.
- A pedestrian scale at the block, site, and building levels, as featured in other traditional downtowns that emphasize walkable blocks, a compact form, and pedestrian-oriented architectural features.
- A mix of uses that support downtown development and transit uses, featuring dining and entertainment, lifestyle and specialty retail, office, public uses, and housing.
- Densities/intensities that support a vibrant downtown commercial area and transit ridership — multi-story buildings, some with street-facing retail and/or commercial uses, and three levels of housing above.
- Buildings designed to address the street, with pedestrian-oriented sidewalk features and buildings placed at the back of the sidewalk.
- Slower speeds and enhanced crossings on streets, including on-street parking.
- Quality landscape and building design, accented with distinct gateways, signage, and public amenities that improve the pedestrian experience of downtown.

Use	Priority Development Area Plan	Preliminary Development Plan	Final Development Plan
Retail	171,626 sf	70,000 sf	140,000 sf
Office	65,340 sf	50,000 sf	130,000 sf
Total Non-residential	236,966 sf	120,000 sf	270,000 sf
Residential	415 units	400 units	460 units
Hotel	—	—	156 keys

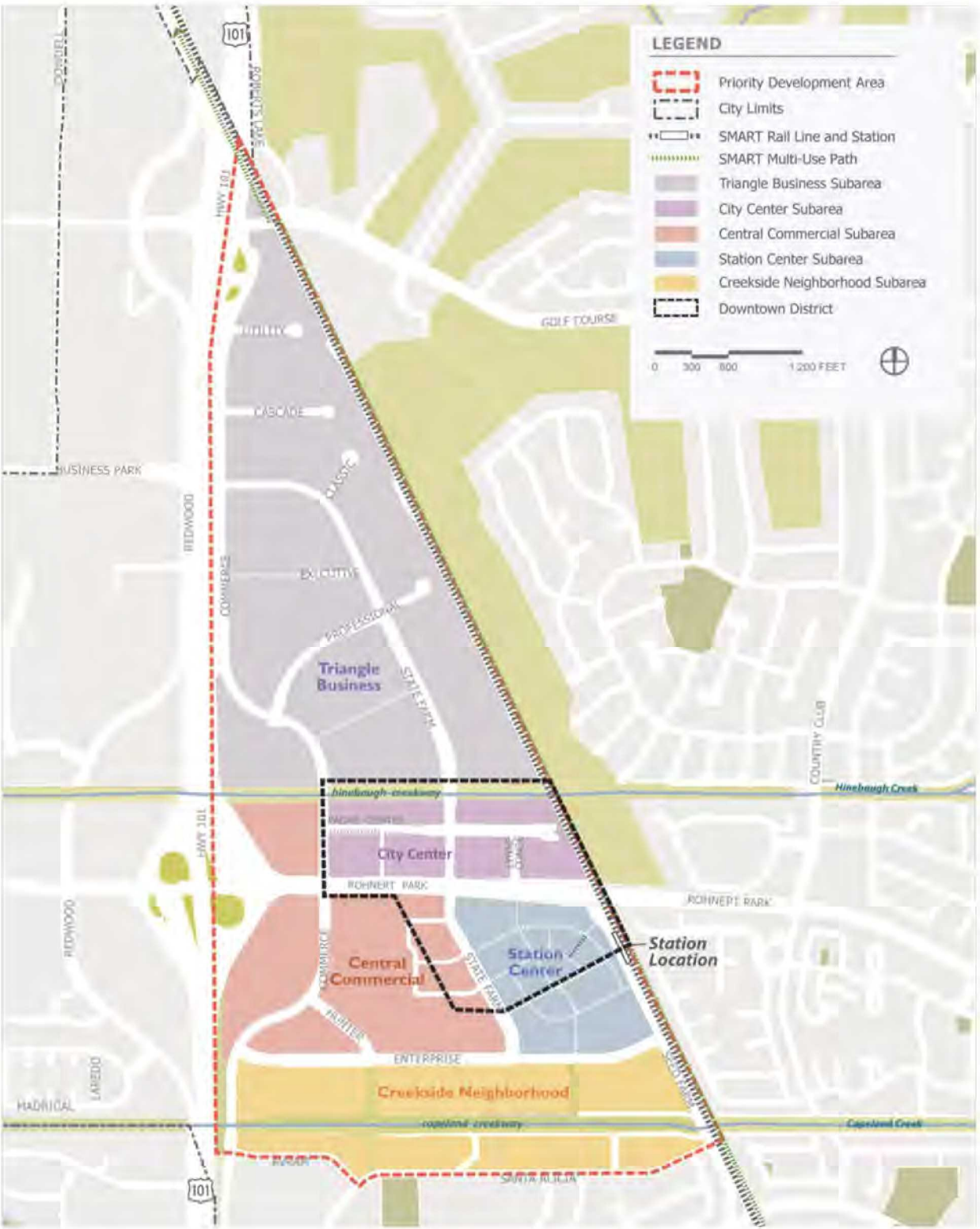


FIGURE 37, PRIORITY DEVELOPMENT AREA



- Mixed-use
- High Density Residential
- Parks/Open Space



FIGURE 38, LAND USE DESIGNATIONS

## EXISTING – PRIORITY DEVELOPMENT AREA LAND USES

As part of the PDA, the Station Center subarea is recommended to be developed as a Planned Development zoning district. Existing Station Center planned land uses in this subarea include:

- **Station Center–Residential Mixed-Use**, which permits residences, organized in a pedestrian-oriented environment in a horizontal or vertical mixed-use configuration, with residential densities of 15 to 45 dwelling units per acre and maximum 2.0 FAR. Compatible businesses and retail and services are proposed to be permitted, preferably at ground level. Open space or community amenities for the public and residents are encouraged in this subarea.
- **Station Center–Commercial Mixed-Use** supports a variety of service, retail, and civic uses organized in a pedestrian-oriented environment, in a horizontal or vertical mixed-use configuration, and encourages new civic and open space uses. This district permits a maximum 1.5 FAR.
- **Station Center–Office** allows for all types of administrative, financial, business, professional, medical, public office, and/or public institutional uses, such as government or nonprofit offices. This district permits a maximum 1.0 FAR.
- **Station Center–High-Density Residential** permits a wide range of single-family to multifamily housing, at densities ranging from 12 to 75 units per acre.
- **Station Center–Parks/Open Space** is subject to the same uses as the existing OS-EC district, except that it permits a maximum development potential of one percent of the total land use area to provide opportunities for small retail pavilions and other neighborhood or transit services.

## PROPOSED – STATION AVENUE DEVELOPMENT LAND USES

Station Avenue Development proposed to reduce the number of land uses to three. Proposed Station Avenue Development planned land uses include:

- **Station Avenue–Mixed-Use** permits retail, office, hospitality (including hotels, meeting and conference facilities, and supporting food service) and residences (lofts) in a pedestrian-oriented environment in a horizontal or vertical mixed-use configuration, organized with residential densities of up to 50 dwelling units per acre and maximum 2.0 FAR. Community amenities for the public and residents are encouraged in this subarea.
- **Station Avenue–High-Density Residential** permits a wide range of detached single-family and multifamily housing, at densities ranging from up to 75 units per gross acre.
- **Station Avenue–Parks/Open Space** public open space and parks for use by the community.





### PRIORITY DEVELOPMENT AREA PROGRAM VARIATIONS

#### Office Program

Rohnert Station Development proposes converting 31,626 square feet of retail entitlement to office entitlement. In addition, Rohnert Station proposes adding an additional 33,034 square feet of office for a total office entitlement of 130,000 square feet.

The office will complement the retail by providing additional shoppers and diners during the day. In addition, the office parking demand is less in the evenings and weekends, offering more parking stalls for restaurants and retail when it is needed most.

#### Hospitality Program

Rohnert Station Development proposes adding a 156-key hotel to the project entitlement. The hotel will be built on the corner of Rohnert Park Expressway and State Farm Drive. This site is ideal for a hotel due to its easy access and high visibility.

FIGURE 39, DEVELOPMENT PROGRAM

HIGH DENSITY RESIDENTIAL							MIXED-USE						
	Retail sf	Office sf	Hotel keys	Total units	1 br units	2 br units		Retail sf	Office sf	Hotel keys	Total units	1 br units	2 br units
C2	-	-	-	20	13	7	A1	15,000	-	-	-	-	-
C3	-	-	-	20	10	10	A2	2,800	-	-	-	-	-
C4	-	-	-	-	-	-	A3	-	-	-	-	-	-
H1	-	-	-	20	10	10	A4	-	-	156	-	-	-
H2	-	-	-	20	10	10	B1	30,500	32,000	-	-	-	-
H3	-	-	-	20	10	10	B2	1,000	-	-	-	-	-
H4	-	-	-	20	10	10	C1	20,000	10,000	-	20	19	1
H5	-	-	-	20	10	10	D1	21,000	23,000	-	-	-	-
J1	-	-	-	162	84	78	D2	2,200	-	-	-	-	-
J2	-	-	-	-	-	-	D3	10,000	-	-	-	-	-
J3	-	-	-	138	76	62	D4	5,000	-	-	-	-	-
J4	-	-	-	-	-	-	E1	1,000	-	-	-	-	-
J5	-	-	-	-	-	-	E2	1,000	-	-	-	-	-
TOTAL	-	-	-	440	233	207	F1	21,000	23,000	-	-	-	-
							G1	9,500	42,000	-	-	-	-
							TOTAL	140,000	130,000	156	20	19	1



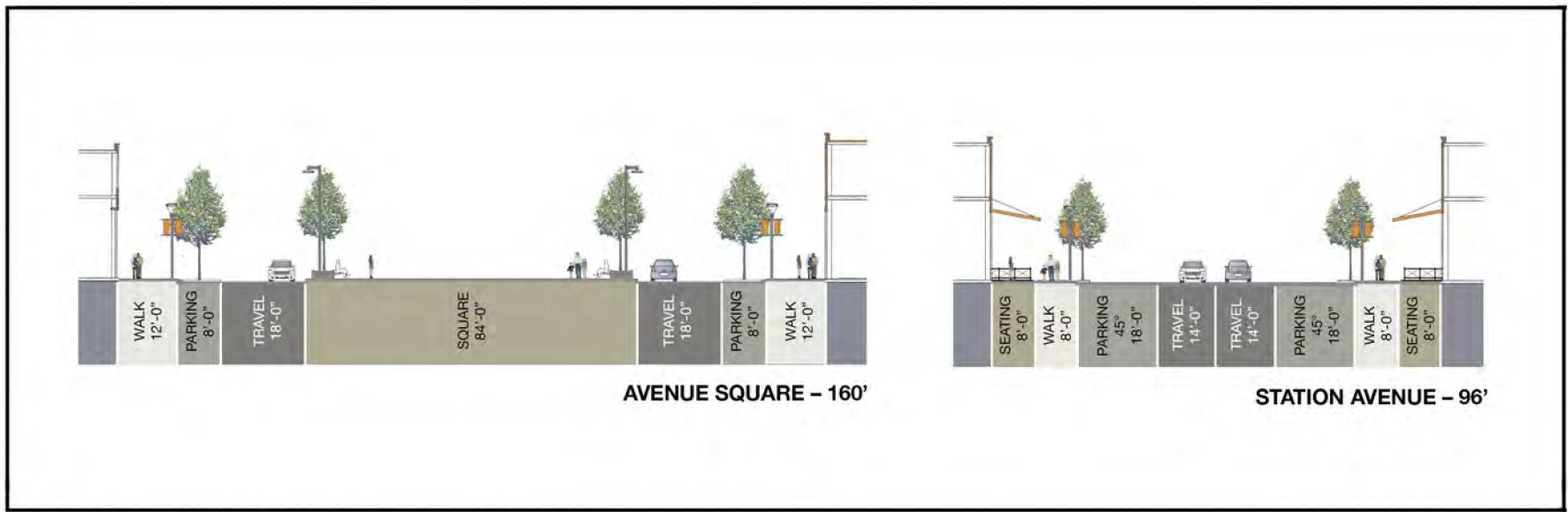


FIGURE 40, STATION AVENUE STREET SECTIONS

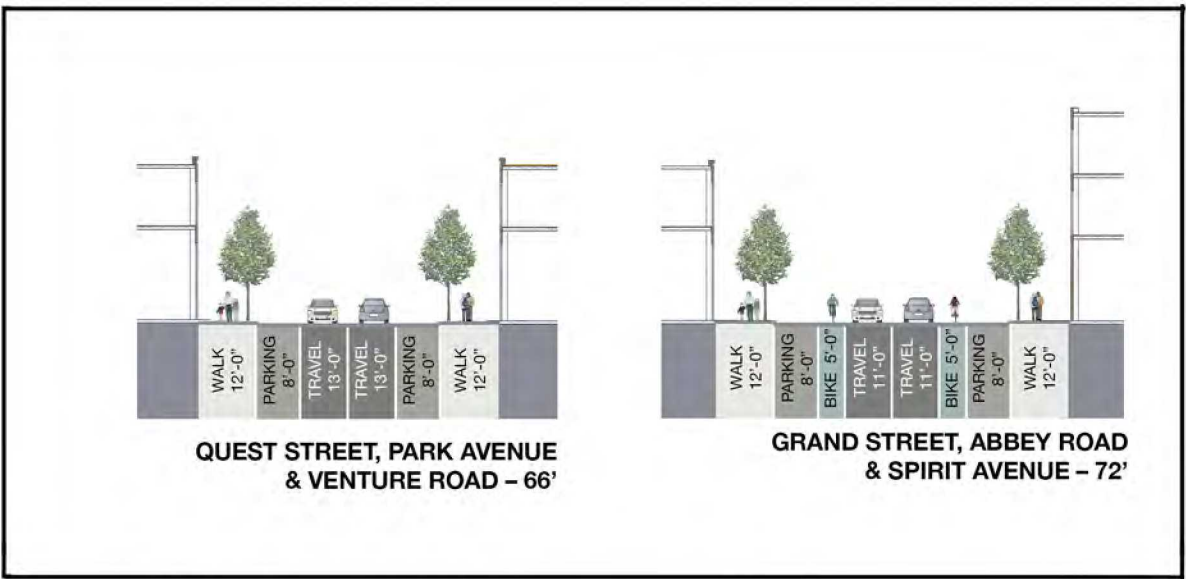


FIGURE 41, STREET SECTIONS



FIGURE 42, BUILDING SETBACK DIAGRAM

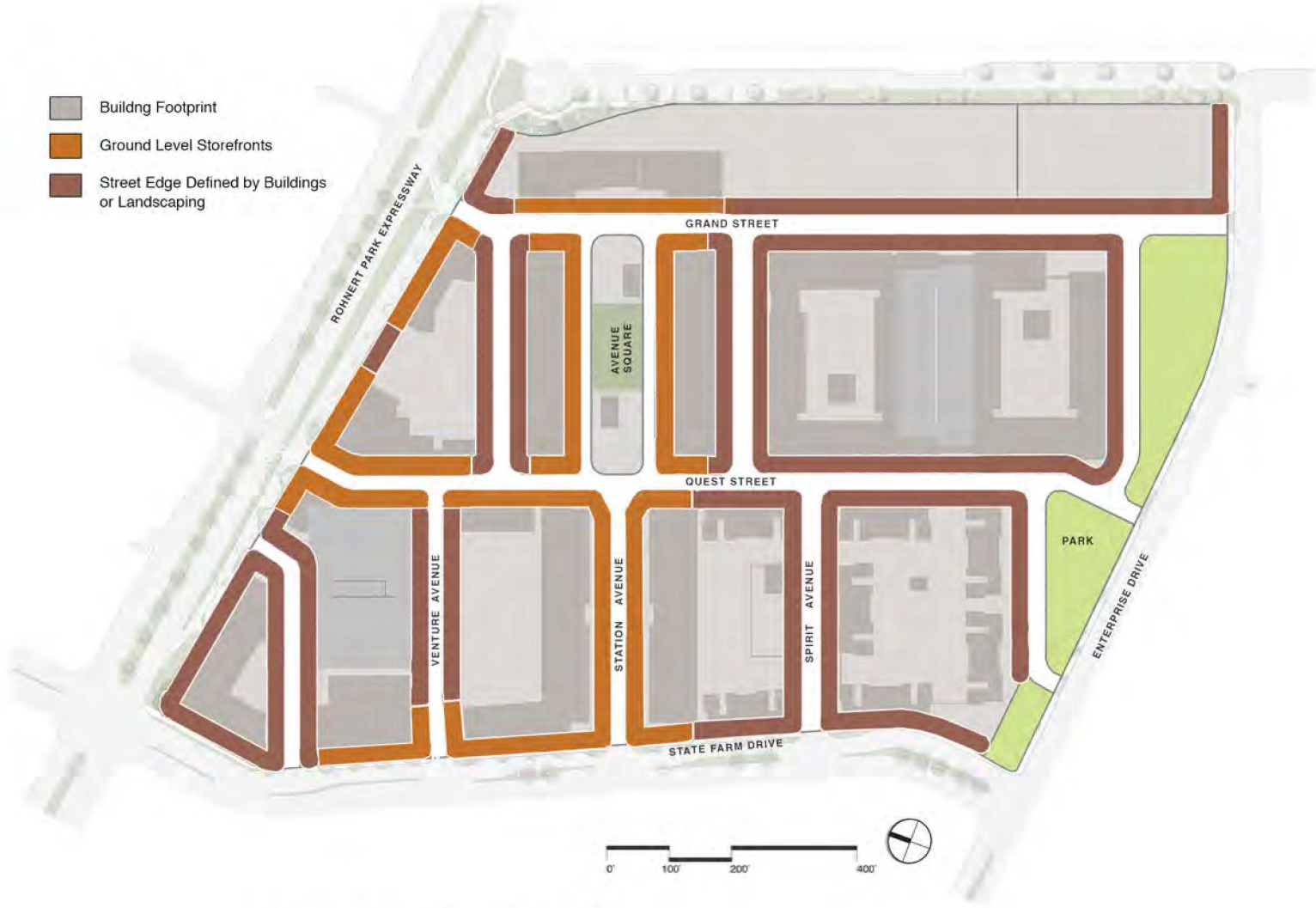


FIGURE 43, STREETWALL DIAGRAM



**Stall and Drive Lane Dimensions** – Rohnert Station Development proposes using a universal stall size for all commercial and residential vehicles. Rohnert Station proposes a 9'x18' parking unistall with a 24' drive lane in a standard configuration, and 26' when used as a fire lane.

**State Farm Drive** – The stall supply count includes all new stalls on the east side of the street.



FIGURE 44, PARKING DIAGRAM

MIXED-USE SUPPLY

STREET PARKING		Stalls
Block A	Com	8
Block B	Com	34
Block C	Com	28
Block D	Com	27
Block E	Com	0
Block F	Com	22
Block G	Com	8
RPX Frontage	Com	32
State Farm Drive	Com	18
TOTAL		177

SURFACE LOTS		Stalls
Block B	Com	85
Block D	Com	30
Block G	Com	180
Block L	Com	future
TOTAL		295

STRUCTURED		Stalls
Building A2	Com	400
TOTAL		400

HI-DENSITY RES SUPPLY

STREET PARKING		Stalls
Block H	Res	26
Block I	Res	16
Block J	Res	30
Block L	Res	4
TOTAL		76

SURFACE LOTS		Stalls
Block C	Res	42
Block H	Res	50
TOTAL		92

GARAGES		Stalls
Block C	Res	19
Block H	Res	50
TOTAL		69

STRUCTURED		Stalls
Building J2	Res	420
TOTAL		420

MIXED-USE DEMAND

COMMERCIAL		Ratio	Stalls
Retail	140,000 sf	2.5/1000 sf	350
Office	130,000 sf	3.0/1000 sf	390
TOTAL			740

HOSPITALITY		Ratio	Stalls
Hotel	156 keys	0.7/key	109
TOTAL			109

LOFTS		Ratio	Stalls
1 Bd Rm	19 units	1.0/unit	19
2 Bd Rm	1 units	1.5/unit	2
Guest	20 units	0.2/unit	4
TOTAL			25

HI-DENSITY RES DEMAND

APARTMENTS		Ratio	Stalls
1 Bd Rm	220 units	1.0/unit	220
2 Bd Rm	220 units	1.5/unit	330
Guest	440 units	0.2/unit	88
TOTAL			638

TOTALS

PARKING DEMAND		Stalls
MIXED-USE		874
HIGH-DENSITY RESIDENTIAL		638
TOTAL		1,512

PARKING SUPPLY		Stalls
MIXED-USE		872
HIGH-DENSITY RESIDENTIAL		657
TOTAL		1,529

SURPLUS STALLS		18
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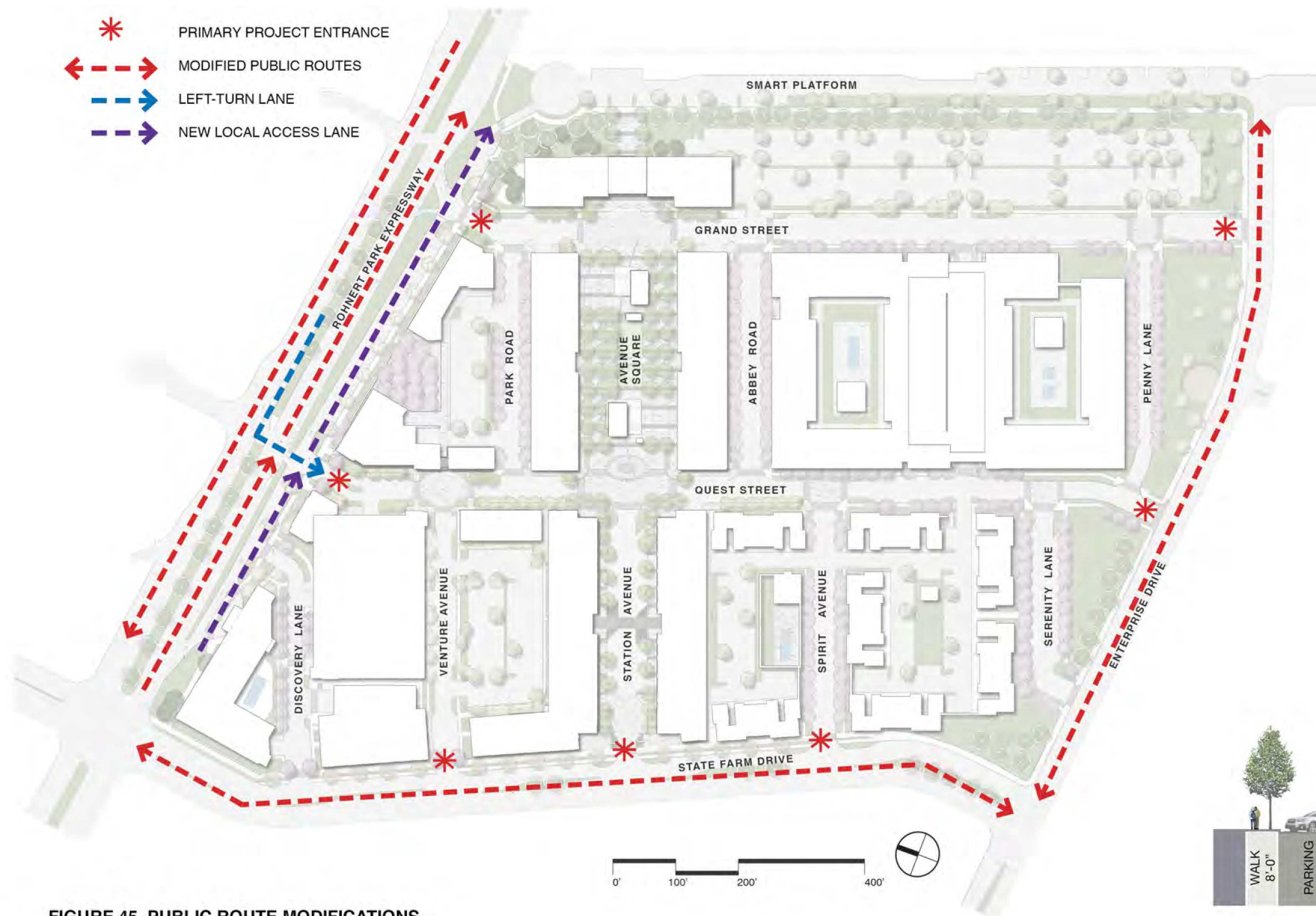


FIGURE 45, PUBLIC ROUTE MODIFICATIONS

PUBLIC VEHICULAR CIRCULATION

**Rohnert Park Expressway:** Station Avenue Development proposes adding a shared-use local access eastbound lane for traffic, 45° parking and a possible link to the SMART parking. In addition, Rohnert Station Development proposes adding a new left-turn lane from southbound RPX on to Quest Street.

**State Farm Drive:** Station Avenue Development proposes removing one lane of traffic and adding parallel parking and a bike lane.

**Enterprise Drive:** Enterprise Drive will retain the center-turn lane.

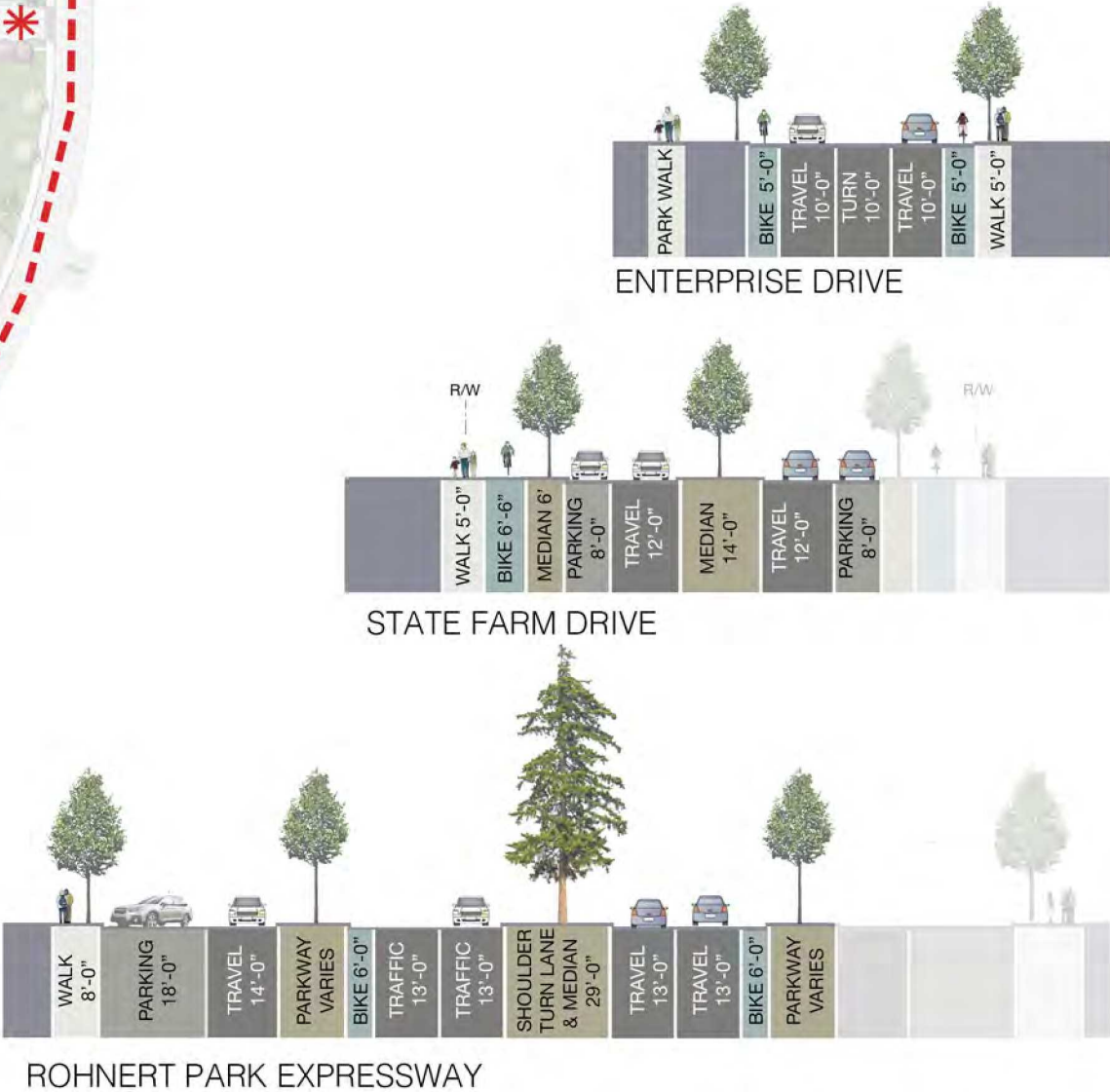


FIGURE 46, PUBLIC ROUTE MODIFICATIONS







-  RIDE SERVICE LOCATIONS
-  SECONDARY DRIVE AISLE (PRIVATE)
-  SECONDARY DRIVE AISLE (PUBLICLY ACCESSIBLE)
-  PRIMARY DRIVE AISLE (PUBLICLY ACCESSIBLE)



FIGURE 47, ON-SITE VEHICULAR CIRCULATION

## ON-SITE VEHICULAR CIRCULATION

Major on-site drive aisles will be constructed throughout the project site. Grand Street, Quest Street, Station Avenue, and Spirit Avenue will serve as these main thoroughfares connecting architecture and program. Parallel parking will occur asymmetrically on both sides of Quest Street and Grand Street. Angled parking will occur along Station Avenue, west of Quest Street, with the east portion providing parallel parking. This east portion of Station Avenue that cuts through Station Square will be curbsless in order to make the space feel continuous and enhance the overall pedestrian experience.

Secondary drive aisles will be constructed throughout the project site connecting various retail and residential parking lots to major drive aisles. The drive aisles for retail will be interconnected with major drive lanes (i.e., Quest Street and Grand Street) allowing for shared and flexible use. Drive aisles serving residential will be private and limited in their connections to major site drive lanes, creating a separate experience between the two types of development.

Ride service drop-off locations have been strategically placed throughout the site, responding to areas of high pedestrian use. Locations include: along Station Avenue, Grand Street, and Quest Street adjacent to retail.



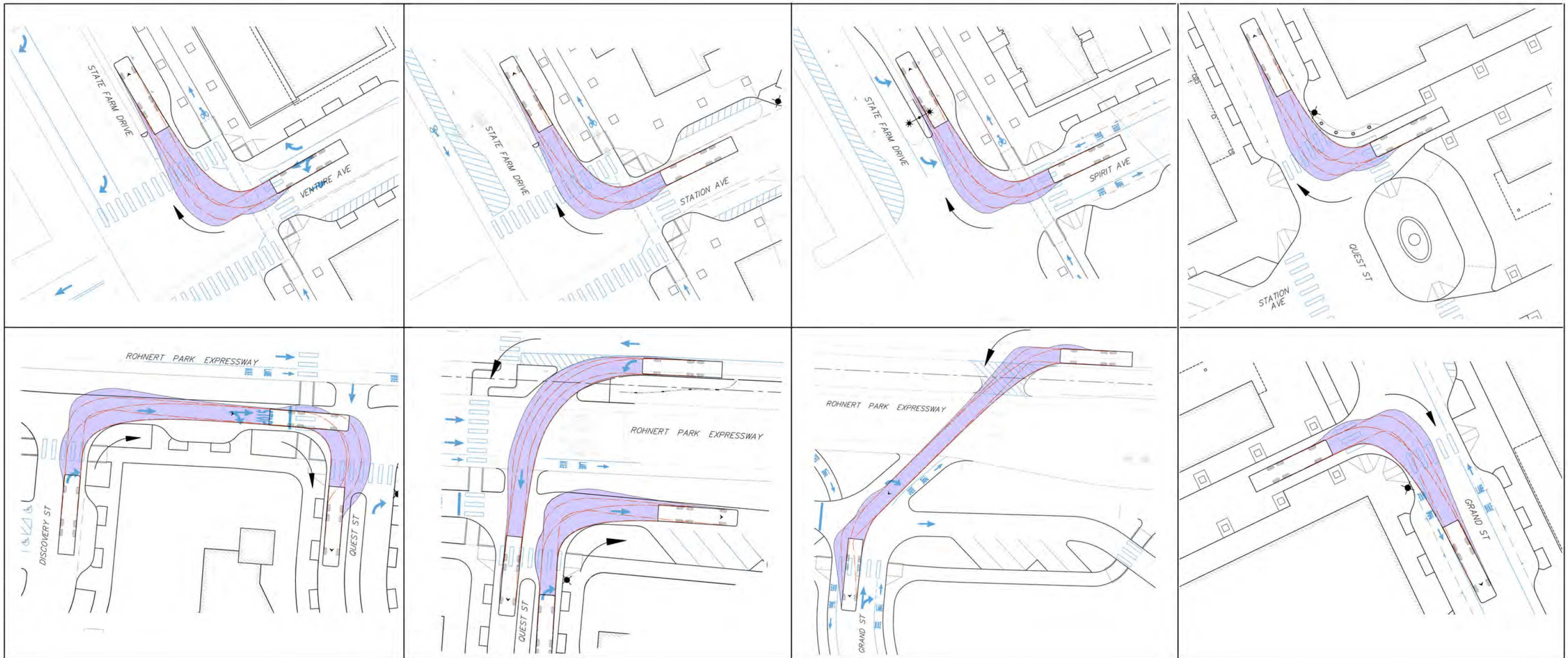


FIGURE 48, FIRE TRUCK TURN EXHIBIT

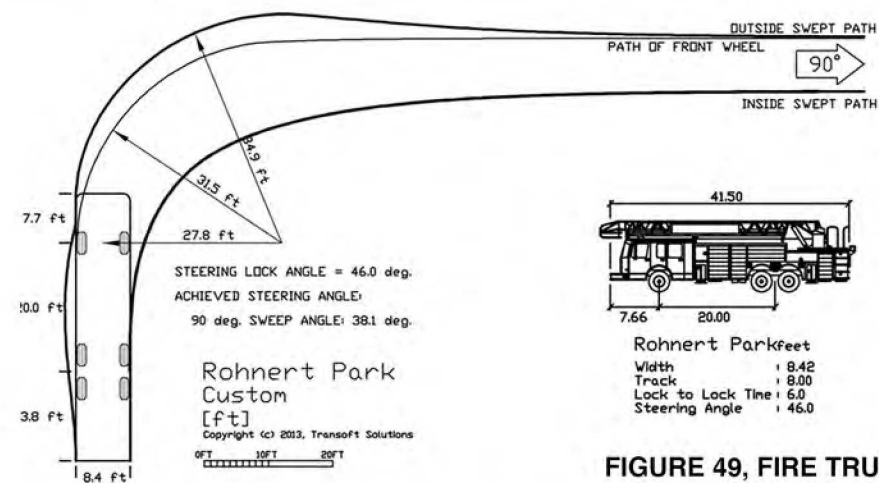


FIGURE 49, FIRE TRUCK PROFILE



PROPOSED TDM MEASURES

To reduce traffic levels in, and around the site, Station Avenue will implement a transportation demand management program including six key features.

1. Active Transportation

Station Avenue will implement measures encouraging active modes of transportation, including walking and cycling. These measures will include amenities to make travel by active modes safer and more convenient. Encouraging trips by active modes will encourage more transit because many SMART and bus trips have a walk or bike trip associated with it as part of a “last mile” connect to a final destination.

Improve Walking Conditions

Station Avenue streetscape plan is designed so that the public right-of-way is safe, accessible, convenient and attractive to persons walking.

- Distinctive, unified streetscape design: Street trees as defining the streetscape rhythm; integrated site furnishings; regular pedestrian-oriented lighting; minimizing cluttering elements.
- Space for public life: Safe, useable public seating for neighborhood gathering; space for outdoor cafe and restaurant seating and merchant displays.
- Enhanced pedestrian safety: Safe, convenient pedestrian crossings; curb radii and curb extensions that slow traffic, shorten crossing distance, and enhance visibility.
- Improved street ecology: On-site stormwater management to reduce combined sewer overflows.
- Universal design and accessibility: Generous, unobstructed sidewalks, curb ramps, accessible pedestrian signals.
- Integrating pedestrians with transit: Transit rider amenities at key stops; safe, convenient pedestrian routes to transit; mutual features that benefit pedestrian safety and comfort and transit operations.

Bicycle Parking

Station Avenue will provide two types of bicycle parking spaces. Class-1 spaces are secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by apartment residents, commuters, and employees. Class-2 spaces are located in a publicly-accessible, highly visible locations intended for transient or short-term use by shoppers, visitors, and other guests to the project. Station Avenue will provide:

- Residential Buildings (J1 & J3): Approximately 10 Class-1 Bicycle Parking space per building, and approximately 20 Class-2 Bicycle Parking Spaces per building.
- Office Buildings: Approximately 32 Class-1 Bicycle Parking (1 per 4,000 square feet of leasable area) located throughout the project, and two Class-2 Bicycle Parking spaces for every 25,000 square feet of leasable area located in each building lobby.
- Retail: Approximately 35 Class-1 Bicycle Parking (1 per 4,000 square feet of leasable area) located throughout the project.

Showers and Clothes Lockers

To encourage active transportation by office tenants, each office restroom will provide a least one shower and at least six clothes lockers.

Bicycle Rentals

Working with other primary destinations in the area, Station Avenue will work with a selected vendor to establish a bike-share program. The rental program will offer both step-through frames and electric-assist bicycles. Station Avenue will designate several secure bike dock location in the project. The vendor under contract will ensure that bicycles are properly stored and maintained. The bicycles will be available 24 hours a day, seven days a week for periods ranging from a single ride (up to 30 minutes) to a day pass, in 30-minute increments, or customers can purchase an annual subscription which gives them unlimited rides up to 45-minutes in duration.

Bicycle Maintenance Services

Station Avenue will have a bicycle sales and service tenant. This bicycle shop can offer maintenance services to residents and visitors.

Bicycle Valet Parking

For events in the Square where the anticipated number of attendees is greater than 1,000 people, Station Avenue will provide monitored parking for bicycles designed to accommodate at least 10 percent of the event attendees. The monitored bicycle parking will be available to attendees one hour before the start of the event until 30 minutes after the end of the event. The monitored parking will be located within a one block radius of the Square.

2. Car-Share and Ride Services

Availability of car-share vehicles and rides services (Uber and Lyft) reduces the need for individual vehicle ownership, which, in turn, reduces the number of vehicle miles traveled by individuals. Car-share and rides services provides vehicles for those trips that are not convenient to make by transit, walking, or bicycling.

Car-Share Program

Working with a car-share vendor, Station Avenue will offer residents and SMART riders on-demand access to vehicles encouraging car-lite or car-free lifestyles. Car-share programs enable simple and responsible urban living by offering a variety of self-service vehicles available by the hour or day. Vehicles will be located at on-site unstaffed, self-service locations, and available for pick-up by eligible users 24 hours per day. Vehicles will be made available by reservation on an hourly basis, or in smaller intervals. The car-share vendor will assume responsibility for maintaining car-share vehicles.

Ride Services

Station Avenue will provide designated ride service pick-up and drop-off locations throughout the project, both for commercial and residential users. Some of these locations will have small waiting kiosks. Having designated areas will simplify finding drivers and reduce congestion in the streets.



PROPOSED TDM MEASURES

3. Delivery

Providing delivery services and facilitating deliveries help to reduce the need for individual vehicle ownership. For example, providing delivery services for groceries and sundry items, and facilitating delivery with a refrigerated storage area allow grocery shopping to be accomplished without a private vehicle. Further, providing deliveries of food, laundry, dry cleaning, etc. consolidates trips to and from a central location into one trip with multiple stops, thus reducing Vehicle Miles Traveled

*Delivery Supportive Amenities*

Building J1 & J3 at Station Avenue will facilitate delivery services by providing an area for receipt of deliveries that offers : lockers for delivery services, temporary storage for package deliveries, laundry deliveries, and other deliveries, and, possibly providing temporary refrigeration for grocery deliveries. This may reduce Vehicle Miles Traveled by reducing the number of trips that may otherwise have been by single occupancy vehicle.

*Delivery Services*

Station Avenue will encourage tenant delivery services that reduce Vehicle Miles Traveled from single-stop motorized deliveries. The provided services may include deliveries by bicycle, on foot, or in a delivery vehicle that makes multiple stops. Delivery services should be provided during normal business hours.

4. Family Amenities

Building J1 and J3 will offer on-site secure location for storage of personal car seats, strollers, athletic or other extracurricular gear, and cargo bicycles or other large bicycles. Personal car seat storage will be located near off-street car-share parking spaces.

5. Shuttle Bus Service

Station Avenue will support shuttle bus services. Encouraging trips by public transportation that offer first and last-mile shuttle connections enable residents, visitors, tenants and employees to make longer transit-based trips on SMART and other transit options. Station Avenue will coordinate with other area destinations for local shuttle services. The local shuttles can provide service between Station Avenue/SMART and regional destinations such as Sonoma State University, SOMO Village and Spreckels Performing Arts Center.

6. Communications & Information

Station Avenue is focused on making sure that residents, tenants, visitors, and employees are well-informed about the transportation options open to them.

*Multimodal Wayfinding Signage*

Station Avenue will have multimodal wayfinding signage in key locations. These signs will be located externally and internally so that the residents, tenants, employees and visitors are directed to transportation services and infrastructure, including:

- SMART platform
- shuttle, bus and other transit pick-up/drop-off locations
- car-share parking
- bicycle parking, repair shop and bike rentals
- showers and lockers
- taxi and ride service stands

*Real Time Transportation Information*

Station Avenue can provide real time transportation information on kiosk displays located throughout the project to highlight sustainable transportation options and support informed trip-making. The displays shall include real time information on sustainable transportation options in the vicinity including SMART train arrivals and departures, walking times to key locations, and the availability of car-share vehicles and rental bicycles. Smart phone apps can enhance access to this information.

*Transportation Marketing Services*

Station Avenue will offer marketing and communication campaigns to encourage the use of sustainable transportation modes. Marketing services will be provided by the TDM coordinator. Marketing services may include:

- Promotions. The TDM coordinator will develop and deploy promotions to encourage use of sustainable transportation modes. This includes targeted messaging and communications campaigns, incentives and contests, and other creative strategies. These campaigns may target existing and/or new residents/employees/ tenants.
- Welcome Packets. New residents and employees will be provided with marketing information about sustainable transportation options associated with accessing the project site (e.g., specific transit routes and schedules; bicycle routes, etc.) as part of a welcome packet.

**TDM Coordinator**

Station Avenue will provide an on-site TDM coordinator (property manager) who will be responsible for implementing and managing the TDM plan. The TDM coordinator will be a point of contact for residents, tenant and employees should TDM-related questions arise, and will be responsible for ensuring that tenants are aware of all transportation options and how to fully utilize the TDM plan.





### PEDESTRIAN CIRCULATION

Pedestrian circulation for Rohnert Station includes a network of interconnected paths for both retail and residential user groups. Retail pedestrian paths along Station Avenue, Quest Street, and Grand Street are a minimum of 8' (with sidewalk seating) to 10' in width with paving extending to face of architecture. This will allow for heavier pedestrian movement, as well as allow tenant activity to spill out of the architecture and interact with users. Pedestrians may also walk along the edge trail path that makes its way around all of Station Avenue. The trail path is 10' in width to accommodate walkers, runners, and bicyclists. The trail will give access to the existing regional trail connections.

FIGURE 51, PEDESTRIAN & BICYCLE CIRCULATION





FIGURE 52, LANDSCAPE CONCEPT PLAN

## NOTES SCHEDULE

### SYMBOL DESCRIPTION

- ① **STREETSCAPE A:** A varied deciduous street-tree with high canopies relating to adjacent views into program and architecture. A low-water-use ground cover/ shrub planting will be installed between the back of sidewalk and site wall. The site wall is to act as a buffer between adjacent program and is to be at a minimum of 36" inches.
- ② **STREETSCAPE B:** A consistent deciduous street-tree with high canopies within the walkway with a low-water-use ground cover/ shrub planting that will be installed between back of curb and sidewalk.
- ③ **PARKING AREAS:** Deciduous trees will be planted at parking islands and within medians to provide shade over vehicles and drive aisles. Medians will be curbless to allow for the collection of storm-water runoff.
- ④ **RESIDENTIAL GATHERING AREA:** The area design (to be completed) will consist of various seating areas.
- ⑤ **NEIGHBORHOOD PARK:** The park design will include various amenities, including a dog park and a childrens play-scape area.
- ⑥ **SITE ENTRIES:** Entries to Rohnert Station along major roads adjacent to the site will include enhanced planting. Site walls will provide opportunities for signage and branding.
- ⑦ **STATION SQUARE ENTRY:** The central main vehicular drop-off to Station Square will be accented with a water feature.
- ⑧ **STATION SQUARE CONCEPT:** The curbless plaza design (to be completed) will include outdoor dining opportunities, central landscape and amenity focal points (e.g., water feature and sculptures) The square will also incorporate a lawn for program use and informal seating areas through the use of seat walls.
- ⑨ **RIDE SERVICE DROP-OFF:** Ride service drop-off locations to have architectural kiosk that acts as a beacon for these locations and adds protection from inclement weather. Drop-off areas will slope up to curbless to enhance the pedestrian experience.



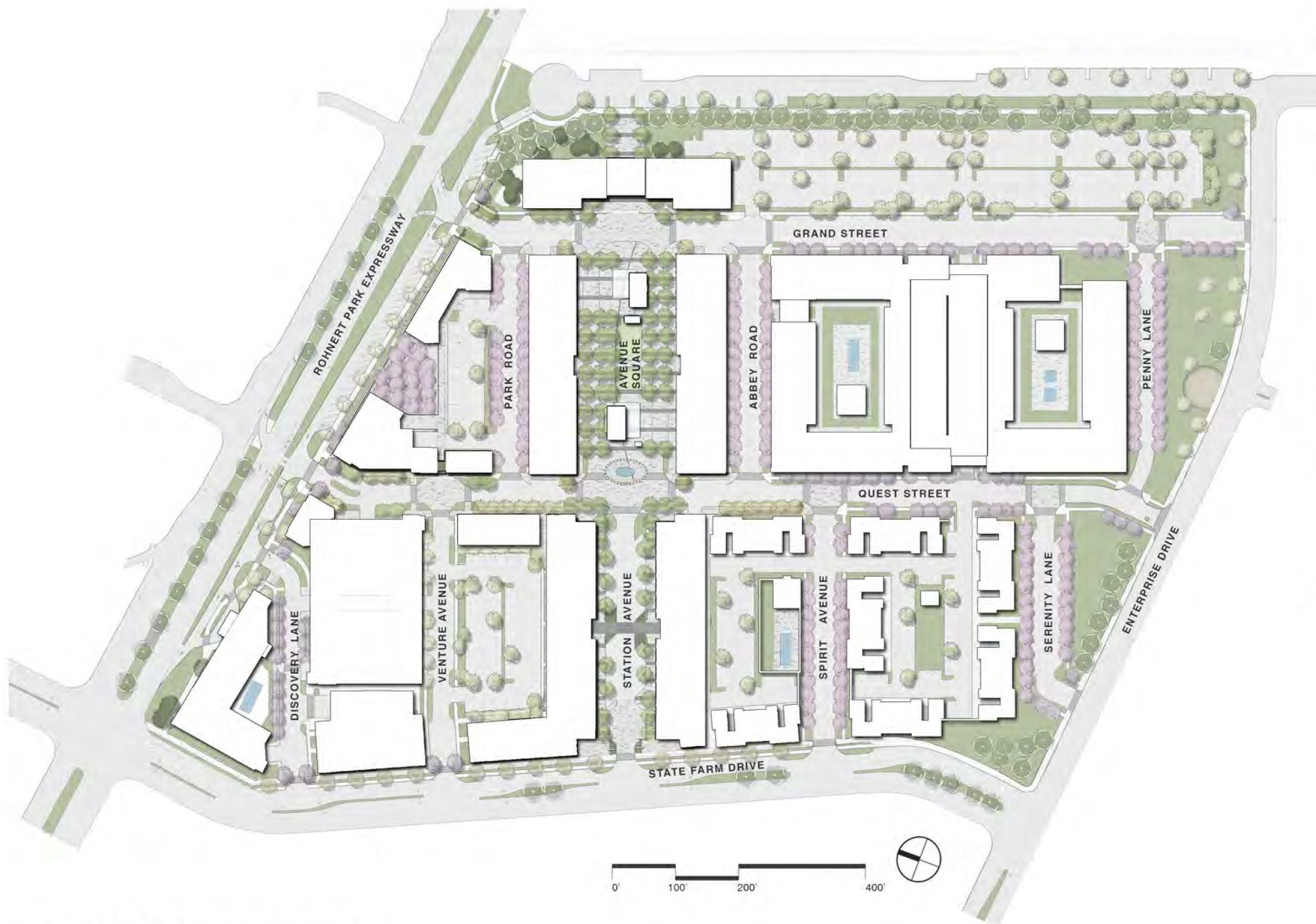


FIGURE 53, PRELIMINARY PLANTING PLAN

**PLANT SCHEDULE**

SYMBOL	BOTANICAL NAME	COMMON NAME
	<i>Platanus acerifolia</i> 'Exclamation'	London Planetree 'Exclamation'
	<i>Liquidamber rotundiloba</i>	American Sweetgum
	<i>Arbutus</i> 'Marina'	Marina Strawberry Tree
	<i>Diospyros virginiana</i>	Green Persimmon
	<i>Quercus agrifolia</i>	Coast Live Oak
	<i>Gleditsia triacanthos</i>	Honey locust
	<i>Aesculus californica</i>	California Buckeye
	<i>Prunus ilicifolia</i>	Holly Leaf Cherry
	<i>Sophora secunda</i> ora	Mountain Laurel
	Tree (Existing - to be confirmed in field)	

**DESIGN NOTE**

The plant list is tentative and may expand or contract as the final planting design is prepared.

**PLANT CONTAINER SIZING**

- Trees to be planted from minimum 20-gallon size containers
- Shrubs to be planted from 5-gallon and 1-gallon size containers
- Ground Covers to be planted from 1gallon size containers
- Lawn area to be planted from SOD

**CAL GREEN + TIER 1 CHECKLIST**

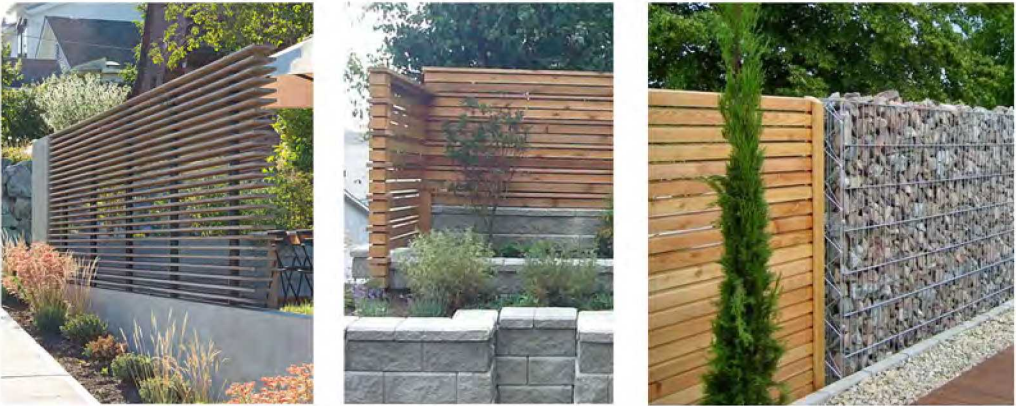
- Lawn grass area, limited to not more than 25% of the landscape. Shall be irrigated by low volume pop up rotary sprinkler system.
- Hydro zone irrigation techniques will be incorporated.
- The plant palette will utilize at lest 75% native California or drought tolerant plant materials appropriate to the climate zone region. Note: The plant list is tentative and may expand or contract as the final planting design is prepared.
- The use of potable water will be reduced to a quantity of that does not exceed 65% of the landscape area.
- Common and perimeter area landscape irrigation will consist of a combination of water conserving, low volume rotary sprinklers, traditional and in-line drip irrigation systems.
- All irrigation valves shall be connected to an automatic control system.
- All irrigation systems shall be designed to meet the most current water conservation policies and most up to date equipment.



**Walls and Fences** – Station Avenue proposes building various walls and fences for security, privacy and delineated outdoor seating areas.



FIGURE 54, WALLS AND FENCES DIAGRAM



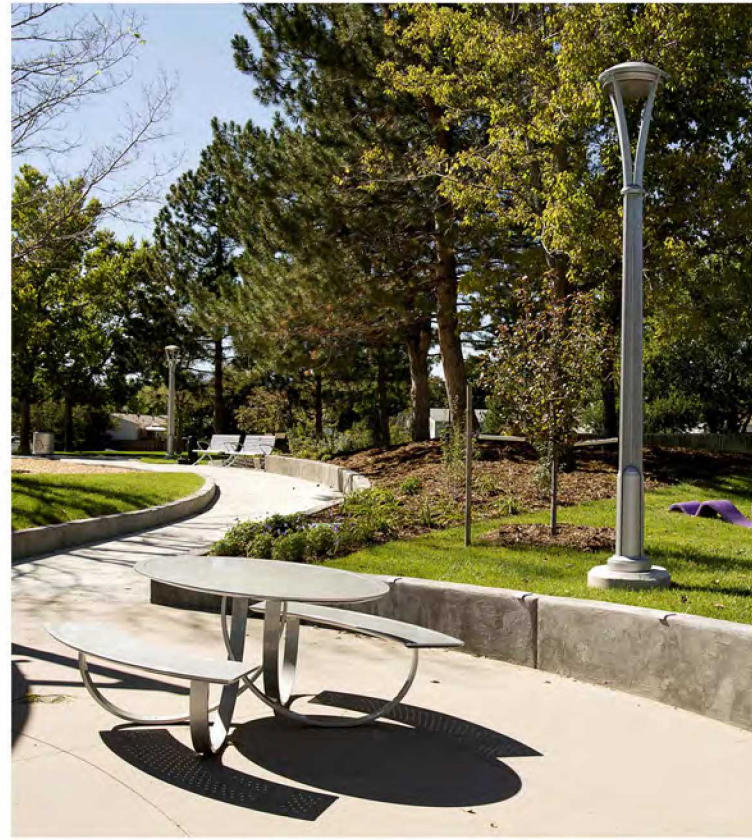
conceptual wall and fence options





### Conceptual Place Making

- Street Furniture
- Lighting
- Paving
- Bollards
- Information Kiosks
- Bike Racks





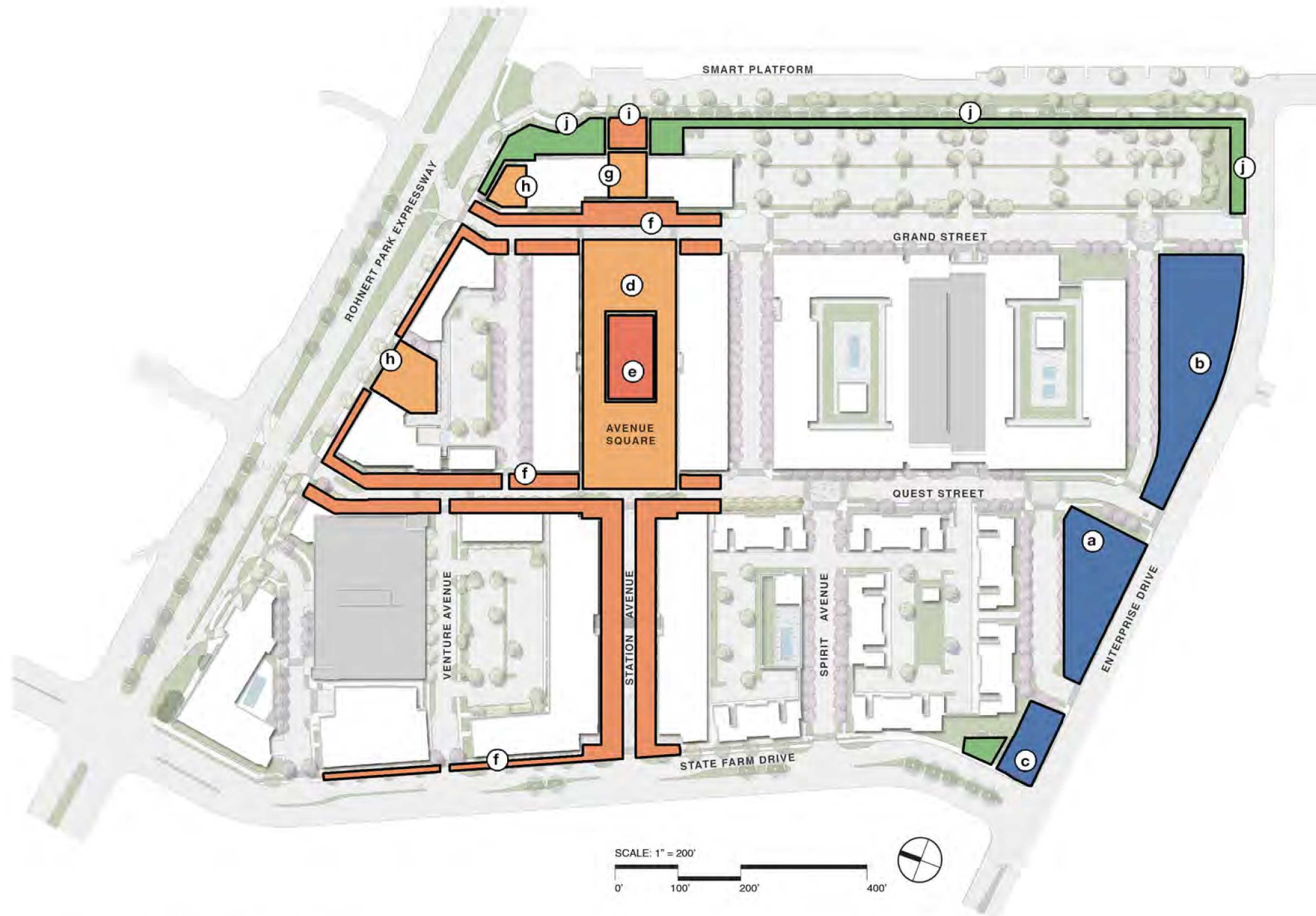


FIGURE 55, PUBLIC PLACE DIAGRAM

## Public Places, Parks and Open Space

High-density, mixed-use development requirements for public places differ from standard suburban park and open space requirements. As an alternative to parks and open space, Rohnert Station Development proposes creating project-appropriate public places that enhance the quality of life for on-site and community residents, as well as visitors to the development.

**a – neighborhood park – public**  
public park including childrens playscape and a dog park, for on-site and neighborhood residents

**b – gathering spot – public**  
public park area including gathering area with various seating options

**c – peace garden – public**  
public park area including a path and peace poles

**d – avenue square**  
retail and restaurants (with sidewalk seating) activate a pedestrian zone, enhanced with placemaking features including public art, lighting, fountains, street furniture, and other amenities

**e – avenue living room and lawn**  
central to Avenue Square, a landscaped open space is programmed with events, concerts, and seasonal activities (ice skating)

**f – active pedestrian zones**  
retail and restaurants (with sidewalk seating) activate a pedestrian zone, enhanced with placemaking features including public art, lighting, fountains, street furniture, and other amenities

**g – station portal**  
a covered connection between the SMART platform and Station Square is activated with seating, public amenities (restrooms and security) and concierge, and ATM's

**h – outdoor seating patios**  
various restaurant outdoor seating presents a variety of outdoor seating opportunities

**i – transition plaza**  
a small plaza connectin the Station Portal to the SMART platform

**j – edge parks**  
located on the edge of the project, these open spaces allow for the retention of existng redwood trees as well a other existng trees.

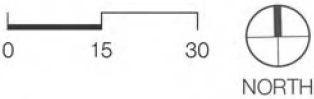


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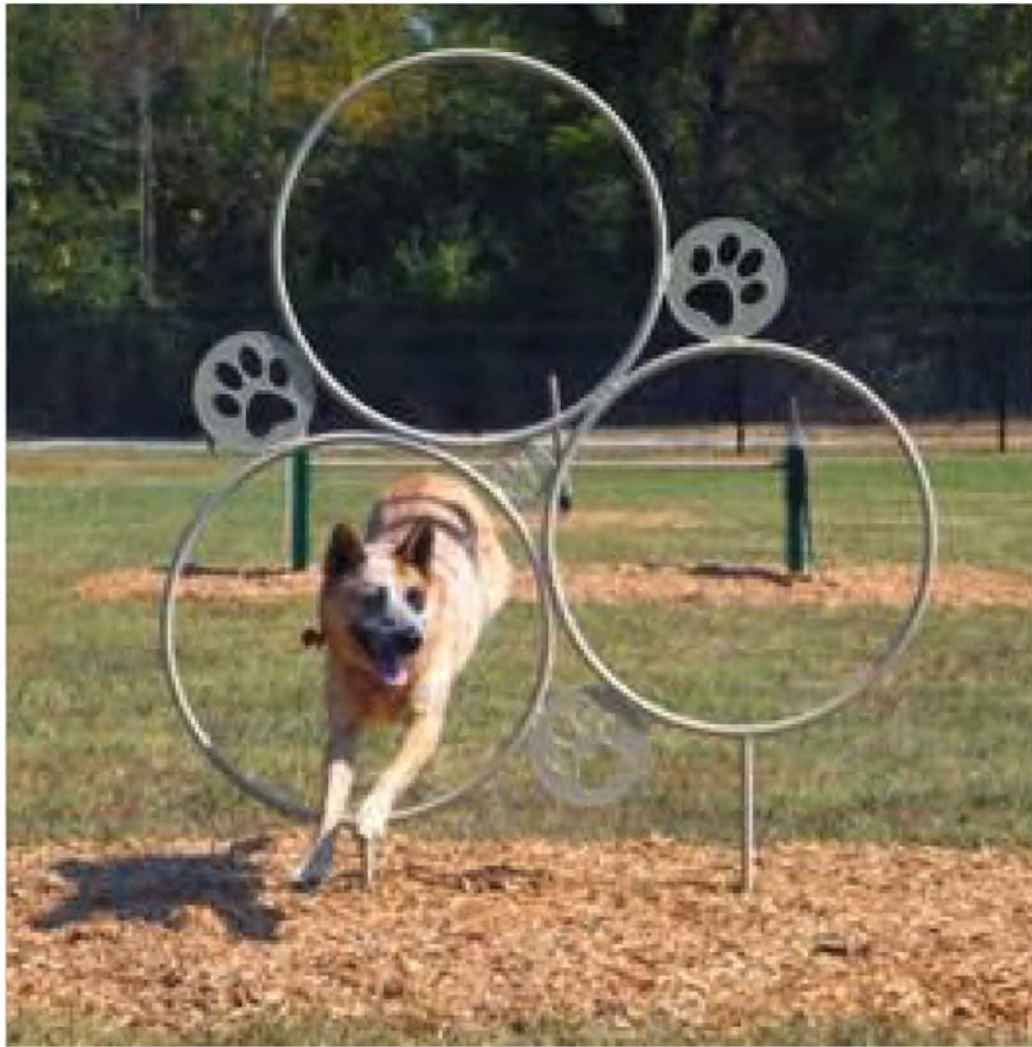
- |                                    |                            |                           |   |                          |                              |
|------------------------------------|----------------------------|---------------------------|---|--------------------------|------------------------------|
| (A) CHILDREN'S CREATIVE PLAY-SCAPE | (D) PARKING                | (G) SIGNAGE & WAY FINDING | (J) INFORMAL GATHERING SPACE            | (M) PLANTING TYPE B      | (P) TREE + BERM - (EXISTING) |
| (B) SMALL DOG PARK                 | (E) PARK ENTRANCE - (MAIN) | (H) TREE GRATE            | (K) ENHANCED CROSSWALKS                 | (N) 5' CONCRETE SIDEWALK | (Q) ORNAMENTAL TREE          |
| (C) LARGE DOG PARK                 | (F) GATHERING SPACE        | (I) DRIVE LANES           | (L) PLANTING TYPE A - (COLOR + TEXTURE) | (O) STREET TREE          |                              |



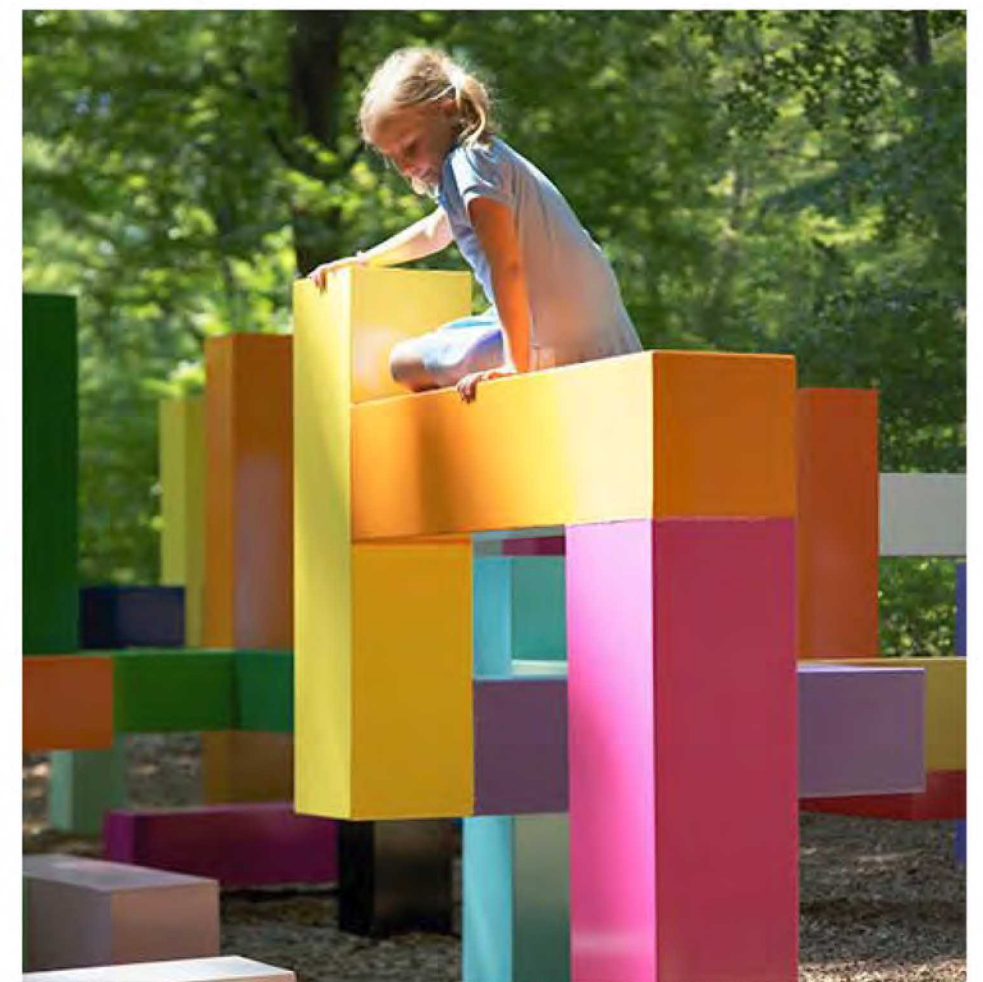
FIGURE 56, PUBLIC PARKS CONCEPTUAL PLAN



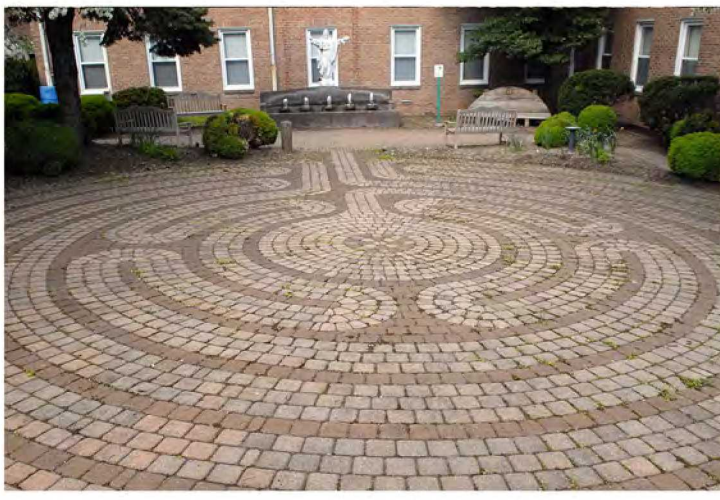














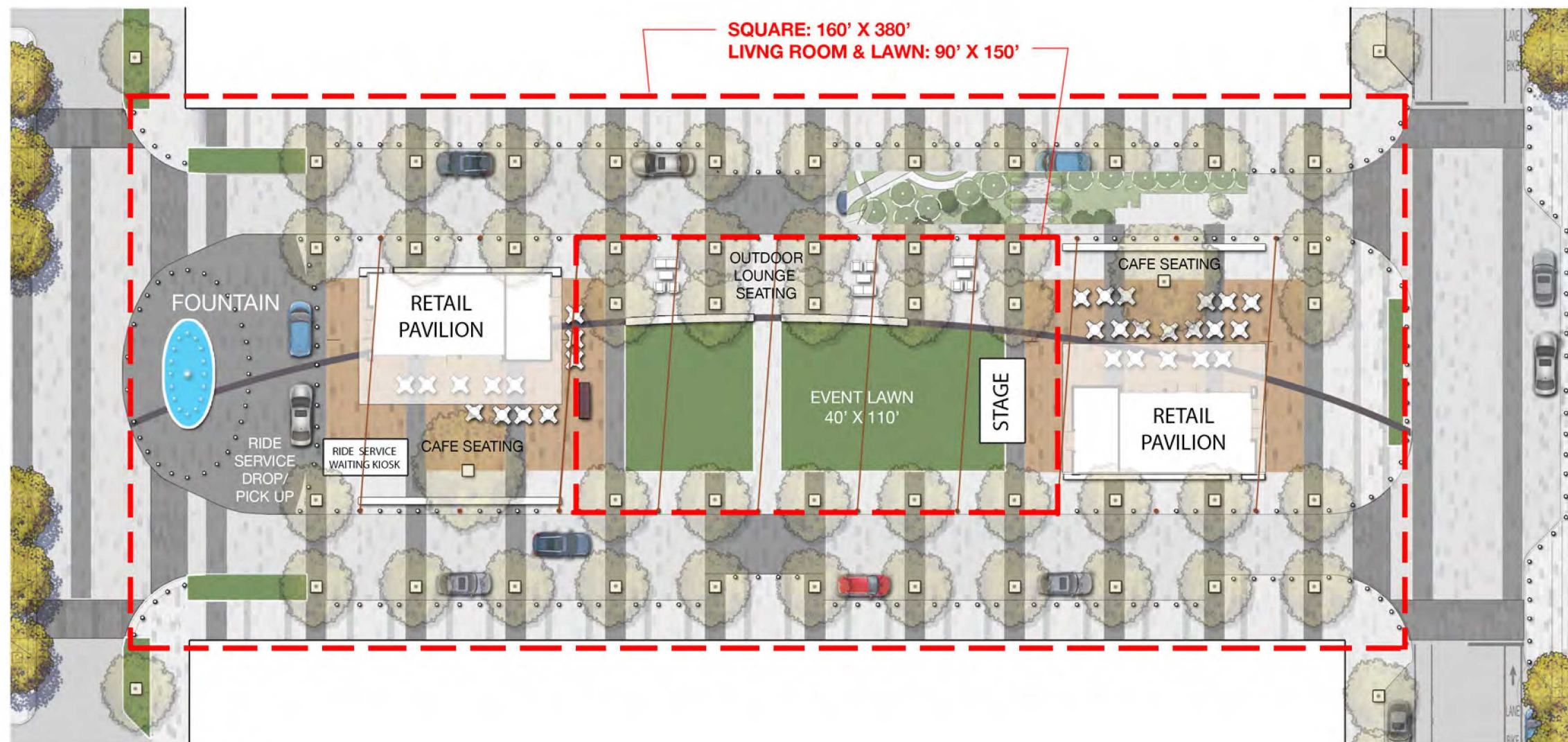


FIGURE 57, AVENUE SQUARE

## THE SQUARE

- EVENT LAWN WITH STAGE
- RETAIL PAVILIONS
- OUTDOOR CAFE SEATING
- COMMUNITY LIVING ROOM
- OUTDOOR LOUNGE SEATING
- FOUNTAIN FEATURE
- SELFIE SPOT
- RIDE SERVICE DROP-OFF/PICK UP



FIGURE 58, AVENUE SQUARE – CONCEPTUAL RENDERING

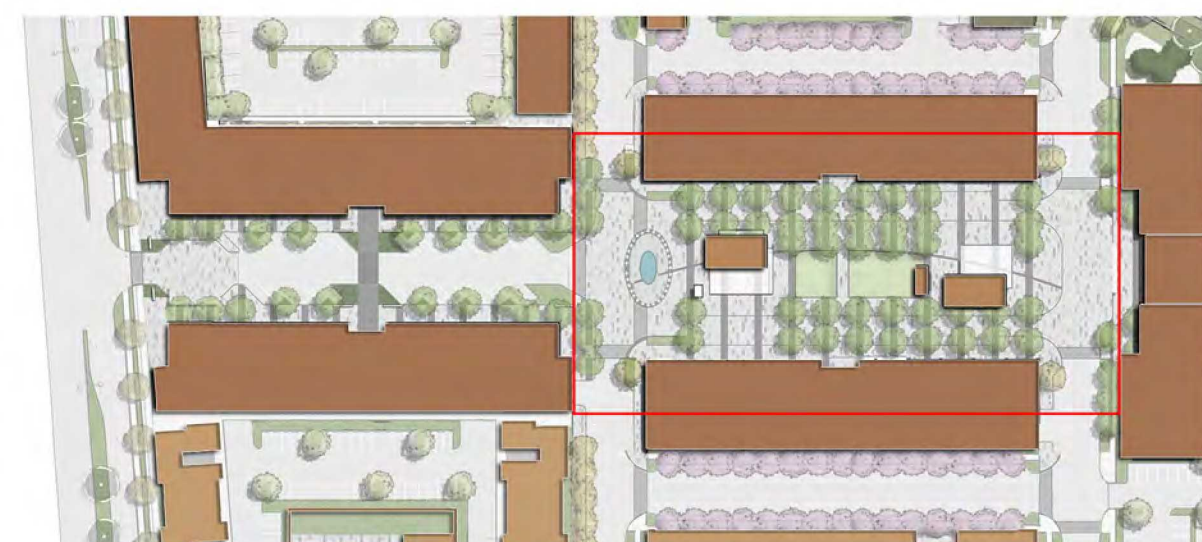
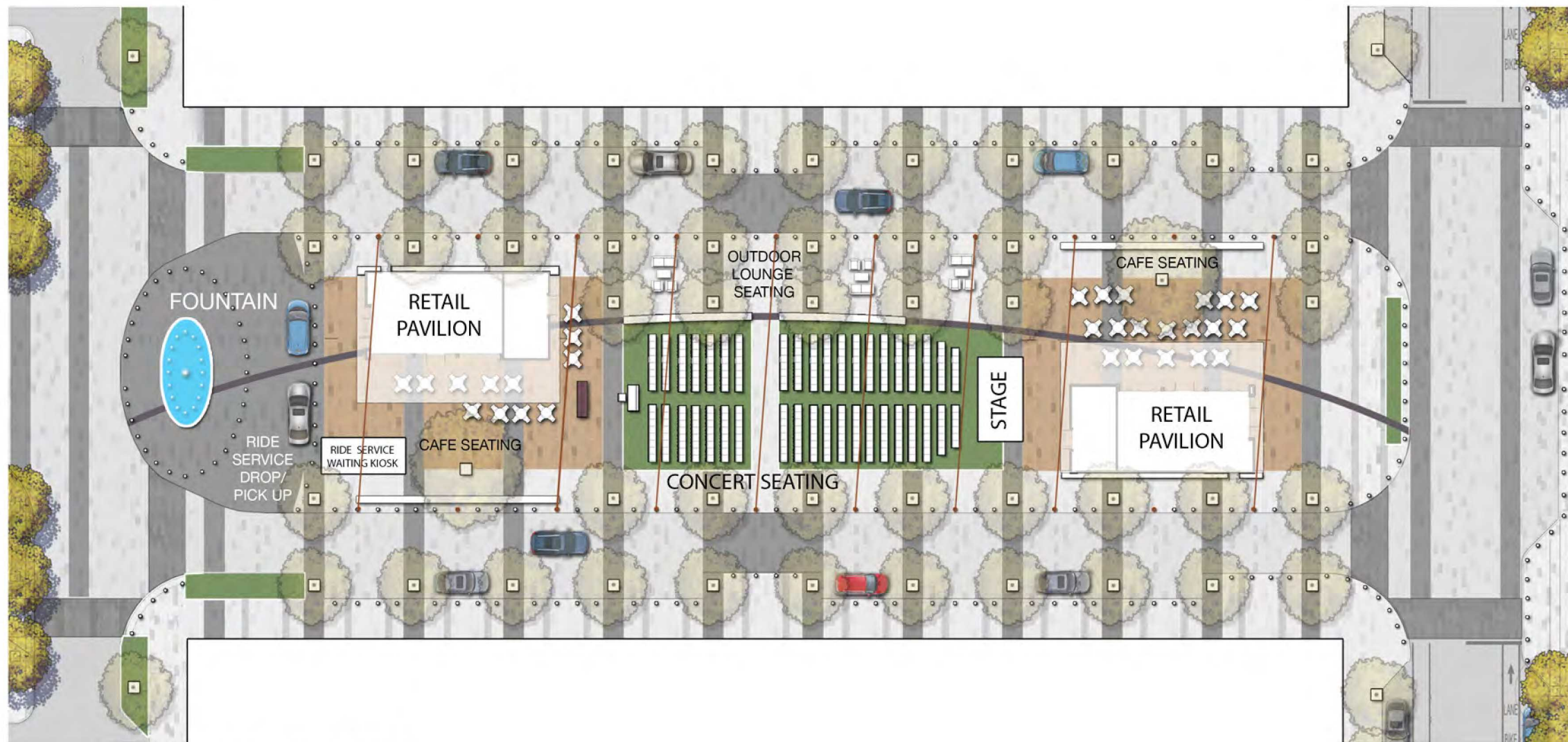


FIGURE 59, KEY PLAN





# CONCERTS MOVIES AND PERFORMANCES

EVENT LAWN  
WITH STAGE  
MULTIPLE SEATING OPTIONS  
PROJECTION SCREEN  
GREEN ROOM  
EQUIPMENT ROOM

FIGURE 60, AVENUE SQUARE – CONCERT PLAN







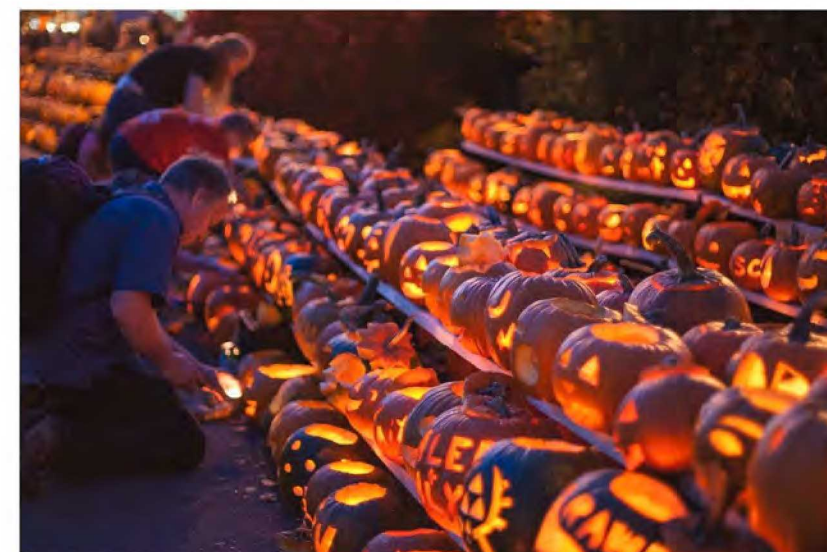
FIGURE 61, AVENUE SQUARE – FESTIVAL PLAN

# SEASONAL FESTIVALS

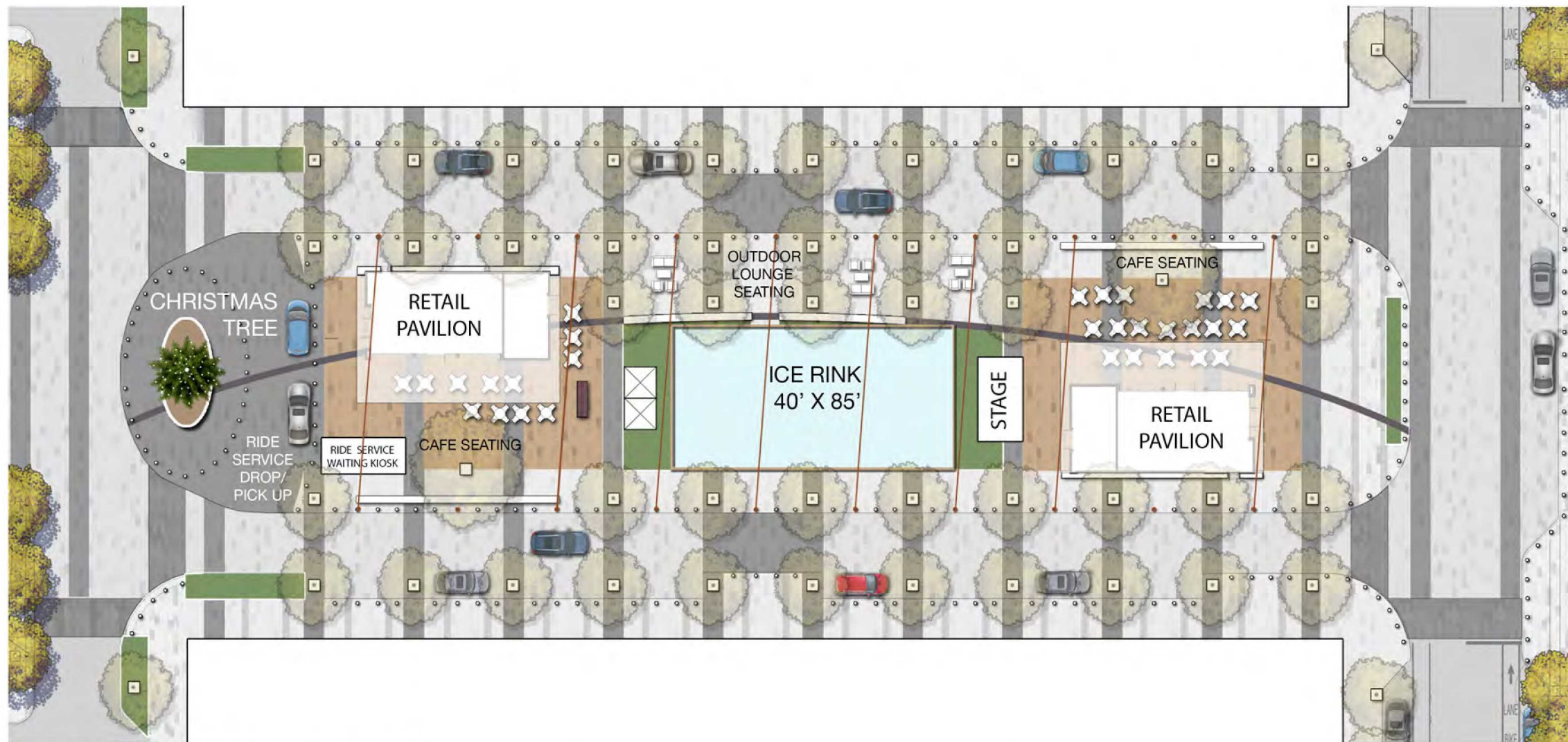
SPRING FESTIVAL  
FLOWER FAIR  
EGG HUNT

SUMMER FESTIVAL  
KIDS PARADE  
CLASSIC AUTO SHOW

FALL FESTIVAL  
HARVEST FAIR







## WINTER FESTIVAL

ICE RINK  
WITH DJ STAGE  
SKATE RENTAL

CHRISTMAS TREE  
SEASONAL DECORATIONS

FIGURE 62, AVENUE SQUARE – WINTER FESTIVAL





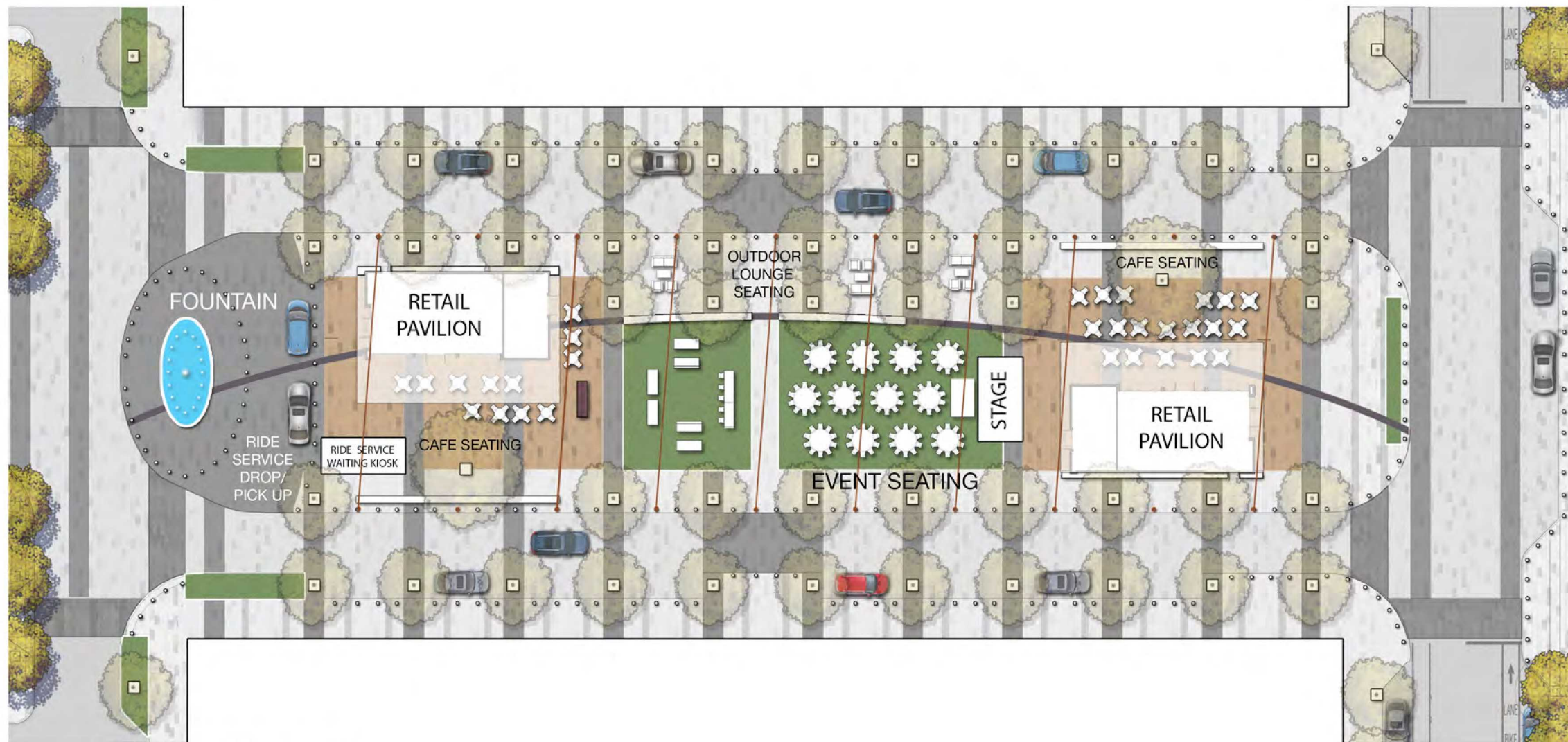


FIGURE 63, AVENUE SQUARE – EVENT PLAN

## EVENT SEATING

EVENT LAWN  
WITH STAGE

MULTIPLE TABLE AND  
SEATING OPTIONS

DINNERS & FUNCTIONS  
FUNDRAISERS  
COMMUNITY EVENTS  
TENANT EVENTS

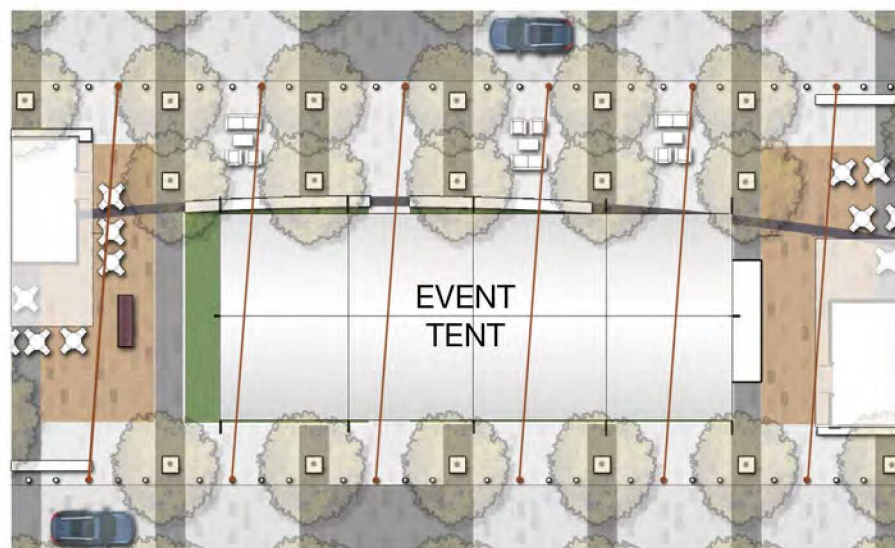
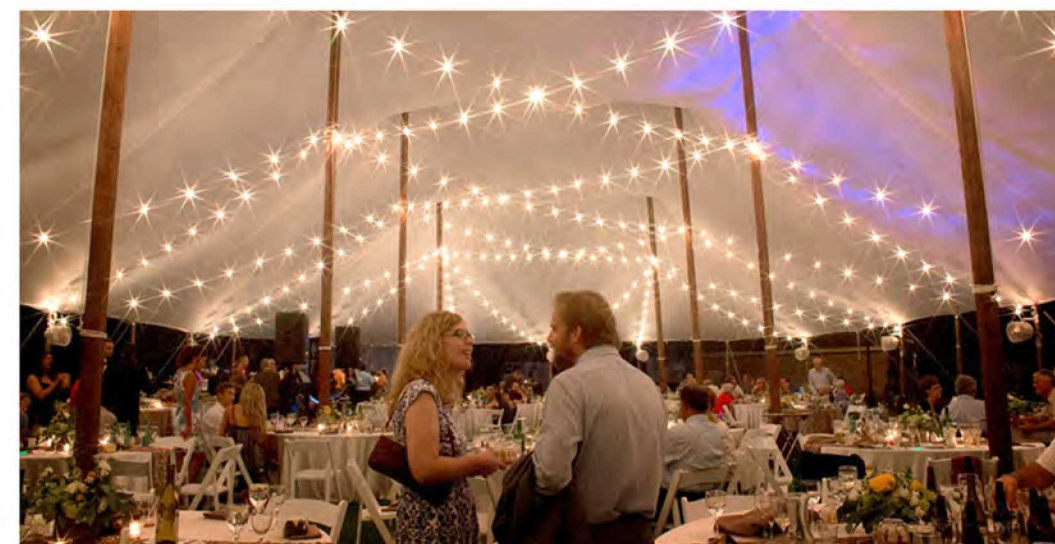


FIGURE 64, LAWN TENT PLAN





# MARKETS

- FARMERS MARKETS
- ANTIQUE AND BOOK FAIRS
- HERITAGE CELEBRATIONS
- BEER AND WINE FESTIVALS
- ART FAIRS
- MAKERS MARKETS

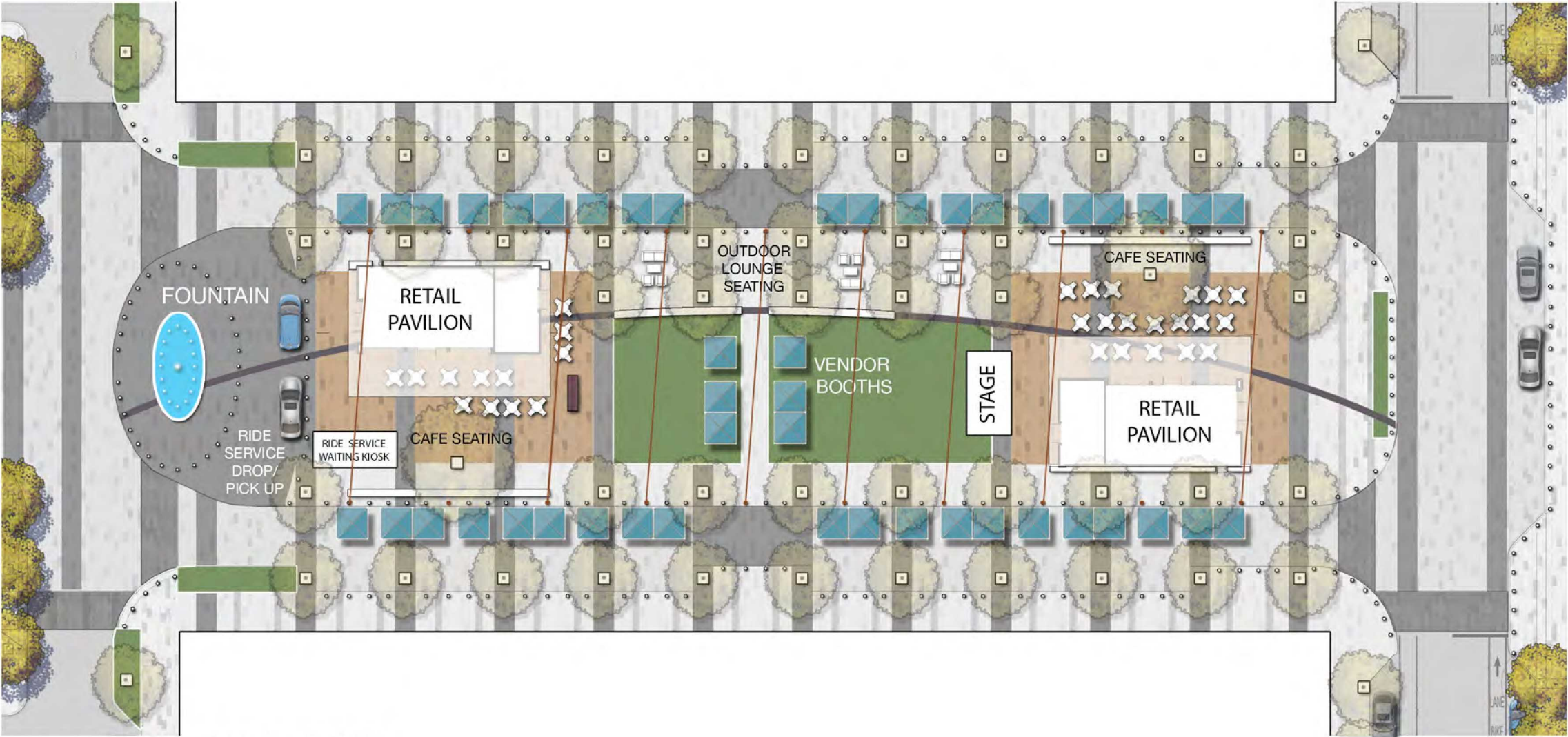


FIGURE 65, AVENUE SQUARE – MARKET PLAN





WATER

The project will tie into the City water system to serve domestic and fire protection demands. There are existing water mains in to the north, west and south of the Project. State Farm Drive contains an existing 8-inch water main to the west of the Project. There is an existing 8-inch water main along the northern boundary of the project just to the south of Rohnert Park Expressway, which currently has an 8-inch water line stubbed to the project. The 8-inch main on the northern portion of the Project heads north to Lynne Conde Way across Rohnert Park Expressway, while on the western end the 8-inch main connects to the 8-inch main in State Farm Drive. On the south side of the project there is an existing 10-inch water main that runs cross country in a 12-foot water easement through the southern portion of the project and runs approximately parallel to Enterprise Drive. This 10-inch main currently connects to the 8-inch water main in State Farm Drive and has an 8-inch water line stubbed to the Project. As part of the project new connections to the 8-inch in State Farm Drive will be added at the proposed Venture, and Spirit Avenues. Two new water connections will also be added to the existing 8-inch main at the north end of the proposed Quest Street, and to the existing 10-inch main at the south end of the proposed Quest Street. The proposed water main configuration will provide for multiple looped mains though the Project.

The project will require multiple separate water meters with associated private water mains to serve the project. The hotel, retail , and residential dwelling units will be metered separately, and each of these developments will require a separate private fire protection main to connect building fire protection systems.

It is assumed the irrigation needs will be met with recycled water.

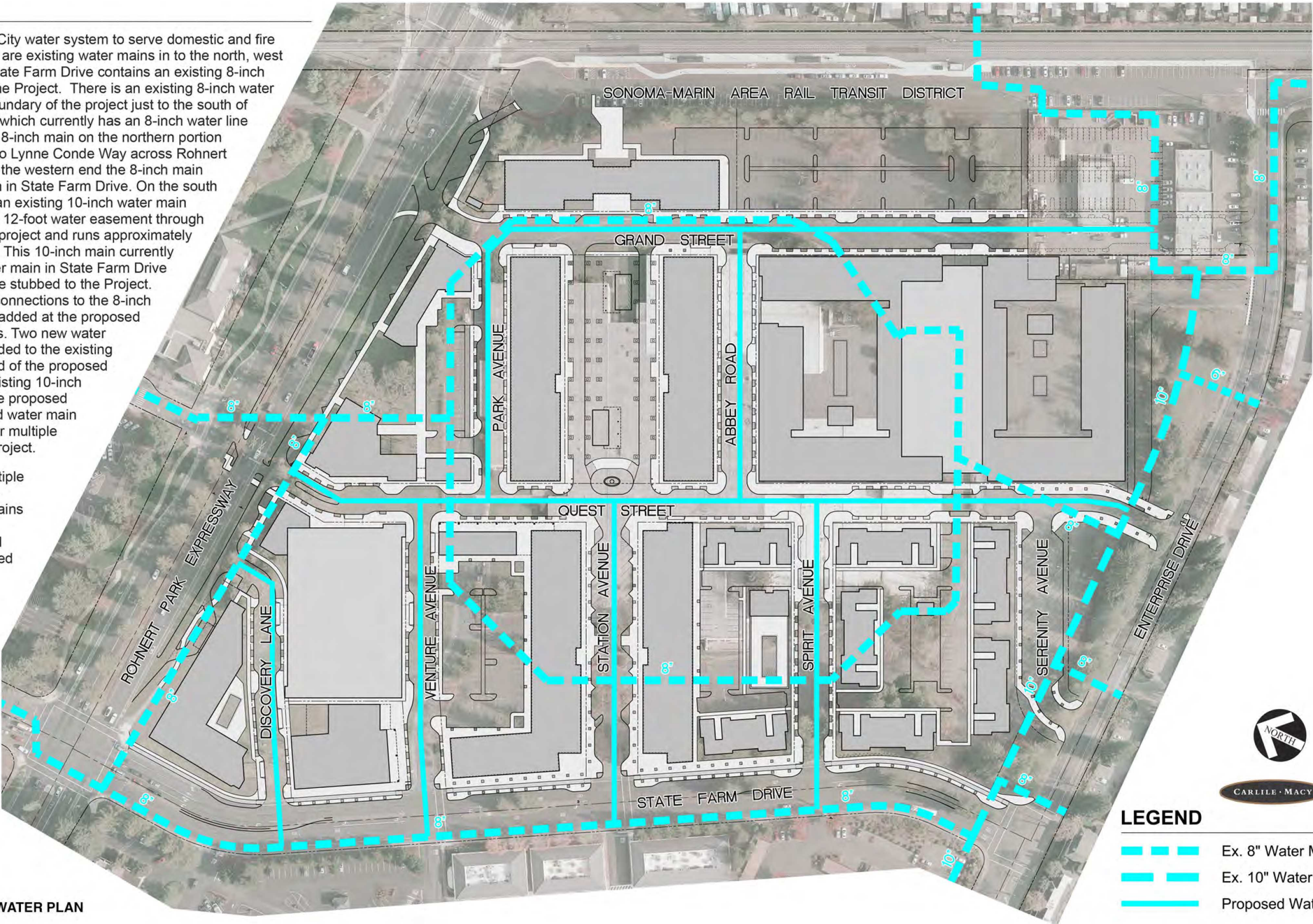


FIGURE 66, WATER PLAN



RECYCLED WATER

There is an existing recycled water main to the east of the project, with a 3-inch lateral that serves the project. This existing lateral currently provides all the water for irrigation demands around the site. The project will utilize the existing recycled water lateral to serve irrigation demands for the site.

The project will require multiple separate water meters with associated private recycled water mains to serve the project. The size and location of new recycled water mains, meters, and services will be determined during the construction documents phase.

LEGEND

Ex. Recycled Water Main

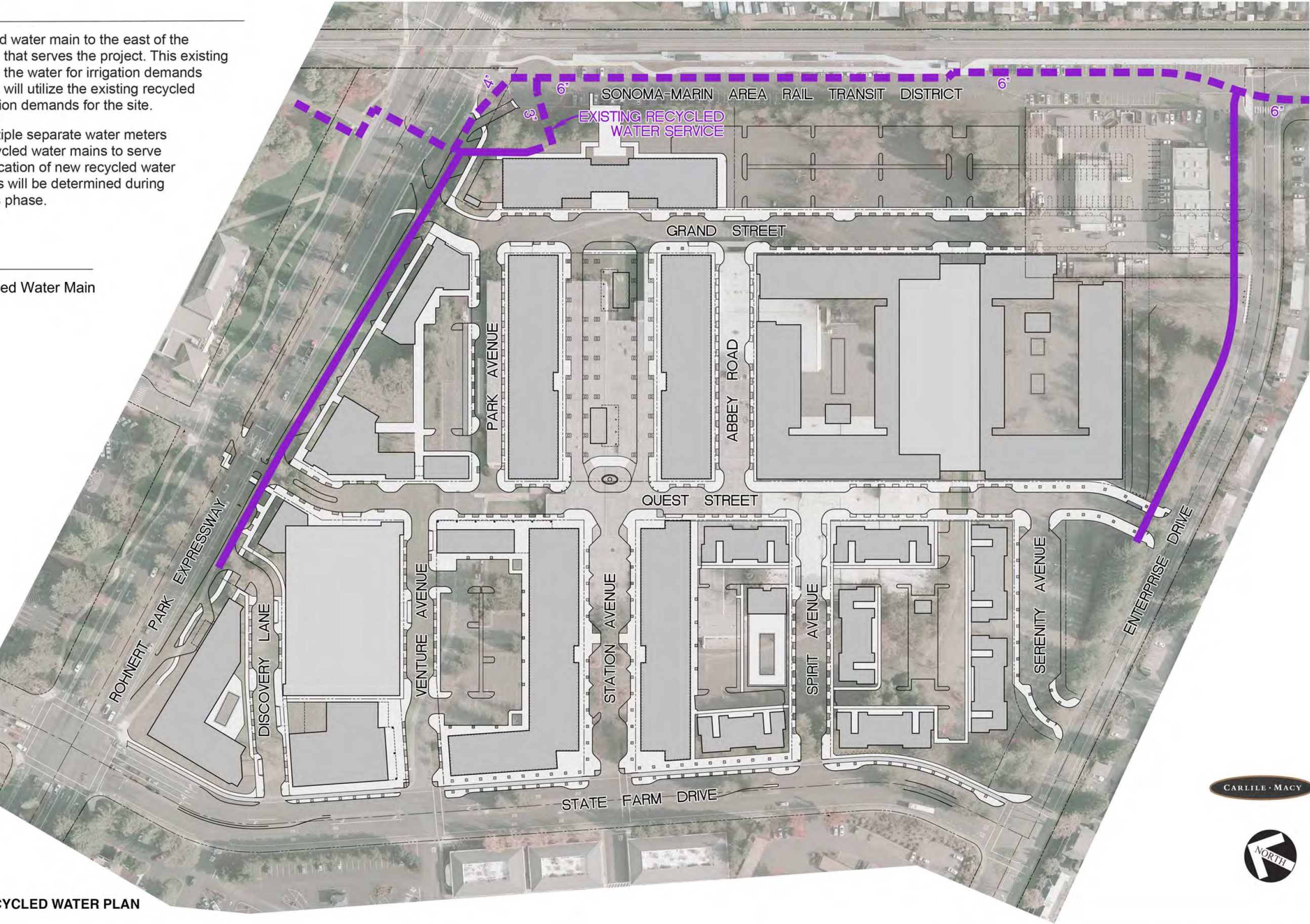


FIGURE 67, RECYCLED WATER PLAN



STORMWATER

The Project site is currently a developed commercial lot consisting primarily of a large building and parking lot, with a large landscaped area in the northwest corner. The existing topography is relatively flat, and gently slopes towards State Farm Drive to the southwest. The existing Project is tributary to three separate stormdrain systems, which border the Project to the north, south and west. An existing 18-inch stormdrain in Rohnert Park Expressway collects the runoff from Rohnert Park Expressway frontage on the northern boundary of the project, and outlets to Hinebaugh Creek. An existing 42-inch stormdrain in State Farm Drive collects the runoff from the northern half of the site and the State Farm frontage, and outlets to Copeland Creek. The third existing system is a 48-inch stormdrain in Enterprise drive that collects the runoff from the southern half of the Project and outlets to Copeland Creek.

The project will tie into the three existing City stormdrain systems to convey stormwater runoff from the Project. The Project will attempt to have no impact on the existing stormdrain systems by maintaining the existing flows to the stormdrain system. Existing flows will be maintained by mimicking the existing hydrology of the site by replicating the existing tributary areas of each stormdrain system that serves the Project site.

The Project will connect to the existing stormdrain system at five locations around the Project boundary. Along State Farm Drive new stormdrain connections to the existing system will occur near existing connections at three locations; Venture, Station, and Spirit Avenues. At Rohnert Park Expressway a single new stormdrain will connect to the existing system at the existing connection point. At Enterprise Drive a single new stormdrain will connect to the existing system at the current connection point.

The design flows will be calculated per the City of Rohnert Park Manual of Standards, Details, and Specifications.

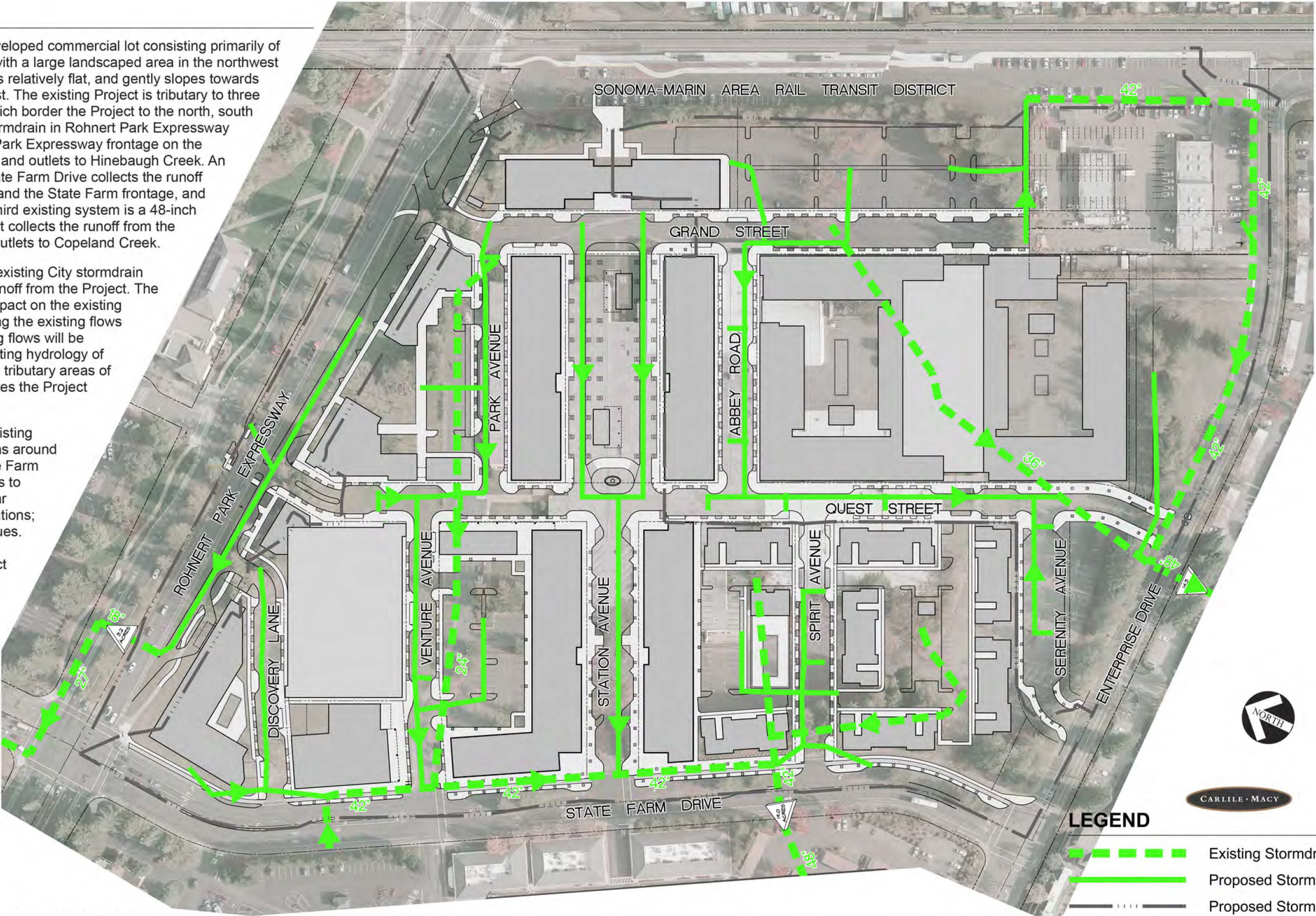


FIGURE 68, STORMWATER PLAN



STORMWATER QUALITY

The City of Rohnert Park has adopted the City of Santa Rosa Low Impact Development Technical Design Manual (LID Manual, 2017) to address stormwater runoff quality and quantity from new development and redevelopment projects. To meet the hydromodification design goal of 100% capture of the post project runoff volume generated from a 1-inch rain event in a 24-hour period the volume must be captured on-site and stored for infiltration and/or reuse.

The design goal will be met by providing storage zones within structural soil in planters, roadside bio-retention, and under permeable pavements in parking lots. Additional storage will be provided by landscape features which will utilize structural soil. Due to the high density of the Project it is anticipated that underground storage in the form of Silva Cells, and/or StormTech Chambers may be required to meet the hydromodification design goal. The total hydromodification volume for the Project will be reduced through the use of pollution prevention measures such as disconnected roof drains, vegetated buffer strips, interceptor trees, and impervious area disconnection.

LEGEND

Surface Flow Direction

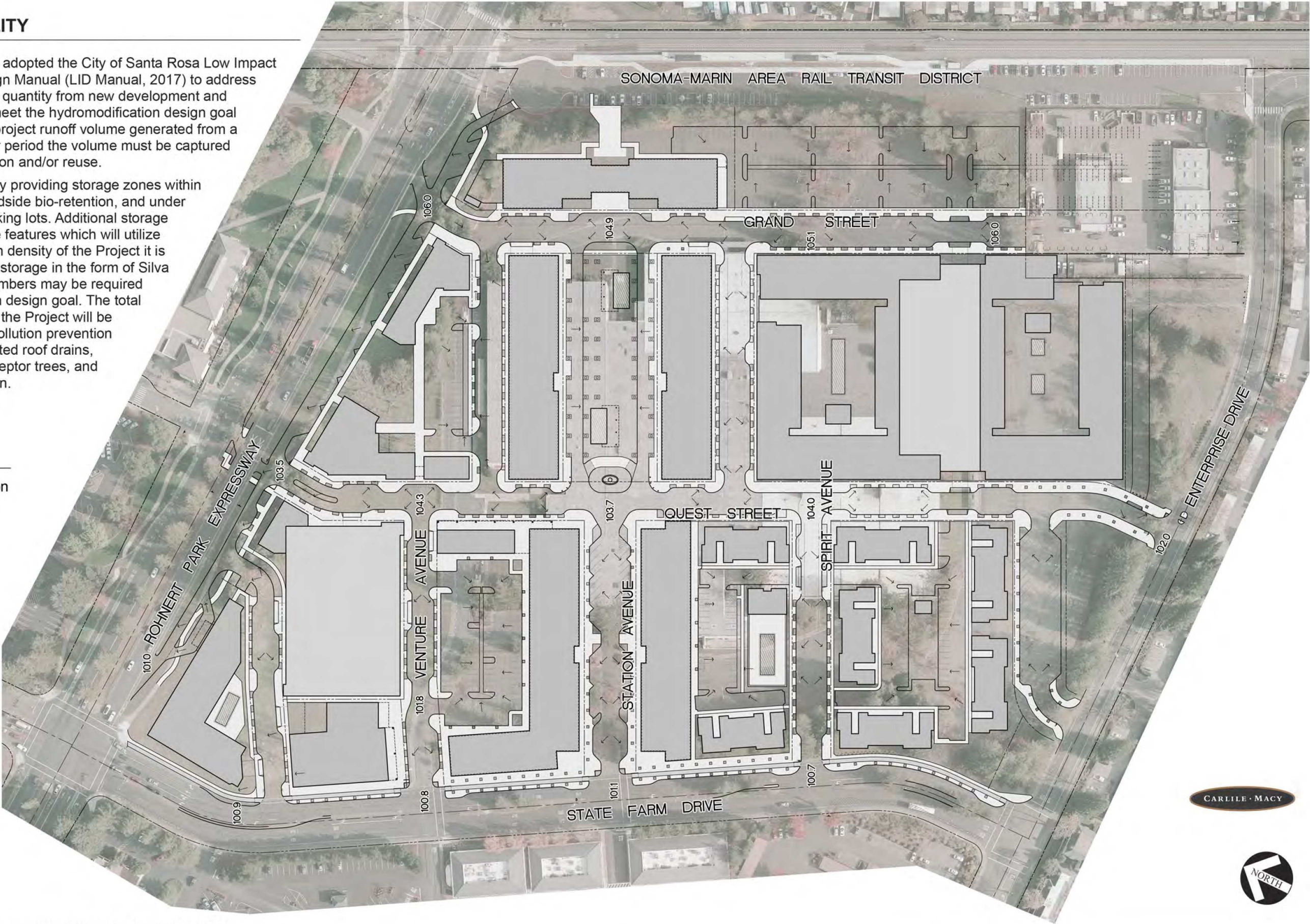


FIGURE 69, STORMWATER QUALITY PLAN



SEWER

The project will tie into the existing City sanitary sewer system to serve wastewater demands. There are existing sanitary sewer mains to the south and west of the Project. Enterprise Drive contains an existing 8-inch sanitary sewer system which flows towards State Farm drive to the west. State Farm Drive contains a short segment of 8-inch sanitary sewer which currently serves the Project Site and connects to the 8-inch main in Enterprise Drive.

A single sewer main connection to the existing 8-inch in State Farm Drive is proposed at Spirit Avenue. This proposed connection will collect the wastewater from the entire Project site through the use of a network of sanitary sewer.

Sewer demands for multi-family, commercial and infiltration and inflow of 0.36 cfs, 0.18 cfs, and 0.09 cfs, respectively have been determined for the proposed Project. These demands were estimated using the City of Rohnert Park Manual of Standards, Details, and Specifications.

$Q_{\text{Multi-Family}} = 0.36 \text{ cfs} = 0.24 \text{ mgd}$   
 $Q_{\text{Commercial}} = 0.18 \text{ cfs} = 0.12 \text{ mgd}$   
 $Q_{\text{I\&I}} = 0.09 \text{ cfs} = 0.06 \text{ mgd}$   
 $Q_{\text{Total Project Demand}} = 0.63 \text{ cfs} = 0.41 \text{ mgd}$

LEGEND

- Ex. 8" Sewer Main
- Proposed Sewer Main

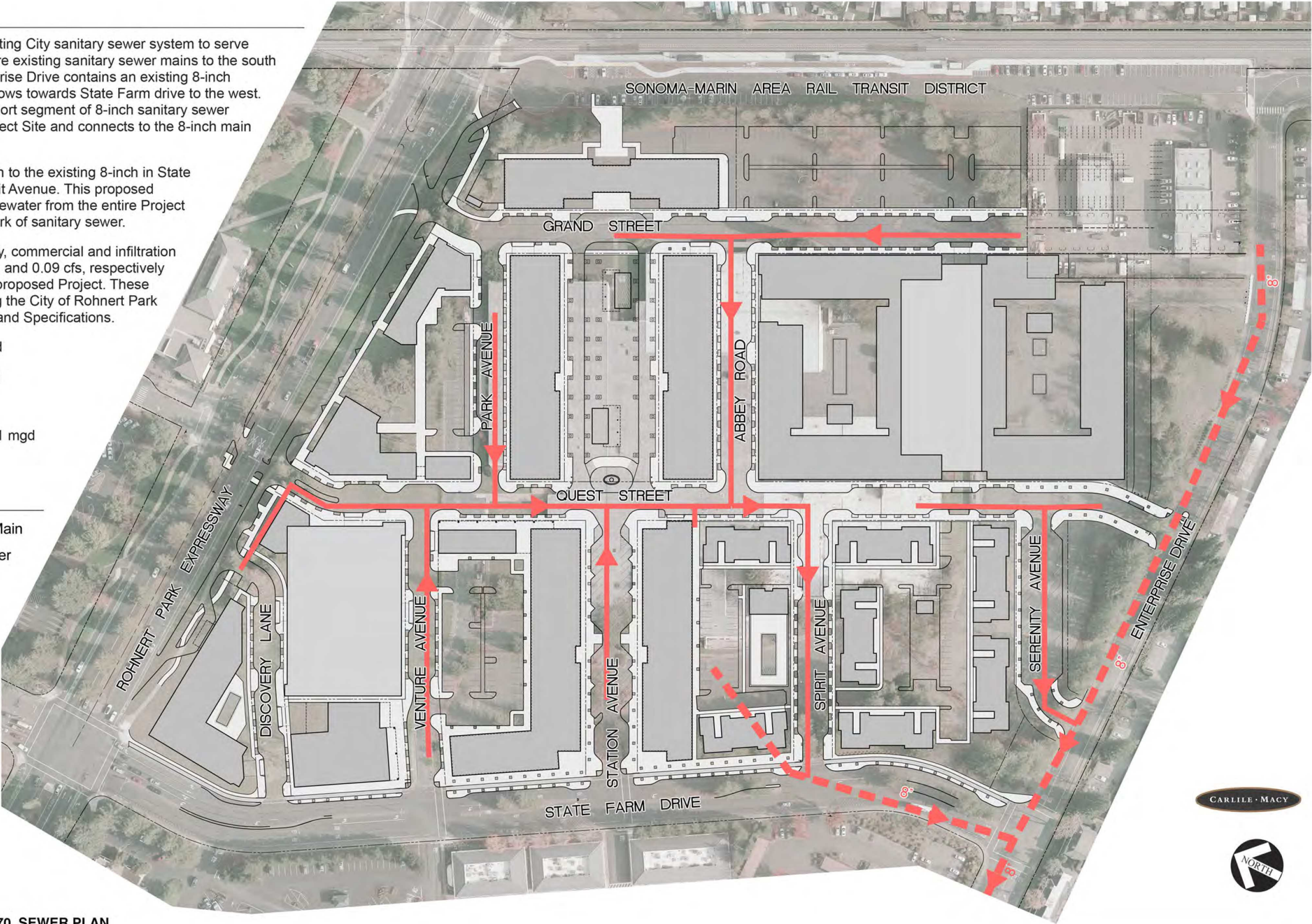


FIGURE 70, SEWER PLAN



# LEGEND

- Ex. Water Main
- Proposed Water Main
- Ex. Stormdrain
- Proposed Stormdrain
- Ex. Sanitary Sewer Main
- Proposed Sanitary Sewer Main
- Ex. Recycled Water Main

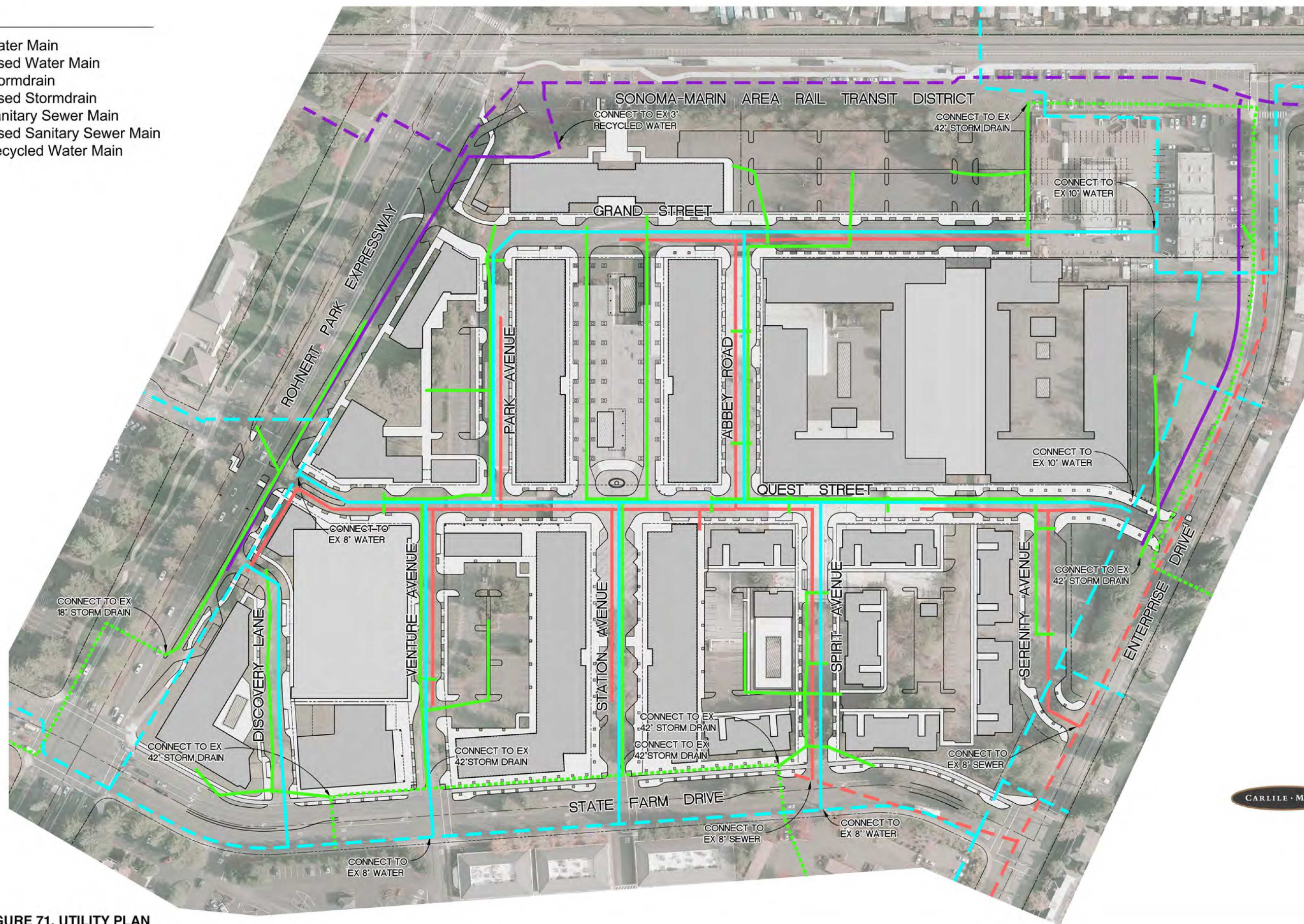


FIGURE 71, UTILITY PLAN



**Limits of Public / Private Ownership of Utilities**

Water and sewer lines in the private streets will be publicly owned and maintained, and will be contained in easements. The publicly owned portions of the water services will extend to the meter or to 5' from the building face, whichever is less. The publicly owned portions of the sewer laterals will extend to the cleanout or to 5' from the building face, whichever is less. Storm drain lines will be privately owned and maintained within the project limits to their connection to the existing drain lines in the public right of way. Joint trench utilities will be contained in easements and owned and maintained by the respective utility companies per their standard arrangements.





## **Conditions of Approval**

### **Station Avenue Project**

The conditions below shall apply to the Rohnert Station (Station Avenue) Project within the Central Rohnert Park Priority Development Area. All conditions run with the land and apply to all development within the Rohnert Station (Station Avenue) project area (APN: 143-051-072 and 143-051-089), unless otherwise noted.

### **General Conditions**

1. All applicable provisions of the City of Rohnert Park Municipal Code, and the Development Agreement by and between the City of Rohnert Park and Laulima Rohnert Station LLC (DA) approved by Ordinance No. ---, are made a part of these conditions of approval in their entirety, as if fully contained herein.
2. The violation of any condition listed herein shall constitute a nuisance and a violation of the City of Rohnert Park Municipal Code (RPMC). In conformity with Chapter 1.16 of the City of Rohnert Park Municipal Code, a violation of the City of Rohnert Park Municipal Code may be an infraction or a misdemeanor and shall be punishable as provided by law. In addition to criminal penalties, the City may seek injunctive relief. The Applicant agrees to pay for all attorney's fees and costs, including, but not limited to, staff time incurred by the City in obtaining injunctive relief against the Applicant as a result of a failure of the Applicant to fully perform and adhere to all of the Conditions of Approval.
3. The Applicant agrees to defend, indemnify, hold harmless and release the City of Rohnert Park, its agents, officers, attorneys and employees from any claim, action or proceedings brought against any of the above, the purpose of which is to attack, set aside, void, or annul the approval of this application or certification of the environmental document which accompanies it. This indemnification obligation shall include but not be limited to, damages, costs, expenses, attorneys', or expert witness fees that may be asserted by any person or entity, including the Applicant, whether or not there is concurrent passive or active negligence on the part of the City, its agents, officers, attorneys or employees.

### **General Project Conditions**

4. By accepting the benefits conferred under the Rohnert Station (Station Avenue) Project, the Applicant acknowledges all the conditions imposed and accepts the development subject to those conditions. The use of the property by the Applicant for any activity authorized by the project approvals shall constitute acceptance of all of the conditions and obligations imposed by the City. The Applicant by said acceptance waives any challenges as to the validity of these conditions.
5. Each phase of development shall be designed, approved and installed to be consistent with the overall buildout of the Station Avenue Final Development Plan, the Station Center P-D Zoning District, the RPMC and the City of Rohnert Park General Plan.



6. The Station Avenue Project shall comply with all applicable mitigation measures established Central Rohnert Park Priority Development Area Environmental Impact Report (SCH No. 2015102081) certified in accordance with the California Environmental Quality Act (CEQA) in March 2016, as clarified by the Station Avenue Consistency Analysis. Projects implementing the Final Development Plan and each development phase shall also comply with the implementation, monitoring and reporting requirements for each mitigation measure established in the Mitigation Monitoring Program adopted with the Central Rohnert Park Priority Development Area Environmental Impact Report. Costs of implementing and monitoring the mitigation measures shall be borne by the Applicant and any successors-in-interest.
7. The project requires upsizing of approximately 3,000 linear feet of off-site sanitary sewer line Enterprise Drive and Hunter Drive. The City has included this upsizing within its Capital Improvement Program and plans to undertake the work. However, if for any circumstance the City is unable to complete its capital improvement project, the applicant must complete the upsizing prior to the first Certificate of Occupancy for the project.
8. The project requires the following off-site improvements described and illustrated in Figure 9 of the *Traffic Impact Study for Rohnert Station (Station Avenue)* (W-Trans, July 17, 2018) which have been included in the City's Capital Improvement Program.
  - a. Modification of the Rohnert Park Expressway/ State Farm Drive intersection to provide protected left-turn phasing on the northbound and southbound State Farm Drive approaches, including restriping the northbound lane to designate dual left-turn lanes, a through lane, and a right-turn lane, and restriping the southbound lanes to designate a left-turn lane, through lane, and through/right-turn lane.
  - b. A raised median on State Farm Drive to restrict left-turn movements at the northernmost driveways serving the project site and Town Center.
  - c. A 125' long southbound left turn pocket and 50' long northbound turn pocket at the State Farm Drive/ Venture Avenue intersection.
  - d. Maintenance of two southbound lanes on State Farm Drive between Rohnert Park Expressway and Venture Avenue, with the outside lane becoming a right-turn "trap" lane at the Venture Avenue traffic signal.
  - e. Left-turn pockets with minimum lengths of 50' at the State Farm Drive intersections of Station Avenue and Spirit Avenue.
  - f. A right-turn pocket with a minimum length of 100 feet at the State Farm Drive/Enterprise Drive intersection.
  - g. Installation of a raised pedestrian refuge island with crosswalk on the east leg of the Enterprise Drive/ Quest Avenue intersection.



The City plans to undertake this work. However, if for any circumstance the City is unable to complete its capital improvement project, the applicant must complete these improvements prior to the first Certificate of Occupancy for the project.

### **Project Design Conditions**

9. Prior to any new construction, the Applicant shall apply for and receive design review approval as required by the City of Rohnert Park Municipal Code, specifically Chapter 17.06, Article XIII: Downtown District Amenity Zone (DDAZ) Overlay District and subject to the design guidelines within the Central Rohnert Park, Priority Development Area plan.
10. The project applicant shall incorporate the following GHG reduction measures into the project design, unless alternative measures are specifically approved by the Planning Manager:
  - a. Compliance with the applicable Title 24 energy efficiency standards at the time of development, at a minimum the 2016 Title 24 standards
  - b. Compliance with state and/or local green building standards. At a minimum, implementation of CALGreen Tier 1 standards
  - c. Installation of high efficiency LED lights in outdoor areas
  - d. Implementation of the Transportation Demand Management measures included in the Final Development Plan.
  - e. Diversion of solid waste diversion consistent with AB 341
  - f. Inclusion of shade canopies or shade trees over parking lots to reduce pavement heat, where appropriate and feasible
  - g. Provision of information regarding transit availability to residents and employees
  - h. Provision of carpool and/or car sharing parking spaces
  - i. Provision of electric vehicle parking
  - j. Compliance with the City bicycle master plan and provision of bicycle parking spaces in excess of bicycle parking requirement in the Municipal Code section 17.16.140 (Bicycle Parking)
11. Landscaping shall be constructed in accordance with the State's Model Water Efficient Landscaping Ordinance (MWELo), or in accordance with water conservation standards which meet or exceed the requirements of the MWELo. The Applicant shall submit a landscaping and irrigation plan that identifies landscape material types and locations, irrigation, water usage calculations, and other information as required. The plan shall be submitted and reviewed by the Development Services Department with each phase of the project. All costs for review of the requirements of the MWELo shall be borne by the Applicant. All landscaping and irrigation subject to the MWELo shall be substantially complete prior to the issuance of a Certificate of Occupancy.



12. All properties shall be clearly marked with lighted address numbering on the front of each unit and on both front and rear of the units having rear alley access; rear addressing shall include the street name utilizing street signage in conformance with Design Standards. A complex directory shall be erected at each entry to the development. Details of the directory shall be submitted for review and approval by the Fire Marshal. **(Public Safety)**

### **Grading and Improvement Plan Requirements**

13. All improvements shall be designed in conformance with: the City of Rohnert Park, Manual of Standards, Details and Specifications in effect at the time of development; the Station Avenue Final Development Plan; and the conditionally approved tentative map for Station Avenue.
14. The grading and improvement plans shall be submitted with a completed Land Development Review Submittal worksheet.
15. The Project benchmark shall be based on a City approved USGS benchmark.
16. Mailbox plans and locations shall be approved by the Rohnert Park Postmaster prior to improvement plan approval. The applicant shall provide a letter and exhibit showing mailbox locations from the Rohnert Park Postmaster approving mailbox locations.
17. The applicant shall submit a geotechnical study conducted by an engineer licensed in the State of California and qualified to perform soils work, or a California Certified Geologist and acceptable to the City. Recommendations shall be provided, as necessary, to prevent damage to Project facilities and compliance with these recommendations shall be required as a condition of development at the Project site. The grading and improvement plans shall incorporate the recommendations of the approved geotechnical study. This geotechnical study shall at a minimum evaluate the following:
  - a. The liquefaction potential at the Project site.
  - b. The location and extent of expansive soils at the Project site, including recommendations regarding the treatment and/or remedy of on-site soils, and the structural design of foundations and underground utilities.
  - c. Seismic safety including recommendations regarding the structural design of foundations and underground utilities.

### **Grading Plan Requirements**

18. The grading plan shall be prepared by a Registered Civil Engineer, licensed in the State of California and shall be submitted for review and approval by the City Engineer.
19. The grading plan shall clearly show all existing survey monuments and property corners and shall state that they shall be protected and preserved.
20. All existing wells, septic tanks and/or underground fuel storage tanks shall be abandoned under permit and inspection of Sonoma County Environmental Health



or other designated agency. If there are none, the project engineer shall provide a letter describing the scope of the search done to make this determination.

### **Improvement Plan Requirements**

21. The improvement plans shall be prepared by a Registered Civil Engineer, licensed in the State of California, shall be submitted for the review and approval of the City Engineer and the Fire Marshall. (Engineering and Public Safety)
22. The improvement plans shall illustrate public street frontage improvements, including grading, paving, utilities, drainage structures, lighting and trash collection facilities. The improvements plans shall include parking lots, street and utility information including all concrete curb and gutter, sidewalk, street lights, striping and signing, paving, water lines, storm drain lines and sewer lines as necessary, erosion control and any necessary transitions.
23. The improvement plans shall illustrate how each lot shall be provided with improvements consistent with the tentative map.
24. Improvements plans shall include an erosion control (winterization) plan. The plan must include an order of work and staging/scheduling component indicating when facilities must be installed and when they may be removed. A separate Rain Event Action Plan (REAP) shall be required and prepared as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the REAP shall be kept on-site throughout the duration of construction activities.
25. The Improvement Plans shall include the following required notes:
  - a. "Any excess materials shall be considered the property of the contractor and shall be disposed of away from the job side in accordance with applicable local, state and federal regulations."
  - b. "During construction, the contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. Contractor shall be responsible that all construction equipment is equipped with manufacturers approved muffler's baffles. Failure to do so may result in the issuance of an order to stop work."
  - c. "If at any time during earth disturbing activities a concentration of artifacts or a cultural deposit is encountered, work shall stop in the immediate area and the construction manager shall contact the City and a qualified archeologist."
  - d. "If human remains are encountered anywhere on the project site, all work shall stop in the immediate area and the construction manager shall contact the City, the County Coroner and a qualified archeologist."
  - e. "If paleontological resources or unique geologic features are encountered during construction, all work shall stop in the immediate area and the construction manager shall contact the City and a qualified paleontologist."



- f. "Construction work hours shall be consistent with the Rohnert Park Municipal Code, Noise Ordinance.
- g. "If hazardous materials are encountered during construction, the contractor will halt construction immediately, notify the City of Rohnert Park, and implement remediation (as directed by the City or its agent) in accordance with any requirements of the North Coast Regional Water Quality Control Board."
- h. "The contractor(s) shall be required to maintain traffic flow on affected roadways during non-working hours, and to minimize traffic restriction during construction. The contractor shall be required to follow traffic safety measures in accordance with the Cal Trans "Manual of Traffic Safety Controls for Construction and Maintenance Work Zones." The City of Rohnert Park emergency service providers shall be notified of proposed construction scheduled by the contractor(s) in writing and at least 24 hours in advance of its proposed schedule of work."
- i. Use of plastic monofilament netting (e.g., erosion control matting or wattles) for erosion control is prohibited. Appropriate fiber netting or similar natural materials (e.g., coconut coir matting) shall be used for erosion control or other purposes in sensitive areas, to reduce the potential for entrapping wildlife.

## **Civil and Landscape Plans**

- 26. The improvement plans shall include Street Signing and Pavement Marking Plan for review and approval by the City Engineer. Striping, pavement markings and traffic signage shall be provided on all streets as necessary and as required by the City Engineer. Speed limit signs shall be installed at locations determined by the City Engineer.
- 27. The improvement plans shall include the following on and off-site improvements described and illustrated in Figure 9 of the *Traffic Impact Study for Rohnert Station (Station Avenue)* (W-Trans, July 17, 2018), subject to final review by the City.
  - a. A traffic signal and pedestrian crossing, with refuge, at the Rohnert Park Expressway/Lynne Conde Way/Quest Street intersection.
  - b. A 210' long westbound left turn pocket on Rohnert Park Expressway at Quest Street.
  - c. At the Rohnert Park Expressway/ Lynne Conde Way/ Quest Street intersection, "NO TURNS" signs on the eastbound RPX approach, a "NO LEFT TURN" sign on the southbound Lynne Conde Way approach, and a "DO NOT ENTER" sign on the northbound Quest Street approach between the RPX mainline and frontage roads, with an accompanying "ONE WAY" sign directing drivers exiting the site onto the eastbound RPX frontage road.



- d. At the Rohnert Park Expressway/ Grand Street intersection, a STOP sign on the northbound Grand Street approach (at the RPX mainline), along with “NO LEFT TURN” signage.
  - e. STOP signs at the Rohnert Park Expressway frontage road intersections of Quest Street and Grand Street at the northbound and eastbound approaches.
  - f. A traffic signal at the State Farm Drive/ Venture Avenue intersection.
  - g. An active pedestrian warning system such as a Rapid Rectangular Flashing Beacon at the State Farm Drive/ Station Avenue intersection.
  - h. Restrict Enterprise Drive/ Serenity Drive to right-in, right-out access.
28. The improvement plans shall provide for emergency vehicle access to the project at the slip street exit near Grand Street, across Rohnert Park Expressway from the public safety complex. The final configuration shall be subject to the approval of the Department of Public Safety.
29. In conjunction with the submittal of the site plan for the hotel, a queuing analysis shall be completed for the hotel porte cochere driveway to prevent backups onto Rohnert Park Expressway. The property lines and the Rohnert Park Expressway/ Discovery Street intersection shall be adjusted if needed to provide adequate queuing length.
30. The State Farm Drive cycle track shall have a 5 foot separation of the bike path from the curb (e.g. 5-foot landscape strip/6-foot cycle track/ 6-foot sidewalk), or be separated from the adjoining right turn lane by a railing or barrier. The final configuration shall be reviewed and approved by staff during final design.
31. The State Farm Drive cycle track shall be decorative concrete, to distinguish this from the adjoining sidewalk areas. Asphalt concrete shall not be used.
32. The improvement plans shall provide for reconfiguration of the a portion of the City’s Corporation Yard at the Grand Street/ Serenity Street intersection in accordance with the requirements of the Development Agreement between the City and applicant.
33. Trash dumpster enclosures shall be located at each building and shall be covered and plumbed to the sanitary sewer system.
34. Sidewalk warps shall be provided to allow a clear five foot walkway at all locations, including areas where mailboxes, streetlights, street signs and fire hydrants are to be installed.
35. One-inch chases shall be installed to all parkway strips from adjacent parcels to allow for the installation of irrigation lines in the future.
36. The improvement plans shall illustrate handicap ramps and parking as required by State of California Title 24.
37. Driveway entrances shall be designed to meet the requirements of the City Standards and the City Engineer. All driveways shall be per City standards for commercial developments.



38. Street lighting shall be designed in accordance with City of Rohnert Park and PG&E requirements. Street light design, spacing, and locations shall be approved by the City Engineer. Electrical service points shall be shown on the plans based on PG&E provided locations.
39. Landscape plans shall be submitted with the civil improvement plans. Sidewalk alignment shall be shown on both the civil and landscape plans.
  - a. The landscape plans shall be submitted with a site-specific tree mitigation and replacement plan which includes:
  - b. An inventory of trees planned for removal and any work planned within the drip line of protected trees;
  - c. Replacement of trees at a ratio agreed on with the City accordance with the tree protection ordinance;
  - d. The specific locations of the tree planting including a map and a planting plan;
  - e. Schedules and methodologies for maintaining and monitoring the success of the plan; and
  - f. Performance standards.
40. The improvement plans shall show bicycle racks on-site in accordance with City Standards, which require individually mounted inverted-U-shaped racks, unless an alternative is approved by the City Engineer.
41. The site design shall include adequate fire lanes and other emergency facilities as determined by Department of Public Safety including any NO PARKING lanes, turnarounds, or other features as required by the Rohnert Park Department of Public Safety. Fire Apparatus Access Roads and Fire Lanes must be fully identified with signage and/or curb markings as approved by the Fire Marshal. (Public Safety)

## **Hydrology, Storm Water and Storm Drain**

42. The applicant shall prepare and submit to the City of Rohnert Park for review and approval, drainage plans, hydrologic, and hydraulic calculations pipe sizing and storm drain plans prepared by a Registered Civil Engineer licensed in the State of California. The drainage plans and calculations shall include a pre- and post-construction analysis of flows for the 10-year and 100-year peak flows. The analysis shall:
  - a. Provide quantities of water, water flow rates, drainage areas and patterns and drainage courses;
  - b. Hold post-construction flows to preconstruction level using onsite detention if necessary
  - c. Utilize hydrology per NOAA Atlas 14.
43. The improvement plans shall reflect the results of the analysis. The storm drain system shall be designed to meet the requirements of the Sonoma County Water



- Agency Flood Control Design Criteria (latest revision), specific to the Project and these conditions. No new storm drain outfalls to Copeland Creek are allowed.
44. All project related flooding impacts shall be mitigated by the project applicant. Drainage improvements shall be designed by a Civil Engineer registered in the State of California in accordance with the Sonoma County Water Agency's Flood Control Design Criteria. Public and private drainage improvements shall be shown on the improvement plans and shall be approved by the Sonoma County Water Agency (SCWA) prior to approval by the City Engineer.
  45. Onsite storm drains will be private and the site plans shall show all private storm drains serving adjacent property (ies) and those storm drains shall be contained within private storm drain easements in favor of adjacent property (ies).
  46. The applicant shall prepare and implement a site specific storm water pollution prevention plan acceptable to the City that identifies best management practices for effectively reducing discharges of storm water containing sediment and construction wastes resulting from site construction activities. The applicant shall comply with all other requirements set forth in City's stormwater permit.
  47. The improvement plans shall be in conformance with the City of Santa Rosa and Sonoma County Storm Water Low Impact Development Technical Design Manual (latest edition). The final improvement plans shall include a tributary area map showing how each portion of the site is directed to a treatment measure.
  48. Discharge of runoff onto pavement should be avoided.
  49. The improvement plans shall include storm drainage improvements to remove oil and grease from discharges from parking lots, including directing runoff to vegetated swales or areas, consistent with best management practices (BMPs).
  50. No lot to lot drainage is allowed. No concentrated drainage may discharge across sidewalks. All site drains must be connected to the public storm drain system, or discharged through the face of curb. A minimum of two curb drains will be required to drain residential lots.
  51. Plans and certifications shall demonstrate compliance of all improvements, including building pads and finished floor elevations, with the City's Flood plain Ordinance, to the satisfaction of the Building Official and City Engineer. Pad elevations shall be constructed at a minimum of 1 foot above the 100-year Floodplain as determined by the City and certified by the project engineer.
  52. Site drainage design must include facilities for the containment of recycled water runoff due to over irrigation, system leakage or control failure.
  53. Post- construction storm water BMPs shall be in conformance with the City of Santa Rosa storm water calculator (<http://srcity.org/departments/utilities/stormwatercreeks/swpermit/Pages/swLIDtechManual.aspx>). A final stormwater plan shall be provided in conjunction with the submittal of site improvement plans. The plan shall provide calculations confirming that each treatment measure provides adequate volume-capture for



- each drainage area. The improvement plans shall confirm that volume-capture cells are not in conflict with street, landscaping, or other improvements.
54. Post-construction storm water treatment measures must take into account trash management in accordance with trash capture requirements adopted by the State Water Resources Control Board in April 2015. The post construction measures shall include treating drainage inlets in the street right-of-way along the project frontages.
  55. The final storm drain design shall be in substantial conformance with that shown on the tentative map, with the following modifications as determined at the discretion of the City Engineer:
  56. The proposed stormwater separator units shall be located out of the vehicle travel lanes so that the street is not blocked during future maintenance operations. The applicant shall give consideration to consolidating multiple units into a single unit that is located in order to allow the State Farm Drive right-of-way to be treated by the unit.

### **Water System Requirements**

57. The water system improvement plans shall be accompanied by a hydraulic model run, or alternative form of calculation, demonstrating that the fire flows and pressures required for the project, can be achieved with the proposed water system improvements. These calculations are subject to the approval of the City Engineer and Fire Marshall. The applicant may request that the City complete these calculations, in which case the applicant shall fund the City's work in accordance with the terms of its reimbursement agreement.
58. The onsite water lines shall be located in public water easements, terminating at the master water meters.
59. The improvement plans shall show backflow prevention devices in accordance with the requirements of the City of Rohnert Park's Backflow Prevention Ordinance.
60. Each individual multifamily and/or commercial unit shall be sub-metered off a master City water meter.
61. The improvement plans shall show water services to each building. All water meters shall be located within the right-of-way or public water easement.
62. The improvement plans shall include a note that states "All hydrants shall be covered with bags indicating that the hydrant is not active until flow tests are completed by the City and the hydrants are approved."

### **Sewer System Requirements**

63. The improvement plans shall illustrate any grease traps required for commercial kitchen or restaurant facilities in accordance with the requirements of the Santa Rosa Subregional System and the City of Rohnert Park Design Standards.



- 64. Sanitary sewer connections shall be provided to the floor sump in all trash dumpster enclosures.
- 65. A sanitary sewer application shall be submitted to the Development Services for review and approval. Application shall indicate the type of discharge proposed.
- 66. The improvement plans shall show that all manholes shall be provided with a gasket.
- 67. The onsite sewer lines will be public, located in public sewer easements terminating at the cleanout for each building site.
- 68. Sewer grades must be designed such that ultimate finished floors are a minimum of 12" above upstream manhole or clean-out rim elevations

### **Recycled Water System Requirements**

- 69. The improvement plans shall show recycled water use for irrigation. Onsite recycled water lines shall be private.
- 70. The recycled water system improvements shall be designed in accordance with the City of Santa Rosa's Recycled Water Users Guide, the City of Santa Rosa and City of Rohnert Park standards, Title 22 of the California Code of Regulations and the requirements of the North Coast Regional Water Quality Control Board.
- 71. All recycled water mains, service laterals, plumbing, valves, pipes, appurtenances, irrigation parts, vaults and boxes must be purple. Recycled water notification signs shall be installed as directed by the City Engineer. Recycled water spray, mists and ponding must not be present in any designated eating area. All drinking fountains must be positioned or shielded to eliminate any exposure to recycled water sprays or mists.
- 72. Recycled water/potable water dual plumbing design and layout, construction-installation and final inspection review for individual lots or grouping of lots must be performed by an AWWA certified Cross Connection Specialist and all deficiencies must be corrected at the applicant's expense. Written reports of the Cross Connection Specialist's finding must be submitted to and approved by the City.

### **Dry Utility System Requirements**

- 73. Utility plans within existing or proposed public right-of-way for electric, gas, telephone, cable and fiber optic (joint trench) shall be submitted to the City Engineer for review. Utility structures shall be located away from areas of high pedestrian traffic, project entries, or active outdoor areas, and screened to the extent possible. All above-ground structures shall be specifically approved by the Director of Development Services.
- 74. Improvement plans shall show that all utility distribution facilities, including any existing overhead utilities (of 26,000 volts or less) along the project frontage, shall be placed underground or removed, except surface-mounted transformers, pedestal mounted terminal boxes, meter cabinets, fire hydrants and street lights. Appropriate easements shall be provided to facilitate these installations.



## **Prior to the Issuance of Grading Permits and/or Improvement Agreements**

75. The applicant shall submit a Phase II Environmental Site Assessment covering any areas of known concern identified in the Phase I Environmental Site Assessment.
76. No construction activity may commence until the applicant has demonstrated to the City that it has filed a Notice of Intent to comply with the Terms of General Permit to Discharge Storm Water Associated with Construction Activity (NOI) with the State of California Water Resources Control Board.
77. The applicant shall secure an encroachment permit from the City prior to performing any work within the City right of way or constructing a City facility within a City easement.
78. The applicant shall secure a letter from Sonoma County Transit Agency indicating the acceptability of proposed transit stops.
79. If the site will require import or export of dirt, the applicant shall submit in writing the proposed haul routes for the trucks and equipment. The haul routes must be approved by the City prior to import/export work commencing.
80. The applicant will demonstrate compliance with the City's Tree Preservation Ordinance by preparing a tree mitigation and replacement plan, in accordance with Division D5, "Resource Management," of the City of Rohnert Park Zoning Ordinance and by securing tree removal permits, as appropriate, from the City's Planning Division.
81. The applicant will conduct nesting bird surveys prior to initiating any new construction activity between February 1 and August 31, and comply with its recommendations.
82. The applicant will conduct a roosting bat survey prior to building demolition, tree removal or new construction activity, and comply with its recommendations.
83. For a grading permit, the applicant shall secure an approval of the grading plan, pay all required fees and post sufficient surety guaranteeing completion.
84. For Improvement Agreements, the applicant shall secure approval of the improvement plans, pay all required fees, shall enter into an Improvement Agreement guaranteeing completion within 24 months and shall post sufficient surety guaranteeing completion
85. The project applicant shall prepare and implement a traffic control plan for construction activities that may affect road rights-of-way, to facilitate travel of emergency vehicles on affected roadways. The traffic control plan must follow applicable City of Rohnert Park standards and must be approved and signed by a professional engineer.



## **Prior to the Issuance of Building Permits**

86. For any demolition permits, the applicant shall submit evidence of inspection of the buildings proposed for demolition, remodeling or reconstruction. The inspection shall determine if hazardous materials are present in levels that require special handling. If materials are present at such levels, materials shall be handled in accordance with federal and state regulations and guidelines, including those of the Bay Area Air Quality Management District, the California Division of Occupational Safety and Health Administration, and the California Department of Toxic Substances Control. **(Public Safety)**
87. For any demolition permits, the applicant will conduct a roosting bat survey and comply with its recommendations.
88. Prior to the issuance of the first building permit on the site, the applicant shall demonstrate that it has entered into, or supported the City entering into, a Memorandum of Understanding with the Bay Area Air Quality Management District for participation in the Carl Moyer Program to offset operational NOx emissions. The project applicant shall provide funding for emission reduction projects through the Carl Moyer Program to offset project-level air pollutant emissions that exceed the BAAQMD 2010 thresholds.
89. The applicant must secure a clearance memo from the Fire Division indicating that the site is accessible from an approved weather-proof access road, capable of supporting fully-loaded fire apparatus and fire hydrants are fully operational within 150 feet of any site. **(Public Safety)**
90. Fire sprinklers and alarm systems are required for all structures. They shall be designed and installed in compliance with the current California Fire Code, national standards and local ordinances. **(Public Safety)**
91. Plans shall be submitted and approved for each development phase or portion of a phase, indicating building type, size, and construction features. Plans shall be reviewed by the Public Safety Department for fire and life safety requirements such as: fire flow, fire hydrants, fire sprinklers, fire department connections, alarm systems, smoke control systems, public-safety, radio amplification systems, gates, egress, and exiting. Such plans will be reviewed and commented on for individual blocks and buildings. **(Public Safety)**
92. The applicant shall submit to the Fire Marshal a list of all hazardous, flammable and combustible liquids, solids or gases to be stored, used or handled on site. These materials shall be classified according to the California Fire Code, and the information the applicant submits shall include a summary listing the totals for storage and use for each hazard class. **(Public Safety)**
93. The applicant shall complete and submit to the Fire Marshal a copy of a "Hazardous Materials Inventory Statement and Hazardous Materials Business Plan" packet. **(Public Safety)**
94. The Final Parcel Map shall be approved and the applicant shall have offered the portions of the public park that are on its property, for dedication to the City.



95. The applicant shall provide pad certifications for the site on which the building permit is requested.
96. The applicant shall provide proof of payment of any impact fees required by the school district that serves the property.
97. The applicant shall demonstrate adequate fire flows for the project to protect combustible construction in accordance with the Municipal Code and to the satisfaction of the City's Fire Marshall.
98. The applicant shall submit a Phased Occupancy Plan, for review and approval by the City, which indicates the access routes and parking available to each building or phase, based on the approved Final Development Plan and improvement plans.
99. If necessary, the applicant shall provide the city with signed deeds for all on-site and off-site rights-of-way and easements. If applicant is unable to secure the necessary rights-of-way, it shall execute the standard city contract for real property acquisition and deposit the estimated acquisitions costs into a city trust account, and the project proponent shall formally request and the city council approve a resolution of intent to use its powers of condemnation to acquire the rights-of-way and/or easements.
100. The building plans shall demonstrate compliance with all CALGreen requirements cited in the Mitigation Monitoring Program (MMRP) for the Central Rohnert Park Priority Development Area EIR.
101. Prior to the issuance of a building permit for Building J on the Final Development Plan (Lot 7, Block J on the Tentative Map), the applicant shall work with the city to provide a continuous and connected Emergency Vehicle Access path around the southeast corner of the apartment building.

### **During Construction**

102. Jobsite security is the responsibility of the applicant. The project shall be maintained in a safe condition. **(Public Safety)**
103. Throughout the construction period, all standard measures for mitigating fire and life safety risks, including a weed abatement program, shall be maintained at all times. The Applicant shall obtain all required Construction Permits as per California Fire Code and the City Fire Marshal. **(Public Safety)**
104. All construction shall conform to the City's most current Manual of Standards, Details, and Specifications latest edition, all City Ordinances and State Map Act and the approved plans.
105. The applicant shall complete all water and wastewater improvements, including pressure and bacterial testing and raising manholes and cleanouts to grade prior to connection of any improvements to the City water or wastewater systems.
106. If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sonoma County Environmental Health Department, the Fire Department, the Police Department, and the Development



Services Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.

107. Prior to final preparation of the sub-grade and placement of base materials, all underground utilities shall be installed and service connections stubbed out behind the sidewalk. Public utilities, Cable TV, sanitary sewers, and water lines, shall be installed in a manner which will not disturb the street pavement, curb, gutter and sidewalk, when future service connections or extensions are made.
108. Prior to placing the final lift of asphalt, all public sanitary sewer lines shall be video inspected at the expense of the contractor/applicant. All video disks shall be submitted to the City. If any inadequacies are found, they shall be repaired prior to the placement of the final lift of asphalt.
109. The applicant shall be responsible to provide erosion and pollution control in accordance with the approved plans and permits.
110. The applicant shall keep adjoining public streets free and clean of project dirt, mud, materials, and debris during the construction period.
111. If grading is to take place between October 15 and April 15, both temporary and permanent erosion control measures, conforming to the project erosion control plans shall be in place before October 1st. Erosion control measures shall be monitored and maintained continuously throughout the storm season.
112. The following minimum Best Management Practices (BMPs) shall be required during construction:
  - a. Construction crews shall be instructed in preventing and minimizing pollution on the job.
  - b. Construction entrances/exits shall be stabilized to prevent tracking onto roadway.
  - c. Exposed slopes shall be protected from erosion through preventative measures.
  - d. Use brooms and shovels when possible to maintain a clean site
  - e. Designate a concrete washout area. Maintain washout area and dispose of concrete waste on a regular basis.
  - f. Establish a vehicle storage, maintenance, and refueling area.
  - g. Protect drain inlets from receiving polluted storm water through the use of filters such as fabrics, gravel bags or straw wattles.
  - h. Have necessary materials onsite before the rainy season.
  - i. Inspect all BMPs before and after each storm event. Maintain BMPs on a regular basis and replace as necessary, through the entire course of construction.
  - j. All construction implementation measures as outlined in the MMRP.



113. Where soil or geologic conditions encountered in grading operations are different from that anticipated in the soil and/or geologic investigation report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. It shall be accompanied by an engineering and geological opinion as to the safety of the site from hazards of land slippage, erosion, settlement, and seismic activity.
114. The Project shall comply with the City's Municipal Code, including hours of construction. All construction equipment shall be adequately muffled and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
115. Hours of work shall be limited to between 8 a.m. to 6 p.m. Monday through Friday. Work on Saturday or Sunday will only be permitted with written permission from the City. Requests for extended hours must be submitted 72 hours in advance.
116. Throughout the construction of the project, the Bay Area Air Quality Management District's Basic Construction Control Measures Additional Construction Control Measures for Dust shall be maintained to the satisfaction of the City. At a minimum these measures include:
  - a. All exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas and unpaved access roads) shall be watered two times per day.
  - b. All trucks transporting soil, sand or other loose material off-site shall be covered.
  - c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power-vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
  - d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
  - e. All roadways, driveways and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
  - f. Idling times shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations). Signs notifying workers of these requirements shall be clearly posted at all construction access points. hauling construction and demolition debris from the site.
  - g. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment will be checked by a certified emissions evaluator.



- h. The prime construction contractor shall post a publicly visible sign with the telephone number and person to contact at the construction site and at the City of Rohnert Park regarding dust complaints. The prime construction contractor shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.
  - i. All exposed surfaced shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent, verified by lab samples or a moisture probe.
  - j. Suspend dust-producing activities during periods when instantaneous gusts exceed 20 mph when dust control measures are unable to avoid visible dust plumes.
  - k. Install windbreaks (e.g. fences, trees) on the windward side(s) of actively disturbed areas of construction. Wind breaks shall have a maximum 50 percent air porosity.
  - l. Vegetative ground cover shall be planted in disturbed as soon as possible and shall be watered appropriately until established.
  - m. Limit the area subject to excavation, grading and other construction or demolition activity at any one time.
  - n. All truck and equipment, including their tires, shall be washed off before leaving the site.
117. All building or grading permits issued for projects within the plan area shall include the following Basic Construction Control Measures (BAAQMD, 2017a) as a condition of the permit.
- a. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of woodchips, mulch or gravel.
  - b. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.
  - c. Throughout the construction of the project, the Bay Area Air Quality Management District's Additional Construction Control Measures for Exhaust-Related Emissions shall be maintained to the satisfaction of the City. At a minimum these measures include:
  - d. Idling time for diesel-powered construction equipment shall be limited to 2 minutes.
  - e. Low-volatile organic compound (i.e. ROG) coatings shall be used beyond local requirements.
  - f. All contractors shall use equipment that meets ARB's most recent certification for standard off-road heavy diesel engines.



- g. All contractors shall ensure that all 50 horsepower or greater diesel-powered equipment are powered with California Air Resources Board certified Tier 4 interim engines, except where the applicant establishes to the satisfaction of the City that Tier 4 interim equipment is not available. In that case the applicant may upgrade another piece of equipment to compensate (from Tier 4 interim to Tier 4 final).
  - h. All contractors shall evaluate the feasibility of using alternatively fueled vehicles and equipment during construction activities.
- 118. If the existing city streets are damaged during construction, the applicant shall be responsible for repair at no cost to the city.
- 119. The applicant is responsible for damages to any existing facilities on the neighboring properties (i.e. fences, gates, landscaping, walls, etc.).

### **Prior to Occupancy**

- 120. The offsite improvements to Rohnert Park Expressway and State Farm Drive shall be complete prior to the first certificate of occupancy for any building in the project.
- 121. The improvement plans for the public park shall be complete and approved prior to the first certificate of occupancy for a building with residential occupancy in the project.
- 122. The park improvements shall be completed on the schedule outlined in the Development Agreement between the City and the applicant.
- 123. For each phase, all streets and sidewalks shall be paved, all public utilities installed, all signage relating to traffic control (stop signs, etc.) and all streetlights must be operational.
- 124. For each phase, all water system improvements necessary to provide fire flows and pressures shall be installed and operational.
- 125. For each phase, all fire hydrants shall have a fully functional system with blue reflective pavement markers indicating the hydrant locations on the street and red curbs per City Standards and as approved by the Fire Marshal. Maintenance of the blue reflective pavement markers shall be included in the Master Maintenance Agreement. **(Public Safety)**.
- 126. For each phase, all improvements shown in the improvement plans deemed necessary for the health, safety and welfare of the occupant and general public shall be completed.
- 127. The applicant shall have entered into the City's standard Master Maintenance Agreement with the City to address long term maintenance of private facilities. The Master Maintenance Agreement will include a provision that graffiti be removed from all structures (such as exterior building walls, retaining walls, noise attenuation walls, utility poles and boxes) within 24 hours of discovery.



128. The applicant shall have entered into the City's standard Recycled Water Agreement, designate site supervisor(s) and undertake any other activities necessary. The Recycled Water Agreement may be amended as necessary to accommodate phasing of the project.
129. For each building, the Applicant shall have obtained Operational Permits as required by the California Fire Code. **(Public Safety)**
130. For each building the Applicant shall provide plans or identify measures to comply with standard procedures for implementing the California Fire Code and nationally recognized standards in the use of any combustible and flammable liquids, aboveground or underground storage of such materials, welding and potential spark production, and building occupancy rating in a manner meeting the approval of the Fire Marshal. **(Public Safety)**
131. For each building, the applicant /operator shall store, manifest, transport, and dispose of all onsite generated waste that meets hazardous waste criteria in accordance with California Code of Regulations Title 22 and in a manner to the satisfaction of the Sonoma County Environmental Health Department and Emergency Services Department. Applicant shall keep storage, transportation, and disposal records on site and open for inspection to any government agency upon request. **(Public Safety)**

### **Prior to Acceptance of Public Improvements**

132. All improvements shown on the Improvement Plans shall be completed.
133. All existing curb, gutter and sidewalk to remain shall be inspected by the City. Any curb, gutter and sidewalk which is not in accord with City standards or is damaged before or during construction, shall be replaced.
134. The applicant shall provide a written statement signed by his or her engineer verifying that the grading and/or drainage improvements are completed in accordance with the plans approved by the Sonoma County Water Agency, the City Engineer, and the Building Official.
135. A complete set of As-Built or Record, improvement plans on the standard size sheets shall be certified by the Civil Engineer licensed in the State of California and returned to the City Engineer's office prior to final acceptance of the public improvement. These shall show all constructive changes from the original plans including substantial changes in the size, alignment, grades, etc. during construction.
136. Approved Record Drawings shall be provided to the City geo-referenced in Autocad DWG and & PDF File formats.