



City of Rohnert Park
Downtown Design Review Board Report

- DATE:** April 16, 2019
- ITEM NO:** 9.1
- SUBJECT:** Consider approval of Design Review for Phase #1 of the Station Avenue Project
- LOCATION:** The 32-acre project site, comprising APNs 143-051-072 and 143-051-089, is bounded by Rohnert Park Expressway to the north, the SMART right-of-way to the east, Enterprise Drive to the south and State Farm Drive to the west. Phase 1, comprising the project's commercial and office core area, occupies most of the northern half of APN 143-051-072.
- REQUEST:** Consideration of Resolution No. 2019-01, approving Design Review for Phase #1 of the Station Avenue Project
- APPLICANT:** Laulima Development (Laulima Rohnert Station, LLC)

Background

In early 2016, the City adopted the Central Rohnert Park Priority Development Area Plan (PDA Plan). At approximately the same time, the Planning Commission and City Council approved the Preliminary Development Plan for the Rohnert Crossings project proposed by SunCal for the former State Farm property. The plan called for 400 dwelling units with approximately 100,000 square feet of office and retail. In 2017, the site was purchased by Laulima Development. On November 13, 2018, the City approved the Final Development Plan, Conditional Use Permit, Tentative Map, and Development Agreement for the Station Avenue Project on the site, with City concurrence as to the portion of the Final Development Plan that covers the City's Corporation Yard. Laulima Development has applied for Design Review approval for Phase #1 of Station Avenue. The phase encompasses most of the northern half of the site, comprising most of the Station Avenue's commercial component, a central square and two other civic spaces, a three-story parking garage, and two surface parking lots. It is anticipated that Laulima Development will apply for Design Review approval for Station Avenue's remaining components, including an additional commercial building, a hotel, several multifamily residential buildings, and additional civic spaces and parking facilities through two future phases.

Most of the Station Avenue site is vacant, including the area encompassing Phase #1, and was formerly occupied by an office park that was owned and operated by the State Farm Insurance Company. The office park's buildings, parking facilities, and other improvements were demolished earlier this year. The City's Corporation Yard continues to occupy the site's

southeastern corner, located outside of Phase #1's boundary. The Corporation Yard may vacate the site to coincide with the development of a future project phase.

The Rohnert Park General Plan designates the site for Mixed-Use. The site is located within the Station Center Planned Development (P-D) Zoning district and the Downtown District Amenity Zone Form-Based Code Overlay (DDAZ FBC Overlay). Because the project is located within the Station Center P-D and proposes new development in excess of 2,000 square feet, the DDAZ FBC Overlay provisions, contained in Chapter 17.06, Article XIII of the Rohnert Park Municipal Code, apply to the project. This includes the requirement that the project receive Design Review approval from the Downtown Design Review Board.

Proposal

Phase #1 of the Station Avenue Project proposes approximately 140,000 square feet of retail and 130,000 square feet of office distributed within 15 buildings (A2-A3, B1-B3, C1, D1-D5, E1-E2, F1, and G1-G2) ranging in height from one to three stories. The Project's highlights include:

- **Priority Development Area.** The PDA prioritizes transit-oriented infill growth. This project is located in the Station Center subarea, which is envisioned to complement the progress in the City Center subarea to the north by establishing a downtown destination in the city for dining, entertainment, retail shopping, services, and recreation activities. As part of the PDA process, the subject site was rezoned Planned Development – Station Avenue (PD-SA).
- **Urban-Style Street Grid.** To achieve a transit-oriented and mobility-supporting development pattern, the project introduces a compact, orthogonal grid of private urban-style streets that extend across the site. This configuration results in a series of modestly-sized blocks with short block faces, supporting mobility within the project site and to the SMART station and other surrounding uses. The street grid is anchored by Station Avenue, the project's principal commercial street, that extends on east-west axis from the SMART station parking lot to State Farm Drive. The phase's remaining streets, comprising secondary commercial streets (that in some locations function as hybrid commercial street – alleys), generally extend north from Station Avenue, in parallel and perpendicular fashion, toward Rohnert Park Expressway.

The project's onsite private streets and adjoining public streets incorporate complete streets principles appropriate for a commercial core area. This includes wide sidewalks that feature street trees planted in planter wells and highly visible pedestrian crossings; cycle tracks, bike lanes, and otherwise delineated on-street bicycle facilities; on-street parking lanes and rideshare drop-off locations; and travel lanes designed to limit automobile traffic speeds. These attributes create a multimodal environment that supports walking, bicycling, transit use, and automobile travel.

- **Civic Spaces.** The project incorporates open space through the inclusion of the following five civic spaces:
 - Station Square is a community plaza located within the eastern block of Station Avenue. The space is anchored by a large lawn that is intended to serve as a community gathering space and capable of accommodating concerts, farmers markets, seasonal events, and similar activities. The lawn is surrounded by hardscaping and flanked on its eastern and western ends by pavilion buildings for

restaurants and café seating. These areas will provide space for informal passive uses and dining, uses that will help activate the space on a daily basis.

- Market Garden is a pocket plaza located within the block bounded by Grand Avenue to the north, Venture Road to the east, Quest Street to south, and Rohnert Park Expressway to the west. The space will provide extensive café seating for the restaurants and brewpub located in the block's surrounding buildings.
- Venture Garden is a pocket plaza located immediately north of Building G1. The applicant envisions the space providing café seating for the building's restaurants/food stalls; and will provide plans of the space for Planning to review and approve once the tenants have been confirmed.
- A pocket park is located between the SMART station and Building G1. The space will provide a hardscaped walkway between the buildings and include significant green space to preserve several of the site's existing Redwood trees.
- An attached green is located along the site's eastern boundary adjacent to the SMART corridor. This area will also preserve several of the site's existing Redwood trees and serve as a buffer between the site and the SMART corridor.

The spaces, in combination with three parks and an additional frontage, provide 3.28 acres of civic space on the Station Avenue site. This is equivalent to 11 percent of the site area, exceeding the DDAZ FBC Overlay requirement of 10 percent.

- **Buildings.** The project includes the following 17 buildings that form the bulk of Station Avenue's commercial core area:
 - The tallest building, G1, measuring 3.5 stories tall, anchors the eastern end of Station Avenue. The building features an archway that extends through the center of the ground floor, providing a gateway from the SMART station into the Project site.
 - Station Avenue is lined by four additional multistory buildings, B1, C1, D1, and F1, that measure two stories tall.
 - As previously described, the eastern and western ends of Station Square are occupied by single-story, pavilion-style buildings, E1-E2.
 - The project's remaining commercial buildings, located north of Station Avenue, A2, B2-B3, and D2-D6, also measure one-story tall.
 - A three-story parking garage, Building A3, occupies most of the block bounded by Quest Street to the north, Park Avenue to the east, State Farm Drive to the south, and Discovery Lane to the west. To minimize the building's presence along the block's prominent frontages, the building is lined along Rohnert Park Expressway by Building A2 and separated from State Farm Drive by a planned future commercial building, A1.
 - A small, single story service building, G2, is located between G1 and the SMART station, south of pocket park's walkway.

With the exception of Buildings A3 and G2, commercial uses, including shops, restaurants, a brewpub, and similar active retail uses, will occupy ground floor spaces. Professional office uses will occupy all upper floor spaces.

- **Building Elevations.** The buildings' elevations are contemporary in appearance and incorporate the following materials and articulation techniques:
 - The buildings utilize high quality materials, including façade plank, architectural and wood-framed concrete, and glass as the primary materials, and stone veneer and various applications of metal and steel as accent materials. In addition, the parking garage incorporates modular fabric mesh panels as a cladding material for the large opens between the structure's decks. To elevate the building and the project's design, the panels will feature project branding and/or public art.
 - Building G1 is articulated, in symmetric fashion, into five primary masses, emphasizing its monumentality as the project's landmark structure that serves as the termination of the Station Avenue corridor and vista and gateway from the SMART station into the project site.
 - The remaining commercial buildings that include multiple ground floor tenant spaces are articulated, through façade shifts and material and color changes, to appear as a series of individual commercial block buildings.
 - All of the commercial buildings' primary elevations, either facing a civic space or the adjoining street(s), incorporate storefront designs on the ground floor. Where one or more upper stories are present, the corresponding facades are articulated to complement the storefront design beneath.
 - To create a greater sense of depth and provide shade, the commercial buildings incorporate awnings, both of the ground and upper floors, and arcades.
 - Rear elevations, in all instances facing a street, are designed to incorporate many of the primary elevations' articulation techniques. Where storefront designs are not feasible, service and access door are placed and designed to the elevations' other fenestration. And where building designs are unable to accommodate the full articulation of a façade, the applicant intends to place architectural graphics and/or signage to activate the elevation.

Many aspects of the building elevation's designs remain conceptual.

- Prior to the installation of the buildings' cladding materials, the applicant will provide final elevation designs and project colors for Planning to review and approve.
 - The tenant storefront designs provided as part of the submittal are conceptual and only included for visual reference. Prior to the project's tenants constructing the storefront facades, the applicant will submit and receive design review approval for a tenant storefront design manual. In turn, individual tenants will submit and receive Planning's approval for individual storefront designs based upon the manual, the Rohnert Park Municipal Code (RPMC), and the PDA.
- **Parking.** The Project includes 870 automobile parking spaces spread across the following facilities:

- The aforementioned parking structure, Building A3, includes 460 spaces;
- Two surface parking lots, B and C, that include 86 and 107 spaces, respectively; and
- 205 on-street parking spaces.

The project's automobile parking supply exceeds the 849 spaces required by the proposed retail and office uses associated with Phase #1 and the commercial uses and hotel that will be developed as part of Station Avenue's future phases. Among the parking supply, the project includes 21 accessible spaces, electric vehicle (EV) charge spaces, 13 clean air vehicle spaces, and 5 EV accessible spaces, matching or exceeding the required supply of these special parking spaces.

The project also includes 123 bicycle parking spaces spread across the following facilities:

- Interior lobby locations within Buildings B1, C1, D1, and E1 for 96 office employee spaces; and
- Eight exterior racks within street rights-of-way and adjacent to Building G2 for 27 retail and restaurant-related spaces.

The project's bicycle parking supply exceeds the 39 spaces required by the proposed office uses associated with Phase #1 and the 23 spaces required by retail and restaurant uses associated with Phase #1 and Station Avenue's future phases.

- **Pedestrian and Bicycle Facilities and Amenities.** To support mobility, the project's streets and civic spaces include numerous facilities and amenities that encourage walking and biking.
 - As previously mentioned, the project's sidewalks are generally separated from travel lanes by street trees/planting strips/amenity zones and on-street parking, and include highly visible crossings. This configuration supports the safe and comfortable passage of pedestrians. The streets also include dedicated on-street bicycle facilities.
 - Apart from streets, the project also provides an extensive network of pedestrian pathways that provide efficient access to and through the site's blocks. This includes mid building passageways in Buildings C1, D1, and G1 and several short paseos that extend between buildings.
 - Pedestrian movement is supported by various kinds of seating, including sidewalk benches, café seating, and seat walls, trash receptacles, street and civic space lighting, and shade provided by architectural features and street trees.
 - As previously mentioned, bicycle access is supported by the regular placement of bicycle racks at the ends of blocks for short-term parking, within buildings for longer-term, commuter parking; and the inclusion of a bicycle share station along Building G2.
- **Lighting.** The project utilizes light fixtures that are functional, attractive, consistent in style and appearance, and visually compatible with the project's architecture and site components. The lights are primarily intended to illuminate the project's right-of-ways

and civic spaces, but will also accentuate architectural features and light Station Square's stage. Street and civic space lights are generally designed to the pedestrian scale. The exception, a series of 39-foot-tall pole lights that line Station Square, are intended to provide a sculptural presence within the space.

The light fixtures included in the submittal are conceptual. Once the actual fixtures are selected, the applicant will provide the fixtures' technical specifications to Planning to review and approve based upon this Design Review application, the RPMC, the PDA, and the Design Guidelines.

- **Landscaping.** The project's landscaping includes trees, shrubs, and groundcover that will provide shade along sidewalks and walkways and within civic spaces and parking lots, identify project entries and the site's key public areas, such as Station Avenue and Square, and soften the site's and the building's hard surfaces and edges. Drought tolerant native California species will be planted throughout the site. To reduce the landscaping's environmental footprint, many of the street trees will be placed in permeable tree paver grates or planting strips with groundcover or crushed granite.

The landscaping plans and species included in the submittal are conceptual. Once the plans are finalized and the species are selected, the applicant will provide the plans and planting palette to City staff to review and approve based upon this Design Review application, the RPMC, the PDA, and the Design Guidelines.

- **Signage.** The project includes the following signs that serve as gateways into the site:
 - A building-mounted sign on Building D5 at the intersection of Rohnert Park Expressway and Grand Street;
 - A monument sign along Rohnert Park Expressway at the entrance to Market Garden between Buildings D4 and D6;
 - A building-mounted sign on Building D3 at the intersection of Rohnert Park Expressway and Quest Street;
 - A monument sign adjacent to Building A2 at the intersection of Rohnert Park Expressway and Quest Street; and
 - A monument sign adjacent to Building C1 at the intersection of Station Avenue and State Farm Drive.

The signs will be designed in such a way so as to not obstruct the vision triangle for cars entering and exiting the project site, and to complement the overall design of the development.

The project also includes building mounted architectural graphics that will serve as branding for Station Avenue and/or public art. The graphics are intended to enliven the project's public realm and activate insufficiently articulated portions of side and rear facades. Prior to the installation of architectural graphics, the applicant will provide final elevation designs, showing the location of graphics, for Planning to review and approve based upon this Design Review application, the RPMC, the PDA, and the Design Guidelines.

Station Avenue will also include tenant signage, affixed to portions of building elevations corresponding to the tenants' spaces. Prior to the installation of tenant signage, the applicant will submit a Master Sign Program for Planning Commission's review and approval. In turn, individual tenants will submit and receive Planning's approval for signage based upon the program, the Rohnert Park Municipal Code (RPMC), and the PDA.

- ***Sustainable Development Features.*** As a mixed-use project adjacent to a SMART platform that redevelops a brownfield site, this project is naturally sustainable in character. In addition, the project proponent is proposing a number of sustainable features, including:
 - Trip Demand Management Program that supports the transit-oriented nature of the development and reduces automobile trips – particularly for the office portion of the project;
 - Use of recycled water;
 - Greenhouse gas and NOx reduction measures including participation in a regional credit program to reduce the impact of operational emissions;
 - Compliance with CalGreen for all waste reduction, energy and water efficiency and pre-wiring for solar;
 - Electric vehicle charge stations integrated within the project design;
 - Ride-share service opportunities integrated within the project design;
 - Power purchase from Sonoma Clean Power; and
 - Solar ready rooftops (required by CalGreen).

Staff Analysis

Staff has conducted a thorough review of the project based upon the following findings that are required to approve a Design Review application:

Is the proposed development consistent with the General Plan and any applicable specific plan? The project is consistent with the General Plan, including, but not limited to, the General Plan Land Use Map's designation of the site and many of the General Plan's goals and policies.

- The General Plan Land Use Map applies the Mixed-Use designation to the project area. The designation accommodates a variety of compatible businesses, stores, institutions, service organizations, and residences in a pedestrian-oriented setting, with a maximum FAR of 1.5 for a mix of nonresidential uses.
- The following General Plan goals and policies are applicable to and implemented by the project:
 - LU-A: Maintain a compact urban form, with a defined urban growth boundary and urban development intensities in land designated for urban uses...
 - LU-C: Promote a balanced land use program and increase the ability of people to live and work in the city.

- LU-D: Provide for concentrations of activity and mixed-use and pedestrian-oriented development in selected areas.
- LU-E: Encourage development of the City Center as a mixed-use activity center with a range of commercial, residential, and civic uses.
- Establish Central Rohnert Park as a complete community, with distinctive mixed-use areas and place, by:
 - Promoting high-quality, compact infill growth that enhances the character of existing neighborhoods, complements the identity of subareas, and improves bike, pedestrian, and transit orientation.
 - Supporting Central Rohnert Park as a thriving business and employment district.
- LU-4: Develop the City Center and the Sonoma Mountain Village Planned Development as mixed-use, pedestrian-oriented areas.
- CD-A: Create pedestrian-oriented activity centers that serve as community focal points.
- TR-A: Promote safe and efficient vehicular circulation throughout Rohnert Park.
- TR-B: Maintain high levels of mobility along all major street segments and at major intersections.
- TR-F: Encourage alternative modes of travel – including transit, bicycles, and walking – by coordinating land use planning and development with transportation and by promoting compact, mixed-use development in targeted areas.
- TR-L: Promote local and regional public transit serving Rohnert Park and facilitate transfers between transit routes and operators.
- TR-N: Promote safe, efficient, and comfortable circulation for cyclists and pedestrians throughout Rohnert Park.
- TR-O: Create pedestrian-friendly activity centers that encourage local walking trips between to and from adjacent uses.
- TR-P: Provide continuous, direct pedestrian routes and bikeways between and through neighborhoods and activity centers, and job centers and residential areas, including the University District, the City Center, and commercial and industrial areas.
- TR-S: Provide adequate bicycle parking facilities.
- TR-38: Establish pedestrian-friendly amenities along streets that run through or adjacent to areas designated for Mixed Use...
- TR-47: Retrofit existing streets as complete streets, in addition to providing vehicular access that supports safe and continuous bike and pedestrian facilities and landscape improvements.
- TR-49: Expand bike and pedestrian connections within Central Rohnert Park, including connections to the SMART station and multi-use path...

- The General Plan Land Use Map applies the Mixed-Use designation to the project area. The designation accommodates a variety of compatible businesses, stores, institutions, service organizations, and residences in a pedestrian-oriented setting, with a maximum FAR of 1.5 for a mix of nonresidential uses.

Is the proposed development consistent with all applicable standards of Section 17.06.740 (Permits and Procedures) and Chapter 17.25 (Administrative and Enforcement Procedures)?

The project is located within the Station Center P-D and proposes new development in excess of 2,000 square feet, the DDAZ FBC Overlay provisions, contained in Chapter 17.06, Article XIII of the Rohnert Park Municipal Code, apply to the project. This includes the requirements that the project receive Preliminary and Final Development Plan approval, which previously occurred, and the project receive Design Review approval from the Downtown Design Review Board or Planning Commission.

Pending this Design Review hearing, the Downtown Design Review Board (DDRB) will provide written approval confirming that the project meets all applicable requirements of the DDAZ FBC Overlay standards. In addition, the project's Design Review approval will occur prior to the issuance of all grading, building, and other construction permits, and prior to the proposed uses being established, constructed, and put into operation.

The project's land uses are allowed pursuant to Table 17.06.720.B (Use Table) and development standards conform, or may be conditioned to conform with the development standards included in Sections 17.06.720 (Specific to Zones) and 17.06.730 (Supplemental to Zones).

The City previously approved the Final Development Plan, Conditional Use Permit, Tentative Map, and a Development Agreement between the City and Laulima Development for the Station Avenue Project. The approvals were obtained by the applicant and granted by the City consistent with Chapter 17.25 of RPMC.

Will the proposed development be detrimental to the public health, safety, or general welfare?

The project supports walking, biking, transit, and clean and electric vehicles. This benefits the public health by encouraging exercise and reducing greenhouse gas emissions associated with vehicles that consume fossil fuels.

The project provides a safe environment for all users through the incorporation of wide, protected sidewalks, delineated on-street bicycle facilities, and street designs that reduce vehicle speeds; well-lit streets, pedestrian walkways, and civic spaces; properly designed buildings, and the broad application of CPTED principles.

The project introduces transit-oriented development and pedestrian-oriented commercial core in the city's downtown area. This serves the general welfare by providing a new employment center, shopping destination, and location for the community to gather, and improves upon the city's existing linkages to other transit-oriented developments and employment centers along and accessible by the SMART line.

Does the proposed development substantially comply with the City of Rohnert Park Design Guidelines (Design Guidelines) for Commercial, Mixed-Use and Multi-Family Buildings and the PDA? The project substantially complies with the Design Guidelines, including, but not limited to, the following concepts:

- Buildings should be sited to contribute to an active street wall and a vibrant pedestrian environment and in more prominent locations than parking.
- Projects should be designed to the human scale.
- Open spaces should be defined by buildings, located at hubs of pedestrian activity, and serve as gathering spaces within commercial developments. The spaces should be useable, accommodate a variety of activities, include pedestrian amenities, and designed to draw people into the space.
- Projects must be well landscaped. Landscaping should enhance the building, screen unattractive areas, and create inviting spaces that contribute to a pleasant pedestrian environment. Landscaping species should be primarily drought tolerant.
- Parking lots should be well landscaped to reduce the impact of large asphalt areas. This includes planting trees in parking islands and landscaping all street frontages.
- Developments should encourage pedestrian circulation from adjacent properties, surrounding public right of ways and greenbelt trails. Direct walkways and/or pedestrian access should connect streets, building entries, and parking lots.
- All roof mounted mechanical equipment must be screened with an enclosure and located to minimize its visual impact from the public right of way view.
- Lighting should be used to emphasize pedestrian areas and to create a pleasant environment. On site and exterior building lighting should be compatible in quality and design and complement the building façade. Glare from light fixtures must be avoided.
- Site furnishing should be used on all public gathering spaces to promote various pedestrian uses. The furnishings should create a family of objects that are consistent in design, materials and colors.
- Façade articulation should be achieved by using architectural elements that complement the character of the building. Articulation treatments should be consistent throughout the building.
- Mixed-use buildings should have a clearly defined ground floor, upper stories, and roofscape treatment.
- Facade cladding materials should be high quality, durable, and consistent throughout the building and may be used to accent the buildings massing. The amount of cladding materials used on building façades should be limited.
- All roof forms should complement the massing and articulation of the building. Flat roofs should vary in height and use caps, shaped parapets, barrel tiles or a cornice treatment to create an interesting skyline.
- All windows should be designed to correspond to the architectural style of the building. All window frames should be recessed from the building facade. Window materials and type should maintain a consistent design vocabulary and quality throughout the building. Street facing windows should maintain transparency and visibility.

- Building colors should use a combination of two to three colors and an accent color. Accent colors should complement the main building color. Accent colors may be used for trim or to emphasize architectural details.

The project also substantially complies with the PDA, including, but not limited to, the document’s placemaking approach for the downtown area and applicable subarea description, and many of its goals and policies.

- The PDA’s placemaking approach involves the creation of a place in the city that can be identified as the heart of the community. Downtown should reflect the city’s unique sense of place, feature compact development and be walkable, be active and accessible and feature mixed-use development, and be a thriving place for businesses that support an active downtown environment.
- The PDA includes the project in the Station Center subarea. The subarea should be designed as a transit-oriented, mixed-use center proximate to the SMART station.
- The following PDA goals and policies are applicable to and implemented by the project:
 - Goal L-1: Establish Central Rohnert Park as a complete community, with distinctive mixed-use areas and places.
 - Goal L-2: Promote high-quality, compact infill growth in the PDA that enhances the character of existing neighborhoods, complements the identity of subareas, and improves the bike, pedestrian, and transit orientation in the PDA.
 - Policy L-2.2: Support creation of a pedestrian-oriented downtown, adjacent to the SMART rail station.
 - Policy L-2.3: Build on development in the City Center as a civic and cultural destination, with smaller shops and services, mixed-use lofts, and neighborhood-oriented uses.
 - Policy L-2.4: Promote infill development to activate State Farm Drive, a key roadway connecting all subareas in the PDA.
 - Policy L-6.1: Support and market available employment parcels within walking distance of the SMART rail line or local transit stop. Connect these centers with bicycle and pedestrian facilities.
 - Goal L-6: Support the PDA as a thriving business and employment district.
 - Policy L-6.1: Implement corridor landscape improvements that beautify and improve vehicular, transit, bike, and pedestrian access to businesses within the PDA.
 - Policy L-6.2: Support and market infill development opportunities on vacant and underused sites that can attract small and large tenants and a variety of users.
 - Goal L-7: Preserve, protect, and restore sensitive natural resources in the PDA.
 - Policy L-7.3: Protect native and heritage trees that meet the definition of a “protected tree” under the City’s Zoning Ordinance.
 - Policy L-7.4: Plant native vegetation in parks, public areas, and creek open space corridors.

- Goal C-1: Balance the need of arterial and collector roadways to efficiently carry traffic, with establishing Central Rohnert Park as a walkable, bikeable community, with pedestrian-oriented streets, centers, and mixed-use subareas.
- Goal C-2: Design streets that integrate walking, biking, transit use, and green infrastructure.
- Policy C-2.1: Retrofit existing streets as complete streets, in addition to providing vehicular access that supports safe and continuous bike and pedestrian facilities and landscape improvements.
- Goal C-3: Connect Central Rohnert Park to the existing roadway, bike, and pedestrian networks in the City.
- Policy C-3.1: Expand bike and pedestrian connections within the PDA, including connections to the SMART station and multi-use path through:
 - On-Street Bike Facility Improvements
 - Pedestrian Facility Improvements
- Goal C-5: Ensure appropriate levels of parking, associated with new development.
- Policy C-5.4: Facilitate a “park once” strategy in the PDA by implementing pedestrian connectivity strategies and promoting the development of a parking district and common parking lots or structures within the Station Center and City Center subareas, as parking demands warrant.
- Policy C-5.6: Encourage car share or bike share programs within the PDA through partnership with car sharing or bike sharing entities.

Does the proposed development have an appropriate relationship to land use and development of adjacent properties, including topographic and other physical characteristics of the land?

As the primary component of Station Avenue’s commercial core, the project’s commercial and office uses complement the existing commercial uses to the north and west. The project will also provide improved SMART Train access to these sites, the Rohnert Park Public Library to the north, and the residences to the south.

As the first infill development within the PDA, the project will play an important role in transforming the character of development in the downtown area. The project’s small- to moderate-scale urban form will appear unique within what is currently a suburbanized area, but the form is not inconsistent with the RPGP, the RPMC, the PDA, or the community’s vision for the area, and it will not create conflicts with the surrounding development.

Does the proposed development have a compatible architecture style with the character of the surrounding area, both to avoid repetition of identical design where not desired, and to ensure compatibility in design where desired?

The project is consistent with the Design Guidelines’ Modern style description. This is appropriate for an urban infill, mixed-use project. While the style does not appear to match the architecture of any of the surrounding developments, it is also not incompatible.

Environmental Consistency Analysis

The City of Rohnert Park (City) approved the Central Rohnert Park Priority Development Area (PDA) Plan in March of 2016. The intent of the PDA Plan is to support transit-oriented and infill

development in existing communities within the City, particularly adjacent to transit. In accordance with the California Environmental Quality Act (CEQA), the City prepared an EIR to analyze the impacts associated with implementation of the PDA Plan on a program-level basis. The PDA EIR was also certified in March 2016.

A consistency review was previously completed for Station Avenue as part of the City's approval of the project's Final Development Plan, Conditional Use Permit, Tentative Map, and a Development Agreement between the City and Laulima Development, demonstrating that Station Avenue is consistent with the PDA EIR. Impacts associated with Phase #1 are consistent with those previously identified and analyzed for the previous Station Avenue approvals and the implementation of applicable mitigation measures, as identified throughout the consistency analysis, will ensure that all project-related impacts remain less than significant.

Recommended Downtown Design Review Board Action

Based on the above analysis, staff recommends that the Board adopt Resolution 2019-01 approving Design Review for Phase #1 of the Station Avenue Project.

Attachments:

- A. Resolution 2019-01
- B. Station Avenue Downtown Design Review Commercial Submittal: Book 1 – Site and Landscape
- C. Station Avenue Downtown Design Review Commercial Submittal: Book 2 – Architecture

APPROVALS:

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Date

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Date