

## Woltering, Nancy

---

**From:** Sher Ennis <sennis@aim.com>  
**Sent:** Friday, April 18, 2025 9:13 AM  
**To:** Woltering, Nancy  
**Subject:** [EXTERNAL] Fw: Comment/recommendation on General Plan 2050

Hello,

I didn't get your address right when I sent this the first time, so I'm trying again!

Thanks,  
~Sher

----- Forwarded Message -----

**From:** Sher Ennis <sennis@aim.com>  
**To:** anicholson@srcity.org <anicholson@srcity.org>; woltering@srcity.org <woltering@srcity.org>  
**Sent:** Friday, April 18, 2025 at 08:59:00 AM PDT  
**Subject:** Comment/recommendation on General Plan 2050

Hello,

I recommend the General Plan 2050 document be revised to clarify that the Cultural Heritage Board is defunct and their duties are now under the purview of The Design Review and Preservation Board.

Thank you,  
~Sher Ennis  
~Resident of the West End Historic District

**The General Plan should be revised to clarify that the duties of the Cultural Heritage Board are now under the purview of the Design Review Preservation Board**

- **Page 4-10, under the bullet points discussing Historic Resources:** With Cultural Heritage Board guidance, the City ~~has~~ prepared inventories to document historic buildings and neighborhoods. The resulting Cultural Heritage Survey, prepared by Architectural Historian Ann Bloomfield, is not just a list but also a narrative and pictorial summary of the city's past that documents the architectural style of each building and historic features by neighborhood. The Cultural Heritage Board ~~has~~ designated especially significant buildings and sites that have a specific historic, archaeological, cultural, or architectural value as Landmarks, and key historic neighborhoods as Preservation Districts. The district's designation officially recognizes these places as key components of the city's heritage. Preservation Districts are shown in Figure 4-3. Santa Rosa has 21 Landmarks and 8 designated historic Preservation Districts, which are Burbank Gardens, Cherry Street, McDonald, Olive Park, Railroad Square, Ridgway, St. Rose, and West End. In February 2025, the Cultural Heritage Board and the Design Review Board were combined into a new board, the Design Review Preservation Board, charged with reviewing both Design Review and Landmark Alteration Agreement Permit applications.

## **Woltering, Nancy**

---

**From:** dgwines <dgwines@att.net>  
**Sent:** Tuesday, April 22, 2025 8:22 AM  
**To:** Woltering, Nancy  
**Subject:** [EXTERNAL] 2050 planning

Dear Nancy,

Please send me your plans on supplying water to all the new developments and infostructure of new roads and freeways to support the traffic.

Investing in new rail guards for over passes is not the answer!

Very concerned,

Denise Gill

Sent from my Verizon, Samsung Galaxy smartphone

## **How will the City ensure adequate water supply availability to the new developments included in GP 2050?**

During average and even below average rainfall years, the City has more than adequate water supply to meet the growing needs of our urban community. Careful planning, policy, and programmatic efforts have been essential to Santa Rosa's long range water supply management over the past three decades. Since the 1990s, the City has been an early adopter of standards and building codes to ensure new development is more water efficient. Over the years, the City has progressively instituted stricter requirements for plumbing fixtures (faucets, showerheads, toilets), appliances, and landscapes. Development in Santa Rosa today must achieve much higher efficiency standards than in the past. In addition, new development must also include "Low Impact Development" features for capturing stormwater so that it soaks into the ground instead of running off the site. More information is available here: <https://srcity.org/1255/Low-Impact-Development>.

The City also offers free water use efficiency assistance and a wide range of rebates and incentives to help existing water customers use water wisely. For example, the City has supported the replacement of over 56,000 toilets with ultra-low-flow and high-efficiency toilets and conversion of over 4.3 million square feet of high-water use turf grass to low water use landscaping. The City's Water Use Efficiency programs begin in 1991 and have been consistently funded and staffed since that time (in wet years and dry).

City standards for new development and water use efficiency programs for existing sites have achieved significant sustained reductions in water use. From 1990 to 2024, total water consumption citywide decreased 14% despite a 53% increase in population, and per capita water use declined 50% citywide and in the residential sector.

If the City were to experience a Stage 5 (30% shortage) or worse water emergency, new development would be required to offset its water demand to achieve a net zero impact. Santa Rosa City Council adopted the Water Demand Offset (WDO) Policy on March 29, 2022. This will allow development to continue in Santa Rosa during severe water shortage Stages 5-8 (30% or greater shortage) provided development offsets its water demand to achieve a net zero impact. More information about the demand offset program can be found at [www.srcity.org/WaterDemandOffset](http://www.srcity.org/WaterDemandOffset).

If you're interested in existing water plans, the City prepares an updated long-range (25-year) water supply plan every five years. The City's most current plan is the 2020 Urban Water Management Plan (UWMP). The 2020 UWMP details the City's water needs and water supplies out to 2045 for normal and dry year scenarios. The analysis includes population growth projections and new development, additional housing, increased density, and climate change assumptions. The Urban Water Management Plan is available online here: [www.srcity.org/uwmp](http://www.srcity.org/uwmp).

Additionally, for the developments included in the General Plan 2050, a Water Supply Assessment (WSA) was completed in July 2023. A WSA evaluates the water needs of the development and confirms that sufficient water supplies are available to meet the projected demands at buildout of the General Plan 2050, given potential future drought and climate change impacts. The WSA concludes that the City's existing and projected water supplies are sufficient to meet the projected water demand associated with the General Plan 2050, in addition to current uses, for the 20-year projection, with implementation of demand management measures in dry years as needed. To view the full document please visit: <https://www.santarosaforward.com/WSA>.

## How will the City provide infrastructure of new roads to support the traffic?

### General Plan 2050

Chapter 3.0 of the General Plan notes that the Plan combines land uses changes and transportation improvements to work to achieve reductions in vehicle miles traveled (VMT) by people using private automobiles. Figure 3-3 shows the major circulation network improvements in the General Plan 2050 that together, with its policies and actions, support more walking, wheeling, and transit use as well as the comfort and safety of all modes of travel.

Some relevant General Plan 2050 actions include:

Action 3-1.1: For all projects with the potential to increase VMT based on the City's VMT screening criteria, the City shall require a qualified transportation engineer to prepare an analysis of projected VMT and mitigation consistent with the City's VMT guidelines, as subsequently revised, supplemented or replaced.

Action 3-1.2: Work with SCTA and other local and regional partners to explore developing a VMT mitigation bank alternative for eligible projects to fund VMT reduction efforts.

Action 3-2.6: Ensure that major arterials have active transportation infrastructure that accommodates all road users and does not present a barrier to regional travel for any mode.

Action 3-4.1: Require all traffic studies for development projects that may have an impact on the circulation system and use traffic study findings to define improvements that would also support active and public transportation.

All new developments proposed within the City must include some level of traffic analysis. Projects expected to generate more than 50 new vehicle trips per day are required to submit a *Traffic Operational Analysis* report. This report evaluates the potential impacts of the proposed development on nearby roadways and intersections within the designated impact area.

By identifying these impacts and recommending appropriate mitigation measures, the City can assess and plan for the safety, performance, maintenance, and capacity of the current and future roadway system. During the review process, the City's traffic engineering staff examine the anticipated effects on the transportation network and require that any identified impacts be addressed as a condition of project approval.

### General Plan 2050 Draft EIR

Section 4.15 of the Draft Environmental Impact report (p. 4.15-30) notes that the proposed project would increase arterial lane miles in Santa Rosa by 17.3 miles. The changes in Arterial Lane Miles associated with the General Plan 2050 are identified in Table 4.15-3 below:

TABLE 4.15-3 CHANGES IN ARTERIAL LANE MILES

Arterial Roadway Segment	Change in Lane Miles
<b>Segments with Increased Lane Miles</b>	
Baker Avenue freeway overcrossing	0.4
Bellevue Avenue freeway overcrossing	0.4
College Avenue (west of Stony Point Rd)	0.2
Dutton Avenue Extension	0.8
Dutton Meadow Extension	0.6
Farmers Lane Extension	7.2
Fulton Road (Piner Rd to Guerneville Rd)	1.2
Hearn Avenue (east of Dutton Ave)	0.6
SR 12 (Melita Rd to Pythian Rd)	6.3
Mendocino Avenue overcrossing	0.4
Northpoint Parkway Extension	0.8
Piner Road (Marlow Rd to Fulton Rd)	1.5
Sebastopol Road (Lombard Ln to Fulton Rd)	1.1
Stony Point Road (Hearn Ave to Bellevue Ave)	1.4
Yolanda Avenue (Petaluma Hill Rd to Santa Rosa Ave)	0.5
<i>Total Increased Arterial Lane Miles</i>	
	23.4
<b>Segments with Decreased Lane Miles</b>	
B Street/Healdsburg Avenue (Tenth St to Seventh St)	-0.1
Cleveland Avenue (Piner Rd to Guerneville Rd)	-1.6
College Avenue (Fulton Rd to Halyard Dr)	-0.6
Dutton Avenue (College Ave to W Third St)	-1.4
Fourth Street (Brookwood Ave to Bryden Ln)	-1.2
Mendocino Avenue (College Ave to Fourth St)	-0.3
Santa Rosa Avenue (Third St to Maple Ave)	-0.9
<i>Total Decreased Arterial Lane Miles</i>	
	-6.1
<b>Total Change in Arterial Lane Miles</b>	<b>17.3</b>

Source: W+Trent, 2023.

[https://www.santarosafoward.com/files/managed/Document/973/4.15\\_Transportation.pdf](https://www.santarosafoward.com/files/managed/Document/973/4.15_Transportation.pdf)