

Attachment 15

Public Correspondence



**DRY CREEK RANCHERIA
BAND OF POMO INDIANS**

May 31, 2016

CITY OF SANTA ROSA
P.O. BOX 1678
SANTA ROSA, CA 95402

JUN - 3 2016

DEPARTMENT OF
COMMUNITY DEVELOPMENT

**Jessica Jones, Senior Planner
City of Santa Rosa
100 Santa Rosa Avenue
Santa Rosa, C 95404**

Dear Jessica Jones,

As the Tribal Historic Preservation Officer of the Dry Creek Rancheria, I am the primary contact on matters involving the protection of Tribal Cultural resources. In your letter of 5/20/16, you have notified the Dry Creek Rancheria of the proposed Roseland Area/ Sebastopol Road Specific Plan and Annexation Projects.

We have researched your proposed project site and have found that there are areas of cultural/historic significance on/or adjacent to that area.

At this point we would like to open a dialogue with you re: the protection of cultural significance at this site.

Please call at your earliest convenience at (707) 849-1209 or you can email me Regedrycreekrancheria.com.

Thank you

**Reg Elgin, Tribal Historic Preservation Officer
Dry Creek Rancheria
P.O. Box 607
Geyserville, CA 95441**

Mailing Address: P.O BOX 607, Geyserville, CA 95441
Rancheria Address: 3250 Highway 128 East, Geyserville, CA 95441
Office Address: 3750 Westwind Boulevard, Suite 200A, Santa Rosa, CA 95403

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



June 2, 2016

Jessica Jones
City of Santa Rosa
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Dear Jessica:

Re: SCH 2016012020 Santa Rosa (SONOMA) Roseland Area Specific Plan - DEIR

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Branch (RCEB) has received the *Draft Environment Impact Report (DEIR)* from the State Clearinghouse for the proposed City of Santa Rosa (City) Roseland Area/Sebastopol Road Specific Plan and Annexation projects.

According to the DEIR, the project area includes active railroad tracks. RCEB recommends that the City add language to the Roseland Area Specific Plan so that any future development adjacent to or near the rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to prevent trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Chiang".

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings and Engineering Branch
Safety and Enforcement Division

C: State Clearinghouse

Jones, Jessica

From: Brenda L. Tomaras <btomaras@mtowlaw.com>
Sent: Thursday, June 02, 2016 3:53 PM
To: Jones, Jessica
Subject: RE: Draft Roseland Area/Sebastopol Road Specific Plan and Draft EIR - Release of Documents and Public Hearing

Ms. Jones,

On behalf of the Lytton Rancheria, I am responding regarding the Specific Plan. We would request that a requirement for some kind of cultural analysis prior to approval of any projects under the specific plan be included.

Thank you.

Brenda L. Tomaras
Tomaras & Ogas, LLP
10755-F Scripps Poway Parkway #281
San Diego, CA 92131
(858) 554-0550
(858) 777-5765 Facsimile

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From: Jones, Jessica [mailto:JJones@srcity.org]
Sent: Friday, May 20, 2016 1:56 PM
Subject: Draft Roseland Area/Sebastopol Road Specific Plan and Draft EIR - Release of Documents and Public Hearing

The **Draft Roseland Area/Sebastopol Road Specific Plan and accompanying Draft Environmental Impact Report (EIR)** were released for public review on May 20, 2016 (see attached Notice of Availability). **The public comment period for the Draft EIR ends on July 5, 2016 – please submit all written comments no later than 5 p.m., July 5, 2016.** Electronic links of these documents are included below.

The Specific Plan is a planning level document that addresses land use, circulation and infrastructure needs for the area located around the Southside Bus Transfer Center in southwest Santa Rosa (see attached map), and was developed based on community input at four workshops over the last year. As part of the project, and in order to implement the Specific Plan, amendments to the General Plan, Downtown Station Area Specific Plan, Zoning Code and Bicycle and Pedestrian Master Plan are proposed, as well as rezoning and pre-zoning of parcels.

The proposed Zoning Code amendments include the addition of proposed regulations to allow mobile food vending on private property along Sebastopol Road (between Stony Point Road and Olive Street), scenic road standards for Burbank Avenue, increased time for re-tenanting of nonconforming uses/businesses between Sebastopol Road and the Joe Rodota Trail, and a Rural Heritage (-RH) Combining District that would apply to the W. Hearn Avenue neighborhood.

The Draft EIR covers not only the Specific Plan, but the potential Roseland Area Annexation, which includes five unincorporated County islands in southwest Santa Rosa. **Please note, the annexation is not being reviewed at this time.** Should the City Council decide to proceed with annexation, the EIR will provide the necessary environmental review for the annexation application. This portion of the annexation process only includes consideration of pre-zoning of the unincorporated areas.

A **public hearing** regarding the Draft Specific Plan, Draft EIR, and proposed amendments is scheduled for the **Planning Commission meeting of June 9, 2016, at or after 4 p.m. in the City Council Chambers, City Hall, 100 Santa Rosa Avenue.**

The Planning Commission will not be taking action on the draft documents and proposed amendments at the June 9th meeting, they will only be taking public comment and providing direction to staff. Action will be taken (in the form of recommendations to the City Council) at a future meeting.

Hard copies of the Draft Roseland Area/Sebastopol Road Specific Plan and Draft EIR can be found at the following locations:

- Roseland Community Library (779 Sebastopol Road)
- Central Santa Rosa Library (211 E Street)
- City of Santa Rosa's Planning and Economic Development Department (100 Santa Rosa Avenue, Room 3)
- City of Santa Rosa's City Manager's Office (100 Santa Rosa Avenue, Room 10)

Links to the electronic version of each document:

- Draft Roseland Area/Sebastopol Road Specific Plan –
http://www.srcity.org/departments/cityadmin/city_manager/roseland/Pages/Specific_Plan_Document.aspx
- Draft Environmental Impact Report –
http://www.srcity.org/DEPARTMENTS/CITYADMIN/CITY_MANAGER/ROSELAND/Pages/EnvironmentalImpactReport.aspx

Thank you,
Jessica

Jessica Jones | Senior Planner

Planning & Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404
Tel. (707) 543-3410 | Fax (707) 543-3269 | jjones@srcity.org



Please note that you are receiving this e-mail because you have either requested be included in the e-mail distribution list for the Roseland Area Projects, or you have been identified as someone who may be interested in the Specific Plan and/or Annexation process. If you would like to be removed from this list please reply to this e-mail.

Trish and Greg Tatarian
1119 Burbank Avenue
Santa Rosa, CA 95407

June 8, 2016

Jessica Jones, Senior Planner, City of Santa Rosa
Community Development Department
City of Santa Rosa
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404
jjones@srcity.org
(707) 543-3410

RE: Comments on the Roseland Area/Sebastopol Specific Plan and Roseland Area Annexation projects Draft Environmental Impact Report (DEIR) (City of Santa Rosa 2016)

Dear Ms. Jones:

We have read through the *Roseland Area/Sebastopol Specific Plan and Roseland Area Annexation Projects Draft Environmental Impact Report (DEIR) (City of Santa Rosa 2016)* and we would like to express our deep concerns about three issues; the intensive development proposed in the Specific Plan Area, new roadways planned that will move many cars through the Specific Plan area that will increase dangers for pedestrians, and a severe lack of parks in the area to serve the existing residents and the many proposed new residents.

Intensive Development in the Specific Plan Area

The Roseland Area has seen more development that is medium to high density development than in other areas of Santa Rosa, except near the Coddington Shopping Center. We need affordable housing in Santa Rosa, but it does not need to be concentrated in our area of Roseland.

The Roseland Area has gained 8,147 new residents between 1990 and 2013, an increase of 76 % (page 3.12-1). By comparison, the rest of the City of Santa Rosa grew by 49% and Sonoma County by 10% between 1990 and 2013 (page 3.12-1). Renter-occupied housing represents a greater share of units in the Plan Area (54%) compared to the City (47%) and County (40%) (page 3.12-1).

As residents who live, work and own property in our neighborhood that is within the Annexation Area, we support development along Sebastopol Road and north along the Joe Redota Trail. However, the proposed Specific Plan Area shows Hearn Avenue as Medium-High density and Transit Village Medium density, as shown on the Proposed Land Use Plan (page 2.0-17). We understand this reflects the new transit hub that is to be located at the Southwest Community Park.

However, along with this proposed increase in density along Hearn Avenue, there has also been a proposed change from very low residential along Burbank Avenue to Medium –Low residential development. As one of the last undeveloped areas in the area of annexation, Burbank Avenue should not be developed as Medium-Low residential development; it should remain as Very Low Residential to support park lands and maintain the current scenic road designation, rather than become contiguous with growth along Sebastopol Road and Hearn Avenue, which are larger streets that can better handle the increased population, vehicular traffic, and infrastructure.

The plan proposes 5,759 single-family and 3,039 multi-family units in the Specific Plan Buildout, an increase of existing conditions of 2,358 and 1,244 units, respectively. *Figure 10, Planned and Proposed Development in the Plan Area*, identified the number of proposed projects that have been approved for the Plan Area, which includes 1,301 units, of which 318 are affordable units and 983 are market rate units. However, Figure 10, contains several errors and did not include several proposed development that are already included in the April 2015 *City of Santa Rosa Pending Development Report*, including Lantana Place (2875 Dutton Meadows) with 96 units of multi-family and Stony Village North (2729 Stony Point Road) with 40 units detached. This increases the number of Market Rate Units to 1,023 and the Affordable Units to 414 for a total proposed all units to 1,437 not the 1,301 units identified in Figure 10.

We need to ensure that affordable projects are distributed more equitably throughout all areas of the city, rather than concentrating them in one already high-density quadrant, such as the Specific Plan Area.

Higher-Speed Roadways Crossing Through Specific Plan Area

The Pedestrian and Bicycle Network of Santa Rosa, created in 2011, provided background information used in the Transportation Section (Chapter 5) in the *Santa Rosa General Plan 2035*, in which Burbank Avenue (which has already been classified as a Scenic Road) was identified as a Class II Bicycle Road. However, in the *Specific Plan*, there are several new local roads proposed along the east side of Burbank Avenue.

Roseland Creek Elementary School is located on Burbank Avenue and currently supports 405 students with a capacity of 700 students. Some of the children walk to school, but the majority of students are driven to school. With the current number of students in the school, traffic is stopped on Burbank Avenue for the parents waiting to pick up their children between 7:45 - 8:30 am and between 2:30-3:30 pm. If we increase the number of roads connecting to or bisecting Burbank Avenue, the resultant heavy increase in traffic will create even more, major traffic congestion on Burbank Avenue.

There is also proposed a major road to connect Hearn Avenue to Northpoint Parkway to facilitate further development in the western portion of Southwest Santa Rosa. That would connect Northpoint Parkway, with speeds of 45 miles per hour, to Hearn Avenue – the only access from Highway 101 - crossing Burbank Avenue. The Southwest Community Park is identified as a major park with the Specific Plan that serves the Roseland Area. However, introducing these higher-speed roadways through the Specific Plan area will bisect the area with heavy, faster-moving vehicular traffic, reducing access and safety for pedestrians and bicyclists. These new roadways would also negatively impact the scenic character, aesthetic value, and natural/cultural integrity of the scenic roadway, and negatively affect the quality of life and safety for existing residents, pedestrians, and bicyclists.

Severe Lack of Parks for the Roseland Area

One of the Goals identified for the Specific Plan is “To make life and the physical environment better for plan area residents and employees.” (Page 2.0-2). We feel this can be achieved by increasing the number of parks for the existing residents.

As stated in the DEIR (Page 2.0-1), the Specific Plan Area is 1,860 acres, which includes 1,220 acres of incorporated city land and 640 acres of unincorporated county land. The population within the incorporated city land is 18,918, while the population within the Annexation area is 6,594. Chapter 3.13, Public Services states (page 3.13-10) that the standard of six acres of parkland per 1,000 residents is comprised of 3.5 acres of city park, 1.4 acres accessible school recreational land and 1.1 acres of open space. Based on the current population of 18,918 residents in the Plan Area, **a total of 113.5 acres of parks is required for the existing residents.**

Although the Chapter also states (Page 3.13-13) that the *General Plan 2035 Land Use Diagram* shows eight proposed community and neighborhood parks in the project area, there are only five identified. All of the others are located outside the Plan Area. The Chapter also states (page 3.13-9) that there are six additional neighborhood parks identified for the project area, as shown in the Santa Rosa General Plan 2035. However, Figure 6-1 actually shows parks that are outside the project area, and one on Dutton Avenue that is actually a proposed medium-density residential development, not a park.

Although it is stated on Page 3.13-14 that a sufficient number of new parks are planned in the project area to serve anticipated growth, we don't agree with this statement is accurate, based on calculations. Not enough parkland occurs for the existing population let alone the addition of almost 10,000 people.

One of the few areas left undeveloped is along Burbank Avenue. If we assume the City is going to create parks for those areas of Roseland that are already developed, and ignore the addition of 9,662 residents approved by the proposed plan, **we will still need 113 acres of parks for the existing residents.** The only place to put that park acreage is on Burbank Avenue. Placing parks on the outskirts of existing development will require people to drive to the park area instead of walk. Perhaps another urban garden, like Bayer Farm, should be built.

Within the Santa Rosa General Plan 2035 (Page 6-15) under Public Services and Facilities, the following goals are also identified:

PSF-A-5 Developing areas of the city (e.g., southwest Santa Rosa) should be given a higher priority for new park development, and underserved neighborhoods should be given priority during redevelopment and renovation of the park system. Priority for park development should also be given to areas of greatest density and areas that allow for safe and easy access and visibility. Priority should also be given to locations that minimize impacts to sensitive environmental resources that could require extensive and expansive mitigation; the most sensitive environmental resource areas should generally be preserved for more passive recreation that assures their protection.

One way to achieve this goal is to create more natural parks, like that of Roseland Creek Park, which was designed so that very little hardscape would be developed. This prevents the need for mitigation for loss of habitat for California tiger salamander.

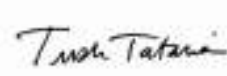
PSF-A-9 When building new parks, consider expanding existing parks or consolidating proposed parks to provide larger acreage and greater range of recreation activities, while maintaining park standards.

One way to achieve this goal is to create a recreational park on Burbank Avenue located across from Sheppard Middle School and designate it for youth recreation only.

Based on the increased rate of growth in the Plan Area (76%), compared to the rest of the City of Santa Rosa (49%) and Sonoma County (10%), and the fact that the renter-occupied housing represents a greater share of units in the Plan Area (54%) compared to the City (47%) and County (40%), it is clear that not enough consideration of existing population and conditions is being taken into account.

We feel that the proposed planning for the Roseland Area/Sebastopol Specific Plan and Roseland Area Annexation area is far too intensive and will result in overcrowding, excessive traffic, reduced safety, and loss of remaining areas for much-needed parklands.

Thank you very much for your time and consideration of our concerns.


Trish Tatarian


Greg Tatarian

Jones, Jessica

From: Hilleary Izard <hillearyi@yahoo.com>
Sent: Wednesday, June 08, 2016 9:23 AM
To: Jones, Jessica
Subject: Re: Roseland Area Projects Steering Committee

Hi Jessica,

Thank you for sharing the reports, I was able to read them electronically. They are beautiful and comprehensive. I am grateful to be part of this project and meet the talented and visionary people of Santa Rosa!

Hilleary Zarate (new last name)
Cell: 707.246.5226

From: "Jones, Jessica" <JJones@srcity.org>
To:
Cc: "Regalia, Chuck" <CRegalia@srcity.org>; "Kranz, Lisa" <LKranz@srcity.org>; "'Cavalli, Jeanine'" <jcavalli@mbakerintl.com>; 'Steve Cancian' <canciansteve@gmail.com>
Sent: Friday, June 3, 2016 3:34 PM
Subject: RE: Roseland Area Projects Steering Committee

Steering Committee Members,

The additional hard copies of the Specific Plan and Draft EIR arrived earlier than we expected. I have them in my office now, and they are available to anyone who wishes to borrow one.

Please respond to this e-mail if you would like to borrow one or both of the documents. I will be available for you to stop by City Hall until 4:45 today, and will be back first thing Monday morning.

Thank you,
Jessica

Jessica Jones | Senior Planner

Planning & Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404
Tel. (707) 543-3410 | Fax (707) 543-3269 | jjones@srcity.org



Jones, Jessica

From: Arthur Deicke <epsolns@gmail.com>
Sent: Wednesday, June 08, 2016 3:37 PM
To: Jones, Jessica
Subject: Re: Draft EIR

Jessica:

Here are my observations.

Specific Plan:

Page 2-7: Do we want a picture of an establishment outside of the area in Railroad Square area - Omelette Express?

Figure 3-1: Transit Village Mixed Use in legend and only area seems to be 3rd and Wilson or Railroad Square. Is that right?

Figure 5-1: Do we have an estimate of the areas of the proposed Community and Neighborhood Parks? Seems the symbols do not represent very well.

Page 6-2 identifies Priority Action A as the Hearn Overdressing and on page 6-5 Priority Action F as the Colgan Creek Restoration. However, Table 6-1 identifies the Hearn Overcross as mid-term phasing and Colgan Restoration as near-term phasing. I know it is different terminology, but it doesn't appear to sync.

Section 6-4: Did you consider Brownfield funding?

All figures fail to depict the roads Deep Harbor Lane and Rising Moon Lane. I don't mean the names, but the actual streets, albeit as short as they both are. Are there other streets not depicted?

DEIR:

Same issue with figures and two small streets.

Page 3.12-1: Annexation Areas do not include Roseland and Victoria.

Section 3.13.1.1: Law Enforcement Services. I don't believe that it is the case that once annexed, CHP will no longer service the area. Additionally, there may be times when the Sheriff is called in.

Page 3.15-1: Groundwater Supply. Sustainable Groundwater Management Act and developing agencies was not discussed.

Page 3.15-3: Santa Rosa 2010 Urban Water Management Plan was just updated in June 2016 as the Santa Rosa 2015 Urban Water Management Plan.

That's all I have. Looks like the transportation impacts are the biggest issue.

Sincerely,

Arthur Deicke

Environmental Pollution Solutions LLC
Santa Rosa, California
(m) 707-322-2015
(f) 707-387-0505
aedeicke@epsh2o.com
www.epsh2o.com

On Jun 8, 2016, at 12:53 PM, Jones, Jessica <JJones@srcity.org> wrote:

Great, thank you Art, we appreciate you taking a look at the documents. Please e-mail any comments you have on either document to me.

Thanks so much,
Jessica

Jessica Jones | Senior Planner

Planning & Economic Development | 100 Santa Rosa Avenue, Room 3 | Santa Rosa, CA 95404
Tel. (707) 543-3410 | Fax (707) 543-3269 | jjones@srcity.org

<image001.jpg>

From: Arthur Deicke [<mailto:aedeicke@gmail.com>]
Sent: Wednesday, June 08, 2016 12:47 PM
To: Jones, Jessica
Subject: Re: Draft EIR

Jessica:

I reviewed most of the documents. I've got a few minor things to point out that don't need to be expressed at public meeting. Let me know if there is a way to communicate that to you.

Sincerely,

Art Deicke
707-322-2015
aedeicke@gmail.com

9 June 2016

Chairperson Patti Cisco, Santa Rosa Planning Commission and the Planning Commissioners
Lisa Kranz, Jessica Jones, Planning & Economic Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

Dear Ms. Cisco, Ms. Kranz and Ms. Jones,

Here are some comments concerning the draft Roseland Specific Plan documents as prepared by the city of Santa Rosa and released to the public on 20 May 2016. More detailed comments will also be forwarded to you by me for the official records. Please include these comments here, as well as all written comments provided to your offices by me in the future, into the official records going to the Santa Rosa City Council. I will make these future comments more in depth. They will be turned into you before the deadline for the Draft Environmental Impact Report comment submission date.

These comments are provide by me, a member of the appointed Steering Committee, after engaging and outreaching to many Roseland community members. Ms. Jones has recently reminded me in writing, as a member of the Steering Committee I should be,

“Reviewing and commenting on draft plans, materials and reports with special attention to the needs and desires of your community/organization.”

“Representing the residents’ and stakeholders’ views of the projects in the community at-large and in public forums, including at Planning Commission and City Council meetings.”

These comments are the beginning of an ongoing documentation by me of inadequacies pointed out to me by many community members regarding concerns within both the Specific Plan and Draft Environmental Impact Report prepared for the Roseland Specific Plan. Inadequacies I found will also be included for review by city staff, Planning Commissioners, and City Council members.

In general it has been stated to me a number of times, “A comprehensive well-coordinated” community plan for sustainable urban design throughout both the Roseland and Bellevue areas within the planning area has **NOT** been done with this Roseland Specific Plan. It has also been stressed to me a number of times by community members the city and county do **NOT** appear to be planning well together for the future of Roseland specifically. This is especially evident for the Sebastopol Rd. commercial corridor. Because of this, these comments here today are directed more specifically towards the inadequacies regarding planning for the close to 15,000 residents currently living in just the Roseland area alone rather than with the combined Bellevue area. In future communications I will also address the Bellevue neighborhoods more and the projected growth.

An adequate Roseland Open Space and Parks Plan has not been done here, while the Roseland Creek Concept Plan from 2004 has not been well integrated into the Roseland Specific Plan at this time. Many more acres of park land are needed to serve the people of Roseland at this time, let alone in the future with much more population growth being forecasted for the Roseland area. Currently close to 15,000 people live in the 3 Census tracts comprising the Roseland Community. In order to provide adequate park lands, open spaces, and public facilities, in the future the city should be identifying sites now for the many small parks which could and should be provided for Roseland.

The Santa Rosa City Public Services standards stated in Chapter 3.13, (page 3.13-10) state a “standard of six acres of parkland per 1,000 residents is comprised of 3.5 acres of city park, 1.4 acres accessible school recreational land and 1.1 acres of open space.”

With this standard in mind, and using a basic 15,000 people as the population in Roseland alone, there is an inadequacy of parks and open space near approximately 65 acres now. Please keep in mind the Roseland School District heavily limits the use of school recreational land and many residents DO NOT consider the fields at the school sites as “accessible”. I have NOT counted their lands. It is stated on Page 3.13-14 a sufficient number of new parks are planned in the project area to serve anticipated growth, but the plan does not adequately show how this statement is accurate.

Traffic circulation is also one of the major concerns I heard time and again as being a “poorly planned” system with an “outdated” 22 year old Southwest Area Plan “forced into the future”. The roads planned by the city for an extension of the North Point Parkway southward into Roseland will be a disruptive and unnecessary negative impact onto community residents of southern Roseland. Page 3-2 states, “Key features of the land use plan: Continues Sebastopol Road’s role as the primary neighborhood center with a concentration of retail, restaurant, and residential uses.” Traffic needs to be directed up to the north and NOT through existing areas such as Burbank Ave. or West Ave. which are already heavily negatively impacted on a daily basis, especially on school days. Making more roadways intersecting with Burbank Ave. will cause major problems for Roseland residents.

RET-2.3 of the draft plan states, “Encourage activity generating uses along Roseland Creek and Colgan Creek to provide eyes on the creek.” Alternative transportation such as the Roseland Creek Bikeway/Greenway is how this will be done, not by building a Northpoint Parkway extension. SR-1.1 states “Promote mix of land uses and increased development densities to ensure Sebastopol Rd. is Roseland’s commercial core and encourage pedestrian, bicycle and transit modes of travel for local trips.” A Northpoint Parkway extension will defeat this stated goal and purpose of the plan. Also pushing through Campbell Drive from Stony Point Rd. over to Burbank Ave. will defeat this.

Also of importance to a number of Roseland Residents is West Ave. **NOT** being extended into the Roseland Village development currently being planned by the Sonoma County officials.

Thank you for your time and consideration of these comments to be elaborated upon in the future.

Duane De Witt

Box 3068
Santa Rosa, CA. 95402

Frederick W. Krueger
1100 Hughes Avenue
Santa Rosa, California 95407

June 9, 2016

Ms. Jessica Jones
Senior Planner, City of Santa Rosa
Community Development Department
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404
jjones@srcity.org

Comments on the Roseland Area - Sebastopol Road Plan and Roseland Area Annexation projects based on the Draft Environmental Impact Report

Dear Jessica Jones:

I have quickly scanned the *Roseland Area/Sebastopol Specific Plan and Roseland Area Annexation Projects Draft Environmental Impact Report* (DEIR) (City of Santa Rosa 2016). Yikes! There is a lot to address here, but I don't have enough time to engage all of this, so I will cherry pick a few issues where the DEIR is substantially if not woefully inadequate.

Air Quality Section 3.3

The data cited for Santa Rosa air quality is too general and not sufficiently specific to Sebastopol Road. For at least the past two decades Roseland and the Southwestern area of Santa Rosa has experienced high levels of growth but without a proportional growth in infrastructure across the Roseland area, but particularly on Sebastopol road.

Sebastopol Road, according to the 2006 Dowling Associates figures included in the DEIR for the proposed Wal-Mart Store in 2007, rated the intersections at Dutton and Sebastopol Roads, and at Sebastopol and Stony Point as LOS F, the worst designation possible. In the intervening ten years, growth has increased, and traffic is now episodically gridlocked, especially at rush hours.

It should be noted that the letter from the California Department of Transportation, ten years ago, dated September 21, 2006, explicitly states that future increases to traffic must be considered in addition to those of the proposed project then under consideration. This DEIR flagrantly fails to address the consequences of this added traffic. This flagrant omission should cause re-examination of this report as the figures presently reported fail to engage this additional factor and so are inadequate for a comprehensive assessment of the incremental traffic additions that will result from the relocation of the Roseland School.

In 2006 the former DEIR cited the traffic conditions at that time. "Hearn Avenue eastbound is reported as having an average morning speed of 6.7 mph during peak traffic hours. This average speed drops to 5.9 mph during afternoon traffic. This was at that time already one of the most congested roadways in Sonoma county. Growth across the SW in the intervening decade has caused traffic to become even more intense. At midday on many Saturdays, it takes three to five cycles of the signals across from the ARCO gas station on Hearn to cross Hwy 101.

For Sebastopol Road, the traffic flow at peak was estimated in 2006 at 3.6 mph for the one mile between Dutton Avenue and Stony Point. Since then a signal has been installed at Burbank and Sebastopol Road which has only slowed traffic. Part of the problem at this location is that Sebastopol Road narrows from a four lanes west of Burbank (two lanes in each direction) to two lanes just east of that point. This causes a bottleneck is not addressed in the DEIR, but it might be resolved by making all of Sebastopol Road, at least to Dutton Avenue, a four lane road with turns from driveways across traffic into the opposite lane eliminated.

It should be mentioned that emergency vehicles face a daunting level of traffic on Sebastopol Road. To further congest this area represents an inadequately addressed issue of public safety.

A big part of the problem here is that while Santa Rosa grew by 49% between 1990 and 2013 (the most recent data available), Roseland has grown by 76% during this same period. Significantly it grew without a proportional increase in infrastructure.

A Health Hazard in the Specific Plan Area

In 2010, according to the nurse at Roseland Grammar School, 26% of the students had disabling asthma. Since that time traffic has increased episodically, with the most intense times at morning rush hour and then at noon when the pre-school program ends.

The traffic is responsible for this health issue. A New York University School of Medicine study in 2009 documents that the major cause of urban asthma is stalled traffic, particularly diesel exhaust.

If the population density is increased along Sebastopol Road, traffic will also increase. This will mean even more stalled traffic and this will increase unhealthy air levels around the school and the plaza area. Who will pay for these extra emergency visits to the hospital that is caused by increased exhaust from stalled traffic?

The fact that school bus depository with most of the buses using diesel fuel is located exactly opposite the Roseland School further exacerbates the health problem in this local area.

Until the health issue with the children in the grammar school is resolved, no increases in traffic should be allowed. A child with asthma will miss school days; doubt their ability to participate in sports; will lose self confidence; will become embarrassed about taking medicines; will struggle to listen because of breathing difficulties; or fear having an asthma attack and even die during a serious attack. A figure in excess of 80% of students at the Roseland School are immigrants with English as a second language. Asthma makes academic performance terribly difficult when there are already handicaps on their performance. To increase population density and traffic in this area will not only increase asthma, but will relegate even more students to an inability to perform in ways sufficient to succeed in school when they especially need education to pull themselves and their families up out of poverty.

For the Sebastopol Road area and also for Hearn Avenue, if there is to be additional housing units, they need to be at a very low density. Roseland just does not have the transportation capacity to handle any more growth.

Additionally, because traffic is so intense the intersections of Dutton Avenue and Stony Point with Sebastopol Road has an extraordinarily high level of accidents and tickets because when traffic builds up, people have to wait several cycles of the

lights before turning. Too much impatience builds up so that we have one of the highest incidences of running red lights in Santa Rosa. Again, this is because we don't have sufficient transportation capacity for the present population.

Another dimension to overcrowding in Roseland is a lack of parking on the streets. With cars parked on both sides of the street and a higher density of population, we often see three families squeezing into a three bedroom home that historically only held one family. Some code enforcement is needed to restrain how parking is handled in this area.

Parks in Roseland

According to the National Recreation and Parks Association (NRPA) the national standard for parks is 10 acres per thousand residents. In Santa Rosa the general plan is stingy and allots only 6 acres per thousand, but only 3.5 acres is supposedly allocated for parks. With over 18,000 residents in Roseland (measured by Hwy 101, Hwy 12, Stony Point and Hearn Avenue), we should have far more park land than at present. But the continued use of space for housing will eliminate the possibility of fulfilling our quota of parks as all of the land is being taken up for housing. This is not right and a distortion of the priorities laid out in the General Plan because potential park land is being overly used for housing.

A map of parks in Santa Rosa will show that far and away Roseland is the most underparked area of the city.

Parks are known to reduce crime, reduce the cost of police services, reduce the tensions associated with urban living, and provide space for quiet and relaxation. Parks are needed to improve the quality of living for residents. By right we should enjoy the same level of city services as other regions of Santa Rosa, but clearly we do not.

The failure to position additional parks in the Roseland area could be seen as a form of prejudice and even as a failure of racial and environmental justice because of the severe mal-distribution of parkland across Santa Rosa. A need now is to identify where future parks will be located so that those places are not usurped for more housing. We just can't handle more housing density.

Other Related Issues

Roseland is experiencing an increasing problem with homelessness throughout the area. Some of this is because of the closeness of Camp Michaela; some of it is because of overflow from other parts of Santa Rosa. Some of it may be because of a lack of police services. Some of the consequences include that bus stops becoming unusable for bus riders because homeless people congregate at these places and carry on long discussions while hogging the bench, camping is increasing in the dark corners, unsanitary habits and open defecation is taking place in the small open spaces, trash and garbage are increasingly scattered throughout the area, and people with mental problems carry on arguments with the air. All of this is making Roseland an increasingly difficult place for long time residents to live in peace.

A fair policy would be to spread high density housing across Santa Rosa and not concentrate it in Roseland which already has a higher population density than other areas of Santa Rosa.

As the City relegates Roseland to higher density housing, safety becomes another issue that has to be considered. We need some relaxation of plans to grow in this region of Santa Rosa.

What we really need is a full spectrum grocery store, not another narrowly ethnic facility. Traffic is actually increased when Roseland residents have to travel across town to find a fully equipped grocery store.

We also need recreation areas for young people. We need a quiet natural area for reflection and the therapies that wild places offer. Most of all we need respect from the city and not to be treated as the place for super developing in ways that do not appear in other parts of Santa Rosa.

Respectfully submitted,

Fred Krueger
(707) 573-3076 (h);
(707) 573-3160 (w) after 12 noon

Jones, Jessica

From: Hartman, Clare
Sent: Tuesday, June 21, 2016 8:24 AM
To: Jones, Jessica; Kranz, Lisa
Subject: FW: Comment on the DEIR Southwest Santa Rosa

Clare Hartman, AICP | Deputy Director - Planning

Planning & Economic Development | 100 Santa Rosa Avenue | Santa Rosa, CA 95404
Tel. (707) 543-3185 | Fax (707) 543-3269 | Chartman@srcity.org



From: Gabi [mailto:gabiwolf@aol.com]
Sent: Sunday, June 19, 2016 12:09 AM
To: _PLANCOM - Planning Commission
Cc: Cisco, Patti; Crocker, Ashle; Dippel, Hans; Duggan, Vicki; Edmondson, Casey; Groninga, Curt; Stanley, Peter
Subject: Comment on the DEIR Southwest Santa Rosa

Re: Draft EIR

Ladies and
Gentlemen,
June 18, 2016

Ju

My name is Gabi Shader. I have lived with my family here at 2671 Victoria Drive, Santa Rosa, CA 95407 for 24 years. We live within the project area of this DEIR.

In the DEIR document, a few impacts of the proposed developments were category SU, significant and unavoidable. I would like to specifically address the significant and unavoidable impact on freeway traffic on HW 101 between Todd Rd. and SR 12.

An increase of 1% is considered acceptable. However, the project would increase traffic by about 3%, which puts it into the significant and unacceptable range.

The following is an excerpt from the DEIR document:

As described in Section 2.0, Project Description, the City has established the following objectives for the proposed project for purposes of CEQA:

..... Make life and the physical environment better for plan area residents and employees.

.....Enhance livability by promoting community health and equity.

Establish the Plan Area as a place where people want to live, work, shop, and visit.

(I used for bullet points not quoted.)

These specific objectives will be compromised greatly by an unacceptable and unhealthy traffic impact. The traffic situation has already a rating of unacceptable on the surface streets in the project area, specifically on Hearn Ave, Dutton Ave, and freeway on and off ramps in all directions, even before any further development. It seems that the argumentation for stating that the project would not have any further impact on the surface streets is that it is already unacceptable, therefore no change in rating would happen, going from unacceptable to unacceptable. However, it is very impactful to go

from unacceptable to completely unlivable. Putting up with congestion at the major commute times is difficult, but worsening that to a situation where the traffic back-up would exist most of the day would substantially lower quality of life even further.

I urge the planning commission and the city council to seriously consider Alternative 2 in order to achieve the objectives of the Project (Creating a livable, enjoyable, healthy place where people would like to live, work, shop, and visit.)

In the final statement after evaluating Alternative 2, the DEIR states that this alternative would definitely be the environmentally superior alternative. The statement goes on to say that the reduced development would not be considered, because the desired project densities related to transit-supportive land use would not be achieved. It seems that two of the project objectives are in conflict here, the one of liveability and quality of life vs. the city's goal of creating a higher density neighborhood here in the southwest. It is also important to note that southwest Santa Rosa already carries the highest density of any of the four city quadrants.

There may be a way to achieve both objectives, quality of life, and housing needs:

1. -Use Alternative 2 for a guideline for right now and build up 1/3 of the density of the project now.
2. -Work in tandem with CalTrans to put the Bellevue overpass on their building schedule.
3. -Schedule the rest of the developments after new road and overpass construction has been finished and can accommodate new traffic.

This way, we will not put the cart before the horse. It would be wonderful to have a thoughtful process where life here in our beloved southwest does not have to become completely unbearable so that then things have to be scrambled together in a haphazard fashion to bandaid problems that could have been avoided in the first place.

Thank you for considering taking the findings of this DEIR to heart and listening to the ramifications of the very serious traffic impact. Please do not sign off on this DEIR finding.

Respectfully,

Gabi Shader

To: Jessica Jones ✓
Senior Planner
City of Santa Rosa

June 29, 2016

From: Curt Groninga
Member, Planning Commission
City of Santa Rosa

cc: Clare Hartman
Deputy Planning Director
City of Santa Rosa

Subject: DEIR: Roseland Area/Sebastopol Road Specific Plan and
Roseland Area Annexation

Please accept the attached review and commentary related to the Draft Environmental Impact Report for the proposed Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation.

First, I wish to thank the Planning and Economic Development Staff who worked on this massive, complex and very important planning document. Given a long experience in either developing Environmental Impact Reports under CEQA guidelines or reviewing said document, this is the most critical EIR that I have encountered. This draft document reflects very good work on the part of city planners and the EIR consultant and the related sub-consultants. It is particularly helpful how the DEIR addresses the substance of the Roseland Area/Sebastopol Road Specific Plan and Annexation Project Area.

In order to understand my review logic (or lack there of!), I should briefly layout the format of my comments, discussions and questions as they relate to the DEIR and its relevance to the Specific Plan and Project Area. General comments relate to the overall analysis, findings and observations of the DEIR as it attempts to address potential impacts and mitigation measures *and* when necessary, notations concerning matters that either were omitted or need further expansion. Discussion is reserved for specific concerns that arose during my review and, hopefully clarify what issues may need further thought. Relevance to the Specific Plan and Project Area attempts to specify and address the nexus of planning documents to the DEIR review. And finally, Question(s) are intended to either help clarify concerns expressed under the discussion and to provide a stimulus for further review.

I wish to state my concurrence with Commissioner Stanley's suggestion that a *courtesy letter*, upon final approval of the proposed annexation and specific plan for the project area, be issued to property owners whose properties are listed in Appendix 3.8 Hazards and those individuals or business concerns who are part of the environmental "*chain of mitigation responsibility or liability*" frequently contained in purchase contract and title documents. Should the City wish to begin development and improvements in the

project area, a great many properties require (84+/-) hazardous materials removal long before actual work can commence.

Further, I also concur with Commissioner Stanley's suggestion that maintenance and replacement costs be calculated for all infrastructure projects in order to better ascertain the life cycle costs of major municipal investments. Such analysis could be provided as part of project planning documents yet not be required for overall project approval. The purpose is to assist in long-term planning for public works projects and their maintenance. This information would be used to inform the city budgeting (general fund and enterprise fund accounts) process annually and to proactively plan for public works impacts (short and long-term).

Thank you for your consideration. Should you have any questions and/or comments, I can be reached at (707) 538-9226 or (707) 481-4209 or at CGroninga@srcity.org.

DEIR Review for the Roseland Area/Sebastopol Road and Roseland Area Annexation

Curt Groninga
June 29, 2016

3.1 AESTHETICS:

- A. General Comment:** Concur with the overall analysis, findings and observations relevant to potential impacts and related mitigation measures for Section 3.1 AESTHETICS (3.1-3.1.5).
- B. Discussion:** It emphasizes Urban Design Element Goals **UD-A** (Preserve and enhance Santa Rosa's scenic character, including its natural waterways, hillsides, and distinctive districts); **UD-C** (Enhance and strengthen the visual quality of major entry routes into the city, as well as major corridors that link neighborhoods with downtown); **UD-D** (Avoid strip patterns of commercial development. Improve the appearance and functioning of existing commercial strip corridors, such as Santa Rosa Avenue and Sebastopol Road) and **UD-F** (Maintain and enhance the diverse character of Santa Rosa's neighborhoods. Promote the creation of neighborhoods---*not subdivisions*---in areas of new development).
- C. Relevance to Specific Plan and Project Area:** Analysis and findings support the Sebastopol Road Urban Vision Plan and continues Sebastopol Road's role as the primary neighborhood center.
- D. Questions:** None

3.2 AGRICULTURE AND FOREST RESOURCES:

- A. General Comment:** Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for Section 3.2 AGRICULTURE AND FOREST RESOURCES (3.2.1-3.2.4).
- B. Discussion:** West Hearn Annexation change of land use designation from low density residential to very low density residential will help preserve the existing character of this area.
- C. Relevance to Specific Plan and Project Area:** Relates to Specific Plan 3.4 (Goals and Policies) in that it does encourage the development of attractive residential neighborhoods that maintain and enhance the diverse character of the Roseland Area. Changed land use designation of West Hearn Annexation area assists in achieving this goal.
- D. Questions:** None

3.3 AIR QUALITY:

A. General Comment: Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for Section 3.3 AIR QUALITY (3.3.1-3.3.8) *except for lack of emphasis on current efforts, if any, to resolve identified existing hazardous health conditions noted on tables 3.3.9 and 3.3.11.*

B. Discussion: As it relates to future construction projects and their operational environmental impacts, *it is suggested* that construction document language be appropriately strengthened to insure and assure the community that consistent construction oriented mitigation measures are effectively monitored and, should any lapses occur, the contractor be subjected to sufficient project penalties designed to cover any and all external environmental entities (i.e. BAAQMD, et. al;) fines and punitive fees to the City for lack of compliance.

In reviewing Table 3.3.9 (U.S. Highway 101 and State Route 12 Health Risk), it appears that U.S. 101 Link 652 exceeds BAAQMD Thresholds for PM_{2.5} Concentration (0.86 v 0.80) at the 10 foot distance. It is suggested it be noted in the same manner as the identified cancer risks were on Table 3.3.11 and noted on page 3.3.41

In reviewing Table 3.3.11 (Stationary Source Health Risks), it appears that 5 locations exceed the Single Source Threshold for Cancer risk at distances from <100' up to and including 200'. *It is suggested here* that *existing current and on-going mitigation measures, if any*, be identified and referenced for those locations identified on both Tables 3.3.9 and 3.9.11.

C. Relevance to Specific Plan and Project Area: Relates specifically to Vision Concepts 2.1 through 2.5 and Vision Concept 2.8 and, Circulation 4.4 Goals and Policies (RN-1-RN-5, PBN 1 and T-1).

D. Questions:

Q1-3.3: How does the City of Santa Rosa monitor and measure operational construction mitigation measures (i.e. dust control and fuel emissions) for contract and environmental compliance?

Q2-3.3: What are the current and on-going mitigation measures for US 101 Link 652 (Table 3.3.9, page 3.3-38) and locations G7228, G12304, G10583, 18271 and G8645 (Table 3.9.11 pages 3.3.42-43)?

3.4 BIOLOGICAL RESOURCES:

- A. General Comments:** Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for Section 3.4 BIOLOGICAL RESOURCES (3.41-3.4.4).
- B. Discussion:** The City of Santa Rosa is commended for its consistent implementation of General Plan Mitigation Measure 4.F-5 and its sensitivity to endangered and threatened species habitats. Its implementation assists the possibility of attaining “less than significant” and/or “less than cumulatively considerable” for a number of potential negative environmental impacts.

Where necessary and possible, external environmental conservation organizations* and entities could be utilized to effectuate project area mitigation measures. *As a point of disclosure, though all comments, observations, suggestions and questions here are written by me as a current City of Santa Rosa Planning Commission member, *I am on the Board of Directors for the Laguna de Santa Rosa Foundation*. That organization is but one of several Sonoma County environmental organizations and entities (County of Sonoma based) that could assist in appropriate mitigation efforts appropriate to their respective missions. Referenced here is the portion of MM.3.4.2b which discusses compensatory mitigation by government agencies and nonprofit organizations.

- C. Relevance to Specific Plan and Project Area:** Section 3.4 relates directly to the Roseland Area/Sebastopol Road Specific Plan 3.3 (Affordable Housing & Anti-Displacement Strategy), 3.4 (Land Use Goals and Policies), 4.0 (Circulation and 5.1 Recreation and Parks).

D. Questions:

Q1-3.4: Given the potential conflict between the endangered Tiger Salamander habitat and increasingly apparent need for greatly increased volume of affordable housing units throughout Santa Rosa (and Sonoma County), would the City consider incurring upon that that habitat for development of much needed human species housing (endangered species v. human need argument)?

Q2-3.4: If the above were to occur, to which local, state and federal processes need to be adhered?

3.5 CULTURAL RESOURCES:

A. General Comment: Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for 3.5 CULTURAL RESOURCES (3.5.1-3.5.4).

B. Discussion: The City of Santa Rosa, through its policies and actions, has an established sensitivity to the importance of local cultural and historical resources.

Given the historic development of the Roseland Area, the City may anticipate future requests for Historic Neighborhoods Designation through the City Council and its Cultural Heritage Board.

C. Relevance to Specific Plan and Project Area: This section clearly relates to the Sebastopol Road Urban Vision Plan, Vision Concepts (2.1 through 2.8), Land Use & Housing (3.1, 3.3 and 3.5)

D. Question:

Q1-3.5: Assuming an affirmative vote on the Roseland Annexation, when would newly annexed neighborhoods be eligible for inclusion as Historic Districts? From original establishment date as a neighborhood (for example W. Hearn Avenue area) or from the annexation date? Just curious as I am a former member of the Cultural and Heritage Board and I believe a neighborhood seeking such a designation is required to be an established City of Santa Rosa neighborhood for fifty years at the time of application. *Note to staff: If you wish to ignore this question as being irrelevant, it would neither offend me nor hurt my feelings!* Just curious.

3.6 GEOLOGY AND SOILS:

A. General Comment: Concur with overall analysis, findings and observations related to potential impacts and related mitigation measures for 3.6 GEOLOGY AND SOILS (3.6.1-3.6.4) and *suggest the inclusion of reference to public schools earthquake standards.*

B. Discussion: The DEIR could become more technically correct with a notation indicating public schools located within the project area and specific plan are subjected to the dictates of both the California Building Code and the (K14) Field Act regarding earthquake safety and construction requirements. Though a minor omission, the Field Act has relevance to the educational facilities described in the Specific Plan and Project Area and may provide additional knowledge and comfort to project area residents.

C. Relevance to Specific Plan and Project Area: This section has significance for Vision 2.1 (Create a welcoming community that is clean, safe, affordable and inviting) and 5.1 (Educational Facilities) and 5.6 (Utility Infrastructure).

D. Questions: None

3.7 GREENHOUSE GAS EMISSIONS:

A. General Comment: Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for 3.7 GREENHOUSE GAS EMISSIONS (3.7.1-3.7.3).

B. Discussion: Santa Rosa's Climate Action Plan is commendable given the complexities involved. Hope for even greater expansion of greenhouse gas measures in the future.

C. Relevance to Specific Plan and Project Area: This section speaks to the Roseland Area/Sebastopol Road Specific Plan through out and gives emphasis to Vision Concepts 2.1-2.8 and has particular relevance to 3.0 (Land Use and Housing) as well 4.0 (Circulation).

D. Questions: None

3.8 HAZARDS AND HAZARDOUS MATERIALS:

A. General Comments: Concur with overall analysis, findings and discussions relevant to potential impacts and related mitigation measures.

B. Discussion: The City of Santa Rosa General Plan, the Santa Rosa City Code, the City of Santa Rosa City Code and Standardized Emergency Management System (SEMS) along with its hazardous materials oversight greatly assist in the enforcement and management of hazards and hazardous materials throughout the City.

I concur with Commissioner Stanley's recent comments that it would be helpful to Project Area property owners if a *courtesy letter* be sent informing them the area will be undergoing further development and their property(s) may be impacted. Also, it would be helpful to reach out to both the property owner and those holding "chain of mitigation" responsibilities. This courtesy alert would hopefully give property owners to review any mandated clean up responsibilities and hopefully, address them.

C. Relevance to Specific Plan and Project Area: This section does have particular relevance to the Specific Plan Vision Concepts 2.1, 2.3, 2.4 and 2.8. Additionally,

it is relevant to 3.0 (Land Use and Housing); 5.2 (Public Safety); 5.3 (Educational Facilities); 5.4 (Library) and 5.6 (Utility Infrastructure).

D. Questions: None

3.9 HYDROLOGY AND WATER QUALITY:

A. General Comments: Concur with overall analysis, findings and observations relevant to possible impacts and related mitigation measures for 3.9 HYDROLOGY AND WATER (3.9.1-3.9.4).

B. Discussion: The City of Santa Rosa's history and experience regarding hydrology and water quality is well established as it with the various local and state agencies involved in this feel. Given this history it should give comfort to project area residents and participants that standards are kept and enforced.

The impact statement 3.9.6 notes ...”the proposed project, in combination with existing, approved, proposed and reasonably foreseeable development in the Laguna de Santa Rosa watershed, would alter drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts in the overall watershed. This cumulative impact is considered *less than cumulative considerable*. It needs to be noted that the *stewards of the Laguna de Santa Rosa work in consort with the City of Santa Rosa, various county and state agencies to protect the overall watershed from being adversely impacted in relation anticipated county and city growth.*

C. Relevance to Specific Plan and Project Area: This DEIR section has particular relevance to the Roseland Area/Sebastopol Road Specific Plan Vision Concept 2.1 (Create a Welcoming Community That Is Clean, Safe, Affordable, And Inviting); 3.0 (Land Use and Housing) and; 5.6 (Utility Infrastructure).

D. Questions: None

3.10 LAND USE AND PLANNING:

A. General Comments: Concur with overall analysis, findings and discussions relevant to potential impacts and related mitigation measures for 3.10 LAND USE AND PLANNING (3.10.1-3.10.4).

B. Discussion: This entire section in itself is clear and consistent with the overall project area goals. The statement regarding a proposed General Plan Amendment (page 3.10-9) reflects the character of what this analysis is about when it states "...a General Plan is proposed as part of the project to *ensure consistency* (emphasis added) with the General Plan. Rezoning in the Specific Plan area and establishment

of pre-zoning in the Annexation areas is consistent with the proposed Specific Plan and General Plan land use designations is also proposed as part of the project.” As mentioned in other portions of the DEIR, this seems to be underway.

C. Relevance to Specific Plan and Project Area: This DEIR section addresses the Roseland Area/Sebastopol Road Specific Plan Vision Concepts 2.1, 2.4 and 2.7; the Land Use and Housing 3.3 (Affordable Housing and Anti-Displacement Strategy) and Land Use and Housing Goals 3.4 with emphasis on Goal 3-1 and Policies R-1.1 and R-1.3 as well as Sebastopol Road and Land Use Goal SR-1 and Affordable Housing Goal AH-1 and AH-2.

D. Questions: None

3.11 NOISE:

A. General Comments: Concur with overall analysis, findings and observations relevant to possible impacts and related mitigation measures for 3.11 NOISE (3.11.1-3.11.5).

B. Discussion: Given the planning commissions experience in reviewing noise impacts related to prospective projects, the information and data provided is consistent with City of Santa Rosa standards and codes.

It is suggested here that the DEIR consultants may want to request updates to the Sonoma-Marin Area Rail Transit DEIR data prepared in 2005 which apparently stated that 12 passenger trains (6 round trips?) would travel along the rail corridor daily between the hours of 5:00 a.m. and 8:00 p.m. Given recent newspaper accounts, this may not be the current plan.

C. Relevance to the Specific Plan and Project Area: This section addresses the Roseland/Sebastopol Road Specific Plan and Roseland Area Annexation Projects Vision Concepts 2.1 through 2.8; 3.0 Land Use Planning and Housing; 4.1 Roadway Network; 4.4 Goals and Policies and; 5.5 Transit.

D. Questions:

Q1-3.11: Is the 2005 SMART Plan of 12 to 14 daily passenger trains still current?

3.12 POPULATION AND HOUSING:

A. General Comments: Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for 3.12 POPULATION AND HOUSING (3.12.1-3.12.4).

B. Discussion: This particular section appears to be consistent with the City of Santa Rosa General Plan and the Roseland Area/Sebastopol Road Specific Plan and Project Area.

C. Relevance to the Specific Plan and Project Area: This section has particular relevance to the Roseland Area/Sebastopol Road Plan and Roseland Area Annexation Projects especially Vision Concepts 2.1, 2.3 and 2.7 as well as Land Use and Housing 3.1 (Land Use Plan) and 3.3 (Affordable Housing and Anti-Displacement Strategy). It further speaks to 6.2 (Priority Projects) Priority Action C: Close Gaps in Sidewalks.

D. Questions: None

3.13 PUBLIC SERVICES:

A. General Comments: Concur with overall analysis, findings and observations relevant to potential impacts and related mitigation measures for 3.13 PUBLIC SERVICES (3.13.1-3.13.3) *with suggested inclusion of an analysis of the impacts of a proposed relocation of SRFD Station #8 and prospective uses of the vacated land. Additionally, it should be noted that Santa Rosa Junior College has utilized space at Wright Elementary School for several community college level courses and portions of its English As A Second Language Program for a number of years and anticipates being active within the Project Area well into the future.*

B. Discussion: Section 3.13 provides an overview of needed Public Services Facilities within the Project Area. The prospective relocation of SRFD Fire Station #8 opens up the alternative uses at the existing site (passive park? child care?, etc.). It may be helpful, for planning purposes, to have a brief acknowledgement of alternative uses of the vacated SRFD Station #8.

Santa Rosa Junior College has had a long-standing presence within the Roseland and Project Area for a number of years. I was involved in discussions with the City Manager and his staff (circa 2008) regarding the possibility of merging SRJC interests with the City's proposed Multi-Cultural Center as envisioned in the 2035 General Plan. Not current on the status of those discussions or whether they are worthy of mention in the Project Area Plan.

It is worthwhile to mention that at least four school districts, Santa Rosa Junior College and Sonoma State University service the educational needs within the project area. What is not certain, especially at the K8 level, whether these efforts are well coordinated and are in need of further collaboration and/or consolidation.

C. Relevance to the Specific Plan and Project Area: Given the above, this section seems to address Vision Concepts 2.1, 2.3, 2.4, 2.6 and 2.8. It further relates to 3.0 (Land Use and Housing), 5.0 (Public Services) and in particular 5.1-5.4. Of interest also are 6.0 (Implementation & Financing) Priority Action D (Construct Plaza and

Library Near Sebastopol Road) and Priority Action E (Planning for Roseland Creek Community Park). Then of course, the entire 6.3 (Implementation Action Plan) is relevant as outlined in Table 6.1.

D. Questions:

Q1-3.13: Do alternative land uses exist for the possible evacuation of SRFD Station #8?

Q2-3.13: What is the status of SRJC and City of Santa Rosa facilities use discussions for the Roseland Project Area, if any?

Q3-3.13: There are four local school districts serving the Project Area. Has there been any discussion and/or planning, on their part, in regards to possible consolidation of efforts and districts?

3.14. TRAFFIC AND TRANSPORTATION:

A. General Comments: Concur with overall analysis, findings and discussion related potential impacts and proposed mitigations for 3.14 TRAFFIC AND TRANSPORTATION (3.14.1-3.14.4) *with the possible exception as to the characterization of the proposed project as responsible for the need for specific high cost improvements (i.e. Hearn Avenue & Highway 101 Overpass and Highway 12 @ Dutton Westbound Off-Ramp Mitigation Projects).*

B. Discussion: I am normally somewhat skeptical of how the results of Traffic Studies (especially Levels of Service or LOS) are interpreted. However, the work done for this DEIR is quite good and informative. I concur with the conclusions and recommendations noted in Appendix 3.14 (Traffic Study for the Roseland/Sebastopol Road Specific Plan & Annexation). Realizing the consultants look at a variety of conditions (existing, existing with project and, existing+project+future), I fear that the *need* for the two specific improvements may be saddled on the responsible shoulders of the Roseland Area/Sebastopol Road Specific Plan & Annexation. Strong arguments can be made that the pre-existing design and installation of both the Hearn Avenue Overpass and the Dutton Avenue Westbound Off-Ramp (storage) have been inadequate for City and County of Sonoma uses for a great number of years. The Hearn Avenue Overpass, and to a degree both the Dutton Avenue storage issues currently exacerbate the concern that under future conditions without the project, the US 101 and SR 12 study freeway segments would “continue” to operate unacceptably at LOS D or worse during peak hours. Given current and future conditions both the Hearn Avenue Overpass and the Highway 12 Off-Ramp storage issues deserve *top priority* within the 6.0 Roseland Area/Sebastopol Road Specific Plan and Roseland Area Projects and specifically within the Table 6-1 Implementation Action Plan. The City, the County of Sonoma and the Sonoma County Transportation Agency (SCTA) will need to continue

efforts to acquire funding for these mitigations irrespective of the final resolution of the proposed annexation and project area specific plan.

As noted on page 3.14-12, pedestrian and bicycle levels of service are poor along several corridors and segments. Much of this is due to the poor condition of sidewalks and/or lack thereof.

It is observed that within the 3.14 discussion regarding extensions of off-street trails (page 3.14-13) connections to the existing Laguna de Santa Rosa Trail from both the Colgan Creek Trail and the Roseland Creek Trail are mentioned. It is assumed here that planning discussions for these extensions and connections are being held with the County of Sonoma Open Space District and the Laguna de Santa Rosa Foundation.

Given that both Sonoma County Transit and CityBus operate within the Project Area, it seems apparent that on-going coordination of bus routes and schedules is important in servicing the interest of area residents and businesses. Transit operations in south of Hearn Avenue are functioning at a low level of service exacerbated by poor pedestrian accessibility.

Recent discussions regarding fees for SMART passengers appear related to concerns regarding ridership projections. It would be helpful if SMART began publishing its projected schedule including times and trip frequency to ascertain positive impacts.

C. Relevance to Specific Plan and Project Area: This section addresses 4.0 Circulation and more specifically Table 4-1 (Roadway Network) and Table 4-2 (Intersection Improvements); 4.2 (Pedestrian & Bicycle Network); 4.3 (Transit) and 4.4 (Goals and Policies) and specific to Policy RN-1.5 (Support the planned construction of a new US Highway 101 overpass at Bellevue Avenue and a widened overpass overpass at Hearn Avenue to improve east-west multimodal connectivity to and from the Roseland area); Policy RN-3.1 (Prioritize and secure funding for the planned widening of the Hearn Avenue overcrossing and associated interchange improvements to relieve existing congestion and improve multimodal connectivity) and; Policy PBN-4.1 (Ensure safe routes to school, including safe pedestrian crossing and clearly marked routes near schools). This section is also important to 5.5 (Transit) and specifically to 6.2 (Priority Projects); Priority Action A: (Identify Funding for Hearn Avenue Overcrossing); Priority Action B: (Establish and Sign Bicycle Routes) and; Priority Action C: (Close Gaps in Sidewalks) and, indeed, the entire 6.3 Action Plan (Table 6-1 Implementation Action Plan).

D. Questions:

Q1-3.14: Would the approvals of the Hearn Overpass Project and Highway 12 at

Dutton Avenue Off-Ramp Project by SCTA supplant and change Highway 101 and Highway 12 Project funding priorities within SCTA's jurisdiction?

Q2-3.14: How well developed and coordinated (with external entities) are the plans to extend and connect the Roseland Creek and Colgan Creek to the Laguna de Santa Rosa trail?

Q3-3.14: Will the City need to develop a letter of overriding conditions to allow the proposed traffic impact mitigations to proceed?

3.15 PUBLIC UTILITIES:

A. General Comments: Concur with the overall analysis, findings and observations related to potential impacts and proposed mitigation measures for 3.15 PUBLIC SERVICES (3.15.1-3.15.4.3)

B. Discussion: It appears that, should the annexation and specific plan be approved and accepted, adequate and appropriate capacity requirements (for water, waste water, storm water drainage and solid waste (removal) will continue.

C. Relevance to Specific Plan and Project Area: This DEIR addresses 5.6 (Utility Infrastructure) and to Table 6.3 (Implementation Action Plan).

4.0 ALTERNATIVES:

Only comment here is that, given the *existing conditions*, Impacts 3.14.2, 3.14.3 and 3.14.11 and their proposed mitigations are required now and should occur irrespective the final disposition of both the specific plan and the proposed annexation.



CITY OF SANTA ROSA
100 SANTA ROSA AVENUE RM 3
SANTA ROSA CA 95404

41805 Albrae Street
Fremont, CA 94538
P 510 657.9150
F 510 657.9908
www.auenergy.net

JUN 29 2016

COMMUNITY DEVELOPMENT
DEPARTMENT

Ms. Jessica Jones
City of Santa Rosa
100 Santa Rosa Avenue
Santa Rosa. CA

REGARDING: SHELL GAS STATION
255 DUTTON AVENUE
SANTA ROSA
APN 125-121-023-000

Dear Ms. Jones:

We AU Energy LLC., the owner of the above referenced property, are interested in retaining the commercial nature of the site for the above referenced Shell gas station. We would like to continue investing in the gas station property. Our intention is to reconstruct the gas station. We request that the property at (255 Dutton Avenue) to be considered for the General Plan Amendment and Rezoning as Part of the Roseland Specific Plan Process. We are requesting to Amend the General Plan land use designation for (255 Dutton Avenue) from Transit Village Residential to Retail & Business Services, and rezone the site from Transit Village Residential (TV-R-SA) Zoning District to the General Commercial (CG) Zoning District.

The site is currently developed as a gas station, has been since 1964. Gas stations are not permitted in the TV-R District which renders the use legal non-conforming. There are development and investment limitations to owning and improving, expanding legal non-conforming uses. We are interested in improving the gas station site. Our new project includes reconstructing the gas station with a new fueling system, fuel canopy, a new convenience store and self-serve carwash. We would like to submit this statement of interest to you for consideration. Please let me know if you have any questions or would like to discuss this matter further.

Sincerely yours

A handwritten signature in blue ink, appearing to read "Nick Goyal".

Nick Goyal
AU Energy LLC.

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



*Serious Drought.
Help save water!*

June 30, 2016

CITY OF SANTA ROSA
100 SANTA ROSA AVENUE RM 3
SANTA ROSA CA 95404

JUL 05 2016

COMMUNITY DEVELOPMENT
DEPARTMENT

SONVAR177
SON-VAR-VAR
SCH# 2016012030

Ms. Jessica Jones
Planning Division
City of Santa Rosa
100 Santa Rosa Avenue, Room 3
Santa Rosa, CA 95404

**Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Project –
Draft Environmental Impact Report**

Dear Ms. Jones:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Roseland Area/Sebastopol Road Specific Plan and Roseland Area Annexation Project. Our comments seek to promote the State's smart mobility goals and are based on the Draft Environmental Impact Report (DEIR). Please also reference Caltrans February 16, 2016 letter as these comments still apply.

Project Understanding

The proposed specific plan is an overall vision for future development and redevelopment of 1,220 acres of incorporated City land and 640 acres of unincorporated County land in the southwestern Santa Rosa area. Additionally, the proposed project would include the annexation of five existing unincorporated islands in southwestern Santa Rosa, of which two are within the Specific Plan area. In total, 714 acres and 1,614 parcels are proposed to be annexed to the City of Santa Rosa (City). The proposed specific plan will include sections on Land Use and Housing, Health and Equity, Circulation, Public Services, and Implementation and Financing.

The Roseland area is bounded by State Route (SR) 12 to the north and Highway 101 (US 101) to the east. Regional access provided by these routes would be gained via ramps located at the intersections of SR 12/Stony Point Road, SR 12/North Dutton Avenue, SR 12/US 101, US 101/Baker Avenue, US 101/Colgan Avenue, US 101/Corby Avenue, and US 101/Yolanda Avenue.

Project-Generated Transportation Impacts

Please address the following so that Caltrans is able to fully consider all project-related impacts on the regional transportation network:

Executive Summary of Impacts and Mitigation Measures

- We strongly recommend that the project is conditioned to make a fair share contribution to the Hearn Avenue overpass widening project as mentioned on page 3.14-35 of the DEIR. The Executive Summary states that project traffic would potentially degrade operations of the southbound (SB) US 101 off-ramp at Hearn Avenue to operate unacceptably under Existing plus Project conditions; and
- Ensure that Mitigation Measure 3.14.12, widening the westbound SR 12 off-ramp at Dutton Avenue, is coordinated with Caltrans.

Section 3.14 Traffic and Transportation

- Clarify why High Occupancy Vehicle (HOV) lanes are excluded from the freeway analysis mentioned on page 3.14-2;
- Clarify and provide information on the future US 101 projects that are mentioned on page 3.14-27. This should include a full project description, funding status, and projected completion date; and
- Clarify the inconsistent level-of-service (LOS) data provided in Table 3.14-15 of the DEIR and on page 41 of the traffic impact study (TIS) for the SB US 101/Hearn Avenue intersection.

Traffic Impact Study

- Clarify whether AM peak hour data was considered in the TIS. The Conclusions and Recommendations section indicates acceptable ramp operations for the studied intersections for both AM and PM peak hours, but only PM peak hour data is presented throughout the TIS.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Ms. Jessica Jones, City of Santa Rosa
June 30, 2016
Page 3

Should you have any questions regarding this letter, please contact Cole Iwamasa at (510) 286-5534 or cole.iwamasa@dot.ca.gov.

Sincerely,



for PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

Cc: Scott Morgan, State Clearinghouse

SONOMA LOCAL AGENCY FORMATION COMMISSION

575 ADMINISTRATION DRIVE, ROOM 104A, SANTA ROSA, CA 95403

(707) 565-2577 FAX (707) 565-3778

www.sonomalafco.org

July 5, 2016

City of Santa Rosa
Planning and Economic Development Department
Attn: Jessica Jones, Senior Planner
100 Santa Rosa Avenue Room 3
Santa Rosa, CA 95404

Re: Draft Environmental Impact Report for the Roseland Area/Sebastopol Road
Specific Plan and Annexation Projects

Dear Ms Jones:

Thank you for providing Sonoma LAFCO the opportunity to review and comment on the Draft Environmental Impact Report for the Roseland Area/Sebastopol Road Specific Plan and Annexation Projects ("DEIR").

As you are aware, LAFCO is keenly interested in the annexation component of this project, in that, pursuant to state law, LAFCO is the agency authorized to promote the efficient provision of governmental services and discourage urban sprawl. In consideration of those goals, LAFCO must make determinations regarding whether territory should be annexed to a city or special district. As a point of law and policy, LAFCOs support the concept that islands of unincorporated territory surrounded by a city should be annexed to that city to promote the efficient delivery of municipal services.

In general, LAFCO's interests, to be evaluated in an environmental document, include: consistency between proposed land use and city general plan designations and zoning districts; traffic and circulation impacts, infrastructure impacts related to the capacity of city water, sanitation, and flood control systems to support proposed density; impacts on the provision of other public services which the City provides, such as fire and police services, and project impacts in meeting local housing needs, if appropriate for the project and site.

The DEIR appears to address the areas cited above, with indications that sufficient capacity exists in the City's water and sanitation systems to meet future needs and acknowledgment that proposals for development will include infrastructure improvements.

Traffic and circulation issues appear to remain major impacts on the ability of the City to provide a supportive environment for its residents and visitors to the area. To the extent that development in the City resulting from the Roseland Area/Sebastopol Road

Specific Plan and Annexation Project impacts traffic and circulation in other jurisdictions, like the County of Sonoma or nearby cities, the City should consider contributing to a regional fund to help mitigate those impacts. As an example, when Sonoma LAFCO approved the annexation of the Northwest Specific Plan Area to the City of Rohnert Park in 2015, the approval was conditioned on the City and County's agreeing to establish and collect from the City regional traffic impact fees, pursuant to a nexus study.

Sonoma LAFCO Commissioners and staff look forward to continuation of the process leading to the Commission's consideration of annexation to the City of five islands in southwest Santa Rosa.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Bramfitt". The signature is fluid and cursive, with a long, sweeping tail that extends downwards and to the right.

Mark Bramfitt
Executive Officer

c: Jennifer Barrett, Deputy Director, Sonoma County Permit and Resource Management Department

Dear Jessica,

I have lived on 1/4+ acre property on Victoria Drive in Southwest Santa Rosa for 18 years.

My comments are not just to the DEIR, but to the Southwest Area Specific Plan as well.

In the hydrology section of the DEIR, the repeated conclusions for the studies on projected future water use is termed "less than significant." This doesn't make sense, since any new construction in the area will use more water than is being used at present. Considering the development of medium/high density housing, commercial businesses, eateries, coffee houses, schools, libraries, firestations, etc. with toilets, showers, laundries, not to mention landscaping which requires water, still the DEIR study's projected future use is "less than significant". This assessment seems highly inconsistent and an unrealistic conclusion, since to my knowledge, the county and state are still in "drought water use" mode. And in spite of projections of having sufficient water in the future, there is no new water source in place at this present time.

Under the geology section, the soils report and map shows an area where the study refers to figure 3.2-1, as "**Farmlands of local importance**", and that the Victoria Drive west property boundaries have an overlap into this "Prime Farmland Classification". The soil has been historically farmed and is still intact. This area needs to be seriously considered when looking at future development and "compatibility with existing neighborhoods". The zoning for medium density/retail is not an accurate reflection of this "Farmland of local importance", and would be more accurately zoned "low density", especially since Victoria Drive is zoned *Rural Residential*, references being made on page 3.9-18, as areas "unused and underused properties".

To the Specific Plan, it is my belief that a more harmonious transition could be a contiguous community gardens, stretching from Colgan Creek to Hearn Avenue. sorely lacking in this area and desperately needed, especially with the massive high density affordable housing already built across the field at Tuxhorn Drive, along Dutton Meadows, additional **community gardens** south of Hearn Avenue would serve the area well, especially since Bayer Farm is primarily servicing the West Avenue neighborhoods.

Tied into the Colgan Creek restoration project this entire strip of land, located along the east side of the future Dutton Avenue road connection to Bellevue Avenue, would also do well as a north to south greenway and bicycle/pedestrian linear park connecting Colgan Creek to Hearn Avenue, incorporating the community gardens.

Not forgetting groundwater replenishment necessary for aquifers, which is also an issue to the thoughtful future of this acreage, there is already too much rainwater diverted into the flood control channels of Colgan Creek by the concrete and asphalt parking lots directly east of the neighborhood, those being the Mead Clark Lumber Yard, business parks at Bellevue Avenue and all the auto dealerships along Dowd Drive and Corby Avenue. The issue of local climate change also has a negative effect by these massive paved areas previously listed.)

Noting **Drainage Patterns** in the DEIR (Impact 3.9.3) lists that: "Future projects in the project areas


would not likely result in substantial alteration of existing drainage patterns." Only if the area isn't massively paved over would this assessment be true.

In the Traffic section, **infrastructure to deal with the present traffic abomination along Hearn Avenue/Corby Avenue, namely a Bellevue Avenue overpass, allowing an alternate route to Santa Rosa Avenue businesses, first needs to be solved before any more new development happens.**

Thank you for your time and consideration,

GP Radich
2627 Vicoria Drive

To: Jessica Jones ✓
Senior Planner
City of Santa Rosa

 From: Curt Groninga
Member, Planning Commission
City of Santa Rosa

cc: Clare Hartman
Deputy Planning Director
City of Santa Rosa

Subject: Specific Plan: Roseland Area/Sebastopol Road

July 12, 2016
CITY OF SANTA ROSA
100 SANTA ROSA AVENUE RM 3
SANTA ROSA, CA 95404
JUL 12 2016
COMMUNITY DEVELOPMENT
DEPARTMENT

Please accept the attached review and commentary related to the Roseland Area/Sebastopol Road Specific Plan including proposed annexation project area.

Generally the following expressed thoughts and observations are more impressionistic rather than deeply analytical. The purpose statement, as noted on p.1-2, nicely sets the tone for the planning discussion that follows. "The purpose of this Specific Plan is to support a unified, vital, healthy, and livable Roseland Community" is a positive action oriented statement that immediately allows the reader/reviewer to understand both the importance the mission of the plan and the resultant proposed annexation. It further states, "...The plan aims to do this by improving connectivity, concentrating areas of activity, and enhancing the physical environment." This immediately has one think about circulation (connectivity), concentration (land use) and enhancement (health and environment).

The combination of the proposed Specific Plan and the previously discussed DEIR allows the participant/observer to move from the general planning concepts to specific features of "the plan" to the realization, should the annexation be approved, that the public will have several more opportunities to provide input as the very specific project elements go through a much more detailed city review and approval processes including the Design Review Board (in some cases), the Planning Commission and finally to the City Council. Though this document is a "specific plan," its construction was accomplished at a certain point in time. The plan is still general enough to allow for more specific amendments or interpretations as it winds its way through the approval process and into the specific execution of its component project parts. My suggestion would be to remind all participants that, assuming DEIR certification and Specific Plan approval, final project mitigations will occur on an incremental basis. Hopefully, that will alleviate concerns of area residents there will still exist further opportunities for more project specific planning, review and input.

My review is organized on a chapter-by-chapter basis with a four part overview (Impressions, Plan/Execution, Relationship to DEIR and finally suggested questions, if any).

Review of the Roseland Area/Sebastopol Road Specific Plan

Curt Groninga
July 8, 2016

Chapter One: Introduction

- A. Impressions:** The introduction accomplishes its purpose by clearly stating its purpose. The layout (throughout the chapter and plan) of tables, maps, etc. is easy to follow and supportive of the planning statements. Perhaps the most important and eye catching section is 1.6 Health & Equity. The statement (p.1-7) "...It is therefore critical to integrate health considerations into the physical, economic and social fabric of communities in order to support healthy living" addresses the need to have a healthy, welcoming community as part of the City of Santa Rosa. Good stuff.
- B. Plan/Execution:** The introductory chapter clearly organizes the planning document and discusses the several opportunities for community involvement and input as well as the roles of the various committees and departments involved.
- C. Relationship To DEIR:** Whereas the following chapters specifically relate to various component parts of the DEIR review, the introduction simply lays out what has happened and what is to follow.
- D. Question(s):** none other than a suggestion of providing area residents/participants this reminder: should they have any specific concerns at the time of specific plan approval/DEIR certification, *they will have several future opportunities to review and suggest further issue mitigations as the various plan elements are developed for specific project approval.*

Chapter Two: Vision

- A. Impressions:** The Vision and its concepts are clear and easily supportable. The Vision provides an overarching umbrella for the specific goals and proposed policy statements included throughout the remainder of the document. The introductory purpose statement (Chapter One) ties directly to Vision Concept 2.1 and is inherent in the other concept statements.
- B. Plan/Execution:** One simply cannot argue with any of the eight vision concepts. The underlying bullet points for each enhance ones understanding of what is to be accomplished with the plans components.
- C. Relationship to DEIR and other planning documents:** Vision concepts 2.1-2.5 and 2.8 relate to DEIR air quality (DEIR 3.3); 2.1 relates to DEIR 3.6 geology and soils; Vision Concepts 2.1 through 2.8 enhance the discussions in DEIR 3.7 greenhouse gas emissions; Vision Concepts 2.1, 2.3, 2.4 and 2.8 relate directly to

DEIR 3.8 hazardous materials; Vision 2.1 influences EIR 3.9 hydrology and water quality; Vision Concepts 2.1, 2.4 and 2.7 are certainly relevant to DEIR 3.10 land use and planning; Vision Concepts 2.1 through 2.8 all inform the DEIR 3.11 noise discussion; Vision Concepts 2.1, 2.3 and 2.7 inform DEIR 3.12 Population and Housing; Vision Concepts 2.1, 2.3, 2.4, 2.6 and 2.8 are relevant to DEIR 3.13 Public Services and; Vision Concepts 2.1 and 2.2 inform the DEIR 3.14 Traffic and Transportation discussion.

D. Questions: None

Chapter Three:

- A. Impressions:** The Land Use Plan (3.1, Figure 3.1-Land Use Map and Table 3-1: Land Use Designations) neatly lays out current and future land use within the Specific Plan and Annexation area. As such, it does serve as a guide for development and land use within the project area. It addresses key issues regarding the need for parks, updated commercial centers, creation of medium and high density residential centers near the Southside Bus Transfer Center and attempts to protect many single family residential uses and the distinctly rural residential portions. *Within the DEIR analysis of 3.10 Land Use Planning, it is suggested, on page 3.10-9 that "...In the West Hearn Annexation area, the existing land use designation of Low Density Residential would be changed to Very Low Density Residential."* ***It would seem appropriate to add that Land Use Designation to Table 3.1: Land Use Designations (Specific Plan p.3-5) as it appears to be shown on Figure 3-1: Land Use Map.*** My recollection is that this might relieve some consternation on the part of current property owners within that area.
- B. Plan/Execution:** The Land Use Plan is frequently the most controversial element of any specific plan. Having said that and upon reading the DEIR and by observation, this proposed land use plan seems to address multiple city and public concerns and provides, in essence, reasonable options as the project area is further developed through City of Santa Rosa planning processes.
- C. Relationship to DEIR and other planning documents:** It appears the Specific Plan does provide consistency with the City's General Plan. The ten Land Use Goals and Policies (3.4) provide an excellent sense of future development for residential, retail, Sebastopol Road land use, affordable housing and anti-displacement policies, healthy food access and area economic development. The entire chapter informs the DEIR and other planning documents. Specifically, the Land Use and Housing 3.3 (Affordable Housing and Anti-Displacement Strategy) and Land Use and Housing Goals 3.4 with emphasis on Goal 3-1 and Policies R-1.1 and R-1.3 as well as Sebastopol Road and Land Use Goal SR-1 and Affordable Housing Goal AH-1 and AH-2 are of particular importance.

D. Question(s):

Q3-1: *Should the Plan provide more emphasis on Goal Ret-3 Retain and Encourage businesses that promote Roseland's unique identity with further multi-cultural emphasis on Policies Ret-3.1 and Ret-3.2?*

Chapter Four: Circulation

- A. Impressions:** The Roadway Network (4.1 and Figure 4.1 and Table 4:1) as well as the Pedestrian & Bicycle Network (4.2 and Figure 4.3 and Table 4.3) lays out an improved circulation plan for the entire area. As the most needed and most costly elements, the circulation and transportation plans realistically illustrate what improvements are needed as they pertain to ease of movement and safety for neighbors, drivers, bicyclist and pedestrians. Implicit in Table 6-1 Implementation Action Plan is the unintended notion that elements of the Specific Plan and the Project Area *drive the need* for infrastructure improvements (modification of Hearn Avenue US 101 Overpass, build US 101 Overpass at Bellevue Avenue and restripe/lengthen right turn lane on westbound State Route 12 off-ramp at Dutton Avenue to increase vehicle queueing capacity) near or at existing freeways. *These are both current and pre-existing conditions long preceding the request for annexation and specific plan improvements. The entire county benefits by improving these over-utilized and under capacity transportation elements.*
- B. Plan/Execution:** Coupled with the Implementation Action Plan (6-1), the entirety of Chapter Four and its transportation elements clearly addresses existing and future circulation needs. The circulation plan clearly takes into consideration Roseland area land use planning.
- C. Relationship To DEIR and other planning documents:** The DEIR 3.14 is greatly informed and influenced by *Circulation 4.0* and more specifically *Table 4-1* (Roadway Network) and *Table 4-2* (Intersection Improvements); *4.2* (Pedestrian & Bicycle Network); *4.3* (Transit) and *4.4* (Goals and Policies) and specific to *Policy RN-1.5* (Support the planned construction of a new US Highway 101 overpass at Bellevue Avenue and a widened overpass overpass at Hearn Avenue to improve east-west multimodal connectivity to and from the Roseland area); *Policy RN-3.1* (Prioritize and secure funding for the planned widening of the Hearn Avenue overcrossing and associated interchange improvements to relieve existing congestion and improve multimodal connectivity) and; *Policy PBN-4.1* (Ensure safe routes to school, including safe pedestrian crossing and clearly marked routes near schools). The entire *4.0 Circulation* planning element is also relevant to *5.5 (Transit)* and specifically to *6.2* (Priority Projects); *Priority Action A:* (Identify Funding for Hearn Avenue Overcrossing); *Priority Action B:* (Establish and Sign Bicycle Routes) and; *Priority Action C:* (Close Gaps in Sidewalks) *and, indeed, the whole of Chapter Three and entirety of 6.3 Action Plan (Table 6-*

1 Implementation Action Plan) are consistent with General Plan Goals and relevant City and County transportation plans. Note: I basically recreated my previous DEIR 3.14 discussion on the relevance of the Specific Plan and Project Area circulation planning.

D. Question(s):

Q4-1: Should the proposed annexation not be approved, would any of proposed Roseland area circulation plan be constructed?

Q4-2: More specifically, would improvements to the Hearn Avenue Overpass, Highway 12 off-ramp at Dutton and, the proposed US 101 overpass at Bellevue be funded and constructed? If so, by whom?

Chapter Five: Public Services

A. Impressions: In many ways this, for me, was one of the more surprising Specific Plan sections. Of course, there are several public service improvements necessary including additional recreation and park space, a new fire station, a permanent library, a more functional Southwest Bus Transfer Center, K8 school upgrades in addition to storm drainage enhancements, etc. What was interesting was the realization that currently, no water system nor waste water pipeline improvements are needed. No reference to SRJC's present or future presence within the Roseland Area was found. Once annexation is a reality, it is suggested here that the City of Santa Rosa may wish to explore the possibility of "joint-venturing" a prospective county library-community college educational center and a city multi-cultural center at or near the same site. I believe these elements may have once been a part to the city's Vision 2035. Additionally, increased attention to the proposed trail and pathway connections to the Laguna de Santa Rosa may be appropriate.

B. Plan/Execution: Like previous chapters, the facilities and infrastructure portions of Chapter Five: Public Services addresses clearly identified needs. The trickiest part is correctly identifying costs and funding sources and then prioritizing them with respect to the other elements of the Specific Plan. Realistically, only a small portion of the needs would or could be funded by current Capital Improvement Plan budgets. Chapter Six does raise the possibility of shared funding efforts with state and county entities. The execution of this nicely consistent plan is its most perilous feature.

C. Relationship to DEIR and other planning documents: Several elements of 5.0 Public Services are analyzed and evaluated in DEIR 3.13 (Public Services); 3.14 (Traffic and Transportation) and; 3.15 (Public Utilities) and, of course, Sections 5.1 through 5.5 and 5.7 (Goals and Policies) directly relate to General Plan elements as well.

D. Questions: None

Chapter Six: Implementation and Financing

- A. Impressions:** 6.0 Implementation and Financing appears to realistically lay out the implementation guideline, priority projects and, identification of prospective costs and funding sources. It is assumed here that the cost estimating for each improvement on the Implementation Action Plan are based on a 2015/2016 construction, materials and equipment basis. It is further assumed that Implementation Action Plan cost estimates will be updated on a regular and/or annual schedule reflecting cost inflation (cola?). Per previous discussions and comments, *I concur with Commissioner Stanley that it would be very productive to provide a “life cycle maintenance or replacement costs analysis” for each infrastructure project in order to guide future municipal public works budgets. It is not suggested that this analysis would impact the approval process for each element but rather realistically inform the city budgeting process and have it periodically updated as well.*
- B. Plan/Execution:** This chapter represents the overall execution of the Roseland Area/Sebastopol Road Specific Plan. Much of the success of the annexation and implementation of the Specific Plan will depend on mutual cost sharing between the County of Sonoma and the City of Santa Rosa.
- C. Relevance to DEIR and other planning documents:** Not to overstate the obvious, the Implementation Action Plan and its related financing plan are related to every planning and capital improvement budget and all relevant planning and construction documents under the City’s control and influence.
- D. Question(s):** none other than the obvious *suggestion to keep the public, the city council and “joint-funding” partners continuously updated as to prospective cost increases, modifications and periodic obstacles which may present themselves.*

To whom it may concern:

I am a resident of West Hearn Ave.

Over the last year and a half our neighborhood has worked diligently with Chuck Regalia, Jessica Jones and Lisa Kranz to craft amendments to the General Plan and Zoning Code which match as closely as possible our current zoning, land use, environmental and neighborhood goals.

Preserving the unique character and quality of life which exists in our rural community has been of critical importance to us. These individuals should be commended for their hard work, commitment to hearing our needs and collaboration in helping us achieve these goals.

The proposed Zoning Code amendments include Very Low Density Residential land use (RR-20) and a Rural Heritage (-RH) Combining District that would apply to the W. Hearn Avenue neighborhood which I feel are absolutely necessary in protecting what we have established here over many decades.

I am petitioning you to approve the following:

- Adoption of the Roseland Area/Sebastopol Road Specific Plan
- Adoption of amendments to the General Plan and Zoning Code
- Adoption of Rezoning and Prezoning of parcels consistent with the General Plan and Specific Plan

Sincerely,

johanna greenberg, VMD

Signature

sept 6th 2016

Date

johanna greenberg, VMD

Name

2215 W Hearn Ave
Santa Rosa, CA 95407

Address

To whom it may concern:

I am a resident of West Hearn Ave.

Over the last year and a half our neighborhood has worked diligently with Chuck Regalia, Jessica Jones and Lisa Kranz to craft amendments to the General Plan and Zoning Code which match as closely as possible our current zoning, land use, environmental and neighborhood goals.

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Sincerely,



Signature

9/6/2016

Date

Leonard A. Moore

Name

2215 West Hearn Ave.
Santa Rosa, CA 95407

Address

To whom it may concern:

I am a resident of West Hearn Ave.

Over the last year and a half our neighborhood has worked diligently with Chuck Regalia, Jessica Jones and Lisa Kranz to craft amendments to the General Plan and Zoning Code which match as closely as possible our current zoning, land use, environmental and neighborhood goals.

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- Adoption of the Roseland Area/Sebastopol Road Specific Plan
- Adoption of amendments to the General Plan and Zoning Code
- Adoption of Rezoning and Prezoning of parcels consistent with the General Plan and Specific Plan

Sincerely,

Signature

Maria E. Sisson

Name

2285 W. Hearn Avenue
Santa Rosa, CA 95407

Address

September 6, 2016

Date

To whom it may concern:

I am a resident of West Hearn Ave.

Over the last year and a half our neighborhood has worked diligently with Chuck Regalia, Jessica Jones and Lisa Kranz to craft amendments to the General Plan and Zoning Code which match as closely as possible our current zoning, land use, environmental and neighborhood goals.

Preserving the unique character and quality of life which exists in our rural community has been of critical importance to us. These individuals should be commended for their hard work, commitment to hearing our needs and collaboration in helping us achieve these goals.

The proposed Zoning Code amendments include Very Low Density Residential land use (RR-20) and a Rural Heritage (-RH) Combining District that would apply to the W. Hearn Avenue neighborhood which I feel are absolutely necessary in protecting what we have established here over many decades.

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- Adoption of the Roseland Area/Sebastopol Road Specific Plan
- Adoption of amendments to the General Plan and Zoning Code
- Adoption of Rezoning and Prezoning of parcels consistent with the General Plan and Specific Plan

Sincerely,

Frank R. Krzesowiak

Signature

September 6, 2016

Date

Name

2285 W. Hearn Avenue
Santa Rosa, CA 95407

Address

Bliss, Sandi

From: Cisco, Patti
Sent: Wednesday, September 07, 2016 11:16 AM
To: Bliss, Sandi
Subject: Fwd: Petition regarding the Planning Commission meeting on Sept 8th, 2016 and the City Planners proposed amendments to the Roseland Annexation Specific Plan, General Plan and Zoning Code

More letters..

Sent from my iPad

Begin forwarded message:

From: <luckybug2075@comcast.net>
Date: September 7, 2016 at 9:13:53 AM PDT
To: <planningcommission@srcity.org>
Cc: <pcisco@srcity.org>, <acrocker@srcity.org>, <hdippel@srcity.org>, <vduggan@srcity.org>, <cedmondson@srcity.org>, <cgroninga@srcity.org>, <pstanley@srcity.org>
Subject: **Petition regarding the Planning Commission meeting on Sept 8th, 2016 and the City Planners proposed amendments to the Roseland Annexation Specific Plan, General Plan and Zoning Code**

This letter is in regards to the proposed annexation in Roseland, including my street on West Hearn Ave.

I have been a resident in this home for 35 years, and what has kept me here and what drew me here in the first place, is the small little farms and ranches on this street, a place I could grow a garden, have a couple of horses, a few chickens and room. I am still here because of that very thing. I am happy with streets with no sidewalks, very few streetlights, no gutters, etc.

Please approve the amended Specific Plan, General Plan & Zoning code as recommended by the city planners. I WANT THE RURAL HERITAGE neighborhood, myself and our neighbors who spoke with Jessica Jones, Chuck Regalia & Lisa Kranz in a neighborhood meeting talked and came up with what we thought was the best solution for us.

I love our neighborhood the way it is, with low density, small little farms with gardens and animals.

Please vote to keep our home, our home!

Thank you,

Kim Peters
2075 West Hearn Ave
707-542-3179

To whom it may concern:

I am a resident of West Hearn Ave.

Over the last year and a half our neighborhood has worked diligently with Chuck Regalia, Jessica Jones and Lisa Kranz to craft amendments to the General Plan and Zoning Code which match as closely as possible our current zoning, land use, environmental and neighborhood goals.

Preserving the unique character and quality of life which exists in our rural community has been of critical importance to us. These individuals should be commended for their hard work, commitment to hearing our needs and collaboration in helping us achieve these goals.

The proposed Zoning Code amendments include Very Low Density Residential land use (RR-20) and a Rural Heritage (-RH) Combining District that would apply to the W. Hearn Avenue neighborhood which I feel are absolutely necessary in protecting what we have established here over many decades.

I am petitioning you to approve the following:

- Adoption of the Roseland Area/Sebastopol Road Specific Plan
- Adoption of amendments to the General Plan and Zoning Code
- Adoption of Rezoning and Prezoning of parcels consistent with the General Plan and Specific Plan

Sincerely,

Richard Merriss; property owner of 2046 W. Hearn Ave

Signature

Richard Merriss

Name

2046 W. Hearn Ave Santa Rosa, CA 95407
and
8884 Lebec Lane Cotati, CA 94931

Address

09/07/16

Date

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Sincerely,

Joan Merriss; property owner of 2046 W. Hearn

Signature

Joan P. Merriss

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2046 W. Hearn Ave Santa Rosa, CA 95407

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8884 Lebec Lane Cotati, CA 94931

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Sincerely,

Andrew Merriss

Signature

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Address

09/07/16

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Sincerely,

Amanda Merriss

Signature

Amanda Merriss

Name

2046 W. Hearn Ave. Santa Rosa, CA 95407

Address

09/07/16

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Sincerely,

CHARLEEN CHAMPION

Signature

Charleen Champion

Name

9-6-16

Date

2085 W. HEARN AVE
SANTA ROSA, CA
95407

Address

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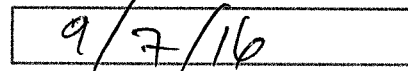
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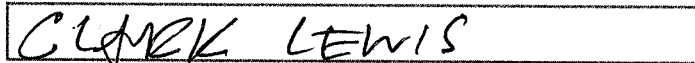
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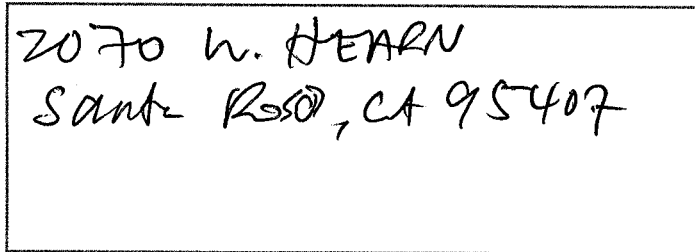
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Sincerely,

Anna Jorgensen

Signature

9-7-16

Date

ANNA J. JORGENSEN

Name

2055 W. Hearn Ave
Santa Rosa, Calif
95403

Address

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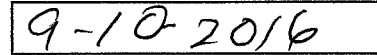
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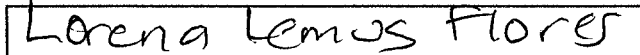
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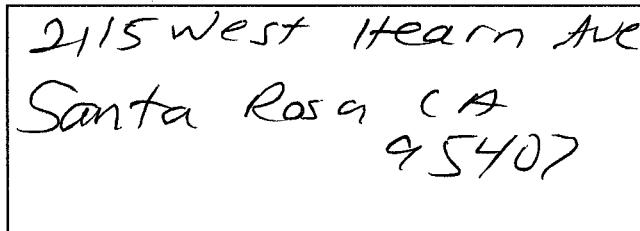
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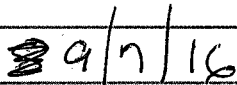
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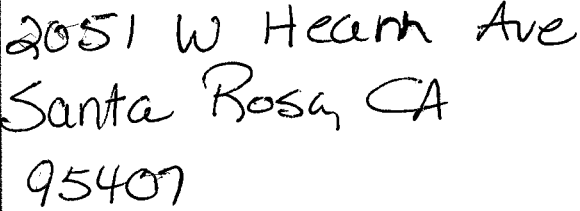
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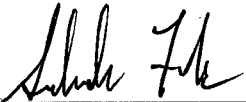
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Sincerely,



Signature

9-07-2016

Date

Salvador Flores

Name

2115 W. Hearn Ave.
Santa Rosa, Ca. 95407

Address

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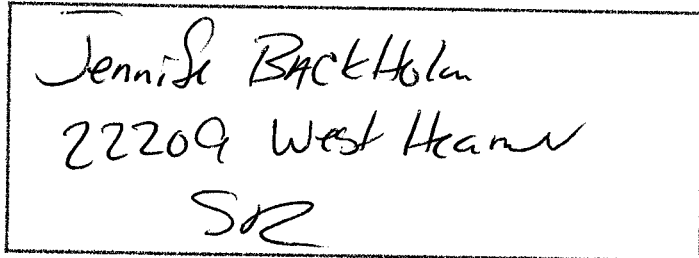
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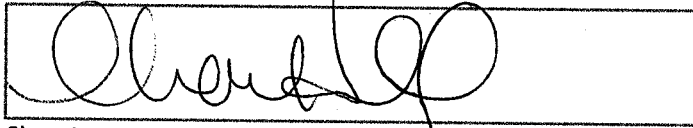
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Sincerely,



Signature

9.8.16

Date

CHANDRA HALL

Name

2250 W, HEARN AVE
SR CA 95407

Address

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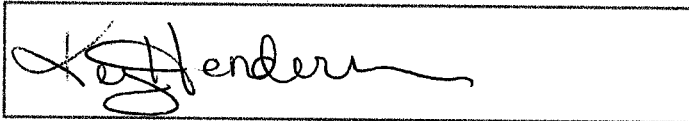
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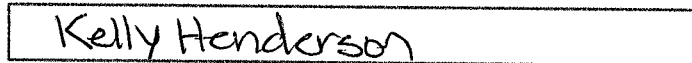
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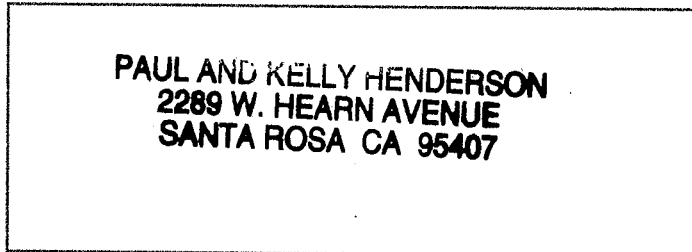
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Sincerely,



Signature

Paul J. Henderson

Name

PAUL AND KELLY HENDERSON
2289 W. HEARN AVENUE
SANTA ROSA CA 95407

Address

9-6-16

Date

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Sincerely,

ROBERT EVANS

Signature

Robert Evans

Name

2281 WEST HEARN
SANTA ROSA CA 95407

Address

9/6/16

Date

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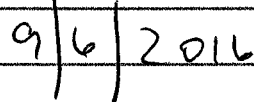
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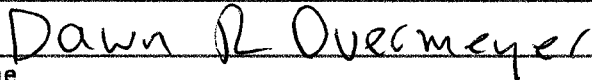
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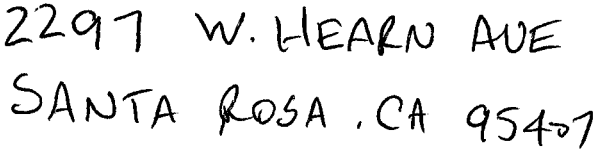
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Sincerely,

DAN SURBER

Signature

09-06-2016

Date

DAN SURBER

Name

2297 W HEARN AVE
SANTA ROSA 45407
707.
332-8491

Address

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Sincerely,

Larry Delaney

Signature

9/6/2016

Date

Larry Delaney

Name

2277 W. Hearn Ave
Santa Rosa CA 95407

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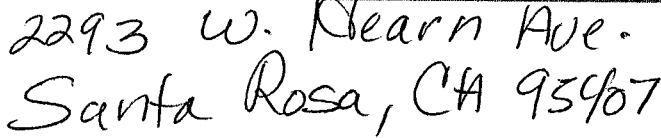
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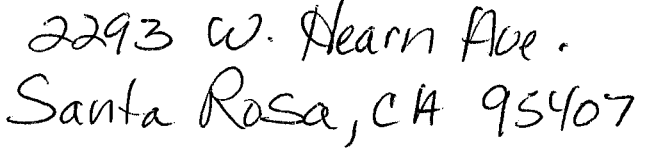
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Sincerely,

M Hart

Signature

9/6/2016

Date

M. Hart M. Hart

Name

*2280 W. Hearn Ave
Santa Rosa, Ca.
95407*

Address

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Sincerely,

Bfowler-Hart

Signature

9/6/18

Date

Brenda Fowler-Hart

Name

2280 W. Hearn Ave.
Santa Rosa Ca 95407

Address

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Sincerely,

Harold W. Jensen

Signature

9/7/16

Date

Harold W. Jensen

Name

2275 W. HEARN AVE
Santa Rosa, Ca 95407

Address

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Sincerely,

Nancy F. Renna

Signature

9-7-16

Date

NANCY F. RENNA

Name

2287 W. HEARN AVE,
S.P., CA 95407

Address

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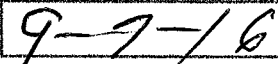
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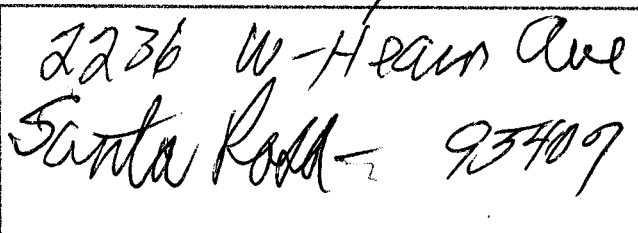
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Signature


Date


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Sincerely,

Anita J. Vanderford

Signature

9/07/16

Date

Anita J. Vanderford

Name

2236W. Hearn Ave
Santa Rosa, CA
95407

Address

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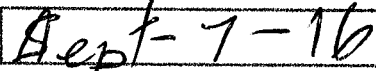
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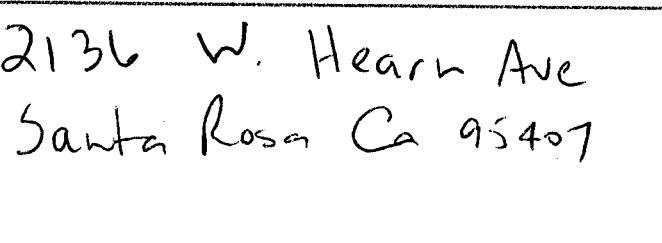


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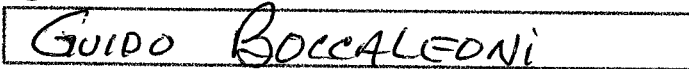
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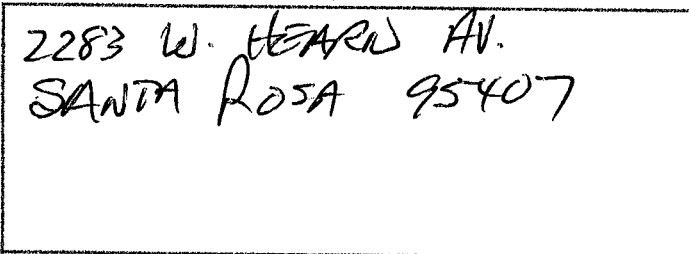
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Sincerely,

Charlotte Boccia Leonni

Signature

9-7-2016

Date

CHARLOTTE BOCCIA LEONNI

Name

2283 W. HEARN AV.
SANTA ROSA, CA 95407

Address

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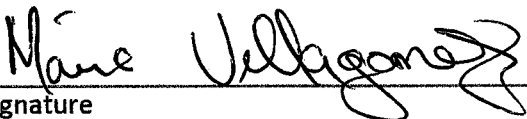
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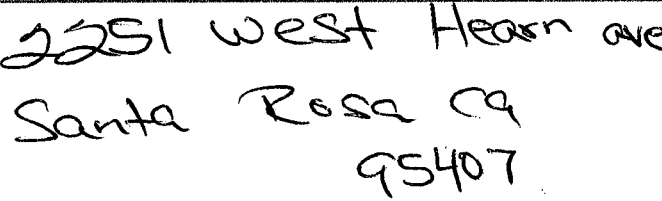
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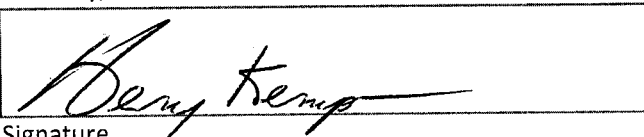
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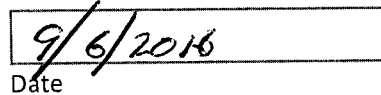
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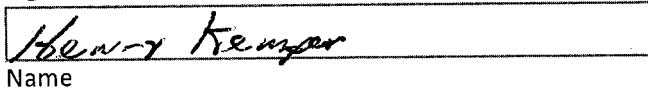
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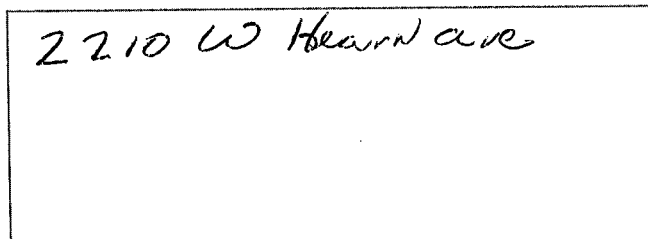
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Sincerely,

DIXIE KEMPER

Signature

Dixie Kemper

Name

2210 W. HEARN
Santa Rosa CA
95401

Address

9-6-16

Date

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Sincerely,

MIKE WILLIAMS

Signature

Mike Williams

Name

2223 W. Hearn Ave
Santa Rosa, CA
95407

Address

9-6-16

Date

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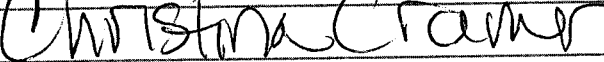
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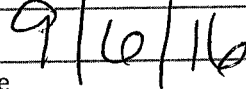
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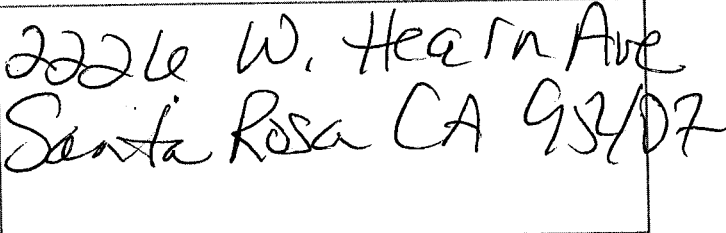
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Name



Date



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Sincerely,

Cathy Bauer

Signature

Date

CATHERINE BAUER

Name

9-6-16

*2118 West Hearn Ave
Santa Rosa, Ca
95407*

Address

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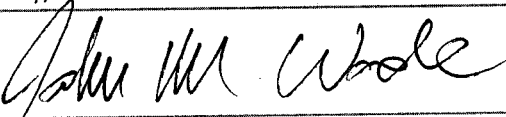
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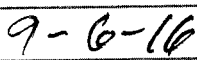
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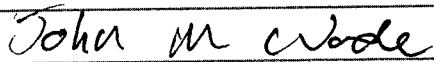
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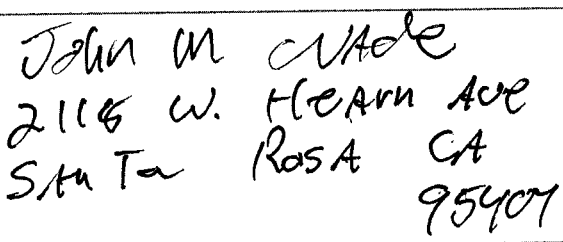
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Date



Name



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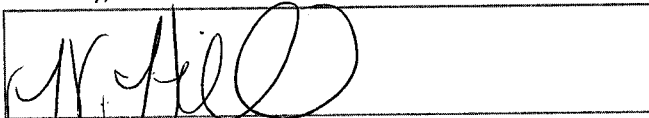
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Sincerely,



Signature

Nicole Hill

Name

2124 W. Hearn Ave.
Santa Rosa, Ca
95407

Address

9.6.16

Date

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Sincerely,

Scott Heissenbuttel

Signature



Name

2125 W Hearn Ave.

Address

9/6

Date

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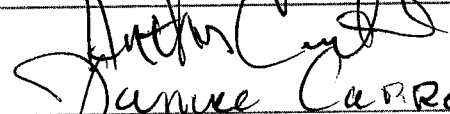
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Sincerely,


Janice Carretero

Signature

9-6-2016

Date

Janice Carretero
Anthony Carretero

Name

2130 West Hearn Ave.
Santa Rosa Cr
95407

Address

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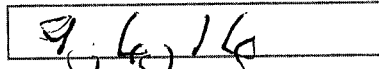
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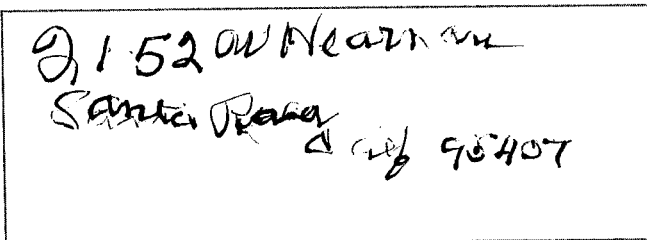
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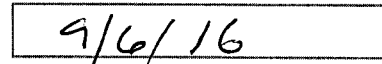
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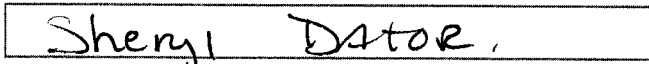
Sincerely,



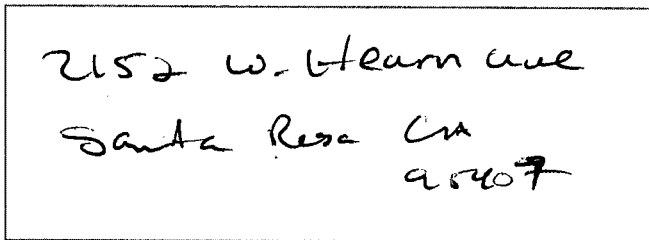
Signature



Date



Name



Address

To whom it may concern:

I am a resident of West Hearn Ave.

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Sincerely,

Laura Lane-Yazel

Signature

9-6-16

Date

Laura Lane-Yazel

Name

2042 Hearn Avenue
Santa Rosa, Ca
95407

Address

To whom it may concern:

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Sincerely,

Janice Di Piero

Signature

9.6.16

Date

Janice Di Piero

Name

*2042 W. Hearn Ave.
Santa Rosa, CA 95407*

Address

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Sincerely,

[Signature box]

Signature

9-6-16

Date

William DiPiero

Name

William DiPiero
2042 W. Hearn Ave
Santa Rosa Ca
95407

Address

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Sincerely,

Myra Bohannan

Signature

9-6-2016

Date

MYRA Bohannan

Name

2050 W. Hearn Ave

Address

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Sincerely,

Alice Hampton



Name

2063 W. Hearn Ave
Santa Rosa 95407

Address

9/6/16

Date

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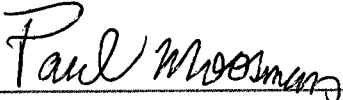
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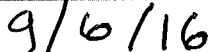
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Sincerely,




Signature



Date



Name



Address

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Sincerely,

William H.R. Davis, DVM

Signature

William H.R. Davis, DVM

Name

2070 West Hearn Ave
Santa Rosa, CA 95407

Address

6 SEP 16

Date

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Sincerely,

DANIEL C. CHAMPION

Signature

Daniel Champion

Name

9-6-16

Date

2085 WEST HEARN AVE
SANTA ROSA, CA
95407

Address

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Sincerely,

Cheryl A. Selin

Signature

9-6-2016

Date

Cheryl A. Selin

Name

2090 W. Hearn Ave
Santa Rosa, CA
95407

Address

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Sincerely,

Amanda Merriss

Signature

Amanda Merriss

Name

2046 W. Hearn Ave. Santa Rosa, CA 95407

Address

09/07/16

Date

To whom it may concern:

I am a resident of West Hearn Ave.

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Sincerely,

Andrew Merriss

Signature

Andrew Merriss

Name

2046 W. Hearn Ave. Santa Rosa, CA 95407

Address

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Sincerely,

Joan Merriss; property owner of 2046 W. Hearn

Signature

Joan P. Merriss

Name

2046 W. Hearn Ave Santa Rosa, CA 95407

and

8884 Lebec Lane Cotati, CA 94931

Address

09/07/16

Date

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Richard Merriss; property owner of 2046 W. Hearn Ave

Signature

09/07/16

Date

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and

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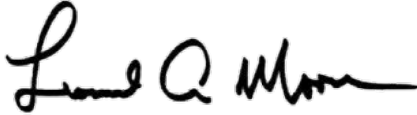
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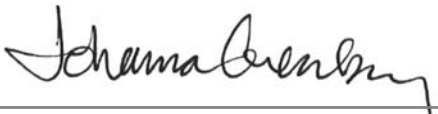
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Sincerely,



Signature

9-6-2016

Date

Johanna Greenberg VMD

Name

2215 West Hearn Ave
Santa Rosa, CA 95407

Address

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Sincerely,

Frank R. Krzesowiak

Signature

September 6, 2016

Date

Name

2285 W. Hearn Avenue
Santa Rosa, CA 95407

Address

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Sincerely,

Maria E. Sisson

Signature

Maria E. Sisson

Name

2285 W. Hearn Avenue
Santa Rosa, CA 95407

Address

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Date

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Sincerely,

Ernie Robles

Signature

09/07/16

Date

Ernie Robles

Name

2291 West Hearn Avenue
Santa Rosa, CA 95407

Address

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Sincerely,

Joella Gutierrez

Signature

Joella Gutierrez

Name

2291 West Hearn Avenue
Santa Rosa, CA 95407

Address

09/07/16

Date



Lennie Moore <lennie@lenniemoore.com>

Fwd: Petition regarding the Planning Commission meeting on Sept 8th, 2016 and the City Planners proposed amendments to the Roseland Annexation Specific Plan, General Plan and Zoning Code

luckybug2075@comcast.net <luckybug2075@comcast.net>
To: "Moore, Lennie" <lennie@lenniemoore.com>

Wed, Sep 7, 2016 at 9:14 AM

From: luckybug2075@comcast.net
To: planningcommission@srcity.org
Cc: pcisco@srcity.org, acrocker@srcity.org, hdippel@srcity.org, vduggan@srcity.org, cedmondson@srcity.org, cgroninga@srcity.org, pstanley@srcity.org
Sent: Wednesday, September 7, 2016 9:13:53 AM
Subject: Petition regarding the Planning Commission meeting on Sept 8th, 2016 and the City Planners proposed amendments to the Roseland Annexation Specific Plan, General Plan and Zoning Code

This letter is in regards to the proposed annexation in Roseland, including my street on West Hearn Ave.

I have been a resident in this home for 35 years, and what has kept me here and what drew me here in the first place, is the small little farms and ranches on this street, a place I could grow a garden, have a couple of horses, a few chickens and room. I am still here because of that very thing. I am happy with streets with no sidewalks, very few streetlights, no gutters, etc.

Please approve the amended Specific Plan, General Plan & Zoning code as recommended by the city planners. I WANT THE RURAL HERITAGE neighborhood, myself and our neighbors who spoke with Jessica Jones, Chuck Regalia & Lisa Kranz in a neighborhood meeting talked and came up with what we thought was the best solution for us.

I love our neighborhood the way it is, with low density, small little farms with gardens and animals.

Please vote to keep our home, our home!

Thank you,

Kim Peters
2075 West Hearn Ave
707-542-3179

Bliss, Sandi

From: Jones, Jessica
Sent: Friday, September 09, 2016 2:12 PM
To: Bliss, Sandi
Subject: FW: Planning Commission meeting on 9/8/2016...ABOUT Proposed amendments to Roseland Annexation Specific Plan, General Plan and Zoning Code by the City Planners

From: Rena [mailto:itsrena@gmail.com]
Sent: Thursday, September 08, 2016 1:31 PM
To: _PLANCOM - Planning Commission <planningcommission@srcity.org>; Kranz, Lisa <LKranz@srcity.org>; Jones, Jessica <JJones@srcity.org>; Piotrkowski, Ari <APiotrkowski@srcity.org>; efren.carrillo@sonoma-county.org
Subject: Re: Planning Commission meeting on 9/8/2016...ABOUT Proposed amendments to Roseland Annexation Specific Plan, General Plan and Zoning Code by the City Planners

Dear Design review Board members,

As a 22yr. resident of West Hearn Ave.
It is important for you to know...

That along with the majority of my neighbors
I continue to support the annexation amendments
to the General Plan and Zoning Code creating a
new *Rural Heritage* Zoning designation
for our neighborhood/street.

Over the past year and a half, we here on West Hearn ave.
have worked diligently with
Chuck Regalia, Jessica Jones and Lisa Kranz
to craft amendments to the General Plan and Zoning Code
creating a new *Rural Heritage* zoning designation
to match as closely as possible our current county zoning
and environmental land use.

Preserving our unique character and quality of life as a rural community is of paramount importance to us.

Chuck Regalia, Jessica Jones and Lisa Kranz have been amazing in their commitment to hearing our needs & collaborating with us to achieve our goals.

The proposed Zoning Code amendments include Very Low Density Residential land use (RR-20) and a Rural Heritage (-RH) Combining District that would apply to the W. Hearn Avenue neighborhood.

I am petitioning you to approve the following:

- ~Adoption of the Roseland Area/Sebastopol Road Specific Plan
- ~Adoption of amendments to the General Plan and Zoning Code
- ~Adoption of Rezoning and Prezoning of parcels in the

General Plan and Specific Plan

Thank you *all* for your continued *efforts & support* in maintaining our Special & unique rural county lifestyle as we make our transition from County residents to City residents a smooth one.

We look forward to your continued good work creating the future of Santa Rosa to be a wonderful place to live and call home!

Warmly,
Rena Radich
2235 West Hearn ave
SR, CA 95407

To whom it may concern:

I am a resident of West Hearn Ave.

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Sincerely,

CHARLEEN CHAMPION

Signature

Charleen Champion

Name

9-6-16

Date

2085 W. HEARN AVE
SANTA ROSA, CA
95407

Address

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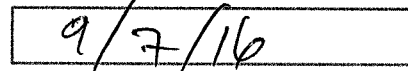
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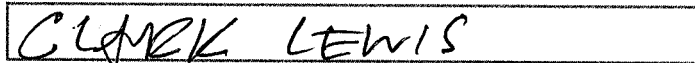
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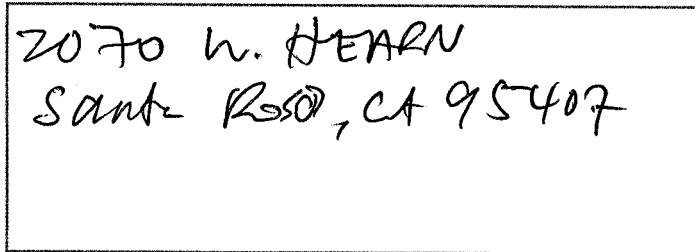
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Sincerely,

Anna Jorgensen

Signature

9-7-16

Date

ANNA J. JORGENSEN

Name

2055 W. Hearn Ave
Santa Rosa, Calif
95403

Address

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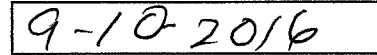
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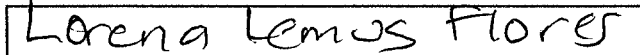
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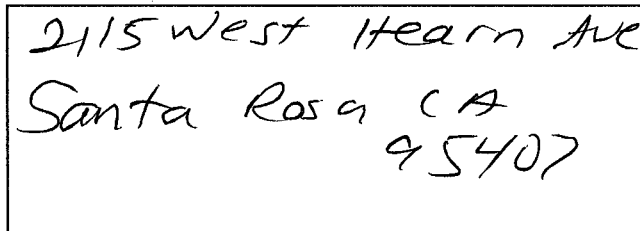
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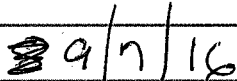
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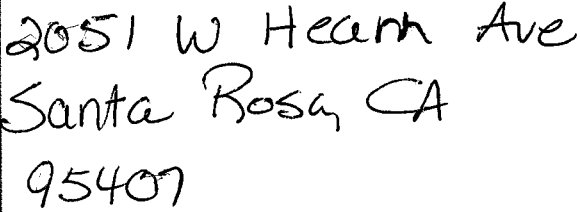
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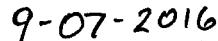
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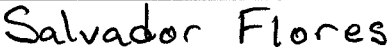
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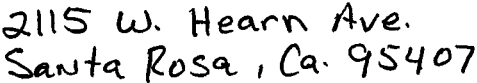
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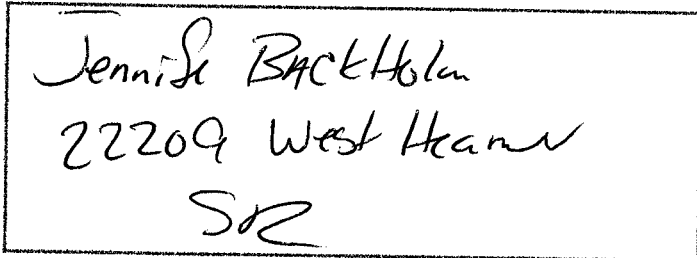
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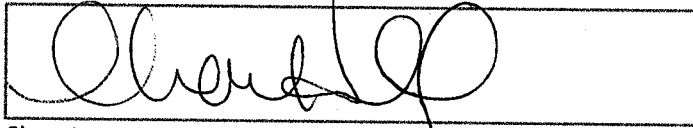
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Sincerely,



Signature

9.8.16

Date

CHANDRA HALL

Name

2250 W, HEARN AVE
SR CA 95407

Address

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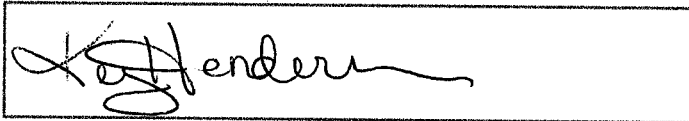
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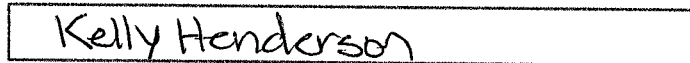
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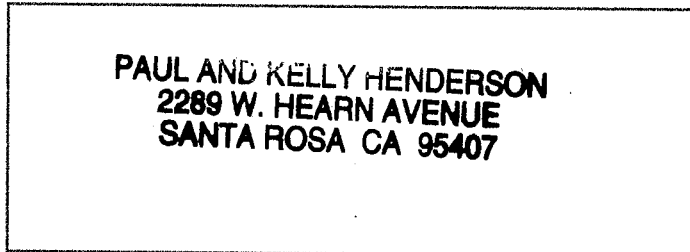
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Sincerely,



Signature

Paul J. Henderson

Name

PAUL AND KELLY HENDERSON
2289 W. HEARN AVENUE
SANTA ROSA CA 95407

Address

9-6-16

Date

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Sincerely,

ROBERT EVANS

Signature



Name

2281 WEST HEARN
SANTA ROSA CA 95407

Address

9/6/16

Date

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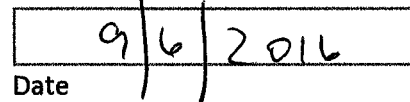
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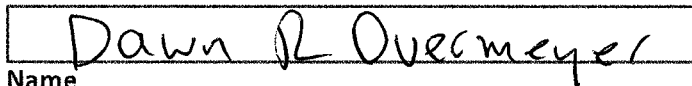
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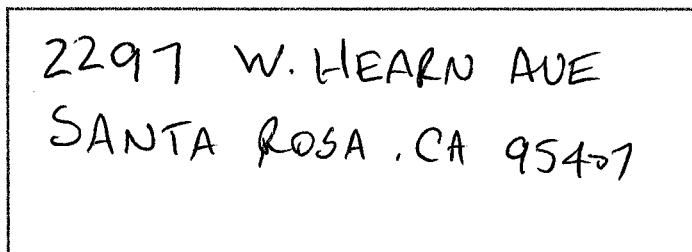
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Sincerely,

DAN SURBER

Signature

09-06-2016

Date

DAN SURBER

Name

2297 W HEARN AVE
SANTA ROSA 45407
707.
332-8491

Address

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Sincerely,

Larry Delaney

Signature

9/6/2016

Date

Larry Delaney

Name

2277 W. Hearn Ave
Santa Rosa CA 95407

Address

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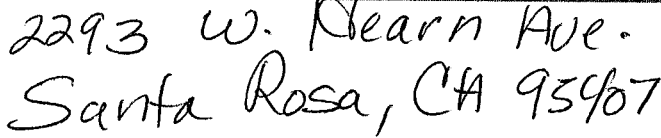
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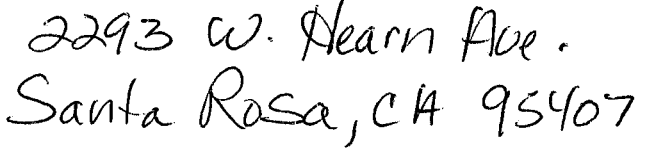
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Sincerely,

M Hart

Signature

9/6/2016

Date

M. Hart M. Hart

Name

*2280 W. Hearn Ave
Santa Rosa, Ca.
95407*

Address

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Sincerely,

Bfowler-Hart

Signature

9/6/18

Date

Brenda Fowler-Hart

Name

2280 W. Hearn Ave.
Santa Rosa Ca 95407

Address

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Harold W. Jensen

Signature

9/7/16

Date

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Name

2275 W. HEARN AVE
Santa Rosa, Ca 95407

Address

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Nancy F. Renna

Signature

9-7-16

Date

NANCY F. RENNA

Name

2287 W. HEARN AVE,
S.P., CA 95407

Address

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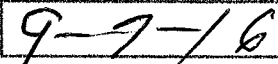
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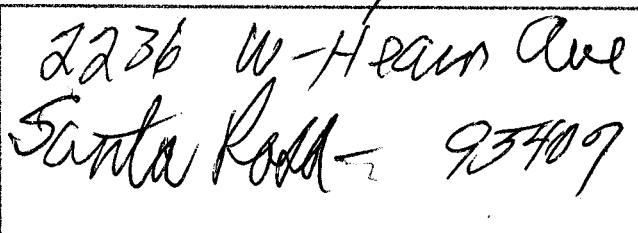
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Anita J. Vanderford

Signature

9/07/16

Date

Anita J. Vanderford

Name

2236W. Hearn Ave
Santa Rosa, CA
95407

Address

To whom it may concern:

I am a resident of West Hearn Ave.

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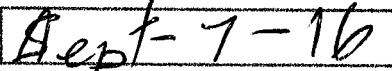
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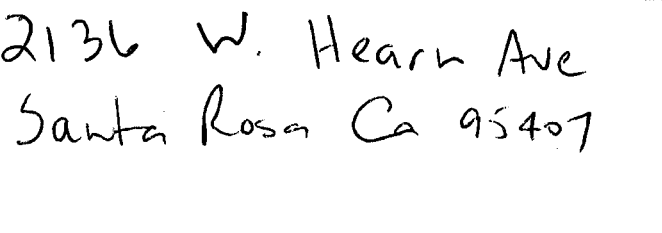
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Name



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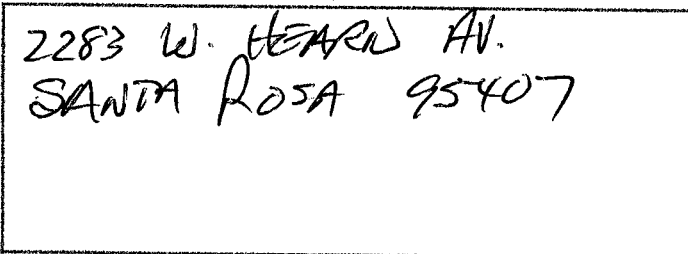
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Date



Name



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Sincerely,

Charlotte Boccia Leonni

Signature

9-7-2016

Date

CHARLOTTE BOCCIA LEONNI

Name

2283 W. HEARN AV.
SANTA ROSA, CA 95407

Address

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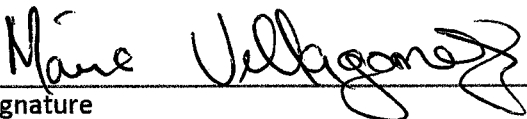
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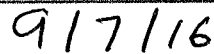
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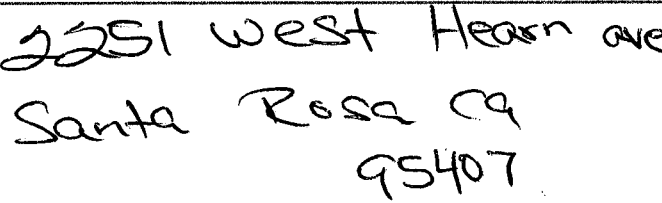
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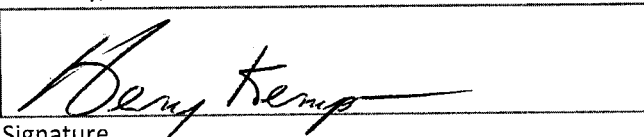
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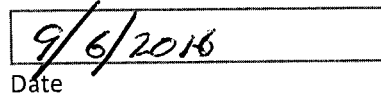
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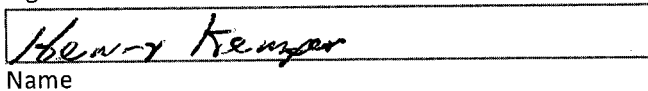
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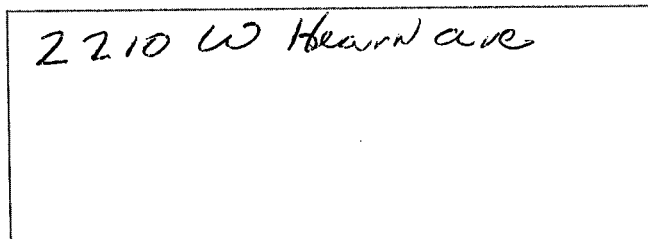
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Date



Name



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Sincerely,

DIXIE KEMPER

Signature

Dixie Kemper

Name

2210 W. HEARN
Santa Rosa CA
95401

Address

9-6-16

Date

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Sincerely,

MIKE WILLIAMS

Signature

Mike Williams

Name

2223 W. Hearn Ave
Santa Rosa, CA
95407

Address

9-6-16

Date

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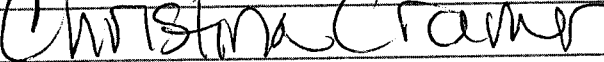
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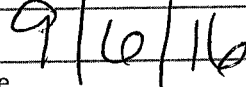
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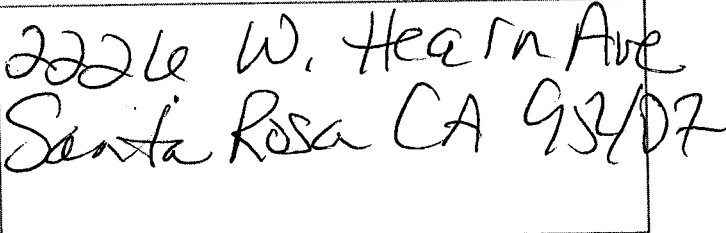
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Name



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Sincerely,

Cathy Bauer

Signature

Date

CATHERINE BAUER

Name

*2118 West Hearn Ave
SANTA ROSA, Ca
95407*

Address

9-6-16

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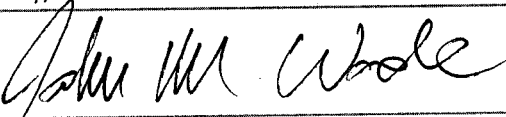
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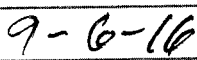
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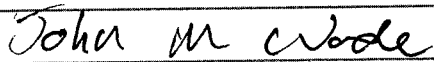
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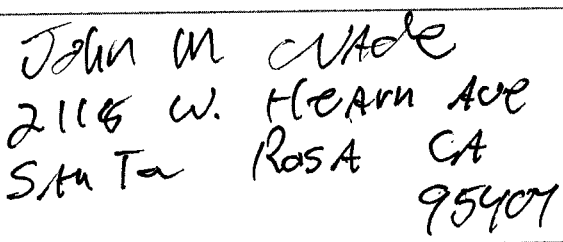
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Date



Name



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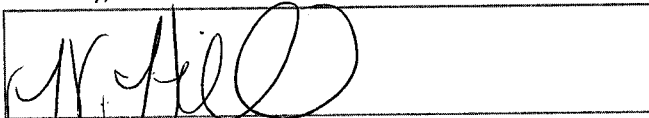
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Sincerely,



Signature

Nicole Hill

Name

2124 W. Hearn Ave.
Santa Rosa, Ca
95407

Address

9.6.16

Date

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Sincerely,

Scott Heissenbuttel

Signature



Name

2125 W Hearn Ave.

Address

9/6

Date

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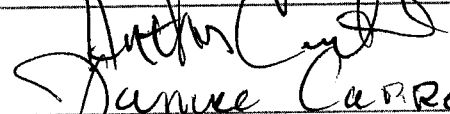
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Sincerely,


Janice Carretero

Signature

9-6-2016

Date

Janice Carretero
Anthony Carretero

Name

2130 West Hearn Ave.
Santa Rosa Cr
95407

Address

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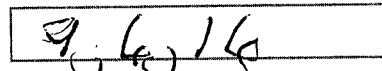
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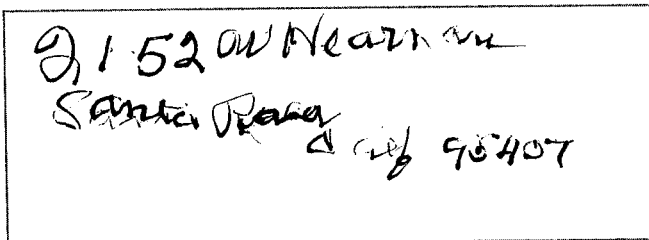
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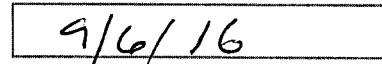
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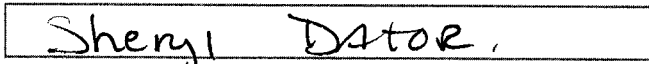
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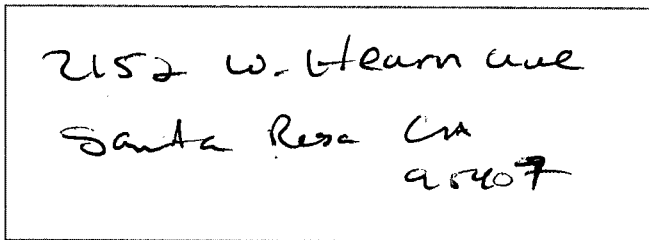
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Sincerely,

Laura Lane-Yazel

Signature

9-6-16

Date

Laura Lane-Yazel

Name

2042 Hearn Avenue
Santa Rosa, Ca
95407

Address

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Sincerely,

Janice Di Piero

Signature

9.6.16

Date

Janice Di Piero

Name

*2042 W. Hearn Ave.
Santa Rosa, CA 95407*

Address

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Sincerely,

[Signature box]

Signature

William DiPiero

Name

*William DiPiero
2042 W. Hearn Ave
Santa Rosa Ca
95407*

Address

9-6-16

Date

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Sincerely,

Myra Bohannan

Signature

9-6-2016

Date

MYRA Bohannan

Name

2050 W. Hearn Ave

Address

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Sincerely,

Alice Hampton



Name

2063 W. Hearn Ave
Santa Rosa 95407

Address

9/6/16

Date

To whom it may concern:

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Over the last year and a half our neighborhood has worked diligently with Chuck Regalia, Jessica Jones and Lisa Kranz to craft amendments to the General Plan and Zoning Code which match as closely as possible our current zoning, land use, environmental and neighborhood goals.

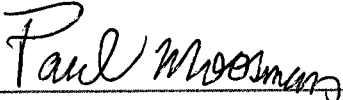
Preserving the unique character and quality of life which exists in our rural community has been of critical importance to us. These individuals should be commended for their hard work, commitment to hearing our needs and collaboration in helping us achieve these goals.

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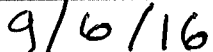
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- Adoption of the Roseland Area/Sebastopol Road Specific Plan
- Adoption of amendments to the General Plan and Zoning Code
- Adoption of Rezoning and Prezoning of parcels consistent with the General Plan and Specific Plan


Sincerely,




Signature



Date



Name



Address

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Sincerely,

William H.R. Davis, DVM

Signature

William H.R. Davis, DVM

Name

2070 West Hearn Ave
Santa Rosa, CA 95407

Address

6 SEP 16

Date

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Sincerely,

DANIEL C. CHAMPION

Signature

Daniel Champion

Name

9-6-16

Date

2085 WEST HEARN AVE
SANTA ROSA, CA
95407

Address

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Sincerely,

Cheryl A. Selin

Signature

9-6-2016

Date

Cheryl A. Selin

Name

2090 W. Hearn Ave
Santa Rosa, CA
95407

Address

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Sincerely,

Amanda Merriss

Signature

Amanda Merriss

Name

2046 W. Hearn Ave. Santa Rosa, CA 95407

Address

09/07/16

Date

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I am a resident of West Hearn Ave.

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Sincerely,

Andrew Merriss

Signature

09/07/16

Date

Andrew Merriss

Name

2046 W. Hearn Ave. Santa Rosa, CA 95407

Address

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Sincerely,

Joan Merriss; property owner of 2046 W. Hearn

Signature

Joan P. Merriss

Name

2046 W. Hearn Ave Santa Rosa, CA 95407

and

8884 Lebec Lane Cotati, CA 94931

Address

09/07/16

Date

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Sincerely,

Richard Merriss; property owner of 2046 W. Hearn Ave

Signature

09/07/16

Date

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Name

2046 W. Hearn Ave Santa Rosa, CA 95407

and

8884 Lebec Lane Cotati, CA 94931

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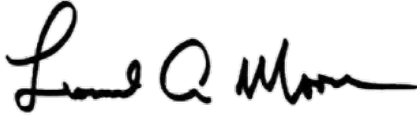
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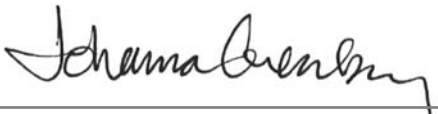
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Sincerely,



Signature

9-6-2016

Date

Johanna Greenberg VMD

Name

2215 West Hearn Ave
Santa Rosa, CA 95407

Address

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Sincerely,

Frank R. Krzesowiak

Signature

September 6, 2016

Date

Name

2285 W. Hearn Avenue
Santa Rosa, CA 95407

Address

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Sincerely,

Maria E. Sisson

Signature

Maria E. Sisson

Name

2285 W. Hearn Avenue
Santa Rosa, CA 95407

Address

September 6, 2016

Date

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Sincerely,

Ernie Robles

Signature

09/07/16

Date

Ernie Robles

Name

2291 West Hearn Avenue
Santa Rosa, CA 95407

Address

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Sincerely,

Joella Gutierrez

Signature

Joella Gutierrez

Name

2291 West Hearn Avenue
Santa Rosa, CA 95407

Address

09/07/16

Date



Lennie Moore <lennie@lenniemoore.com>

Fwd: Petition regarding the Planning Commission meeting on Sept 8th, 2016 and the City Planners proposed amendments to the Roseland Annexation Specific Plan, General Plan and Zoning Code

luckybug2075@comcast.net <luckybug2075@comcast.net>
To: "Moore, Lennie" <lennie@lenniemoore.com>

Wed, Sep 7, 2016 at 9:14 AM

From: luckybug2075@comcast.net
To: planningcommission@srcity.org
Cc: pcisco@srcity.org, acrocker@srcity.org, hdippel@srcity.org, vduggan@srcity.org, cedmondson@srcity.org, cgroninga@srcity.org, pstanley@srcity.org
Sent: Wednesday, September 7, 2016 9:13:53 AM
Subject: Petition regarding the Planning Commission meeting on Sept 8th, 2016 and the City Planners proposed amendments to the Roseland Annexation Specific Plan, General Plan and Zoning Code

This letter is in regards to the proposed annexation in Roseland, including my street on West Hearn Ave.

I have been a resident in this home for 35 years, and what has kept me here and what drew me here in the first place, is the small little farms and ranches on this street, a place I could grow a garden, have a couple of horses, a few chickens and room. I am still here because of that very thing. I am happy with streets with no sidewalks, very few streetlights, no gutters, etc.

Please approve the amended Specific Plan, General Plan & Zoning code as recommended by the city planners. I WANT THE RURAL HERITAGE neighborhood, myself and our neighbors who spoke with Jessica Jones, Chuck Regalia & Lisa Kranz in a neighborhood meeting talked and came up with what we thought was the best solution for us.

I love our neighborhood the way it is, with low density, small little farms with gardens and animals.

Please vote to keep our home, our home!

Thank you,

Kim Peters
2075 West Hearn Ave
707-542-3179

Bliss, Sandi

From: Jones, Jessica
Sent: Friday, September 09, 2016 2:12 PM
To: Bliss, Sandi
Subject: FW: Planning Commission meeting on 9/8/2016...ABOUT Proposed amendments to Roseland Annexation Specific Plan, General Plan and Zoning Code by the City Planners

From: Rena [mailto:itsrena@gmail.com]
Sent: Thursday, September 08, 2016 1:31 PM
To: _PLANCOM - Planning Commission <planningcommission@srcity.org>; Kranz, Lisa <LKranz@srcity.org>; Jones, Jessica <JJones@srcity.org>; Piotrkowski, Ari <APiotrkowski@srcity.org>; efren.carrillo@sonoma-county.org
Subject: Re: Planning Commission meeting on 9/8/2016...ABOUT Proposed amendments to Roseland Annexation Specific Plan, General Plan and Zoning Code by the City Planners

Dear Design review Board members,

As a 22yr. resident of West Hearn Ave.
It is important for you to know...

That along with the majority of my neighbors
I continue to support the annexation amendments
to the General Plan and Zoning Code creating a
new *Rural Heritage* Zoning designation
for our neighborhood/street.

Over the past year and a half, we here on West Hearn ave.
have worked diligently with
Chuck Regalia, Jessica Jones and Lisa Kranz
to craft amendments to the General Plan and Zoning Code
creating a new *Rural Heritage* zoning designation
to match as closely as possible our current county zoning
and environmental land use.

Preserving our unique character and quality of life as a rural community is of paramount importance to us.

Chuck Regalia, Jessica Jones and Lisa Kranz have been amazing in their commitment to hearing our needs & collaborating with us to achieve our goals.

The proposed Zoning Code amendments include Very Low Density Residential land use (RR-20) and a Rural Heritage (-RH) Combining District that would apply to the W. Hearn Avenue neighborhood.

I am petitioning you to approve the following:

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- ~Adoption of Rezoning and Prezoning of parcels in the

General Plan and Specific Plan

Thank you *all* for your continued *efforts & support* in maintaining our Special & unique rural county lifestyle as we make our transition from County residents to City residents a smooth one.

We look forward to your continued good work creating the future of Santa Rosa to be a wonderful place to live and call home!

Warmly,
Rena Radich
2235 West Hearn ave
SR, CA 95407