

RESOLUTION NO. RES-2018-079

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA AMENDING THE BICYCLE AND PEDESTRIAN MASTER PLAN TO REVISE TEXT AND FIGURES TO REMOVE A SEGMENT OF PROPOSED BICYCLE ROUTE 231 - FILE NUMBER PRJ17-064

WHEREAS, on April 12, 2018, the Planning Commission conducted a duly noticed public hearing in consideration of a Bicycle and Pedestrian Master Plan Amendment to remove a segment of the proposed bicycle Route 231 from the text and figures of the Master Plan, in compliance with the court ruling in *Santa Rosa v. Villages at Wild Oak Association, et al.*; and

WHEREAS, the staff of the Planning and Economic Development Department conducted an analysis and rendered an environmental determination that the proposed Bicycle and Pedestrian Master Plan Amendment would not have significant effects on the environment because it would remove a proposed bicycle route from the Bicycle and Pedestrian Master Plan, and therefore does not have the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guidelines section 15061(b)(3); and

WHEREAS, on April 12, 2018, the Planning Commission found that the Bicycle and Pedestrian Master Plan Amendment will not have a significant effect on the environment and adopted Resolution No. 11890, recommending that the City Council approve an amendment to remove a segment of the proposed bicycle Route 231 from the text and figures of the Bicycle and Pedestrian Master Plan; and

WHEREAS, the Council finds that a Bicycle and Pedestrian Master Plan Amendment to revise text and figures to eliminate a portion of the proposed Route 231 is justified to achieve the objectives and policies of the Bicycle and Pedestrian Master Plan and the Santa Rosa General Plan in that:

- A. The proposed amendment ensures and maintains internal consistency with the goals and policies of all elements of the Bicycle and Pedestrian Master Plan and the General Plan in that the changes to the Bicycle and Pedestrian Master Plan would be consistent with the General Plan revision, and proposed bicycle circulation in this area will be addressed in the update to the Bicycle and Pedestrian Master Plan, which is currently underway and anticipated to be complete in late winter to early spring of 2019.
- B. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City in that no physical change to the environment would occur as the result of the removal of the proposed bicycle route from the City's infrastructure plan, and proposed bicycle circulation in this area will be addressed in the update to the Bicycle and Pedestrian Master Plan, which is currently underway and anticipated to be complete in late winter to early spring of 2019.
- C. The proposed project does not identify specific sites for new development. Therefore, the finding pertaining to site suitability considerations including access, the absence of

physical constraints, compatibility, and provision of utilities, is not applicable to this project.

- D. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA). Because the amendment would remove a segment of a proposed bicycle route, it does not have the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and is therefore exempt from review pursuant to CEQA Guideline section 15061(b)(3).

NOW, THEREFORE, BE IT RESOLVED that, based on the forgoing, the Council of the City of Santa Rosa hereby adopts the Bicycle and Pedestrian Master Plan Amendment to remove a segment of the proposed bicycle Route 231 from the text and figures of the Master Plan, in the form set forth in Exhibit "A" to this resolution.

BE IT FURTHER RESOLVED that Exhibit A is made part of this Resolution.

IN COUNCIL DULY PASSED this 22nd day of May 2018.

AYES: (7) Mayor Coursey, Vice Mayor Rogers, Council Members Combs, Olivares, Sawyer, Schwedhelm, Tibbetts

NOES: (0)

ABSENT: (0)

ABSTAIN: (0)

ATTEST: \_\_\_\_\_ APPROVED: \_\_\_\_\_  
City Clerk Mayor

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

Exhibit A – Bicycle and Pedestrian Plan Revisions

**Exhibit ‘A’**  
**BICYCLE AND PEDESTRIAN MASTER PLAN REVISIONS**

1. Bicycle and Pedestrian Master Plan, Figure 2-2

Delete the proposed bicycle route designation between 6450 Timber Springs Drive and White Oak Drive.

2. Bicycle and Pedestrian Master Plan, Figure 2-3

Delete the proposed bicycle route designation between 6450 Timber Springs Drive and White Oak Drive.

3. Bicycle and Pedestrian Master Plan, Page 2-25, 2-26

Amend text on Routes 63, 231, 239 as follows:

~~“This multi-use pathway runs along Lake Ralphine in Howarth Park, and connects to Channel Drive through Annadel State Park and through the Wild Oak and Oakmont communities to connect to Pythian Road. This route provides access east through to Hood Mountain Regional Park, the future County “Central Sonoma Valley Trail” and south toward Lawndale Road south of the city limits and into the unincorporated area of Sonoma County. This corridor provides an alternative to Sonoma Highway and Montgomery Drive for commuters coming from the Channel Drive Pythian Road area into Santa Rosa. A connection between the County’s Spring Lake Park pathway (Route #63, Segment d) to Channel Drive (Route 231) is proposed to close the gap between the County and City and facilitate the use of this corridor. Paving the route through Annadel State Park would require coordination with the State and Wild Oak Homeowners Association for improvements to the existing pathway between lower Timber Springs Drive and White Oak Drive to reduce any potential for pedestrian and bicycle conflicts. This corridor also connects to a pathway via Route #63 that circles Spring Lake and provides a connection to the Bay Area Ridge Trail discussed in Chapter 1 (page 1-7). Almost three miles long, the pathway that circles Spring Lake is very popular with recreational riders, both loop riders and those headed for the west side of Annadel State Park. Due to its popularity, user conflicts exist between bicyclists and walkers around Spring Lake as well as along Howarth Park.”~~

4. Bicycle and Pedestrian Master Plan, Table 3-1

Delete table references to segments “c” through “f” from Route 231 and revise numeric totals.