

# Annual Review 2017

General Plan 2035, Growth Management Ordinance,  
& Housing Allocation Plan Ordinance  
City Council & Planning Commission Report



## **INTRODUCTION**

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The General Plan addresses issues related to the physical development and growth of Santa Rosa, and it represents the community's aspirations for the future. The General Plan is required by State law, and it has a long-range focus, looking 20 years into the future. It is a blueprint for the future, guiding the City's planning and zoning functions as well as the funding of public improvement projects, such as parks and streets.

*Santa Rosa General Plan 2035*, adopted in November 2009, is the subject of this report. The State General Plan Guidelines were consulted in the development of the General Plan, and the document complies with those guidelines to a high degree.

Each year, the Planning Commission and City Council review the General Plan, consistent with General Plan policy and State planning and zoning law. State law directs that an annual report be provided to the City Council on the status of the plan and progress in its implementation, including meeting its share of regional housing needs. This report is developed to assist citizens and the Planning Commission and City Council in understanding recent decisions involving the General Plan.

The annual review covers General Plan actions in 2017 and addresses General Plan implementation. The yearly review of the Growth Management and Housing Allocation Plan Ordinances is also included, following the General Plan information. Review of the Climate Action Plan can be found in the Open Space and Conservation Element section.

## **GENERAL PLAN ACTIONS IN 2017**

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According to City policy, the General Plan can be amended three times per year. Amendments to the land use diagram and the text can be considered. Any change to the General Plan requires a hearing before both the Planning Commission and the City Council. One General Plan Amendment was approved in 2017, and three additional amendments were initiated:

**Roseland Area Rezoning, Prezoning and General Plan Land Use Clerical Corrections.** On October 18, 2016 the City Council unanimously approved the Roseland Area/Sebastopol Road Specific Plan and associated amendments to the General Plan, Zoning Code and Bicycle and Pedestrian Master Plan, and certified a program level Environmental Impact Report. Subsequently, City staff discovered minor clerical errors in the General Plan land use amendment resolution table and the rezoning and prezoning ordinance tables.

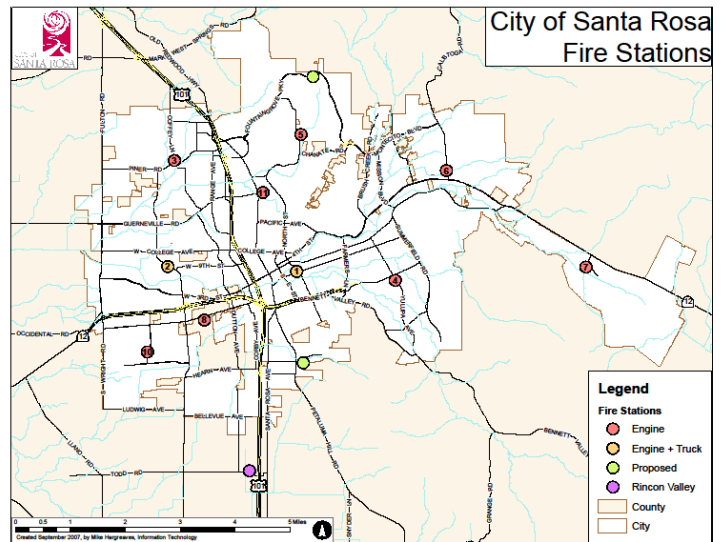


Specifically, three properties located on W. Hearn Avenue, which were intended to be included in the General Plan land use amendment from Low Density Residential to Very Low Density Residential, were inadvertently left off the resolution table. On January 31, 2017, the City Council approved the General Plan Amendment and Rezoning to correct these clerical errors.

**Round Barn Village.** On May 25, 2017, a General Plan Amendment was initiated to re-designate a 40.2-acre site from Business Park to Medium Low Density Residential and Open Space designations. The site contains two foundations from demolished structures, paved and used for spillover parking for existing uses, and pedestrian walkways, and approximately 18 acres of developable land. The General Plan Amendment was approved by the City Council on February 6, 2018.

**Timber Springs Trail Update.** On October 2, 2017, the Department of Transportation and Public Works initiated a General Plan Amendment to update the Bicycle and Pedestrian Master Plan and the Citywide Creek Master Plan. To comply with a court ruling, the City was directed to remove references to a planned trail route segment from the plans' text and maps. An update of the Bicycle and Pedestrian Master Plan was initiated in December of 2017 and trail connectivity for the area will be reevaluated through that public process. The General Plan Amendment is anticipated to be completed in May of 2018.

**Fire Station #8 Relocation.** On September 21, 2017, the Fire Department initiated a General Plan Amendment to update the Public Services and Facilities Element of the General Plan. Based on recent analysis of emergency response times, the Fire Department revised their long-term fire station location plan to change the future site of Fire Station #8. The General Plan Amendment would change text and maps in the Public Services and Facilities Element to be consistent with the updated fire station relocation scheme. The General Plan Amendment is anticipated to be completed in May of 2018.



## **GENERAL PLAN IMPLEMENTATION**

The General Plan contains hundreds of policies which guide the daily decision making of City staff, the City Council and City boards and commissions. The following addresses the progress in implementing the General Plan.

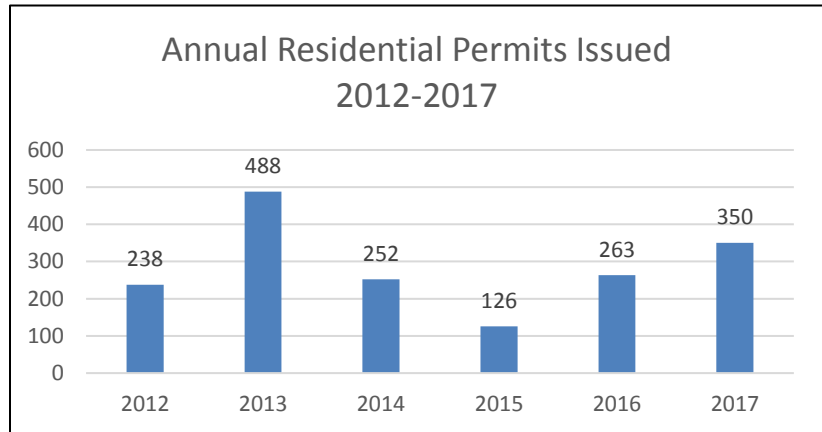
## Residential Growth and Development

Santa Rosa had 176,799 residents according to the State Department of Finance as of January 1, 2017. This represents an increase of 0.6 percent over the 2016 population of 175,738.

Building permits were issued for 350 residential units in 2017. Of the permits issued:

- 164 were for single family dwellings;
- 177 were for multifamily dwellings, and;
- 9 were for second dwelling units.

Of the 350 total units, 25 were permitted in southeast, 148 in northeast, 146 in northwest, and 31 in southwest Santa Rosa.



There was an overall increase of 33 percent in residential units permitted from 2016, when 263 permits were issued for residential dwellings, and a 178 percent increase from 2015 when 126 residential units were issued permits.

Notable completed residential projects:

- Canyon Oaks, a, received permits for construction in 2017. The Canyon Oaks project is a three-story, 96-unit condominium project divided into five residential structures, with garages, a community center building and pool. The project will be built on a 9.7-acre landscaped site, with sloped portions of the site will remain in a natural state, preserving 254 trees.
- The Fox Hollow project proceeded to grading and construction in 2017. Fox Hollow is a 143-unit, single-family residential project with homes ranging from 1,681 to 2,587 square feet. The project includes restoration work along the banks of Peterson Creek and pedestrian connections to Youth Community Park to the north.
- The Ravello subdivision began construction in 2017. The Ravello infill project is a 13-unit attached ownership project on a 1-acre site.



## ***Non-Residential Growth and Development***

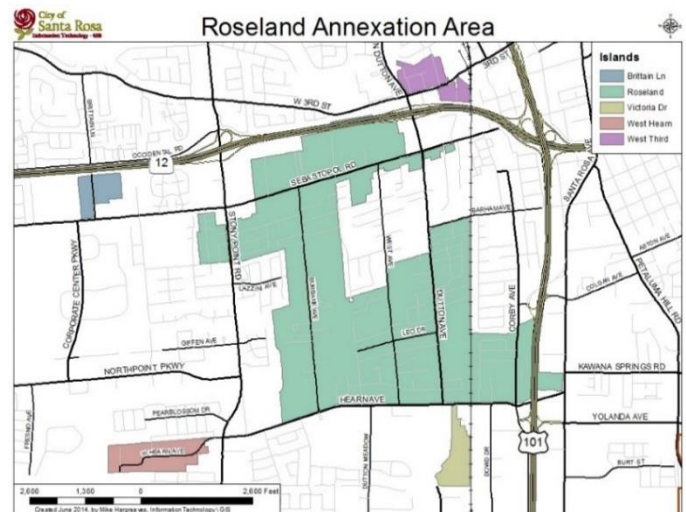
Santa Rosa issued building permits for 125,064 square feet of new non-residential construction last year. Featured projects include:

- A new Kaiser Permanente medical office building is under construction. The project consists of a 87,300 square foot medical office building on a 6.64-acre development site. As designed, the building will be three stories tall with a height of 49 feet at the highest point. The site will include water efficient landscaping, a meandering pedestrian pathway and multiple public art installations.
- The Hyatt Vineyard Creek hotel proceeded to construction in 2017. The hotel is expanding from the existing 155-room and conference center site with the addition of 40,200 square feet of new building on the north side of the existing hotel. The expansion will include 90 new guest rooms.
- In 2017, the City completed the Old Courthouse Square reunification project, closing Mendocino Avenue to through traffic and creating an outdoor plaza with angled parking along the east and west perimeter. The project received an award for top public project in 2017 by the North Bay Business Journal. Since its dedication in April the plaza has hosted several events including the traditional Wednesday Night Market and the IRONMAN triathlon.



## ***Annexations***

In 2017, the annexation of the Roseland area into the City of Santa Rosa was completed, adding approximately 714 acres to the City. The annexation, a process which began in 2013, included five unincorporated County islands located in southwest Santa Rosa. The annexation was identified by the City Council as a top priority due to the need to unify the area as part of the City, allowing services to be provided to the community by one jurisdiction (the City) rather than multiple jurisdictions. An extensive outreach process was a key aspect of the annexation, resulting in support from the majority of the community, as well as unanimous



support by the City Council, Sonoma County Board of Supervisors, and the Sonoma Local Agency Formation Commission. With the annexation complete, the overall size of Santa Rosa is now 42.81 square miles.

***Housing Needs Information***

On July 29, 2014, the Council adopted the Housing Element update, which addresses housing needs from 2015 to 2023.

The 350 units permitted in 2017 meet the following income categories: Extremely Low – 0; Very Low - 0; Low - 0; Moderate - 23; Above Moderate - 327. The following table compares the ABAG Regional Housing Needs Allocation (RHNA) numbers for Santa Rosa with building permit issuance by income category to illustrate the remaining need, at the end of this Housing Element reporting period:

<b>Units Issued Building Permits by Income Category</b>						
<b>2015 – 2023</b>						
Income Category	Extremely Low	Very Low	Low	Moderate	Above Moderate	TOTAL
<b>ABAG RHNA Objectives</b>	<b>520</b>	<b>521</b>	<b>671</b>	<b>759</b>	<b>2,612</b>	<b>5,083</b>
2015	0	0	24	8	94	126
2016	0	1	0	16	246	263
2017	0	0	0	23	327	350
County Issued Permits 2015-2017 *	24	32	24	2	20	102
<b>Total Issued (2015-2017)</b>	<b>24</b>	<b>33</b>	<b>48</b>	<b>49</b>	<b>687</b>	<b>841</b>
<b>Remaining Need</b>	<b>496</b>	<b>488</b>	<b>623</b>	<b>710</b>	<b>1,925</b>	<b>4,242</b>

\* With the annexation of the Roseland area, which was completed on November 1, 2017, RHNA allocations and credits for three housing projects that lie within that area were transferred from the County to the City. Specifically, the transfer moved the allocations/credits for 421 housing units within the Crossroads, Roseland Village, and Paseo Vista projects. The transfer was approved by the Association of Bay Area Governments (ABAG) and the California Department of Housing and Community Development (HCD) in January 2018.

Of the allocations that were transferred to the City, 47 are within the extremely low income category, 47 are within the very low income category, 90 are within the low income category, and 237 are within the above moderate income category. Prior to annexation, the County issued building permits for 24 extremely low, 32 very low, 24 low, 2 moderate and 20 above moderate income units for the Crossroads, Paseo Vista projects, and others. The allocations (421) were added to the “ABAG RHNA Objectives” row in the chart above, and the credits for the permits issued (102) were added to the “County Issued Permits 2015-2017 row.

### **General Plan Objectives**

- 1) ***Help facilitate the development of 56 extremely low-income, 56 very low income, and 68 low income units annually to meet the ABAG Regional Housing Needs Allocation.***

Three housing projects were subsidized by the Housing Authority of the City of Santa Rosa (Housing Authority) in Calendar Year 2017 (CY 2017).

**Lantana Place** (previously slated for rental units) will consist of 48 ownership units, of which 25 will be low income units and 23 will be moderate income units; all units will be new construction. Operating Reserve Funds, Real Property Transfer Tax Funds, and impact fees were the sources of the \$3,400,000 provided in 2017. These units are subject to resale restrictions for 30 years.

**Apple Valley Apartments** consists of 8 low income units. Community Development Block Grant (CDBG) funds were the source of the \$744,321 provided in 2017 for the rehabilitation of the units.

**Chelsea Gardens I and II** consists of 120 units, of which 118 will be very low income units and two will be unrestricted manager units. CDBG funds were the source of the \$416,841 provided in 2017 for the rehabilitation of this complex.

- 2) ***Assist in the improvement and rehabilitation of 500 units annually (extremely low, very low, and low income housing units).***

An estimated total of 258 units were rehabilitated in CY 2017. Of these units, 105 were rehabilitated as a result of the City’s Neighborhood Revitalization Program (NRP).

The rehabilitation of an estimated 153 units is the result of Housing Quality Standards inspection requirements of the Section 8 Rental Assistance Program. These improvements generally include upgraded electrical and plumbing, flooring, paint, new appliances and fixtures and removal of hazards and blight.

Four low income rental households received funding totaling \$16,317.50 from the City’s

Housing Accessibility Modification Grant Program to allow accessibility for the disabled.

3) ***Promote development of 30 second units annually.***

In 2017, new State regulations superseded the City's accessory dwelling unit ordinance. The City Council initiated a Zoning Code Amendment to align the ordinance with the State requirements, and to remove obstacles to the construction of accessory dwelling units. The revisions were approved by Council in December 2017. The revisions reduced requirements and restrictions such as parking, required number of bedrooms, and setbacks. The impact fees to establish an accessory dwelling unit were significantly reduced through a combination of State requirements and City resolutions. The fees were reduced in a tiered structure to incentivize internal conversions and smaller size units.

A total of 32 building permit applications for accessory dwelling units were submitted in 2017; 15 of those permits were issued or received final approval in 2017. The increase in accessory dwelling unit production is likely due to the changes to State and local requirements, and the approved fee reductions. A significant increase in accessory dwelling permitting is also expected in 2018.

4) ***Preserve the existing emergency shelter beds and units of transitional and supportive housing. This includes 504 beds in emergency shelters, 351 units of transitional housing and 385 units of permanent, supportive housing.***

No existing homeless beds were lost during 2017, and 75 beds were added to the Samuel L. Jones Hall Homeless Shelter, through the proclamation of local homeless emergency. The 138-bed year-round and 50-bed winter shelter programs were consolidated into a 188-bed year-round housing focused shelter. The additional 25 beds were added to support the City's Homeless Encampment Assistance Pilot Program.

5) ***Preserve the existing inventory of federally and locally funded affordable units including the 873 units with the potential to lose affordability between 2015 and 2025.***

Two moderate income ownership units were lost to market rate in 2017. One unit is in the Parkside Subdivision; the loan provided by the Housing Authority had been paid previously. The other unit was a Density Increase Program unit in the Piner Village Subdivision; no federal or local subsidies had been provided for this unit.

Although the City did not assist in conserving any units that were at risk of losing their affordability in 2017, the City did assist in ensuring continued housing quality standards for 128 multifamily rental units by proving funding for rehabilitation as explained above.



6) ***Preserve the 2,000 existing mobile homes, which are largely occupied by lower-income seniors.***

The annexation of Roseland added two mobile home parks to the City's inventory. Presently, there are 17 privately owned mobile home parks in the City with a total of 2,315 spaces; 1,765 spaces are subject to the Mobile Home Rent Control Ordinance.

The fires of October 2017 destroyed 191 units and damaged eight mobile homes. Plans are underway to replace 74 of the destroyed units and repair six of the units that were damaged. To date, there are no decisions concerning the 119 units at Journey's End Mobile Home Park.

### ***Housing Policy Implementation***

The Housing Element identifies seven goals, 16 policies and 57 programs. Housing Element policies are unique among General Plan policies in that implementation dates and responsible entities are included. While some of the policies identify a specific year when the work is expected to be completed, other goals and policies are identified as ongoing.

One item was identified to be completed in 2017, listed below with status provided:

H-G-1 Maximize energy efficiency in residential areas. Utilize the following techniques:

- Implement CALGreen Tier 1 standards.
- Fund energy conservation through the Housing Authority's rehabilitation loans.
- Promote home improvement strategies for energy efficiency.
- Promote energy efficiency improvements that are sensitive to the historic significance of the residential structure
- Consider a program that would require energy efficiency improvements when a residential structure undergoes transfer of title or major renovation
- Promote the Sonoma County Energy Independence Program, which funds energy and water conservation improvements.

Time Frame: CALGreen Tier 1 standards: daily through building permit review, energy conservation: annually through budget process; efficiency strategies and audit program: 2017

**Status:** All new construction is built to the required CALGreen standards and cost-effective Tier 1 standards as adopted by City Council Ordinance in December 2016. Rehabilitation of existing structures through Housing Authority rehabilitation loans is subject to the CALGreen requirements for energy efficiency. Staff consulted with the Regional Climate Protection Authority regarding energy efficiency improvements for historic structures, and no methods specific to historic structures were identified. Other promotional efforts such as updating the City webpage and highlighting City partners like Sonoma County Energy Independence Project have

been deprioritized due to limited staff resources in the Planning and Economic Development Department and the focus of planning staff resources on fire rebuild efforts, related housing initiatives, Roseland Annexation, and Zoning Code amendments in support of housing policy. Climate planning efforts advance as resources become available.

## ***LAND USE / URBAN DESIGN ELEMENTS***

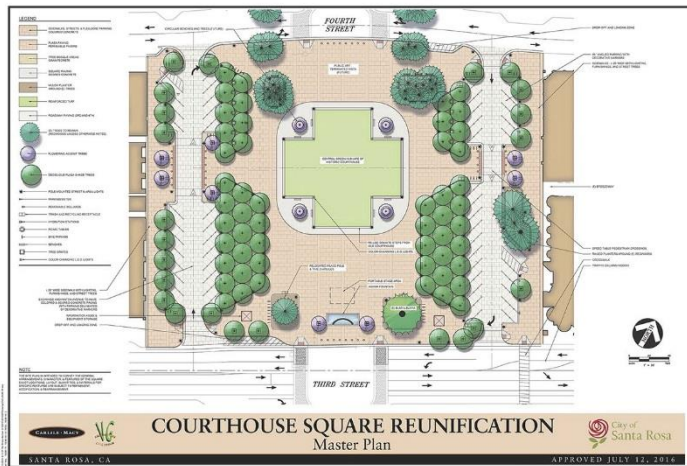
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### ***Downtown***

The General Plan directs downtown to be the major office, financial, civic, and cultural center in the North Bay. It also directs development of housing units to increase downtown's vibrancy. There are a number of activities and projects which are striving to meet these goals.

While the City no longer has a dedicated Downtown Program (program funding was eliminated in 2012), economic development staff continues to provide support to achieve the City's downtown objectives. During the creation of the Housing Action Plan, and in recognition of the breadth of housing needs, the downtown area was also recognized as one of the more development ready areas in the City with the ability to accommodate additional density of both market rate and affordable housing units. This need and recognition spurred additional accomplishments in the downtown area in 2017, which include:

- Negotiated two parking agreements to retain key cultural businesses and to enable a new hotel development;
- Supported activities and events that promote the downtown, such as the twice-yearly IRONMAN races, holiday tree lighting, and the Wednesday Night Market;
- Elevated the City's downtown web and social media presence through the Out There Santa Rosa campaign initiative and @downtownSR;
- Continued and increased collaborative programming and marketing opportunities with Santa Rosa Chamber of Commerce, including the parking validation program and other community and business events;
- Began process to establish a downtown community benefit district and related downtown management organization.



The Courthouse Square Reunification project was completed in 2017. This project has spurred a significant increase in development interest around the square, including the redevelopment of the western block facing the square, including the iconic Empire Building, into a boutique hotel with related amenities. The anticipated economic development benefits by improving downtown and spurring further private investment is playing out as expected.

Development Opportunity Sites were identified and marketed for redevelopment, with City parking lots prioritized for multi-family housing/mixed use development. The B and Ross Street surface parking lots became the subject of an exclusive negotiating agreement in 2017, with a subsequent disposition and development agreement anticipated in 2018.

### **TRANSPORTATION ELEMENT**

Traffic circulation remains an important issue for Santa Rosa. Based on General Plan modeling, it is recognized that continued growth will cause congestion and affect travel times, and some areas will not meet City Level of Service standards. The General Plan supports alternative transportation modes such as transit service, bicycling, and walking to reduce auto trips.

The General Plan calls for maintaining acceptable traffic flows, with a level of service of “D” or better along major corridors. While modeling is utilized to analyze specific projects, and plans to measure level of service, the City also uses traffic signal timing to address levels of service, however, once saturated, little can be done to increase capacity besides widening. Since 2006, the City has implemented Adaptive Traffic Control technology on segments of College Avenue, Stony Point Road, Guerneville Road, and Mendocino Avenue. Adaptive Traffic Control includes enhanced signal timing technology and real-time management of traffic systems. Santa Rosa Avenue was updated in 2017 with an adaptive traffic control system as well.

The General Plan also calls for coordination of the City’s Transportation Plan with regional entities such as the Sonoma County Transportation Authority, the Metropolitan Transportation Commission and the California Department of Transportation (Caltrans). Staff works with these groups to secure funding and to develop strategic plans to implement transportation improvements.

### **Bicycles and Pedestrians**

The General Plan directs attractive and comfortable streets for pedestrians and bicyclists. In 2017

the following bicycle projects were completed:

- Cleveland Avenue between Edwards Avenue and Ridgway Avenue and between Edwards Avenue and Guerneville Road (Class II bike lanes);
- 3<sup>rd</sup> Street between Davis Street and B Street (Class II bike lanes and sidewalk enhancements);
- West 3<sup>rd</sup> Street between Dutton Avenue and the Santa Rosa Creek bridge (Class II bike lanes);
- Montecito Boulevard between Brush Creek Road and Middle Rincon Road (Class II bike lanes and sharrows); and
- SMART multi-use path between College Avenue and Guerneville Road.

Several bicycle projects are in the design stage, including:

- Citywide Green Bike Lane transitions;
- Hearn Avenue at the Sonoma Marin Area Rail Transit (SMART) multi use path crossing; and
- Range Avenue Class II bike lanes between just south of Guerneville Road and Edwards Avenue.

Pedestrian improvements which were completed last year include a traffic signal at Mill Street and Santa Rosa Avenue, Mount Olive Pedestrian Gap closure and crosswalk striping enhancements at various citywide locations.



There are many pedestrian enhancement projects in the design stage, including:

- Traffic signal modification at Sotoyome Street and Montgomery Drive (near Memorial Hospital);
- Traffic signal installation at Stony Point Road and Lazzini Avenue;
- Pedestrian actuated flashers at Stony Point Road and Mesa Way and at Stony Point Road and Roseland Creek;
- Minor pedestrian enhancements at 114 locations, including signage, striping, curb ramps, and/or flashing beacons;
- Fulton Road Ped Path from Santa Rosa Creek to West College (westside);
- McConnell Avenue Hybrid Signal;
- Alderbrook Drive and 4th Street crossing treatment;
- Franklin Avenue pathway Monroe Street to Terrace Way; and
- Guerneville Road Pedestrian Gaps from Marlow Road to Ridley Avenue.

**Highway 101 Bicycle and Pedestrian Bridge.** The 2010 Bicycle and Pedestrian Master Plan includes the bicycle and pedestrian bridge over Highway 101 as the top bicycle and pedestrian priority. The Caltrans Project Initiation Document (PID) was completed in September 2016. Currently, the City is working on the environmental phase of the project. The City received federal transportation funds to complete the design once the environmental document is certified.

### ***Transit and Transportation Systems Management***

The General Plan calls for expanding transit service, coordination of transit services with other transit operators, and encouraging ridership through marketing and promotional efforts. The City of Santa Rosa Climate Action Plan sees transit as important for affordable housing, density and improved transport options. The City's Transit Division manages fixed route service, paratransit service and other transit related programs.

During fiscal year 2016-2017, Santa Rosa CityBus fixed route service provided 1,984,764 passenger trips. This figure reflects a continuing decrease in ridership since 2013 service cuts, fare increase, and changes to the CityBus transfer policy.

To address this declining ridership, in 2015, the Transit Division launched Reimagining CityBus Phase I, ([www.srcity.org/reimagining](http://www.srcity.org/reimagining)). Reimagining is a comprehensive evaluation and planning effort that resulted in a new service plan for Santa Rosa CityBus that better meets the needs of the Santa Rosa community today and into the future. Based on the priorities identified by community members, the City determined the system should be restructured based on the following principles: frequent service, direct alignments, bi-directional service, strong anchor points, spacing between routes and connectivity between routes.

In May of 2017 the 17 new CityBus routes were implemented with these Reimagining priorities as guides. City staff engaged in significant public outreach and hands-on customer service in order to transition riders to the new system, new schedules, and new bus stop signs and amenities.



For the convenience of customers on the fixed route system, the Transit Division has maintained a two-hour transfer policy that allows unlimited transfers for riders for two hours after the purchase of a ride. Riders can transfer to SMART, Golden Gate Transit or Sonoma County Transit with paper transfers or using Clipper.

Clipper, the Bay Area's all-in-one transit card, can now be used on CityBus's fixed route buses as of January 2016. Sonoma County transit operators were one of the last transit operators to be able to accept payment of transit fees using the Clipper Card. Clipper Card can hold transit passes, cash value or any combination. Cash value works on all participating transit systems. Passes and tickets are specific to each system. Just under 3 percent (55,541 rides) of CityBus ridership in

FY16-17 used Clipper to pay CityBus fares.

Since launch in 2014, CityBus continues to provide real-time transit information for fixed route buses through a variety of platforms for accessing the real-time bus arrival information (these include web at [www.srcity.org/mycitybus](http://www.srcity.org/mycitybus) and via a phone by downloading an app, calling for voice or texting). Trip planning on CityBus can be done at GoogleMaps, through the real-time information provider or 511.

Santa Rosa Paratransit serves individuals who are unable to use fixed route transit due to a disability. Individuals wishing to use this service must call and schedule a ride at least one day in advance. This service picks up individuals at a requested origination and delivers them to a specified destination. Santa Rosa Paratransit, which operates 11 accessible, lift-equipped buses, and two wheelchair-accessible minivans, provided 43,789 passenger trips in FY 2016-2017. Paratransit ridership has decrease slightly from FY 14-15 levels and has remained flat for the last two fiscal years, largely due to the implementation of the Paratransit Efficiency Study, which included strategies for increasing the productivity of the service and addressing aspects of the service that exceeded the requirements of the Americans with Disabilities Act.

The Transit Division also manages two circulator services: ParkSMART and the Oakmont Route 16. With the start of SMART service in September 2017, the City of Santa Rosa sought to pilot strategies for improving access to this significant transportation infrastructure. The Transit Division, with direction from City Council and funding from the Finance Department, launched ParkSMART in December 2017, a free Downtown shuttle conveniently connecting the Downtown SMART station and Railroad Square to Downtown parking, shops restaurants and Old Courthouse Square. The Transit Division will continue to support improved access to the SMART service.

The Oakmont Route 16 circulator, has been in operation since 1999 as a cost sharing partnership with the Oakmont Village Association (OVA). The OVA contribution covers half of the cost of the service and the City manages the contracted service. The service is a deviated fixed route for the general public to ride free of charge. It provides transportation throughout the Oakmont community and direct transportation between the Oakmont Community and shopping centers in Santa Rosa. With the May 2017 route changes, the service also provides limited shopping trips to the Santa Rosa Village neighborhood on Highway 12. The Transit Division will continue to pilot creative transportation solutions for low ridership areas of Santa Rosa while seeking to improve high frequency service on higher density corridors.

Promotional efforts include the Learn to Ride Santa Rosa CityBus travel training program. Originally created for the senior community, the program has expanded to include local middle and high schools. The Learn to Ride Santa Rosa CityBus travel training program teaches people how to read a system map, pay fares and plan their CityBus trip. Classes have been offered at the Doyle Day Camp, Creekside Behavioral Health, Santa Rosa Senior Center, Buckelew Services, Montgomery High School, Cook Middle School, and Santa Rosa Middle School.

The Santa Rosa Free Ride Trip Reduction Incentive Program provides incentives to encourage

people to use a commute alternative to get to and from work. The Web site, [www.santarosafreeride.org](http://www.santarosafreeride.org), continues to be an effective tool for data collection and management.

### **Rail Transit**

The General Plan supports the development of rail service along the former Northwest Pacific Railroad right-of-way. The Sonoma Marin Area Rail Transit (SMART) agency started offering passenger rail service in Sonoma and Marin counties during August and September of 2017. SMART's initial 43 miles of rail corridor includes 10 stations, from the Sonoma County Airport to Downtown San Rafael. Future extensions include: Larkspur, which is scheduled to be completed in 2019, Windsor, Healdsburg, and Cloverdale.



The full project will provide 70 miles of passenger rail service, along with a bicycle-pedestrian pathway, connecting SMART passengers with jobs, education centers, retail hubs and housing along the Sonoma-Marin corridor. Two SMART stations are in Santa Rosa, one at Railroad Square and the other along Guerneville Road. The General Plan shows three stations, with the third at Bellevue Avenue. However, SMART does not anticipate, at this time, adding the third station.

City of Santa Rosa staff participated in development of a *SMART Commuter Rail Integration Plan* sponsored by the Metropolitan Transportation Commission. The focus of the plan is integration of existing public transit services with SMART rail service. Several activities were completed prior to the beginning of SMART service, including planning for multi-modal access to the stations, Downtown Station improvements, improvements to bus stop and pedestrian facilities, the ParkSMART service and planning for bus service to the SMART stations as part of the Reimagining CityBus project.

The Downtown Station Area Specific Plan and North Santa Rosa Station Area Specific Plan were adopted in 2007 and 2012, respectively, to ensure transit oriented development occurs to support future rail service in the City.

## **PUBLIC SERVICES AND FACILITIES ELEMENT**

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### **Parks and Recreation**

The General Plan directs the continuing acquisition and development of neighborhood and

community park facilities, along with special use facilities, throughout the City.

Retrofitting of all community and neighborhood parks to better accommodate persons with disabilities began in 2011 and continues through 2017. Accessible paths of travel to play areas and facilities have been a focus. Howarth Park received a new Tennis court pathway and sidewalk frontage and planning is underway to provide accessible paths to the Carousel and Train.

**Roseland Community Park** is planned as 19.54 acres of park land located in the southwest quadrant of the City of Santa Rosa. The City owns three of the four parcels that comprise the community park. The master planning process began in 2009 and is scheduled to be completed along with the environmental determinations in 2018.



*Bayer Park and Gardens open to the community*

**Bayer Park & Gardens**, a 6-acre neighborhood park, was open to the community in late December 2016 with the community grand opening held March 25, 2017. It includes a community garden, pavilion, skate park, half-court basketball court, sand volleyball, playground, nature discovery area, picnic tables and barbeques, adult exercise equipment, parking and open lawn area on West Avenue in southwest Santa Rosa.



**Juilliard Park**, located in downtown Santa Rosa, is an 8.8-acre neighborhood park, and one of the oldest parks in the City. The park was originally built with five interlinking ponds, which have remained empty since prior to drought measures in 2015. In August 2017, the ponds were relined so they could be filled with water again and operated. Water flows gently from the first pond to each consecutive pond ending at the fifth

pond where it is recirculated to the first pond again. The park provides an area for passive recreation as well bocce courts, a playground, meandering pathways, pedestrian bridges, a small rock-lined stage, restrooms and benches.

**Kawana Springs Community Park** is planned as 19.20 acres of park land located in the southeast quadrant of the City. The master planning process for the park began in 2015 and is scheduled to be completed along with the environmental determinations in 2018.



**Galvin Park** is a 23.6 acre existing community park located in southeast Santa Rosa. The park boasts numerous amenities, including tennis courts. The tennis court lighting wiring system was replaced in 2017. The wiring system project also included a more user-friendly interface to activate the court lights.



The **Howarth Park** train engine, C.P. Huntington No 74, had carried passengers for 45 years and after breaking down regularly was retired from service in 2016. The newly formed Santa Rosa Parks Foundation, a non-profit organization formed to help support Santa Rosa Recreation and Parks, began fundraising for a new train engine in 2012. The new train engine (No. 392) began service to the community at Howarth Park in February 2017 and operated the entire season.

### ***Police and Fire Services***

The General Plan calls for collaboration with other local jurisdictions in the provision of some police and fire services if it improves service levels and is cost effective. Both the Police and Fire Departments work collaboratively with other local agencies where efficiencies can be achieved.

The Fire Department is part of a Joint Powers Agreement for fire and emergency medical dispatch services, called the Redwood Empire Dispatch Communications Authority (REDCOM). REDCOM provides fire/emergency medical dispatch services for most cities and fire protection districts within Sonoma County. The Santa Rosa Fire Department has Auto Aid Agreements with Rincon Valley Fire Protection District, Bennett Valley Fire Protection District and the Kenwood Fire Protection District. The Rincon Valley Fire District Agreement is designed to ensure the closest, most appropriate fire resources are dispatched to an incident regardless of jurisdictional boundaries. All the agreements cover automatic emergency response to specific areas in which the City and the respective district share jurisdictional boundaries.

In addition to Auto Aid Agreements, the Department is a member of a joint response plan with Rincon Valley, Bennett Valley and the California Department of Forestry and Fire Protection which covers specific wildland/urban interface areas. This plan is known as the Santa Rosa Mutual Threat Zone Operating Plan.

The General Plan calls for the addition of a new fire station in southeast Santa Rosa and for the relocation of the station on Burbank Avenue to a more easterly location to better serve the community. Due to the City's financial limitations, the development of a new fire station near Kawana Springs and Petaluma Hill Roads, called for in the General Plan, has been delayed. The Fire Department is currently looking at sites in southwest Santa Rosa for relocation of the

Burbank Avenue station and is considering a location in the vicinity of Hearn Avenue, between Dutton Meadow Avenue and Highway 101. This location will also serve the southeast area and future growth.

Funds from Measure O, a special tax for public safety and gang prevention passed in 2004. Since 2005, a portion of those funds have enhanced fire and emergency services by partially funding the construction of Fire Station 10 on Circadian Way, in the southwest area, which opened in March 2006, and Fire Station 11, opened in March 2009, on Lewis Road, in the Junior College area. Measure O revenue also funded the design and construction of relocated Fire Station 5 from Parker Hill Road to Newgate Court in the northeast in August 2015, which was called for in the General Plan. Planning is also underway to rebuild Fire Station 5 which was destroyed by the Tubbs Fire. The Measure O funds have also enabled the Fire Department to hire 9 additional firefighters, upgrade three fire engines and two truck companies to paramedic level and purchase needed fire apparatus.

The General Plan calls for collaboration with other local jurisdictions in the provision of some police services and to increase community contact through neighborhood oriented policing. The Police Department collaborates with neighborhood associations and schools in its Graffiti Abatement Program and conducts numerous outreach programs. The Police Department is also part of a multi-agency Computer Aided Dispatch/Records Management System. It includes Sonoma County and most of its cities and features a common records data base and access to state and federal data bases. Other collaborations occur in establishing checkpoints and saturation patrols for drunken drivers, preparing for large scale community events, and various joint training opportunities.

General Plan response time goals and information on 2017 police and fire incidents and responses, not including the October 2017 wildfires, are included in the Growth Management Ordinance review section of this report. The information below outlines the Santa Rosa Fire Department's response to the October 2017 Tubbs Fire:

Santa Rosa Fire Department Response to the Tubbs Fire:

On October 8, 2017 at 9:45 p.m., the Tubbs Fire started amidst extreme fire weather conditions in Calistoga, California. Within three hours, the fire had reached the city limits of Santa Rosa on several fronts simultaneously. The fire impacted the entire northern portion of Fountaingrove, with an estimated five-mile fire front driven by 75-90 mile per hour winds. At the same time, the fire jumped Highway 101 sending the fire into the Coffey Park residential subdivision. As the sun rose on October 9, 2018,



a majority of the damage was done. In total the City of Santa Rosa had lost 9 residents and 3,098 structures. Of the structures lost, 2,668 were single family homes, 209 multi-family homes, 190 mobile homes, and 31 commercial buildings.

The Santa Rosa Fire Department responded to the fire that was threatening our community in force. The Type 3 Engine (E-25) was staffed at 9:50 p.m. on October 8, 2018, adding one additional company to the ten engines and two truck companies already engaged. All command staff officers were recalled at 10:00 p.m. and responded directly to the fire threats as they existed throughout the region prior to reaching the City limits. At midnight October 9, 2018, all department personnel were recalled. Every vehicle in the Fire Department fleet was utilized to effect saving lives and property. Vehicles from other City departments were used when the Fire Department fleet was depleted, using vans and pickup trucks to engage the fire.

Additional assistance was requested on several fronts through local automatic aid agreements and the California Master Mutual Aid system. Due to the number and severity of major fires impacting norther California simultaneously, the system was overwhelmed and resources from outside of the county did not arrive until the early hours of Monday, October 9, 2018.

#### Aftermath of the Tubbs Fire:

The Tubbs Fire has significantly impacted not only the community, but also the organization as a whole. Management and Fire Prevention personnel are tasked with high level recovery processes that impact daily workload. The formal and informal demand for information has been exceedingly high, drawing staff hours away from normal duties. Adaptability to the reality of what occurred in October 2017 has been the lynchpin to maintain operational preparedness in conjunction with recovery and rebuilding the community we serve.

The financial impact of the Tubbs Fire has still yet to be fully recognized. With the infrastructure losses and relocation of so many citizens, City revenue losses are predicted nearing \$7 million in Fiscal Year 2018-19. The cost of fighting the fire and recovering from City infrastructure losses may be offset by the Federal Emergency Management Agency (FEMA) allocations, however with the terms of the reimbursement yet to be clearly defined, the City is facing a budget shortfall in wake of the devastation.

#### Fire Station 5:

During the night of the fire siege, Fire Station 5 located on Newgate Court (Fountaingrove) was lost. Fortunately, the apparatus assigned to that station was engaged in firefighting and was not lost. For the time being, Engine 5 has been relocated to Fire Station 1 and is assisting the downtown core area with the high level



of call volume.

Plans are in place to construct a temporary fire station at the old Fire Station 5 property on Parker Hill Road (this building was also lost and still owned by the City). Menlo Park Fire Department has offered to loan the City a temporary station and garage to put in place and return full time service to the Fountaingrove area. Service to the Fountaingrove area is currently being handled by Santa Rosa Fire Department apparatus from adjoining districts.

Plans are also underway to rebuild a new Station 5 as quickly as possible. Insurance funds, charitable donations, and low interest loans are being researched as possible ways to construct this new facility.

#### Mitigation/Planning following the Tubbs Fire:

In the aftermath of the Tubbs Fire and the impact upon the City of Santa Rosa, many lessons were learned that are changing fire service across the State.

From a Santa Rosa Fire Department specific standpoint, the following changes have already been implemented:

1. During red flag warnings issued by the National Weather Service, the Fire Department will:
  - a. Communicate these conditions to the community via press release, social media, and community meetings. Advisements on activities to partake in or avoid will be included.
  - b. All normal Fire Department operations will be halted. Apparatus will remain in district and will actively patrol the community they protect.
  - c. Upstaffing of additional equipment will be considered on a case-by-case basis.
  - d. Increase water storage tank levels in high-threat areas.
  
2. In general, the Fire Department will:
  - a. Increase awareness of opt-in alerting systems (Nixle, SoCo Alert) and utilize in conjunction with IPAWS (to include WEA and EAS) for community emergency alerting.
  - b. Continue to work with Sonoma County Emergency Management partners to improve disaster alerting, mitigation, preparation, recovery, and response.
  - c. Act on other recommendations that will be determined through a Citywide after-action review being completed by a third-party vendor.

From a State and potentially Federal aspect, the Fire Chief is lobbying with other Chiefs around the State to change the California Master Mutual Aid system to hasten response when additional resources are requested. An additional \$100 million is being requested through the California

Office of Emergency Services (Cal OES) to reposition firefighting forces, update the Resource Ordering and Status System (ROSS), and enhance weather predictive systems.

For the past several years the Fire Department has been seeking grant assistance from multiple sources to help in securing funding for the implementation of a vegetation management education and inspection program. 2014/2015 was the last successful grant program that was delivered to the Wildland-Urban Interface Fire Areas (WUI) of the community and it was focused on vegetation clearance, defensible space, home hardening concepts and evacuation planning/preparedness. The City currently has two grant applications submitted and one notice of interest with State and Federal agencies in our effort to continue to pursue funding sources to address the Fire Department's need of program delivery and awareness to our community within the WUI areas. One of the applications is focused on development of a Community Wildfire Protection Plan and the other two are geared towards vegetation management, fuel reduction programs, education, evacuation planning/preparedness and home hardening techniques. We will continue to pursue opportunities that will help with addressing this need in the community.

### ***Existing Water Supply***

General Plan Policy PSF-F states "ensure that an adequate supply of water is available to serve existing and future needs of the City." To meet existing and future water supply needs, the City's water supply consists of water supply from the Sonoma County Water Agency (SCWA), groundwater, recycled water, and water conservation.

The City has contractual entitlement from SCWA per the Restructured Agreement for Water Supply (Restructured Agreement) for the delivery of up to 56.6 million gallons of water per day (mgd) on average, up to 29,100 acre-feet per year (AFY). The City has two active groundwater wells which provide up to 2,300 AFY of potable water. The City can also access approximately 410 AFY of recycled water from its Regional Water Reuse System for approved uses within the Santa Rosa Urban Growth Boundary. In addition to these water supply sources, the City implements an aggressive water conservation program, saving over 4,500 AFY of water. In a normal water year, the total existing water supply available to the City is approximately 31,810 AFY (not including conservation). Santa Rosa's highest water use to date was in 2004 when approximately 24,000 acre-feet was used. In 2017, Santa Rosa's water usage was approximately 17,853 acre-feet.

The City also has a system of emergency groundwater wells which have been used historically to supplement the water supply during emergencies. The City Council's adopted Capital Improvement Program (CIP) includes projects to provide additional water supply during emergencies and peak demand periods. Additional projects are planned to replace old or deteriorated water system pipelines, increase fire protection and storage, improve operational efficiencies of water pump stations, provide emergency power generation at critical project locations, and to maintain and repair the water system throughout the City. These and other ongoing CIP projects are designed to maintain a sufficient water supply system to match General Plan growth projections.

**Wastewater**

Wastewater from Santa Rosa is treated at the Laguna Treatment Plant (LTP) and is beneficially reused by the Santa Rosa Regional Water Reuse System. Over 30,000 wet tons of solids are treated to Class B standards and dewatered to 16 percent solids content. Approximately 64 percent is applied on local farmland while 28 percent is further treated in the City’s composting facility. A small portion is further treated off-site by a private operator, and another small portion is disposed of in the landfill. The City Council-adopted CIP is scheduled to make various improvements to the LTP and reuse system in order to maintain adequate capacity to treat and reuse wastewater volumes anticipated by the General Plan. The current system rated capacity is 21.34 million gallons per day. This is expected to provide sufficient capacity into the future. Planning and environmental work has been completed that designates various projects to be implemented as growth occurs that would expand the system to 25.89 million gallons per day, which will meet General Plan projections of Santa Rosa and the other subregional partners.

**OPEN SPACE AND CONSERVATION ELEMENT**

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General Plan policy supports creating new public access and open space, conservation of wetlands, vernal pools, wildlife ecosystems, rare plant habitat and waterways as well as promoting energy efficiency and reducing greenhouse gas emissions.

Waterway conservation and stewardship continued in 2017 as directed by the General Plan. The **Creek Stewardship Program**, supported through a partnership of the Sonoma County Water Agency and the City of Santa Rosa, helped care for more than 100 miles of creeks within the Urban Growth Boundary. The number of residents who participate in educational and stewardship related activities steadily increases. 84 percent of the more than 10,300 participants were youth. Volunteers contributed over 7,000 hours of community service for trail maintenance, care of restoration projects, and in removing trash from creeks. Approximately 1,020 cubic yards of trash and debris were removed from waterways by City staff, contractors and volunteers in 2017. Staff also distributed 96,000 pet waste bags to creek stewards who restock dispensers along the trails.



Mileage/destination signage encourages the use of the creek trail system for recreation and alternate transportation routes.

Implementation of the **Citywide Creek Master Plan** continued with the initiation of a CIP project to construct public access to the Santa Rosa Creek Trail on the west side of North Dutton Avenue using funds from the 2004 Traffic Relief Act for Sonoma County (Measure M.) Mileage/destination signs were installed along the Prince Memorial Greenway on Santa Rosa

Creek. The *Creek Trails of Santa Rosa Map and Guide* was published in May 2017. The popular map is ready for reprinting along with a Spanish version. “Ours to Protect” creek identification signs will continue to be installed where streets cross over creeks.

Maintenance continues to ensure successful revegetation of Phase 1 of the Lower Colgan Creek Restoration Project (2015) that transformed 2,250 linear feet of engineered flood control channel near Elsie Allen High School in southwest Santa Rosa to a healthier creek ecosystem. The project increased flood protection, enhanced habitat, improved water quality, and provided recreational opportunities. The project is funded by a variety of State grants and the Storm Water Enterprise Assessment funded the project. Additional grant funding has been accumulated for Phase 2 of the restoration, which is scheduled for construction in 2020.



### ***Climate Action Plan***

In 2012, the City Council adopted a Community Climate Action Plan (CAP) to reduce greenhouse gas emissions in Santa Rosa. The plan includes measures to reduce emissions 25 percent below 1990 levels by 2020. A Municipal Climate Action Plan was adopted in 2013 to focus on reduction of greenhouse gas emissions in City of Santa Rosa operations. A Climate Action Plan Implementation Team including City department representatives has been established to implement measures from the Community and Municipal Climate Action Plans.

The emission reduction measures developed for both Climate Action Plans address a range of sectors including energy efficiency, renewable energy, parking and land use management, transportation options, waste reduction and recycling, water and wastewater, local food, and off-road vehicles and equipment. Progress has been made in each of these areas over the last year.

**Energy Efficiency.** The CAP calls for use of the CALGreen building code for energy efficiency in new construction, energy efficiency in existing buildings, smart meter utilization, tree planting, cool roofs and pavement, and energy efficient appliances, which Santa Rosa utilizes. The CALGreen mandatory energy efficiency requirements are enhanced as part of the California Building Code update. The City has been applying these newly updated requirements, and several voluntary enhanced energy efficiency requirements to new construction, since adoption of the Building Code update at the end of 2016.

For several years, the City of Santa Rosa has partnered with the Sonoma County Energy Independence Program (SCEIP), which offers low interest financing and technical assistance to property owners for energy efficiency retrofits. In 2017, approximately 24 energy efficiency

projects were undertaken in Santa Rosa using this program. The City has been installing energy efficiency features in City facilities for over two decades, including energy efficient lighting and heating ventilation and air conditioning units. Lighting in parks and on streets have also been retrofitted to LED-type sources to improve energy efficiency. Comprehensive audits of City buildings were completed in 2017, which will be used to prioritize future upgrades and retrofits. In 2016 and 2017 the City planted 182 trees in parks, and 218 permits were issued to replace 390 previously removed street trees, contributing to reduction in urban heat island effects and associated building cooling.

**Renewable Energy.** The CAP calls for small renewable energy installations and renewable power generation. In 2017, the City installed solar photovoltaic systems on canopies of four parking garage rooftops, effectively making them “net zero energy” buildings. Public electric vehicle chargers were also installed in three of the parking facilities. The capacity of solar panel arrays maintained on City Water Department facilities and properties totaled approximately 486kilowatts. The solar canopies installed on parking structures total 319kW of additional capacity, effectively increasing City solar electricity generation by approximately 65 percent.

**Parking and Land Use Management.** The CAP calls for more dense and intense development near transit centers, proximate complementary uses, and affordable housing. The City Parking division completed a progressive parking management plan for the Railroad Square and greater downtown area, with the goal of improving the likelihood of finding parking, but also to incentivize other forms of travel like bike and transit. The new parking management scheme became effective at the beginning of 2018.

**Improved Transportation Options.** The CAP calls for an improved bicycle and pedestrian network, improved transit, car sharing, and telecommuting. In 2017, as noted in the Transportation Element section of this report, several street improvement projects added new bicycle lanes to Santa Rosa’s network, along with other pedestrian amenities like signage, striping, curb ramps, and flashing beacons. The Reimagining CityBus outreach and development process was completed in 2016, resulting in a new service plan for bus transit in Santa Rosa which became effective in spring 2017. The revamped system features reworked bus routes, establishing 15-minute service on high-ridership corridors. The Sonoma County Transportation Authority (SCTA) launched a pilot car share service with locations downtown and in the vicinity of the SMART rail station. SCTA has also completed feasibility studies and has been awarded grant funding to establish car share along the SMART corridor.

**Optimized Vehicular Travel.** The CAP calls for facilitation of electric and hybrid-electric vehicles, alternative fuels, anti-idling, and neighborhood electric vehicles. The City has 10 electric vehicle charging stations at City facilities: three at Garage 9 on D Street, two at Garage 12 on First Street, one at Lot 15 at Fifth and Davis Streets in Railroad Square, and two at both City Hall and the Municipal Services Center North. In 2017, two more charging stations were added to the City network with the completion of the reunified Courthouse Square.



State law prohibits commercial vehicles (heavy-duty diesel of 10,000 pounds or more) from idling more than 5 minutes. At schools, drivers are required to shut off vehicle engines upon arrival and to leave within 30 seconds of starting an engine. The City of Santa Rosa Public Works Department has a policy limiting idling of its motor vehicles and off-road equipment to two minutes within a 60-minute period.

**Water and Wastewater.** The CAP calls for water use efficiency and use of recycled water in the City. Santa Rosa Water continued to offer classes and rebates for customers to learn about and implement water saving techniques at their homes and businesses. Rebates were also offered for water saving toilets, shower heads, and faucet aerators, landscape irrigation upgrades, and turf removal. As noted in the Public Facilities section of this report, Water Department staff continue to replace existing water meters with advanced metering equipment, with over 7,000 meters installed to date. The new meters can provide hourly tracking of water use, and identify location of leaks and water waste.

### ***ECONOMIC VITALITY ELEMENT***

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The General Plan calls for a positive business climate, retaining and expanding existing businesses and attracting new businesses, and maintaining the economic vitality of business locations in the City.

To foster a positive business climate, the City's strategic initiatives focus on supporting economic base industries, encouraging innovation and entrepreneurship, and creating a positive business climate focused on culture and communication. Tactics include providing standard business and workforce resources, guidance, and assistance in response to expansion, retention, and attraction needs, further refining the mechanics of and communication about the City's development permitting process, and establishing or furthering private sector partnerships that assist in these initiatives.

The Santa Rosa Tourism Business Improvement Area is a public-private partnership dedicated to support tourism programming that increases overnight stays, Transient Occupancy Taxes, and local sales taxes. In 2017, this program supported a number of events including the inaugural Santa Rosa IRONMAN races, the National Heirloom Expo, Country Summer, Battle of the Brews, Wine Country Senior Games, Rate Beer Festival, and an array of other community events. The SR Out There Destination Campaign continued with another robust year of programming, including redesign and curation of the popular Out There SR website, attending events with the City's welcome wagon (a mobile content collector to capture Santa Rosa stories), hosting and/or supporting cultural events such as the free Railroad Square Music Festival, producing a CD of local bands, and broadening out the City's Out There merchandise.

Related to retention and expansion of business, the City responded to numerous business retention and expansion requests by providing industry data, demographics, commercial real estate and professional service referrals.

## ***HISTORIC PRESERVATION ELEMENT***

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General Plan policy calls for preserving Santa Rosa’s historic structures and neighborhoods through pursuing new landmarks and preservation districts, ensuring that alterations to historic buildings are compatible with the character of the building and district, and increasing public participation in the historic preservation process.

Landmark Alteration Permits continue to be required for all exterior alterations to designated landmarks, and all buildings within historic preservation districts. Repair and maintenance are generally exempted from the requirements of a Landmark Alteration Permit after staff review to ensure that the project does not alter the character and appearance of the resource.

There were 27 Landmark Alteration (LMA) permits filed in 2017, up slightly from 24 filed in 2016. Of the permits reviewed in 2017, three were major LMAs reviewed by the City’s Cultural Heritage Board, seven were concept LMAs, and 17 were minor LMAs, which were reviewed by the City’s Zoning Administrator. No new historic landmarks were designated in 2017.

No changes were made to the Santa Rosa Zoning Code or Design Guidelines regulating historic preservation in the City. The Cultural Heritage Board (Board) continues to meet once per month, as needed, to provide direction and guidance to applicants seeking to alter historic buildings or other structures located within historic districts.

The Board has previously identified designation as a “Certified Local Government” through the California State Office of Historic Preservation as a high priority, since this will enable the City to receive grant funding for historic preservation efforts in the future. Without this designation, Santa Rosa is ineligible to apply for many grants which identify historic preservation as their goal. Preparation of an application for the Certified Local Government has not been identified as a priority by the City Council at this time; as a result, staff time will be allocated to the project upon completion of identified Council priorities.

The Board continues to express interest in working collaboratively with the Historical Society to identify public outreach and education opportunities.

## ***YOUTH AND FAMILY ELEMENT***

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The Youth and Family Element promotes the health, safety, and welfare of children, teens, the elderly, and their families in Santa Rosa. Child care services, youth, and senior programs are supported.

Measure O, a quarter-cent Transaction and Use public safety tax initiative approved by voters in 2004 provides 20 percent of funds collected towards Violence Prevention and Intervention Services (40 percent each funds Police and Fire services).

The Santa Rosa Violence Prevention Partnership (The Partnership), which began as the Mayor's Gang Prevention Task Force, is administered through the Office of Community Engagement. The effort has been evolving since its inception in 2003, which led to a rebranding process in 2014 to align the identity of the initiative with current efforts of incorporating a public health approach to address the needs of the community related to youth and gang violence.

The Measure O Ordinance requires coordination of The Partnership's Policy and Operational Teams, as well as the following:

- Enhancing and improving in-school gang prevention and intervention curriculum and programs;
- Adding new programs in neighborhoods affected by high levels of gang activity that emphasize positive role models, problem solving and community safety;
- Providing additional after-school and summer programs that stress academic and social success, recreational activities, sports, athletic programs and safe neighborhoods without fear of gangs, drugs, or violence.

The Partnership has been a member of the California Cities Violence Prevention Network (CCVPN) of 14 cities throughout California since its inception in 2007. This membership provides shared learning and growth opportunities for members in the evolving field of violence prevention. In 2015, The Partnership strengthened its presence with the Network by incorporating its Executive Director as a member of the Policy Team.

Some of the Partnership's accomplishments include:

- Over \$5.5 million invested in local community-based organizations and schools, serving nearly 30,000 youth and parents, since the inception of the Measure O CHOICE Grant Program in 2006.
- Since 2009, The Partnership has coordinated an annual Gang Prevention Awareness Week. This series of seven community engagement events is an opportunity to raise awareness and educate the community on collaborative efforts to reduce and prevent youth and gang violence.
- The Partnership collaborated with various partners to establish Parent Engagement Month by coordinating four parent trainings in high need areas identified in the Community Safety Scorecard, with over 120 parents in attendance.
- The Partnership leveraged Measure O funding by receiving three grant awards from the Board of State and Community Correction's California Gang Reduction, Intervention, and Prevention (CalGRIP) grant program totaling over \$2.3 million to bring evidence-based gang prevention, intervention, and re-entry programs to our community. This funding provided The Partnership with the resources to enhance the referral system by developing the Guiding People Successfully (GPS) Program aimed at providing wraparound, case management services for over 300 high-risk youth in the community.

- To continue raising awareness and educating the community about youth and gang violence, The Partnership has presented over 40 workshops and presentations at school campuses and throughout the community for over 3,000 people.

General Plan policy calls for placement of police officers at middle and high schools to positively interact with students. The Police Department has a team of five officers known as School Resource Officers (SROs) who work in partnership with Santa Rosa City Schools. The officers are assigned to each of the five high schools in the school district and their corresponding middle school to provide security for students, staff, and property, as well as enforce law violations on and around the campuses. The SROs also participate in a variety of community activities related to kids such as school career days, teaching parents and students about cyber bullying, conducting presentations at schools about the dangers of drugs and gangs, or reading books to elementary students. They are also active with various community organizations and attend community events.

Currently, the SROs conduct enforcement of laws related to alcohol sales to minors to curb underaged drinking. Working under a grant from California Alcohol and Beverage Control, the SROs run decoy operations and compliance checks of local establishments licensed to sell and serve alcohol. In addition, each year the SROs put together the “Every 15 Minutes” program at a local high school. “Every 15 Minutes” is an intensive program presented over the course of two days, aimed at preventing teenagers from driving under the influence of alcohol.

The SROs are responsible for organizing and hosting the Youth Citizen’s Police Academy where high school students learn about police work over a series of classes. The topics covered during the academy include an overview of the different aspects of the Police Department such as patrol, traffic, narcotics enforcement, crimes against property and crimes against persons investigations, crime scenes investigations and dispatch. The students also participate in interactive activities where they are taught subjects such as use of force, DUI enforcement, collision investigation, S.W.A.T., hostage negotiations and K-9. The program is designed to give students a better idea of how the Police Department operates, and to expose youth to the law enforcement profession and to the people who work for the Police Department.

In addition to the school program, the Police Department administers the Gang Resistance Education and Training (G.R.E.A.T.) program, which is an evidence-based gang and violence prevention program built around school-based, law enforcement officer-instructed classroom curricula. The program intends to prevent delinquency, youth violence, and gang membership for children in the years immediately before the prime ages for introduction into gangs and delinquent behavior. Currently, G.R.E.A.T. is being implemented at 12 schools in Santa Rosa for 4th and 5th graders.

## ***NOISE AND SAFETY ELEMENT***

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In 2015, the City embarked on an update to the Local Hazard Mitigation Plan which was adopted in January 2017. This document provides the City’s framework to mitigate local risks to natural

hazards and plan for a resilient future. It identifies specific actions the City will take over a five-year period. The plan includes an assessment of community vulnerabilities to various disasters, and the prioritization of mitigation measures to address the identified vulnerabilities. The mitigation measures are grouped into general categories including risks associated with flooding, wildfire, drought, and others.

Actions taken to date to address flooding risk include:

- The Water Department initiated a project to construct an earthen berm around the Laguna Treatment Plant, and is evaluating other flood protection measures to protect the facility from flooding.
- Funding is being sought for creek restoration projects, and for the development of a Citywide Storm Drain Master Plan.

Actions taken to date to address geologic hazards include:

- The Planning and Economic Development Department conducts the ongoing implementation of standard permit requirements for new development, evaluating soil stability and seismic risks, and implements appropriate erosion control measures during construction.
- Water Department staff conduct ongoing evaluations of tanks, reservoirs, trunk lines and other storage and conveyance infrastructure to identify facilities needing replacement or retrofit.

Actions taken to date to address risk of hazardous material exposure include:

- The Water Department updated the Laguna Treatment Plant and the Brown Farm site hazardous material/waste response plan documentation, which was certified by Santa Rosa Fire Department.
- Water Department staff also sought grant funding to examine local groundwater contamination sites, conduct sampling and develop groundwater cleanup and protection measures.
- Water Department staff, through the ongoing implementation of the Capital Improvement Projects, seek to build redundancy into the delivery, collection, and treatment infrastructure and eliminate dead ends in pipeline distribution network.
- Environmental Compliance staff reviewed hazardous waste protocols with staff at business sites where hazardous wastes are stored; proper handling of the waste is discussed and hazardous waste hauler information is shared. Often businesses are directed to speak with

local Certified Unified Program Agencies, (CUPA) inspectors, and are given the telephone number to the Department of Toxic Substances Control (DTSC) State hotline. The local Household Hazardous Waste Program is discussed during inspections with businesses.

- The Fire Department was certified by California Office of Emergency Services as a Type 3 hazardous materials team. The Department will evaluate upgrading to a Type 2 certification in 2018.
- Fire and Water Departments continue to educate residents on proper household hazardous waste disposal through local outreach efforts.

Actions to date to address water supply in the event of drought include:

- To improve water conservation, Water Department staff are in the process of installing advanced metering infrastructure in existing development, with over 7,000 meters installed to date. The new meters can provide hourly tracking of water use, and identify location of leaks and water waste. Water Department staff also participate in the Russian River Watershed Association, and hold workshops on water efficiency and rebate programs for water efficient home fixtures, irrigation upgrades, turf removal and others.
- Water Department staff continue to implement the Groundwater Master Plan, conducting various upgrades and testing of water wells.

Actions to date to address risk of other hazards include:

- The City's Police and Fire Department staff have completed updating of the Continuity of Operations/Government Plan.
- Water Department staff continue to replace aged and deteriorated equipment such as emergency generators at lift stations and structures at the Laguna Treatment Plant.

### ***ART AND CULTURE ELEMENT***

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The General Plan Art and Culture Element calls for increasing public art throughout Santa Rosa, developing places for art activities to occur, and directs exploration of creating an Arts District.

Consistent with General Plan policy, the downtown Arts District was created by the City Council in late 2006. An Arts District Business Plan was later adopted, setting goals and outlining marketing strategies to address the benefits of the district. The Council also adopted a one percent for Public Art in Private Development Ordinance, which has contributed approximately 25 new art installations since 2008.

The Santa Rosa Public Art Master Plan was adopted by the Council in 2015. The Plan

recommended revisions to the Public Art Policy to support the goals, mission and projects proposed in the Plan. The revised policy was approved by the Council in 2016.

Public Art Projects underway in 2017 include:

- **Bayer Park & Gardens Mural.** Mario Uribe and Daniel Doughty were selected to create a mural installation on the community pavilion at Bayer Park & Gardens. The completed installation, entitled “Harmony”, includes two murals of the gardens and folk-art circles representing the diversity of the surrounding neighborhood.
- **Meter Made Public Art Project.** The Public Art Program partnered with the Parking Division on this project using old parking meters. Dana Woodman/Built by BIG was selected to create a sculpture using the meters for the median near Parking Lot 11 on 5<sup>th</sup> Street. Installation is planned for 2018.
- **Depot Park Public Art Project.** James Dinh was selected to create a public art installation in Depot Park. The proposal “All Aboard” includes the installation of a circular bench with historic photographs of Railroad Square. The Public Art Program partnered with the Parks Division to plan and install the artwork in conjunction with new landscaping within the park. Installation is planned for 2018.
- **Marcie Bench.** Originally placed in Courthouse Square by the Peanuts on Parade Committee in 2010, the Marcie Bench was removed during the reunification project. The Art in Public Places Committee reviewed options for placement and approved a site on 4<sup>th</sup> Street near the downtown library. The Public Works Facilities Crew completed the installation in 2017.



Continuing programs in 2017 include:

- **Street Performer Ordinance.** Now in its seventh year, 67 free permits were issued in 2017 for street performers. While most perform downtown, the permit is City-wide.
- **Live at Juilliard.** This popular outdoor concert series celebrated its 24<sup>th</sup> year in 2017. Each summer, free Sunday concerts bring music, food and fun to Juilliard Park.

- **Maintenance.** To care for its existing collection, the Public Art Program performs annual repairs and maintenance on murals, sculptures, mosaics, and art benches. In 2017, the City hired a conservator to assess and perform high priority maintenance on the entire Public Art Collection. The assessment was completed in 2017, and high priority maintenance will take place in 2018. In addition, the artwork “Zag” by Michael Hayden was accessioned into the collection in 2016 and its repair and relocation to a more visible location is planned for 2018.
- **Arts District’s Website.** Developed in 2008, weekly e-newsletters continue to provide a calendar of arts & culture events in downtown Santa Rosa.  
([www.santarosaartsdistrict.com](http://www.santarosaartsdistrict.com))

### ***ANNUAL REVIEW OF THE GROWTH MANAGEMENT PROGRAM***

The City’s Growth Management Ordinance regulates residential growth. In 2017, the Growth Management Ordinance allowed 800 residential allotments. An allotment allows the future issuance of a building permit. Growth Management allotments are available from two reserves, "A" and "B," each with 400 allotments. Reserve "A" allotments are set aside for second units, mixed use units, units affordable to very low and low-income households, and qualifying units. Qualifying units, drawn from Reserve “A,” include all multifamily units, for-sale single family attached units with project density of 10 units per acre or more, and smaller single family attached or detached units with maximum lot, square footage and bedroom requirements. The 400 Reserve "B" allotments are generally for any single-family unit greater than 1,250 square feet.

Section 21-03.140 of the Growth Management Ordinance specifies that at least once each calendar year, City staff shall prepare a report on the Growth Management program. The following covers the information required by the Ordinance. The time period covered by this report is January 1 through December 31, 2017.

- 1) **The number of building permits issued (1) with Reserve "A" allotments and (2) with Reserve "B" allotments during the time period covered by the report.**

In 2017, 350 residential building permits for new dwellings were issued. Of these permits, there were 138 Reserve “A,” and 121 Reserve “B” dwelling units. Four of the “A” units are actually “B” units in “50-50” projects, or projects which have half Reserve “A” and half Reserve “B,” type units, which may receive all project allotments from Reserve “A.”

- 2) **The number of entitlements, if any, that remained unallotted in (1) Reserve "A" and (2) Reserve "B" during the time period. The number of Reserve "A" entitlements, if any, borrowed from the next year's Reserve "A" entitlements. The number of Reserve "B" entitlements, if any, that were reserved in future calendar year entitlements.**

In 2017, 400 Reserve “A” allotments were available, with 138 Reserve “A” qualifying units



permitted, for a remainder of 262 allotments. Of the 400 available Reserve “B” allotments available in 2017, 212 allotments were used. No development needed to borrow allotments or obtain additional allotments through discretionary approval, or phase the project into 2018. Six final subdivision maps were recorded in 2017: Ravello, Fox Hollow, Francisco Village West, Wildflower, Viking Ridley, and The Meadows at Taylor Mountain. Each subdivision received allocations equal to the building permits issued in 2017.

**3) An evaluation of the coordination of planning and development decisions, including infrastructure planning, with policies related to growth management.**

Planning and development decisions over the past year have been coordinated with policies related to growth management in that no residential development is approved without acknowledging the requirements of the Growth Management Ordinance. When a developer submits an application for residential development, he or she must indicate the type of units proposed, from which reserve allotments are requested and for what year.

Infrastructure planning is done on a broad basis, ensuring sufficient infrastructure to serve General Plan buildout as well as individual project review requirements. Coordination of infrastructure planning with Growth Management policies has been related to ensuring adequate infrastructure to serve General Plan buildout. Thus, the relationship between infrastructure planning and the growth management program has been indirect.

The Southwest and Southeast Area Plans each addressed the infrastructure needs of the planning areas and fees have been adopted to finance infrastructure improvements in these areas. The Capital Facilities Fee (CFF) was adopted in 1997 to fund public infrastructure facilities required to serve new development. Infrastructure funded by the CFF includes street widening, traffic signals, freeway interchanges, bike paths, and storm drains. The Southeast and Southwest Area Development Impact Fees (SEADIF and SWADIF) and CFF were updated in 2002 and again in 2005. The Downtown and North Station Area Specific Plans also outline infrastructure needed to support development anticipated by these plans and estimates future costs.

Development impact fees are used to finance capital improvement projects. Projects programmed in the City’s Capital Improvement Program (CIP) are reviewed annually by the Planning Commission to ensure that the CIP is consistent with improvements identified in the General Plan.

**4) An analysis of the provision of public services, and if those services, including fire and police response, parks, water and wastewater services, have sufficient capacity to meet the needs of Santa Rosa.**

Planning is ongoing to ensure sufficient capacity to meet the future service needs of Santa

Rosa. The following outlines how the above noted service needs are being met.

### ***Fire Services***

Not including the October 2017 Tubbs Fire, which is discussed above in the Public Services and Facilities section, the Fire Department responded to 27,258 calls for service in 2017, a 3 percent increase from 2016, when there were 26,468 calls for service. Of the 27,258 calls for service, 17,863 (66 percent) of these calls were emergency medical incidents. The Department provides emergency services for fire, medical, hazardous material and urban rescue incidents. The Fire Department responded with 10 paramedic engine companies and 2 ladder truck companies out of the remaining 10 strategically located fire stations. Excluding the Tubbs Fire, in 2017, there were 581 fires with a fire loss of \$6,835,887.

Growth of the City continues to have a cumulative impact on the ability of the Fire Department to deliver service. For example, traffic congestion continues to delay Fire Department response times. The General Plan's fire emergency response time goal is that the Fire Department shall achieve 90 percent performance of arrival of the first fire company at an emergency within five minutes of notification by the dispatch center. The time goal does not include the additional 70 second standard for the dispatch center call taking and emergency medical dispatching. The Department's emergency resources arrived on scene within 5 minutes of dispatch 73 percent of the time. The Fire Department was not able to meet the General Plan's response time goal this year.

The citizens of Santa Rosa passed Measure O, a special tax for public safety and gang prevention, in 2004. The funding from this tax measure has been used towards the addition of three fire stations, one located in the southwest (opened 2006) and two in the northeast (2007, 2015), one of which was relocated from Parker Hill Road to Newgate Court in Fountaingrove. The new Station 5 at Newgate Court was destroyed in the Tubbs Fire, as discussed in the Public Services and Facilities section above. However, plans are in place to construct a temporary fire station at the former Fire Station 5 property on Parker Hill Road, with plans for construction of a new Fire Station 5 in the Fountaingrove area also underway. The revenue also funds a full-time paramedic fire engine and the upgrade of two additional fire engines to the paramedic level. Due to the funding constraints, the development of the final new fire station near Kawana Springs and Petaluma Hill Roads called for in the General Plan has been delayed.

### ***Police Services***

The General Plan calls for expedient police response to emergency calls. Phone calls to the Police Department are categorized by three levels of priority. These are numbered as one, two and three, with one being an incident in progress that threatens life or property, two being an incident with the potential to escalate to priority one, and three being incidents in the past or otherwise do not require an immediate response. In 2017, the

Police Department's average response times were 6 minutes and 26 seconds for Priority One calls, of which there were 5,168 calls for service, 11 minutes and 14 seconds for Priority Two calls, of which there were 33,403 calls for service, and 22 minutes and 04 seconds for Priority Three calls for service, of which there were 22,178 calls for service.

In 2017, the Police Department had a total of 264.5 employees, 181 sworn officers and 83.5 civilian employees. The City continues its efforts in neighborhood oriented policing by assigning officers and sergeants to specific beats throughout the City including the downtown core, Roseland area and the Santa Rosa City School District. This strategy allows officers to become familiar with neighborhoods and communities while focusing other resources on the investigation and prosecution of violent crimes.

### ***Parks***

Santa Rosa's park acreage includes approximately: 1,045 acres of traditional park land, open space, civic sites, plazas and a golf course. There are also an additional 68 acres of medians, roadway landscapes and frontages that are maintained by the Recreation and Parks Department.

The General Plan standard is 6 acres per 1,000 residents, with City parks making up 3.5 acres per 1,000, school recreational land meeting 1.4 acres per 1,000, and accessible open space meeting 1.1 acres per 1,000. City staff continue to work to ensure provision of parks and recreation and community facilities for Santa Rosa citizens.

### ***Water and Wastewater Services***

Provision of adequate water supply and distribution and wastewater collection, treatment, storage, and disposal services is meeting the needs of Santa Rosa in accordance with the adopted General Plan and Growth Management Ordinance.

General Plan Policy PSF-F states “ensure that an adequate supply of water is available to serve existing and future needs of the City.” To meet existing and future water supply needs, the City’s water supply consists of water supply from the Sonoma County Water Agency (SCWA), groundwater, and recycled water. In addition, the City has a very aggressive water conservation program which provides supply through reducing current demands and assuring that future demands are efficient.

### ***Existing Water Supply***

The City has contractual entitlement from SCWA per the Restructured Agreement for Water Supply (Restructured Agreement) for the delivery of up to 56.6 million gallons of water per day (mgd) on average, up to 29,100 acre feet per year (AFY). The City has two active groundwater wells which provide up to 2,300 AFY of potable water. The City can also access approximately 410 AFY of recycled water from its Subregional Water Reuse

System for approved uses within the Santa Rosa Urban Growth Boundary. In addition to these water supply sources, the City implements an aggressive water conservation program, saving over 4,500 AFY of water. In a normal water year, the total existing water supply available to the City is approximately 31,810 AFY (not including conservation). Santa Rosa's highest water use to date was in 2004 when approximately 24,000 acre-feet were used.

The City also has a system of emergency groundwater wells which have been used historically to supplement the water supply during emergencies. The City Council's adopted Capital Improvement Program (CIP) includes projects to provide additional water supply during emergencies and peak demand periods. Additional projects are planned to replace old or deteriorated water system pipelines, increase fire protection and storage, improve operational efficiencies of water pump stations, provide emergency power generation at critical project locations, and to maintain and repair the water system throughout the City. The Water Department is implementing the Groundwater Master Plan (adopted 2013) which provides a strategic road map for effectively managing available groundwater resources to meet the City's current and future water needs. The emergency well program and other ongoing CIP projects are designed to maintain a sufficient water supply system to match General Plan growth projections.

### ***Conditions Which Could Affect Existing Water Supply***

In September 2008, the Biological Opinion regarding SCWA's operation of facilities within the Russian River watershed was released. The Biological Opinion was prepared by the National Marine Fisheries Service and evaluates how SCWA's current operation of facilities within the Russian River watershed could affect sensitive fish habitat. It also has the potential to indirectly affect the City's existing water supply.

The Biological Opinion determined that the operation of some aspects of the SCWA facilities will affect the endangered fish species within the Russian River watershed and required SCWA to implement certain measures over a 15-year timeframe to mitigate the effect on the fish species. The measures include, among other things, the restoration of fish habitat and the reduction of flows in the Russian River and Dry Creek. Due to the Biological Opinion requirements, SCWA's ability to meet peak water demands of all its customers during the months of June through October could be affected.

SCWA has completed construction of mile 1, 2 and 3 of the Dry Creek Habitat Enhancement project and signed an agreement with the Army Corps of Engineers for construction of reach 4a. The Army Corps planning effort for Miles 4-6 should be complete in 2018. The Biological Opinion requires a determination of the effectiveness of the project by 2018. A successful project will enable flow rates in Dry Creek to meet the water demands of the Agency, further stabilizing the region's water supply.

The contractual provisions of the Restructured Agreement dictate how water supply

reductions will be administered among the parties in the event of a water shortage. Should the requirements of the Biological Opinion affect the SCWA's ability to fulfill its contractual entitlements for water supply, the water shortage allocation methodology identified in Section 3.5 of the Restructured Agreement would dictate the amount of water supply available to Santa Rosa. In February 2014, SCWA presented the Draft Water Shortage Allocation Model Update to the Water Advisory and Technical Advisory Committees. The Update delivers two different allocations based on the severity of water supply shortage. The first allocation considers a severe water supply shortage during which water deliveries are limited to indoor water use only plus an amount for fire flow. During this condition, the City supply would be limited to approximately 13,500 acre-feet annually. The second allocation establishes reasonable requirements which represent normal or routine operations. Under the reasonable requirement scenario, the City is estimated to have approximately 22,100 acre-feet available per year.

To respond to short term water supply shortages and drought conditions, all water suppliers in California have Urban Water Shortage Contingency Plans (Shortage Plans), which define actions to meet anticipated dry year supply shortfalls. The City's Shortage Plan was adopted in 1991 and has been updated regularly, most recently by City Council in June 2015. Due to drought conditions in 2014 and 2015, the State Water Resources Control Board (State Water Board) adopted emergency conservation regulations mandating a state-wide reduction in water use of 25 percent compared to 2013. The mandatory reduction went into effect in June 2015. Due to the City's robust conservation efforts, the State Water Board assigned the City a 16 percent water conservation standard. To respond to the drought and emergency conservation regulations, the City implemented its Shortage Plan, adopting Stage 1-Mandatory requiring customers to reduce water use by 20 percent compared to the same timeframe in 2013.

Due to above average precipitation in the winter of 2015-16, the State Water Board adopted an updated Emergency Conservation Regulation in May 2016, which eased drought restrictions based on local supply, allowing local water agencies to self-certify water supply availability and reliability. Working closely with Sonoma County Water Agency, the water supply analysis shows that there is more than adequate supply to meet demands for the next three years. Therefore, there is no longer a State conservation standard for the City of Santa Rosa, and Stage 1-Mandatory restrictions were lifted in June 2016. The City successfully reduced water use by 21 percent during the months of June 2015 through June 2016 compared to the same months in 2013.

Short-term water supply shortages are expected in Santa Rosa's climate and, while they are considered in long-term water supply planning, occurrence of dry year incidents does not negate the fact that water supply capacity is available for new development. Water supply planning is an ongoing process, and as with any changing hydrologic conditions, short term water supply shortages due to drought conditions are incorporated into the City's long-term water supply planning.

### ***Future Water Supply***

A combination of existing and additional sources comprises the City's water supply to serve the future water supply needs as identified in the City's General Plan 2035. The City's most recent water demand analysis, conducted in 2015, indicated that the City has adequate supply in normal and multi-dry water years to meet demands through 2040. If a supply shortfall should occur during a single-dry year, SCWA would allocate water in conformance with the Water Shortage Methodology outlined in Section 3.5 of the Restructured Agreement, and the City would enact the appropriate stage of the City's 2015 Water Shortage Plan to reduce customer water demands accordingly. When the City prepares its 2020 Urban Water Management Plan (UWMP) the City will update current and projected demands as well as supply availability.

Wastewater: The City's existing wastewater collection system, including scheduled, planned, and anticipated CIP projects, services the existing and future development anticipated by the General Plan. These projects include on-going annual replacement of wastewater collection and trunk pipelines, improvements to wastewater lift stations, and maintenance and repair of the wastewater system throughout the City. Wastewater from Santa Rosa is treated at the Laguna Subregional Wastewater Treatment Plant (LTP) and is reclaimed in the Santa Rosa Subregional Water Reclamation System. The City Council-adopted CIP is scheduled to make various improvements to the LTP and reclamation system to maintain adequate capacity to treat and reclaim wastewater volumes anticipated by the General Plan. The current system rated capacity is 21.34 mgd. This is expected to be sufficient capacity into the future. Planning and environmental work has been completed that designates various projects to be implemented as growth occurs that would expand the system to 25.89 mgd, which will meet General Plan projections of Santa Rosa and the other subregional partners.

**5) A listing of any significant problems which arose during the time period covered in administering the Growth Management program.**

Beginning on the evening of October 8, 2017, and continuing for days thereafter, a series of wildfire events damaged or destroyed thousands of residential and commercial structures within the City of Santa Rosa. On October 9, 2017, the City Manager, in his capacity as Director of Emergency Services, proclaimed the existence of local emergency in the City, which proclamation was ratified by the City Council on October 13, 2017. Prior to the wildfires, the Council had identified "housing for all" as a priority due to the City's ongoing, unmet housing needs. As a result of both the devastation of the wildfires and the previously existing significant shortage of housing, the Council has stated the need for immediate measures to address both housing and the rebuilding of uses such as lodging and childcare facilities Citywide.

The City is working diligently to address the housing crisis. In early 2018, the Council again identified a "comprehensive housing strategy" as a top priority, as well as "rebuild/build

downtown and fire areas” and “downtown housing”. While these priorities did not impact the administration of the Growth Management program in the time period covered in this report (2017), it may have an impact on the next reporting period (2018).

- 6) **A listing of any staff recommendations, with regard to changes or revisions to the adopted program to improve its effectiveness and/or administration.**

See the response in number seven (7) below.

- 7) **A recommendation, if any, together with factual supporting data, as to whether the Growth Management Element of the General Plan and/or the Growth Management program should be substantially revised or discontinued.**

An ongoing issue with the Growth Management program is that final recordation and building permits can lag significantly behind the original entitlement approval. Because of the large number of approved but not built projects, the number of awarded allotments could exceed the number of building permits issued in a given year, which distorts the perception of growth. A majority of subdivisions recorded in 2017 received entitlements in prior years, sometimes as far back in time as 2007. Without a formal or automated tracking process from tentative map approval to final map recordation and building permit issuance, long-term tracking of awarded allocations has proven challenging.

Staff has sought to address these distorting effects by assigning the allotments in 2017 that were associated with issued building permits, which is consistent with the procedure used in prior years.

Approved projects which have not pulled building permits or recorded a final map by the end of the calendar year technically lose their allotments. What this means is that several growth management allotments were void at the end of 2017. While not directed by the ordinance, staff generally tries to reissue the allotments in the following calendar year.

The Growth Management Plan is scheduled to sunset in 2020, with no allocation limits established for subsequent years. In recent years, a shortage of housing has prompted the City to develop and implement policy to support housing production, including the Housing Action Plan. The Housing Action Plan includes the recommendation to revise the definition of “qualifying units” to be consistent with unit size for moderate income rent and sales prices. The Housing Action Plan also includes direction to consider other amendments that simplify administration of the Growth Management Ordinance. Based on the community need for housing, and the previously identified need to revise the Growth Management Plan, staff recommends allowing the Plan to sunset in 2020 without renewal, and consider discontinuing the program before 2020. Consideration of discontinuing the program prior to its expiration date could be addressed through the General Plan update, which is anticipated to begin in early 2018.

## **ANNUAL REVIEW OF THE HOUSING ALLOCATION PLAN ORDINANCE**

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The Housing Allocation Plan requires residential projects to pay a housing impact fee to support the development of affordable housing projects in Santa Rosa. Projects may opt to provide 15 percent of their total project units affordable to low income households on the project site, and projects of 70 units or more are required to discuss this option with City staff. Projects are also given the option to provide affordable units off-site or dedicate land on or off-site.

Section 21-02.140 of the Housing Allocation Plan specifies that at least once each calendar year, City staff shall prepare a report on the Housing Allocation Plan which shall include the items listed below.

**1) The number of allocated units, both on and off site, issued building permits during the time period covered by the report.**

Between January 1 and December 31, 2017, no on site allocated units were issued building permits; this does not include any units issued building permits by the County in the Roseland area, which was recently annexed into the City.

**2) The number of qualifying units, owner/builder units, second units, very low or low income units and mixed use units issued building permits during the time period covered by the report.**

Between January 1 and December 31, 2017, 11 qualifying units and 8 second units were issued building permits; this does not include any units issued building permits by the County in the Roseland area, which was recently annexed into the City.

**3) The amount of housing impact fees collected.**

In 2017, \$2.64 million was collected in housing fees and added to the Housing Allocation Plan fund. This represents a significant increase over 2016 when \$876,873 was collected in housing fees and added to the Housing Allocation Plan fund. The revised Housing Impact Fee, adopted by the City Council in December 2013, has been in effect since early 2014. The fee for units being offered for sale is based on the housing sales price and is paid at the close of escrow. Fees for rental units are paid when the unit is ready for occupancy and are based on the unit's size.

The amount of Housing Allocation Plan fees collected since the Ordinance's adoption in 1992 is more than \$27 million, including loan repayment and interest. More than 1,500 affordable units (919 very low and 598 low) have been supported through this fee.

**4) The amount of acreage by land use category dedicated to the City.**

No land was dedicated to the City through the Housing Allocation Plan during 2017.



**5) A listing of any staff recommendations, with regard to changes or revisions to the adopted program to improve its effectiveness and/or administration.**

The Housing Allocation Plan Ordinance was last updated in November 2012. The revised Housing Allocation Plan requires new residential projects to pay a housing impact fee. It allows alternative compliance through provision of affordable rental units on or off site, or land dedication on or off a project site.

The Housing Action Plan approved in 2017 identified several amendments to the Housing Allocation Plan for consideration including:

- Requirements that for-sale housing include on-site affordable units.
- Require a minimum of 15 percent of a for-sale project's total units to be designated affordable.
- Include additional regulatory and financial incentives and alternate compliance measures for affordable housing units.

An update to the Housing Allocation Plan is currently underway, based on the direction provided in the Housing Action Plan. Initial workshops were held in December 2018, which provided an overview of the existing Housing Allocation Plan to housing developers, affordable housing providers, and the community at-large. Additional workshops are anticipated once recommended changes are developed, with final action by the Planning Commission and City Council anticipated in late summer or early fall of 2018.