



Southeast Greenway

Existing Conditions, Opportunities, and Constraints

September 15, 2015

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Purpose of this Document

The purpose of this document is to provide a summary of existing conditions, opportunities, and constraints related to approximately 57 acres of land owned by the California Department of Transportation located in southeast Santa Rosa. The study area is comprised of approximately 57 acres following a linear 1.9 mile long path through southeast Santa Rosa, extending from Farmers Lane to Spring Lake Regional Park. [See Overview Map – Exhibit 1a]

This study documents existing conditions on the property that may be relevant to its future use, and identifies opportunities and constraints on the property based on existing features and adopted plans and policies. Due to the size and length of the study area, it has been divided into three large subareas:

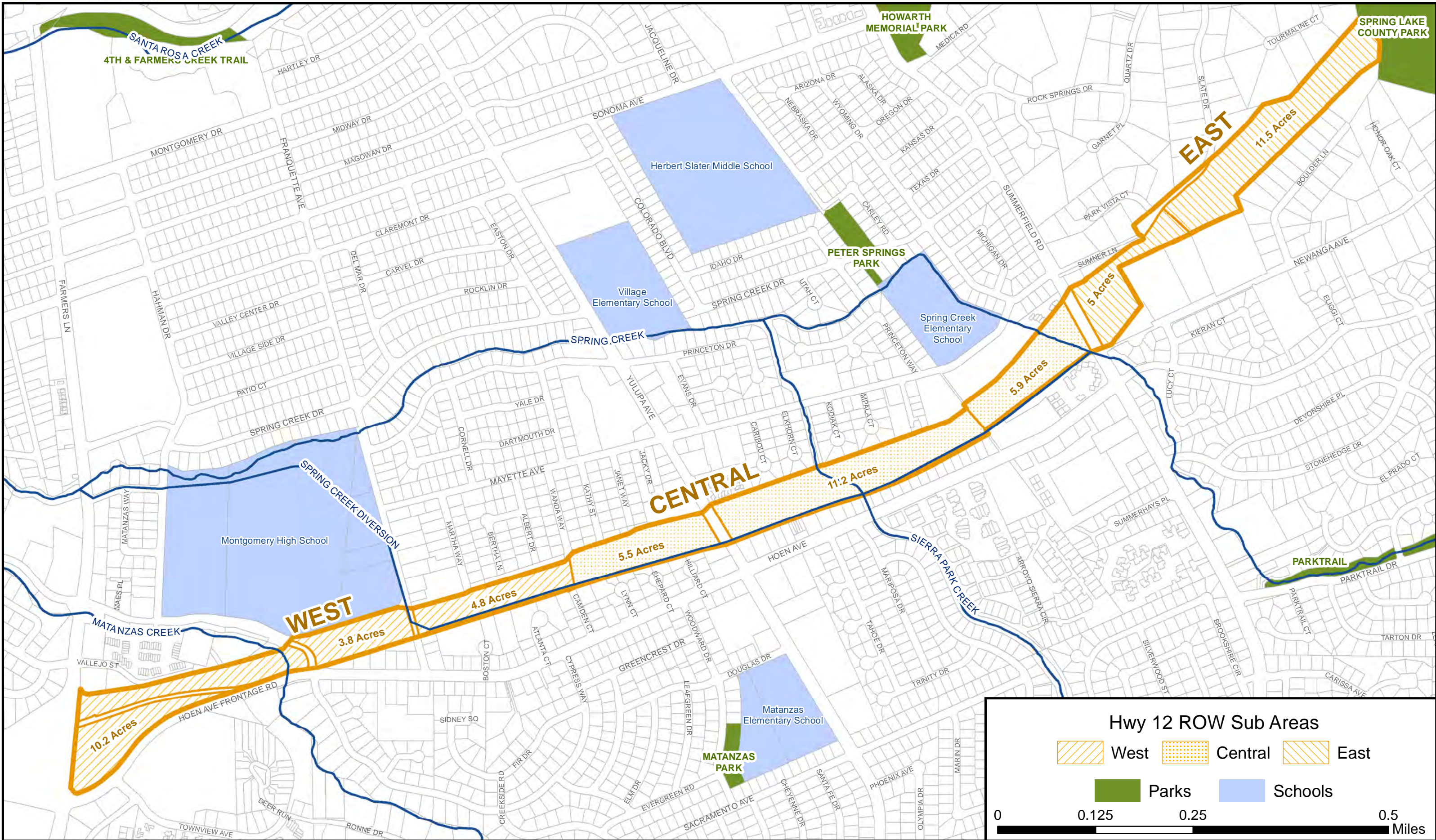
West (Farmers Lane to Wanda Way/Camden Court): This area totals approximately 18.3 acres. This area includes five acres of land adjacent to Farmers Lane and Hoen Avenue Frontage Road that were not initially considered as part of the study area. [See West Map - Exhibit 1b]

Central (Wanda Way/Camden Court to Summerfield Road): This area totals approximately 22.6 acres. [See Central Map - Exhibit 1c]

East (Summerfield Road to Spring Lake Regional Park): This area totals approximately 16.3 acres. [See East Map – Exhibit 1d]

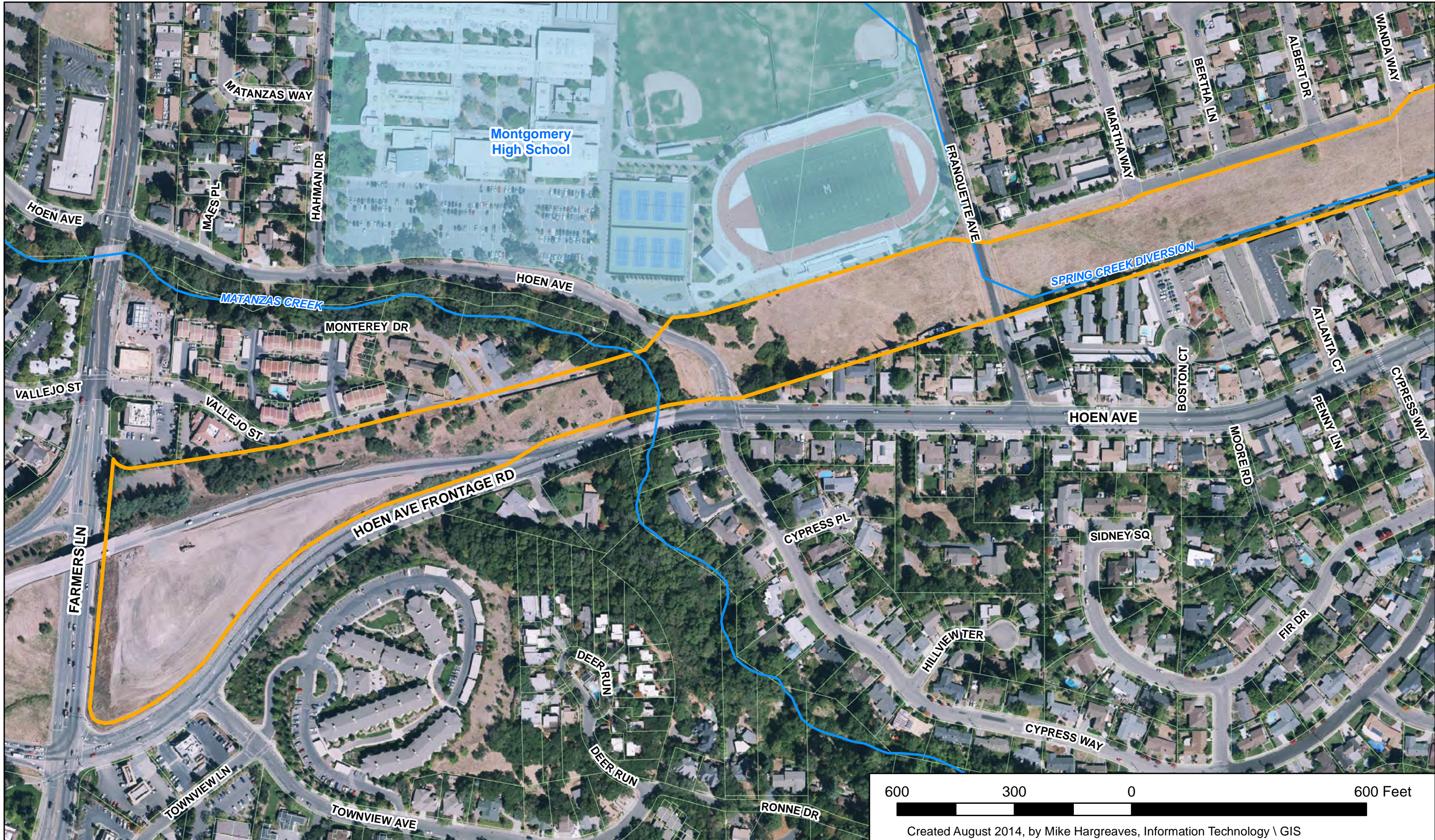
Each of the subareas is described in greater detail in the *Existing Conditions* section below. Maps on the following pages illustrate the boundaries of each subarea over a 2013 aerial photograph.

Highway 12 Right of Way - Sub Areas





Highway 12 Right of Way - West



Highway 12 Right of Way - Central





Highway 12 Right of Way - East



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LAND USE AND REGULATORY CONTEXT

History of area

Historical and current area development

An aerial photograph from 1942 illustrates that the study area was used for farmland and rural residential purposes—notably, the house currently located at the northeast corner of Hoen and Franquette Avenues is visible in the 1942 aerials, along with orchards and a few scattered structures within and near the study area. Hoen Avenue, Franquette Avenue, Mayette Avenue, Yulupa Avenue, Summerfield Road, Sierra Park Creek, and Spring Creek are all visible in this early photograph.

Montgomery High School and surrounding residential neighborhoods were constructed in the 1950s and 1960s. In 1963 aerial photographs, most of the neighborhoods surrounding the study area west of Summerfield Road are evident except the multifamily housing along Hoen Avenue between Yulupa Avenue and Summerfield Road, which was constructed in the late 1960s and early 1970s. The area east of Summerfield Road was developed with current neighborhoods after 1970, with the exception of the properties along part of Newanga Avenue and Boulder Lane. [See Building Ages Exhibit 2a, 2b, and 2c.]

Highway 12 History

The land within the current study area originally consisted of 65 parcels that were acquired beginning in the late 1950s through the early 1970s by the State of California Transportation Department for future development as an extension of Highway 12 (SR 12). In 1957, the California Highway Commission declared Highway 12 as a freeway between Sebastopol and Santa Rosa, adopted a new alignment for the freeway to extend to the east parallel to Hoen Avenue, through undeveloped land that was developed as the Santa Rosa Creek Reservoir in 1964 as part of the Central Sonoma Watershed Project and then became Spring Lake Park in 1974, and reconnecting with existing Highway 12 at Melita Road. In the late 1950s, freeway agreements for the future use of the land were executed with the City of Santa Rosa.



Figure 1: Santa Rosa General Plan Land Use Diagram (1984)

The 1984 General Plan land use diagram for the City of Santa Rosa depicted the future freeway alignment through the subject site, over Spring Lake Regional Park, and onto Highway 12 east of Melita Road. After completing several studies, the City removed the depiction of the freeway from the land use diagram and showed the land as undesignated.

Recent History of Highway 12 Right of Way

The City of Santa Rosa has been monitoring the study area informally for many years, as it has been identified by the public as an area of interest.

The Southeast Greenway Campaign, a not for profit community group, formed in 2009 to champion acquisition and development of the land as an urban greenway. The Campaign helped facilitate a charrette with University of California – Berkeley in 2010 and with the American Institute of Architects' Sustainable Design Assessment Program in 2011. Both charrettes involved significant public outreach and community participation. Since 2009, the Campaign has been instrumental in creating an initial vision for the land, beginning fundraising for acquisition of the land, gathering the support of local governmental agencies, coordinating with Caltrans to develop a positive working relationship, and organizing the Southeast Greenway Community Partnership.

On October 18, 2011, the Santa Rosa City Council adopted Resolution No. 27995 which included Council Goal #4, Strategic Objective #4: "Acknowledge Southeast Greenway community planning projects." On April 16, 2013, the Council adopted Resolution No. 28266 reaffirming and adding to Council Goal #4, Strategic Objective #3: "Support Efforts of Southeast Greenway Campaign by Monitoring and Providing Information."

On January 6, 2014, California Department of Transportation (Caltrans) completed a Transportation Concept Report for State Route 12 (West) to evaluate current and projected conditions along the route and communicate the vision for the development of each route during a 20 to 25 year planning horizon. The report noted that the freeway portion of SR-12 was not anticipated to be extended further than its present terminus at Farmers Lane. The TCR recommended that unutilized right of way east from Farmers Lane to Spring Lake Regional Park be declared as excess land and that the future of the unutilized right of way could be considered together with changes to develop Farmers Lane as a more "livable street" serving the needs of the local communities, while not significantly increasing traffic in the neighborhoods.

On June 17, 2014, the City of Santa Rosa signed a Letter of Intent with the Sonoma County Water Agency, the Sonoma County Regional Parks Department, LandPaths and the Southeast Greenway Campaign. The purpose of the letter was to facilitate planning activities by the participants. The letter established a partnership between the participants and identifies the role of each in acquisition and management of the land. [See Appendix C] The Partnership has been meeting on a monthly basis since summer 2014.

On August 20, 2014, the California Transportation Commission adopted a resolution to rescind the freeway adoption due to lack of operational need, local support, and funding. This means that the land may be transferred or sold.

On July 7, 2015, the Council authorized the City Manager to execute a Memorandum of Understanding (MOU) between the City of Santa Rosa, California Department of Transportation, Sonoma County Regional Parks, Sonoma County Water Agency, and three local nonprofit organizations, Southeast Greenway Campaign, Landpaths, and Sonoma Land Trust to collaborate and work toward transferring the 57 acres to public ownership. [See Appendix D]

There are approximately 23 acres of undeveloped freeway ROW land subject to the same resolution rescinding freeway adoption on the east side of Spring Lake Regional Park that are not addressed in this report.

Existing City Policies and Plans

There are four adopted City plans that affect future use of the land within the study area. These are listed here and then referenced further in the Existing Conditions section below. Complete copies of each plan are available on the City of Santa Rosa's web site.

Santa Rosa General Plan 2035. Adopted November 3, 2009, with subsequent amendments to update specific elements, the General Plan is a comprehensive, long-term plan for the physical development of the City of Santa Rosa. The General Plan is comprised of a document and a map that depicts future land uses (Exhibit 3a, 3b, and 3c). The study area does not currently have a General Plan land use designation. The General Plan land use designation will need to be determined through a future General Plan Amendment process.

2010 Bicycle and Pedestrian Master Plan (BPMP). Adopted February 15, 2011, the BPMP is a tool used to evaluate current and long-term development plans specifically for the pedestrian and bicycle modes of transportation. The plan recommends a bikeway network that would consist of approximately 172 miles of existing and proposed bikeways. The BPMP includes a proposed Class 1 bikeway along the right-of-way, approximately one mile in length, which would connect existing Class 2 bike lanes on Summerfield Road to planned Class 3 bike lanes on Hoen Avenue near Montgomery High School. [See Appendix A]

Santa Rosa Citywide Creek Master Plan (CCMP). Initially adopted in 2007 and updated in 2013, the Citywide Creek Master Plan presents a set of creek-related policies and recommendations for site-specific improvements to the nearly one hundred miles of creeks that flow through Santa Rosa. The CCMP envisions creek enhancement and restoration projects along the three creeks that traverse the study area, Matanzas Creek, Sierra Park Creek, and Spring Creek. The CCMP depicts the planned Class 1 bike way through the study area and identifies a potential pedestrian and bicycle connection along Sierra Park Creek that would connect Mayette Avenue and Hoen Avenue. [See Appendix B]

Groundwater Master Plan (GWMP). Adopted by the Santa Rosa Board of Public Utilities on September 19, 2013, the overall objective of the GWMP is to provide a strategic road map for the City's Utilities staff, Board of Public Utilities (BPU), and City Council of how available groundwater resources could be most effectively used to meet the needs of the City's existing and future customers. The plan documents the need for additional emergency groundwater supply wells to provide for water service to residents. The Emergency Groundwater Supply Program, which seeks to design and construct new emergency wells as part of implementing the GWMP, is actively seeking to construct at least one of the wells in the vicinity of the study area due to a successful test well on City-owned property near Martha Way.

Surrounding General Plan and Zoning

In general, the study area is surrounded by land designated by the General Plan for residential uses ranging in density from Very Low Density Residential (0.2–2.0 units/acre) east of Summerfield Road to Medium Density Residential (8.0–18.0 units/acre). There are areas adjoining the study area designated for Low Density Residential (2.0–8.0 units/acre) as well. The majority of the larger area surrounding the study area is designated Low Density Residential and developed with single-story single family homes.

An area on Hoen Avenue near Summerfield Road is designated and utilized for office purposes. The other nonresidential land use designation, Retail and Business Services, is located near Farmers Lane and Hoen Avenue. Montgomery High School, which is immediately adjacent to approximately 800 lineal feet and 3.82 acres in the west subarea, is designated Public/Institutional. Most of the land adjoining the study area is zoned consistent with the General Plan as required by State law. The zoning of the surrounding parcels generally matches the General Plan and existing development. General Plan and zoning maps are provided at the end of each subarea description. [See General Plan Exhibits 3a, 3b, and 3c and Zoning Map Exhibits 4a, 4b, and 4c]

Existing Conditions

Generally, the study area is flat, surrounded by single and multi-family development as well as public, educational, and office uses, and is crossed by four roadways and three creeks. A preliminary biological survey was conducted for the site; the entire report can be found as Appendix E to this report.

As noted previously, the study area has been divided into three large subareas, West, Central, and East. Greater detail about conditions in each of the three subareas is provided in the narrative that follows.

At the end of each subarea description, there are exhibits depict existing land uses in the vicinity of each subarea, including above ground and below ground features. [See Existing Land Uses Exhibit 5a, 5b, and 5c; Utilities and Service Systems Exhibit 6a, 6b, and 6c]

WEST SUBAREA: FARMERS LANE TO WANDA WAY/CAMDEN COURT

This part of the study area is primarily grassland with three creeks, numerous swales, potential wetlands and remnant walnut orchards. The site has received annual vegetation management in the form of disking to reduce fire danger. The large undeveloped area provides habitat for mammals, birds, fish and many different invertebrate animals.

Matanzas Creek is located within this subarea, and there are a number of drainage swales that collect runoff from the property and some adjoining properties. The overall elevation of the subarea ranges from 220 feet on the western edge to 350 feet along the eastern border.

The west subarea is divided into three parts for ease of discussion:

- **Farmers Lane/Hoen Avenue frontage/Vallejo Street/Matanzas Creek.** Land bounded by Vallejo Street and an existing restaurant to the north, Farmers Lane to the west, Hoen Avenue Frontage Road to the south, and Matanzas Creek to the east.
- **Hoen Avenue & Cypress Way/ Montgomery High School/ Franquette Avenue.** Land bounded by Hoen Avenue/Cypress Way to the west, Montgomery High School to the north, Franquette Avenue to the east, and the rear property lines of homes facing Hoen Avenue to the south.
- **Martha Way/Franquette Avenue to Wanda Way/Camden Court.** Land bounded by Franquette Avenue to the west, Martha Way and the existing terminus' of Wanda Way to the north/east, and the terminus of Camden Court to the south.

SETTING AND SURROUNDING USES

WEST: Farmers Lane/Hoen Avenue Frontage/Vallejo Street/Matanzas Creek



This area is approximately 10 acres in total size, excluding the onramp to westbound Highway 12 that bisects the site. The land along Farmers Lane south of the onramp is approximately 5 acres and is elevated with earthen fill. The land between Vallejo Street and the onramp is approximately 5 acres in size and is relatively flat along Vallejo Street sloping upward toward the onramp. City-owned land is outlined in yellow. Land owned by the Santa Rosa City Schools located on the south side of Hoen Avenue is outlined in light blue.

There is a small parking lot accessed from an adjacent commercial development located at the intersection of Farmers Lane and Vallejo Street. Matanzas Creek, which has a concrete wall along the easterly bank where it crosses the property, is lined with dense, mature vegetation including trees, shrubs, and groundcover. There is a drainage swale along Vallejo Street that may be a wetland – see Exhibit 7a at the end of this report.

The land located north of the onramp is relatively narrow, varying from 90 feet between Vallejo Street and the onramp to approximately 140 feet wide near Matanzas Creek. There is approximately 160 lineal feet of street frontage on Farmers Lane. The land located south of the onramp has approximately 400 lineal feet of frontage on Farmers Lane, with additional street frontage on Hoen Avenue Frontage Road,

but portions of the site are sloped and raised due to fill. There is a quarter acre of open land on the west side of the intersection of Hoen Avenue/Cypress Way and Hoen Avenue Frontage Road, between Hoen Avenue and Matanzas Creek.

The area is surrounded by retail, office, and multifamily residential uses to the north, Highway 12 to the west, retail and senior housing to the south, and Matanzas Creek to the east. The area includes the



Figure 1: Looking east on Hoen Avenue Frontage Road toward the Hoen Avenue Bridge.

Hoen Avenue Bridge crossing Matanzas Creek, which was constructed in 1972.

General Plan

The site is surrounded by lands designated and developed with retail and housing at various densities ranging from medium high density housing to low density to the north and south. The existing development pattern generally reflects the General Plan land use designation, except there are properties north/east of Vallejo Street and south of Hoen Avenue Frontage near Monterey Drive that are utilized for rural residential purposes where the General Plan calls for Medium Density Residential (8.0 to 18.0 units per acre).

Table 1: West - Farmers Lane/Hoen Avenue Frontage/Vallejo Street/Matanzas Creek

	Surrounding Land Uses	General Plan Designation
North	Retail, Vallejo Street, multifamily and single family residential	Retail and Business Services Medium Density Residential (8.0 to 18.0 units/acre)
South	Gas stations, fast food, senior housing	Retail and Business Services, Medium High Density Residential (18.0 to 30.0 units/acre) Medium Density Residential (8.0 to 18.0 units/acre) Low Density Residential (2.0 to 8.0 units/acre)
East	Matanzas Creek/ Hoen Avenue	N/A (Undesignated, undeveloped Highway 12 ROW across Matanzas Creek)
West	Highway 12 access ramps	N/A (Highway 12 ROW)

Policies/ Plans

- The Citywide Creek Master Plan calls for restoration and enhancement of Matanzas Creek.
- California Department of Transportation’s Transportation Concept Report dated January 6, 2014 identifies Farmers Lane between Hoen Avenue and Fourth Street as an area where “Complete Streets” changes such as traffic calming measures should be considered.
- The 2010 Bicycle and Pedestrian Master Plan includes a planned Class 3 bike lane on Vallejo Street west of Farmers Lane. The bike lane would lead to Brook Hill Elementary School and Doyle Park, and extend further west to Brookwood Avenue and South E Street. Hoen Avenue located west of Farmers Lane also includes a planned Class 3 bike lane. This would connect to

Doyle Park and Sonoma Avenue. Sonoma Avenue is developed with Class 2 bike lanes that connect Howarth Park to downtown Santa Rosa.

Other Information

- The City of Santa Rosa owns a miscellaneous parcel on the north side of Matanzas Creek (014-021-018) outlined in yellow on the above map.
- The Santa Rosa City Schools owns miscellaneous parcels on the north side of Matanzas Creek (014-010-001, 014-251-010) outlined in light blue on the above map.
- The City of Santa Rosa co-owns the Monterey Drive bridge with nearby property owners. The bridge connects from Hoen Avenue into an existing neighborhood comprised of three homes located between the Vallejo Villas, the right-of-way, and Hoen Avenue near Montgomery High School (MHS). The bridge provides an informal pedestrian connection from MHS to the Vallejo Villas (townhouse community located on Vallejo Street) and Vallejo Street. The Department of Transportation and Public Works is considering establishing alternate access to the three properties that use the bridge.

WEST: Hoen Avenue & Cypress Way/ Montgomery High School/ Franquette Avenue



This area is approximately 3.8 acres bounded by Hoen Avenue/ Cypress Way to the west, Montgomery High School to the north, Franquette Avenue to the east, and the rear property lines of homes facing Hoen Avenue to the south. The land is relatively flat and undeveloped; there are trees in the western area of the site and a potential wetland in the southeast – see Exhibit 7b. The land is approximately 230 feet wide and has street frontages along Hoen Avenue and Franquette Avenue.

The area is surrounded by public/institutional uses to the north, Hoen Avenue to the west, homes to the south, and Franquette Avenue to the east.

General Plan

The site is surrounded by lands designated and developed with public/institutional (school) uses, houses, and public streets. The existing residential development to the south, bounded by the study area, Franquette Avenue, and Hoen Avenue is developed at a lower density than called for by the General Plan.

Table 2: West - Hoen Avenue & Cypress Way/ Montgomery High School/ Franquette Avenue

	Surrounding Land Uses	General Plan Designation
North	Montgomery High School tennis courts and football field/track	Public/Institutional
South	Single and multi-family homes	Medium Density Residential (8.0 to 18.0 units/acre)
East	Franquette Avenue	N/A (Franquette Avenue)
West	Hoen Avenue	N/A (Hoen Avenue)

Policies/ Plans

- The 2010 Bicycle and Pedestrian Master Plan includes a planned Class 1 bike path from Hoen Avenue/Hoen Avenue frontage road to Spring Lake Regional Park. The planned feature would extend through this area. Hoen Avenue located west of Farmers Lane also includes a planned Class 3 bike lane. This would connect to Doyle Park and Sonoma Avenue. Sonoma Avenue is developed with bike lanes that connect Howarth Park to downtown Santa Rosa.
- Franquette Avenue north of the study area ends at Spring Creek. There is an existing pedestrian bridge across the creek that connects neighborhoods to the north to the high school and to the study area. The Citywide Creek Master Plan (CCMP) identifies that the trail bridge may need replacement. The CCMP recommends habitat enhancement along Spring Creek near the pedestrian bridge and high school. The bridge provides an important connection to the study area.

Other Information

- Hoen Avenue near Montgomery High School lacks standard public improvements such as curb, gutter, and sidewalks. An asphalt curb was constructed as an interim improvement to separate pedestrians and bikes from the roadway. Ultimately, Hoen Avenue should be developed with standard City improvements including curb, gutter, and sidewalk with a Class 3 bike route; the Class 3 bike route would connect Cypress Way to Sonoma Avenue. Public improvements along Hoen Avenue are challenging due to limited roadway width and the proximity of Matanzas Creek.

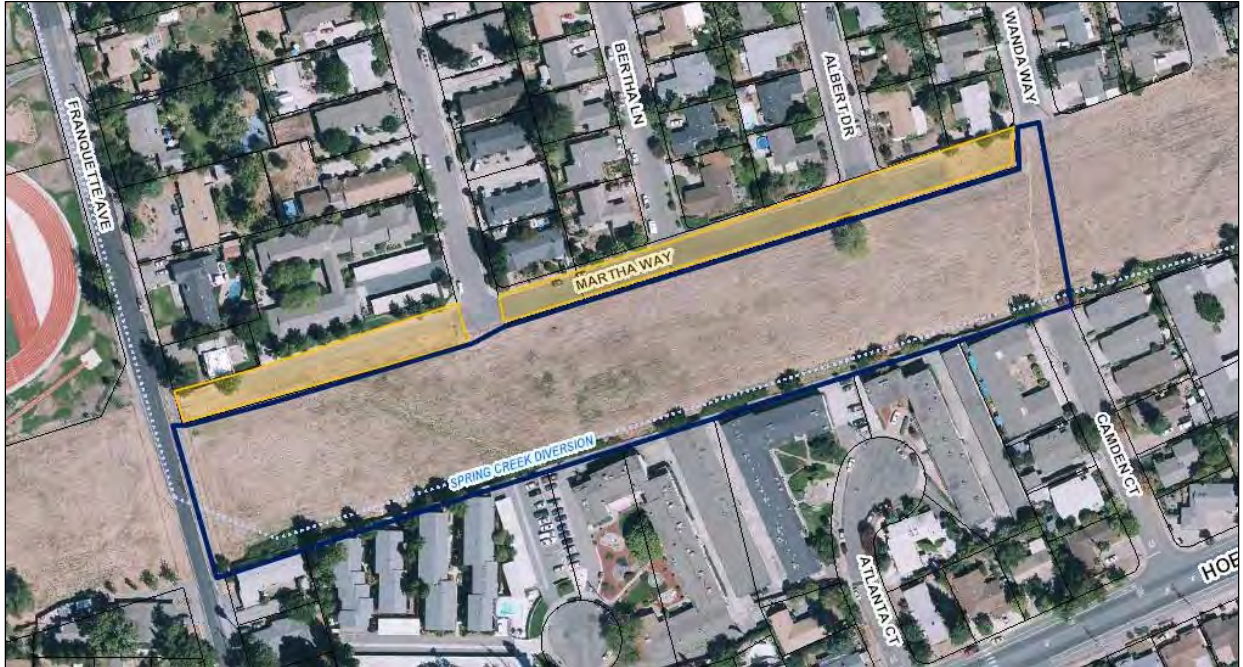


Figure 2: View of Hoen Avenue looking north from Cypress Avenue

- Research is needed to determine whether Hoen Avenue through the study area and heading northwesterly to Farmers Lane is a separate parcel from the freeway right-of-way. Some of the land may have been acquired to be part of the planned freeway interchange at Farmers Lane.
- Hoen Avenue between Hoen Avenue/Cypress Way and Summerfield Road is developed with Class 2 bike lanes. These bike lanes run parallel to this area.
- Montgomery High School is undergoing a campus master plan, facilitated by the Santa Rosa City Schools. The school district has expressed interest in future use of the land immediately adjoining the high school, and will be evaluating potential school needs through the master plan process.
- Franquette Avenue is developed across the freeway right of way and is not a separate street parcel. Franquette Avenue lacks standard public improvements on both sides through the study area. There is an existing pedestrian path on the east side of Franquette Avenue, on the subject property, that is in fair to poor condition. Franquette Avenue is planned for a Class 3 bike route between Montgomery Drive and Hoen Avenue.

- The Spring Creek diversion, an underground storm drain that conveys storm water from Spring Creek near Summerfield Road, is located underneath Franquette Avenue and travels north along Franquette Avenue until it enters the Montgomery High School property near the baseball field and heads west.

WEST: Martha Way/Franquette Avenue to Wanda Way/Camden Court



This area is comprised of 4.8 acres bounded by Franquette Avenue to the west, Martha Way and homes along various neighborhood streets to the north, and the rear property lines of homes facing Hoen Avenue to the south. An imaginary line connecting the existing terminus of Wanda Way to the north and the terminus of Camden Court to the south forms the eastern edge.

The land is relatively flat and undeveloped, and approximately 230 feet wide. There is a potential swale/wetland through a portion of area – see Exhibit 7b. There is evidence of pedestrian activity from



Figure 3: Typical grassland showing the furrowed ground from the annual disking activity.

Wanda Way to Camden Court visible from aerial photographs.

The Spring Creek Diversion, maintained by the Sonoma County Water Agency, is an underground storm water conduit located along the southern boundary extending west to Franquette Avenue and east to Summerfield Road. The area is surrounded by residential uses to the north and south, Franquette Avenue to the west, and additional right-of-way to the east.

General Plan

The site is surrounded by lands designated and developed with residential uses and public streets. The existing residential development generally matches the General Plan in terms of density.

Table 3: West - Martha Way/Franquette Avenue to Wanda Way/Camden Court

	Surrounding Land Uses	General Plan Designation
North	Martha Way, community care, single family homes along Wanda Way	Low Density Residential (2.0 to 8.0 units/acre), Medium Density Residential (8.0 to 18.0 units/acre)
South	Multi-family homes	Medium Density Residential (8.0 to 18.0 units/acre)
East	Freeway ROW	Undesignated (Freeway ROW)
West	Franquette Avenue	N/A (Franquette Avenue)

Policies/ Plans

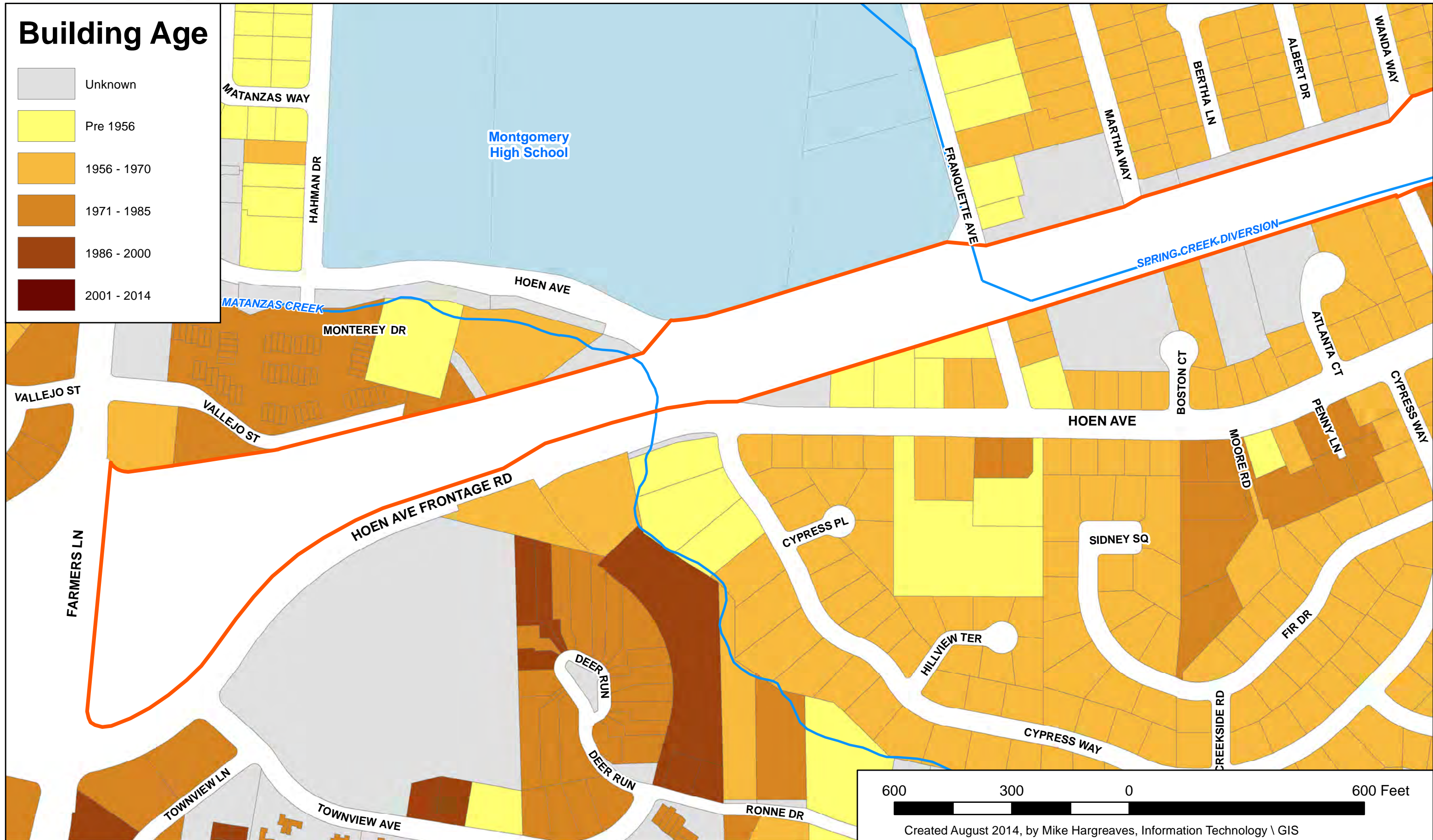
- Bicycle and Pedestrian Master Plan. The 2010 Bicycle and Pedestrian Master Plan includes a planned Class 1 bike path from Spring Lake Regional Park to Hoen Avenue/Hoen Avenue frontage road.

Other Information

- Martha Way. Martha Way is an unfinished, partial street. The east-west area of Martha Way needs investigation to determine whether part of “Martha Way” adjacent to and south of Grosman Apartments (1289 Martha Way) is privately owned, owned by the City of Santa Rosa, or part of the freeway right of way.
- Camden Court. Camden Court ends at the right of way. The Del Rosa Terrace Subdivision (1957) included the eight existing lots on Camden Court but included additional lots now located within the right of way (including nonexistent Denver Drive) that were purchased by Caltrans. Camden was originally called Wanda Way.
- There is an existing crosswalk with overhead flasher located on Hoen Avenue at Cypress Way to the south of this area. This crossing could provide pedestrian and bicycle access from neighborhoods south of Hoen Avenue to the study area via Camden Court.
- There is an existing test well, constructed by the City of Santa Rosa, located east of the east-west portion of Martha Way on City-owned land.
- Property owners and residents in the neighborhood north of the study area have requested traffic calming along Mayette Avenue to address pass-through traffic and speeding.

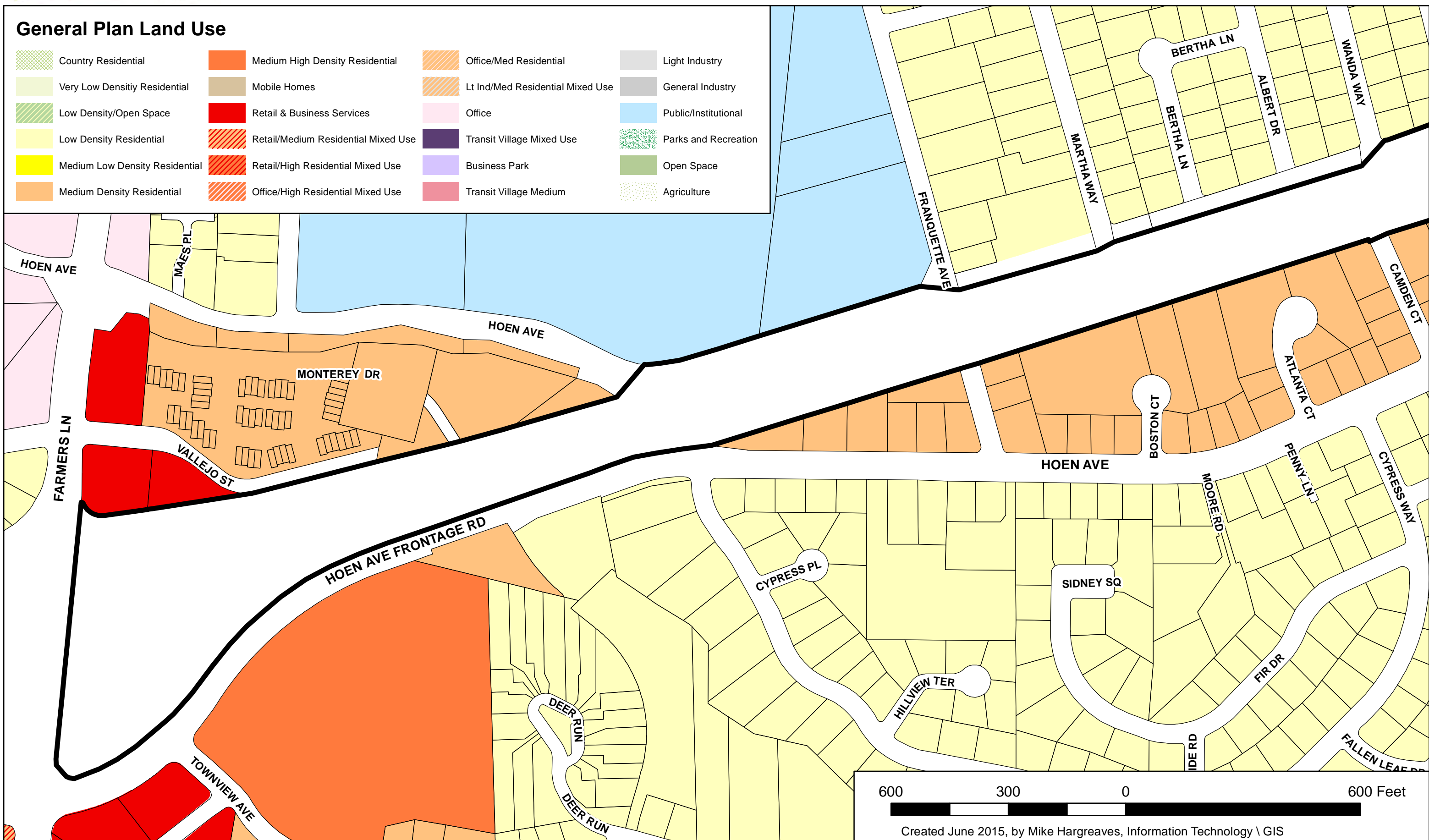


Highway 12 Right of Way - West



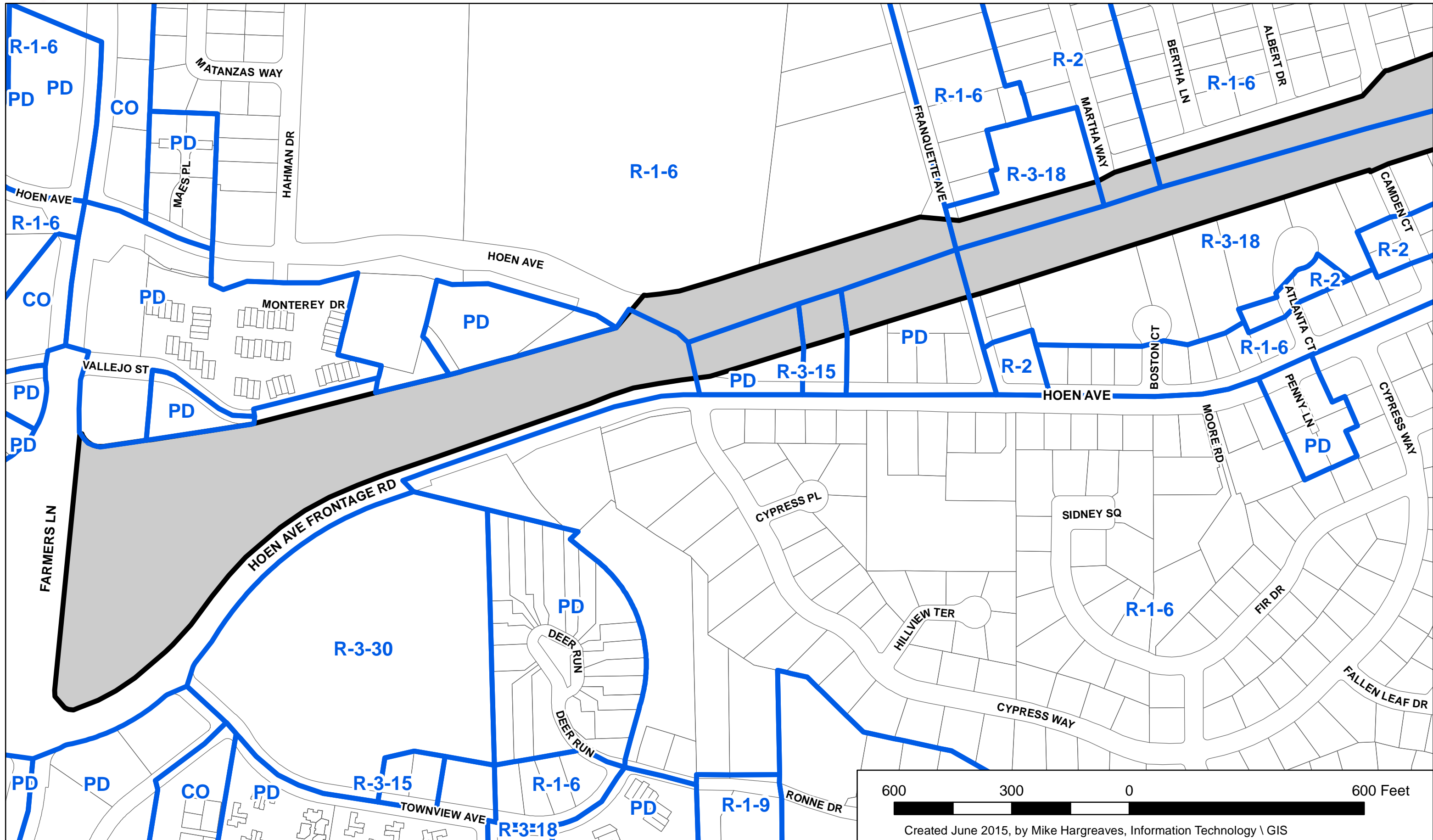


Highway 12 Right of Way - West

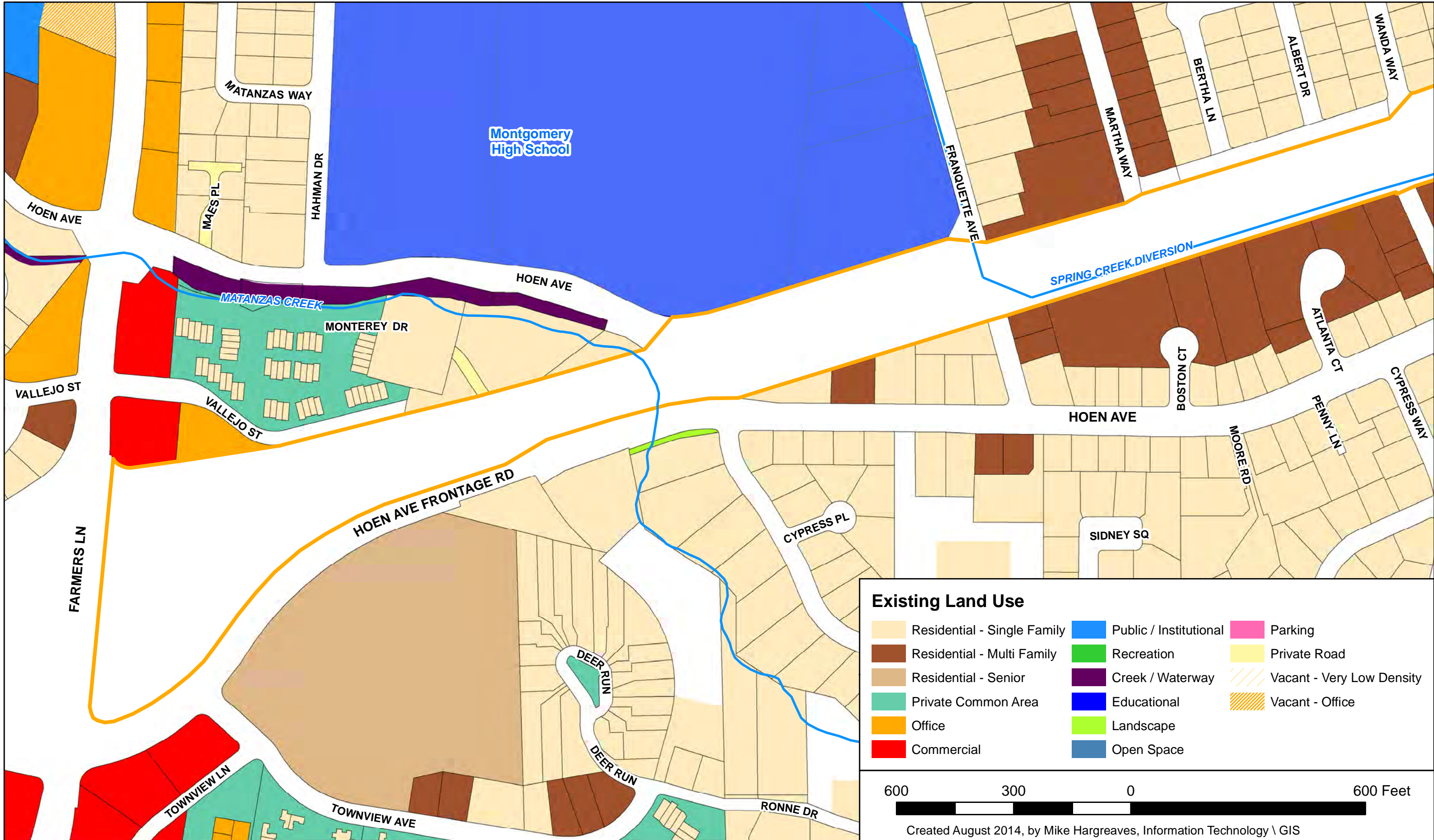




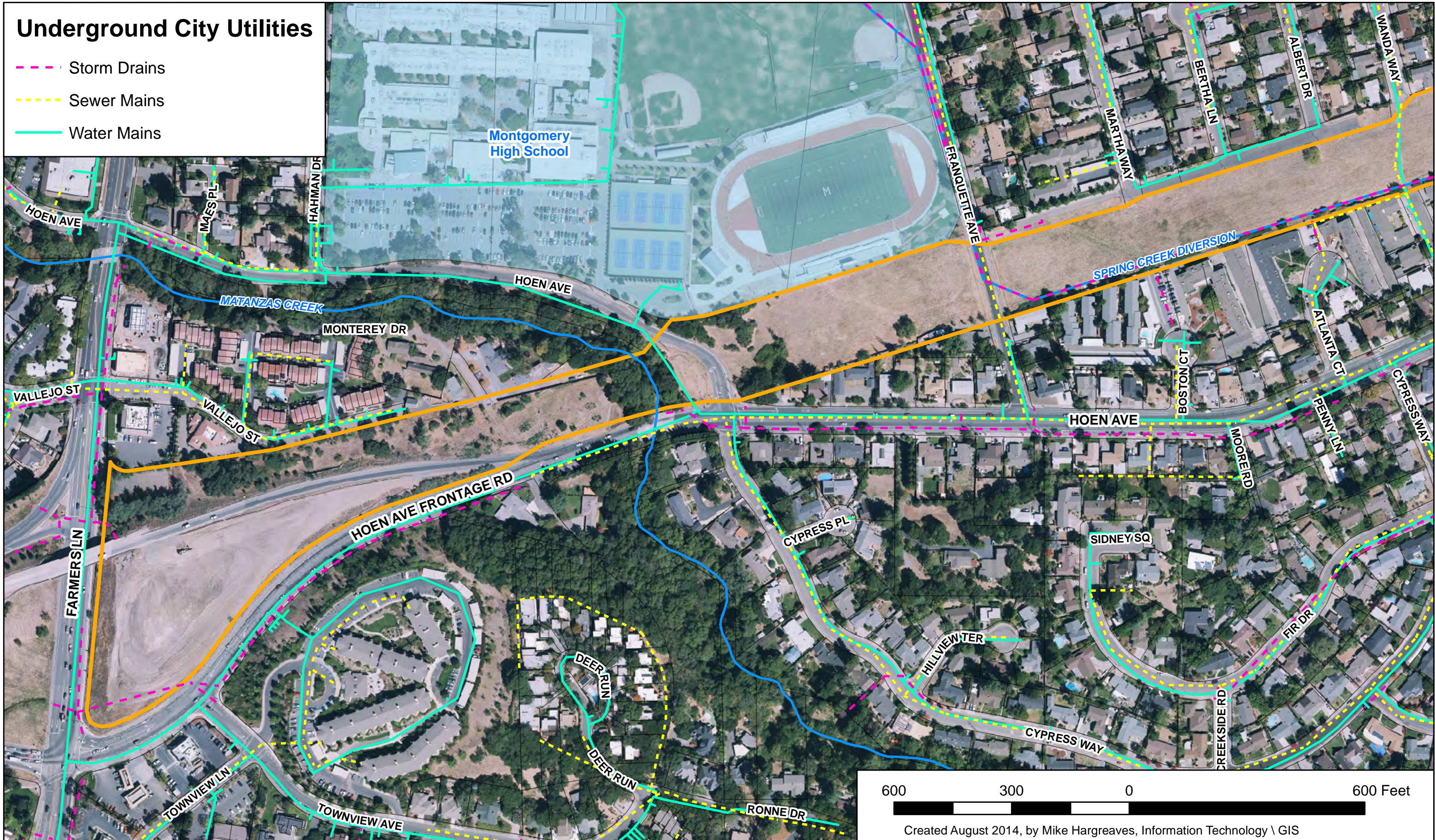
Highway 12 Right of Way Zoning - West



Highway 12 Right of Way - West



Highway 12 Right of Way - West



CENTRAL SUBAREA: WANDA WAY/CAMDEN COURT TO SUMMERFIELD ROAD

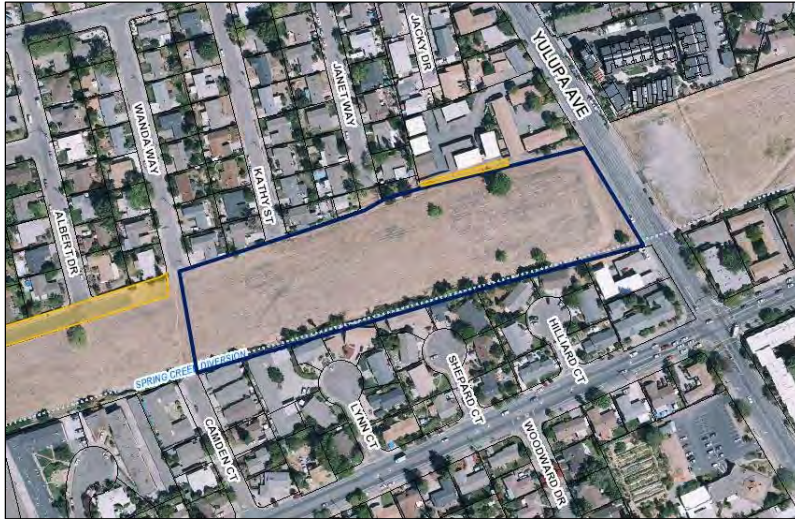
The central subarea is divided into three parts.

- **Wanda Way/Camden Court to Yulupa Avenue.** Land bounded by single family and multifamily homes accessed from Wanda Way, Kathy Street, and Yulupa Avenue to the north, undeveloped right of way to the west, Yulupa Avenue to the east, and multifamily homes accessed from Hilliard, Shepard, and Lynn Court to the south.
- **Yulupa Avenue to Undeveloped Road Right of Way.** Land bounded by residential neighborhoods accessed from Mayette Avenue to the north, Yulupa Avenue to the west, multifamily residences accessed from Hoen Avenue to the south, and undeveloped local road right of way to the east.
- **Undeveloped Road Right of Way to Summerfield Road.** Land bounded by residential neighborhoods accessed from Mayette Avenue to the north, undeveloped local road right of way to the west, undeveloped road right of way to the west, multifamily residences accessed from Hoen Avenue to the south, and Summerfield Road to the east.

SETTING AND EXISTING/SURROUNDING USES

CENTRAL: Wanda Way/Camden Court to Yulupa Avenue

This area is 5.5 acres of the approximately 10.5 acre subarea bounded by Franquette Avenue to the west, Martha Way and homes along various neighborhood streets to the north, Yulupa Avenue to the east, and the rear property lines of homes facing Hoen Avenue to the south. The existing terminus of Wanda Way to the north/east, and the terminus of Camden Court to the south, forms the western edge of this area. The area ranges from 230 feet at the western boundary to 250 feet wide at Yulupa Avenue.



The land is undeveloped and relatively flat except for between Janet Way and Yulupa Avenue where there is an elevated area comprised of earthen fill from

previous Caltrans projects. The elevated area is approximately an acre in size – the area is depicted on Exhibit 7b. There are a few trees along the perimeter of the site. This area is surrounded by residential uses to the north and south, freeway right of way to the west, and Yulupa Avenue to the east.

Wanda Way and Kathy Street end at the northern boundary of the right of way. The southern terminus of Janet Way is separated from the right of way by a vacant privately owned parcel that is approximately 1,740 square feet in size (014-283-038). There are two other privately owned parcels on Janet Way (014-283-024 and 014-283-044) that separate the closest homes from the right of way. Parcel 014-283-044 is developed with a storage building, and the other parcel is vacant.

The City of Santa Rosa owns a 1,740 square foot vacant parcel between the Green Tree Apartments (1277 Yulupa Avenue) and the right of way. This parcel is outlined in orange on the map above.

The Spring Creek Diversion is an underground storm water conduit located along the southern boundary of this area extending west to Franquette Avenue and east to Summerfield Road.

General Plan

The site is surrounded by lands designated and developed with residential uses and public streets. The existing residential development generally matches the General Plan in terms of density, except that the eastern side of Janet Way is zoned for and developed with single family uses while the General Plan calls for higher density housing.

Table 4: Central - Wanda Way/Camden Court to Yulupa Avenue

	Surrounding Land Uses	General Plan Designation
North	Single family homes along Wanda Way, Kathy Street, and Janet Way; multifamily homes along Yulupa Avenue	Low Density Residential (2.0 to 8.0 units/acre), Medium Density Residential (8.0 to 18.0 units/acre)
South	Multi-family homes	Medium Density Residential (8.0 to 18.0 units/acre)
East	Yulupa Avenue	N/A (Yulupa Avenue)
West	Freeway ROW	Undesignated (Freeway ROW)

Policies/ Plans

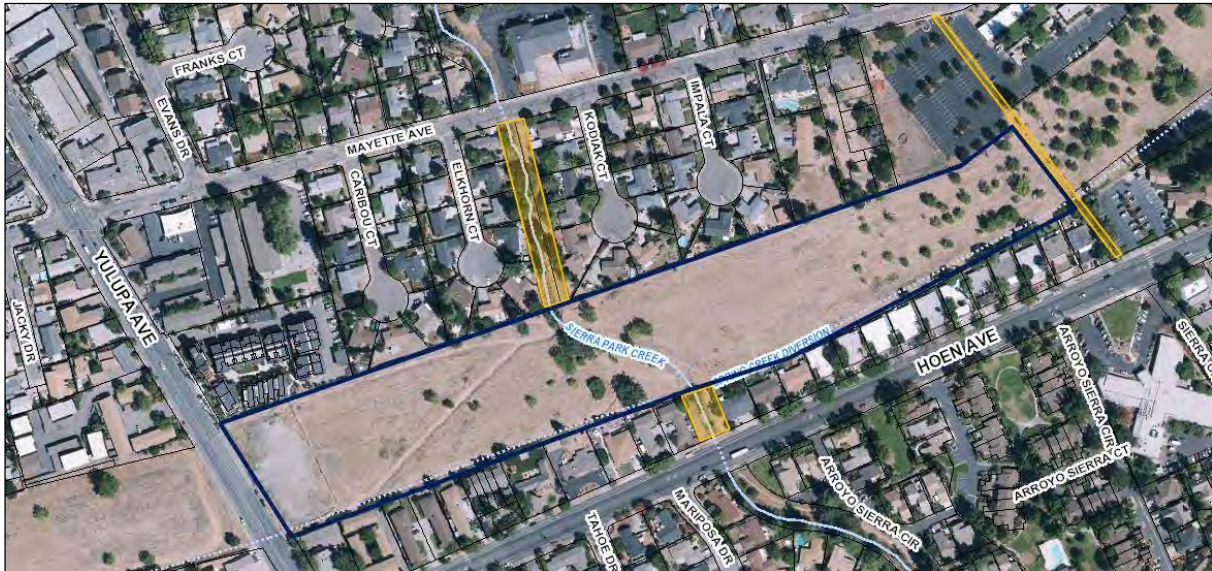
- Bicycle and Pedestrian Master Plan. The 2010 Bicycle and Pedestrian Master Plan includes a planned Class 1 bike path from Spring Lake Regional Park to Hoen Avenue/Hoen Avenue frontage road.

Other Information

- Wanda Way and Kathy Street have unfinished street ends stubbing directly into the freeway right of way. These provide entry points into the study area but would need additional improvements to facilitate better access if the land were utilized for new purposes. Janet Way is another potential connection point but may require land acquisition.
- Yulupa Avenue does not have standard arterial street public improvements in that it lacks park strips and street trees.

CENTRAL: Yulupa Avenue to Undeveloped Local Road Right of Way

This area is approximately 11.2 acres of the 17 acres bounded by residential neighborhoods to the north and south, Yulupa Avenue to the west, and Summerfield Road to the east. The area is mostly surrounded by multifamily and single family residential uses, with the parking lot for the Friedman Center in the northeast area. The area ranges from 200 feet wide at the eastern end to 295 feet wide at Yulupa Avenue.



The land is undeveloped and relatively flat. A portion of the land nearest Yulupa Avenue is compacted and partially fenced, and has previously been used for construction staging and storage. This area is surrounded by residential uses to the north and south, Yulupa Avenue to the west, and undeveloped freeway right of way to the east.

Sierra Park Creek, a tributary of Matanzas Creek that begins on Summerfield Road east of the study area, flows through this area, connecting from Hoen Avenue to Mayette Avenue. There is a large concrete diversion structure that directs most of the water from Sierra Park Creek into the Spring Creek Diversion conduit, leaving little water to continue in Sierra Park Creek headed north toward Mayette Avenue.



Figure 1: Sierra Park Creek is diverted into the Spring Creek Diversion structure.

There are a few trees along the perimeter of the site and more trees near the creek. As depicted on Exhibit 7c, there are potential swales/wetlands in the area between Yulupa Avenue and Sierra Park Creek.

There are two access points for pedestrians located along Sierra Park Creek via existing unpaved Sonoma County Water Agency maintenance roads that parallel the creek, outlined in orange in the map above. The Citywide Creek Master Plan recommends that these paths be paved and that a trail

connection be established through the study area to provide a pedestrian and bicycle connection between Mayette Avenue and Hoen Avenue. This path would also align with an existing unpaved path along Sierra Park Creek on the south side of Hoen Avenue that turns into a paved path and connects to Strawberry Elementary School and Summerfield Road. Yulupa Avenue has 295 lineal feet of street frontage also providing access to the site.

There is an existing local road right of way (20 feet in width) that connects Mayette Avenue to Hoen Avenue, a portion of which runs through the parking lot of the Friedman Center. The general location of the local road right of way is outlined in orange on the above map. There is a sewer main and storm drain within the right of way, and the area has been identified as a potential wetland – see Exhibit 7c.

General Plan

The site is surrounded by lands designated and developed with residential uses and public streets. The existing residential development generally matches the General Plan in terms of density.

Table 5: Central - Yulupa Avenue to Undeveloped Local Road Right of Way

	Surrounding Land Uses	General Plan Designation
North	Multifamily homes accessed from Yulupa Avenue; rear fences of single family homes accessed from Caribou Court, Elkhorn Court, Kodiak Court, and Impala Court; vacant residential land; church parking lot	Medium Density Residential (8.0 to 18.0 units/acre) and Low Density Residential (2.0 to 8.0 units/acre)
South	Multi-family homes accessed from Hoen Avenue	Medium Density Residential (8.0 to 18.0 units/acre)
East	Freeway ROW	Undesignated (Freeway ROW)
West	Yulupa Avenue	N/A (Yulupa Avenue)

Policies/ Plans

- Bicycle and Pedestrian Master Plan. The 2010 Bicycle and Pedestrian Master Plan includes a planned Class 1 bike path from Spring Lake Regional Park to Hoen Avenue/Hoen Avenue frontage road. A bridge over Sierra Park Creek would be required to provide a continuous bike path.
- Citywide Creek Master Plan. Calls for restoration of Sierra Park Creek, and paving of the existing unpaved Sonoma County Water Agency access roads.

Other Information

- Restoration of Sierra Park Creek, which would involve restoring the historic flow into the creek, would require a hydraulics and hydrology study to determine how much of the high flow must be diverted into the Spring Creek Diversion to continue to provide flood protection for the neighborhoods downstream of the project area.
- The Yulupa Co-Housing development has a community garden adjacent to the study area with a gate opening into the study area.

CENTRAL: Undeveloped Local Road Right of Way to Summerfield Road

This area is approximately 5.9 of the 17 acre subarea bounded by residential neighborhoods and the Friedman Center to the north, multifamily residential and office uses to the south, undeveloped freeway right of way to the west, and Summerfield Road to the east. This area ranges from 230 feet wide on the west to 415 feet wide at Summerfield Road. Spring Creek traverses the site close to Summerfield Road.



The land within this area is undeveloped and relatively flat; there is an old walnut orchard covering much of the area. There is dense vegetation including trees and bushes along and within Spring Creek. The Friedman Center and Congregation Beth Ami synagogue are located north of the site. Spring Creek Elementary School is located north of the synagogue.



Figure 2: The remnant walnut orchard showing other woody plants growing from underneath the canopy of the old walnut trees.

Summerfield Road has approximately 415 lineal feet of street frontage providing access to the site, although Spring Creek cuts across the site separating the land fronting Summerfield Road from the rest of the area. There is an existing crossing from Summerfield Road over Spring Creek where the Spring Creek diversion structure is located in the southeast corner of this area near Summerfield Road. The Spring Creek Diversion is an underground storm water conduit that extends west to Franquette Avenue.

General Plan

The site is surrounded by lands designated and developed with residential and office uses. The existing residential development generally matches the General Plan in terms of density. Meeting facility (church and synagogue uses) and school uses are allowed in residential areas.

Table 6: Central - Undeveloped Local Road Right of Way to Summerfield Road

	Surrounding Land Uses	General Plan Designation
North	Congregation Beth Ami Synagogue/ Friedman Center; multifamily housing accessed from Summerfield Road	Low Density Residential (2.0 to 8.0 units/acre)
South	Offices accessed from Hoen Avenue	Office
East	Summerfield Road	Summerfield Road
West	Freeway ROW	Undesignated (Freeway ROW)

Policies/ Plans

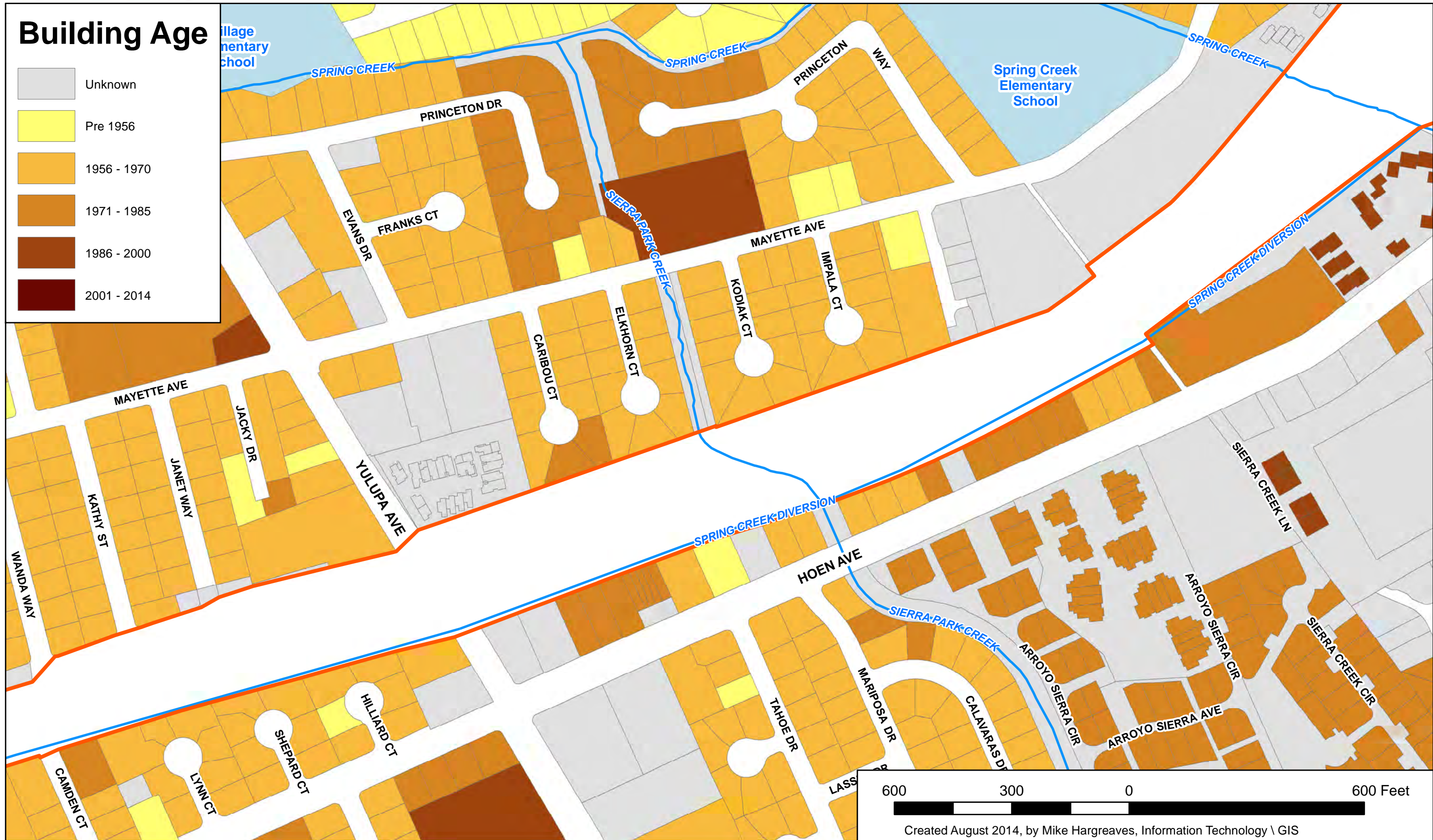
- Bicycle and Pedestrian Master Plan. The 2010 Bicycle and Pedestrian Master Plan includes a planned Class 1 bike path from Spring Lake Regional Park to Hoen Avenue/Hoen Avenue frontage road. A bridge over Spring Creek may be required to facilitate access into the site from Summerfield Road.
- Citywide Creek Master Plan. Calls for enhancement of Spring Creek and repairs to the diversion structure to allow normal flows to be directed down Spring Creek and only high flows into the diversion structure.

Other Information

- There is an approved residential subdivision consisting of six single family lots immediately west of the Friedman Center property (Mayette Village).
- There is significant pedestrian activity in this area of the site. Families with children often cross the freeway right of way along the undeveloped local road right of way to access the school from neighborhoods along and south of Hoen Avenue.
- Restoration of Spring Creek, which may involve restoring its historic flow, would require a hydraulics and hydrology study to determine how much of the high flow must be diverted into the Spring Creek Diversion to continue to provide flood protection for the neighborhoods downstream of the project area.
- Summerfield Road has existing Class 2 bike lanes within the study area that ultimately extend from Montgomery Drive to Bethards Lane.

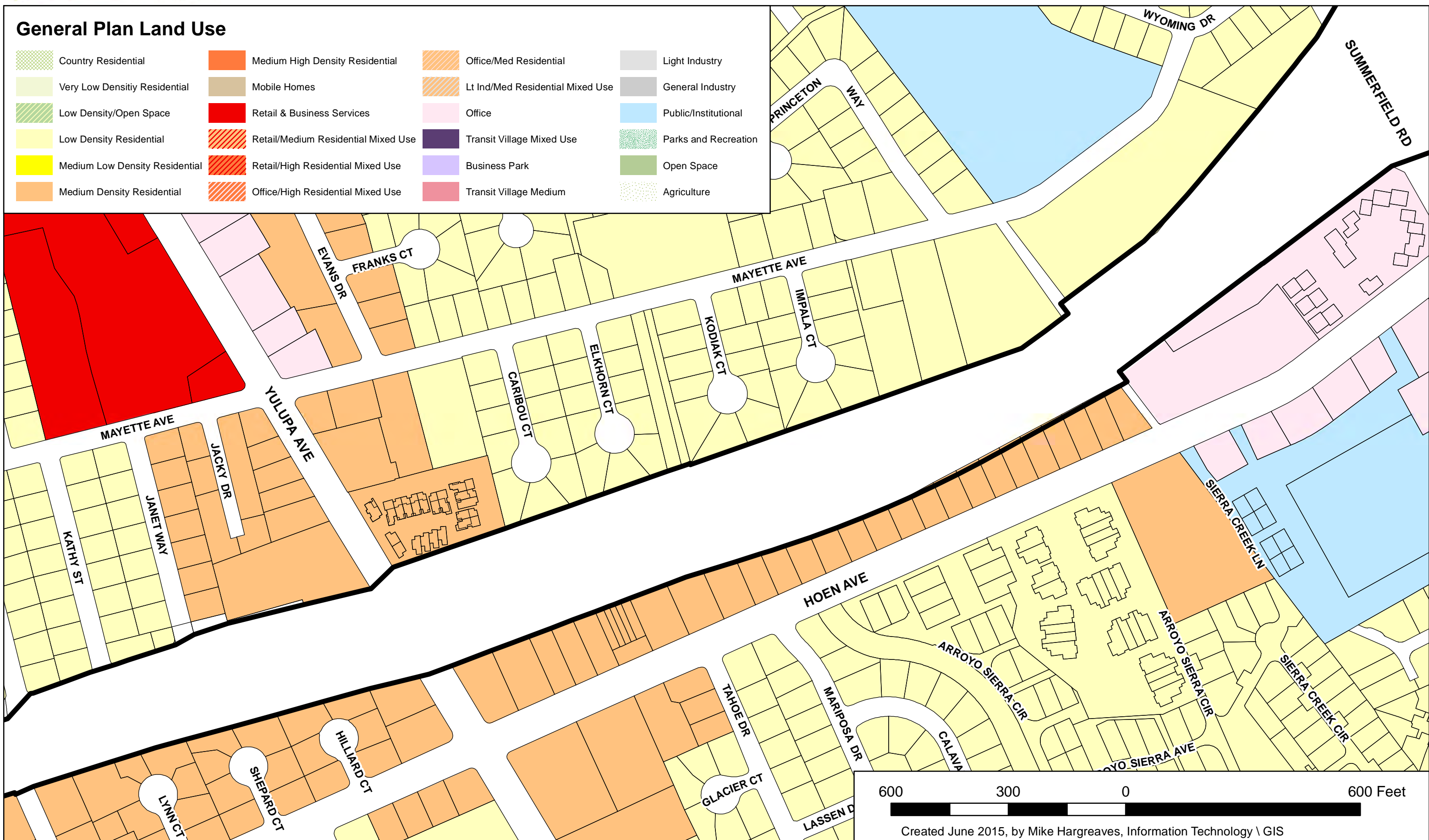


Highway 12 Right of Way - Central



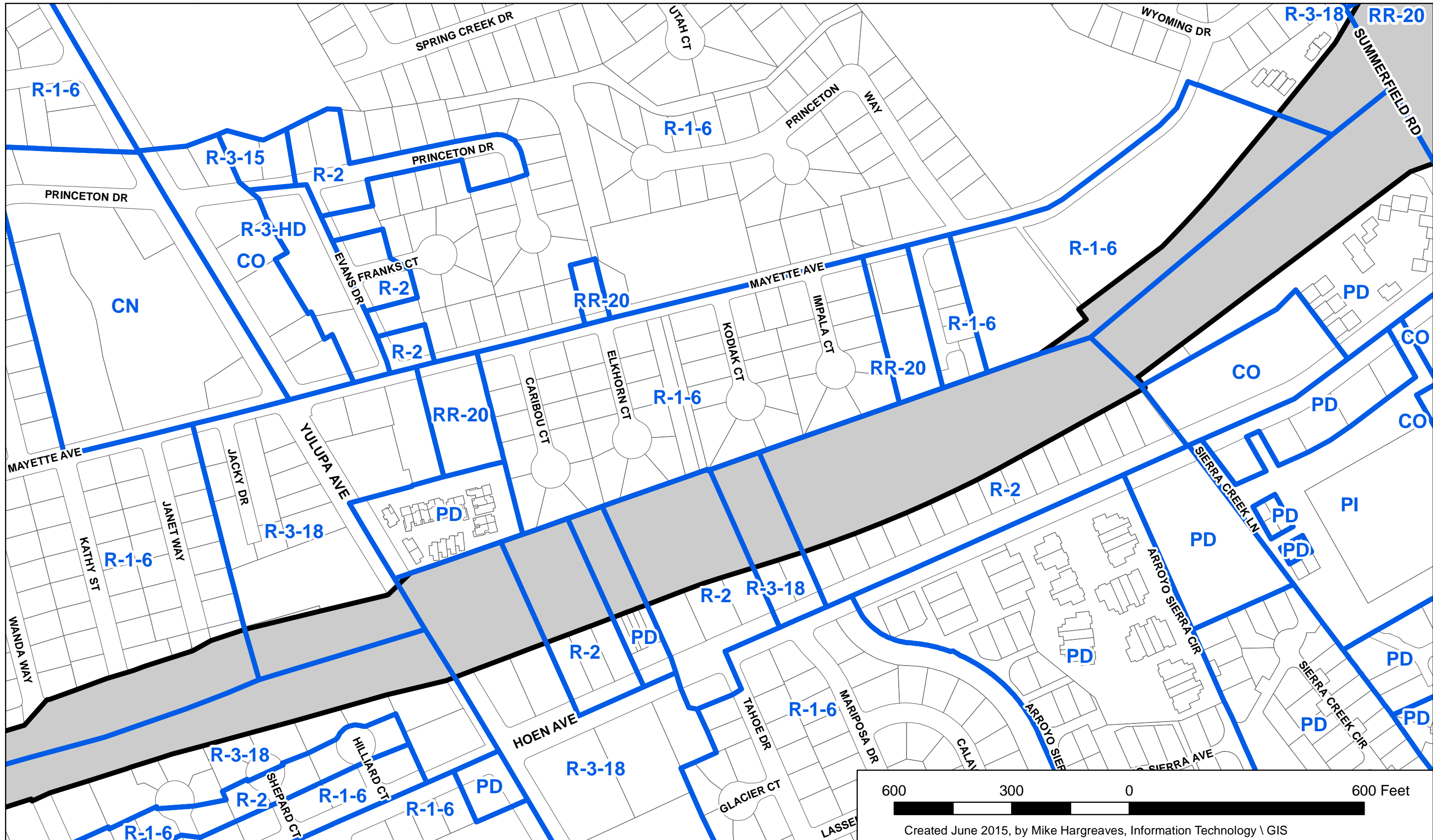


Highway 12 Right of Way - Central

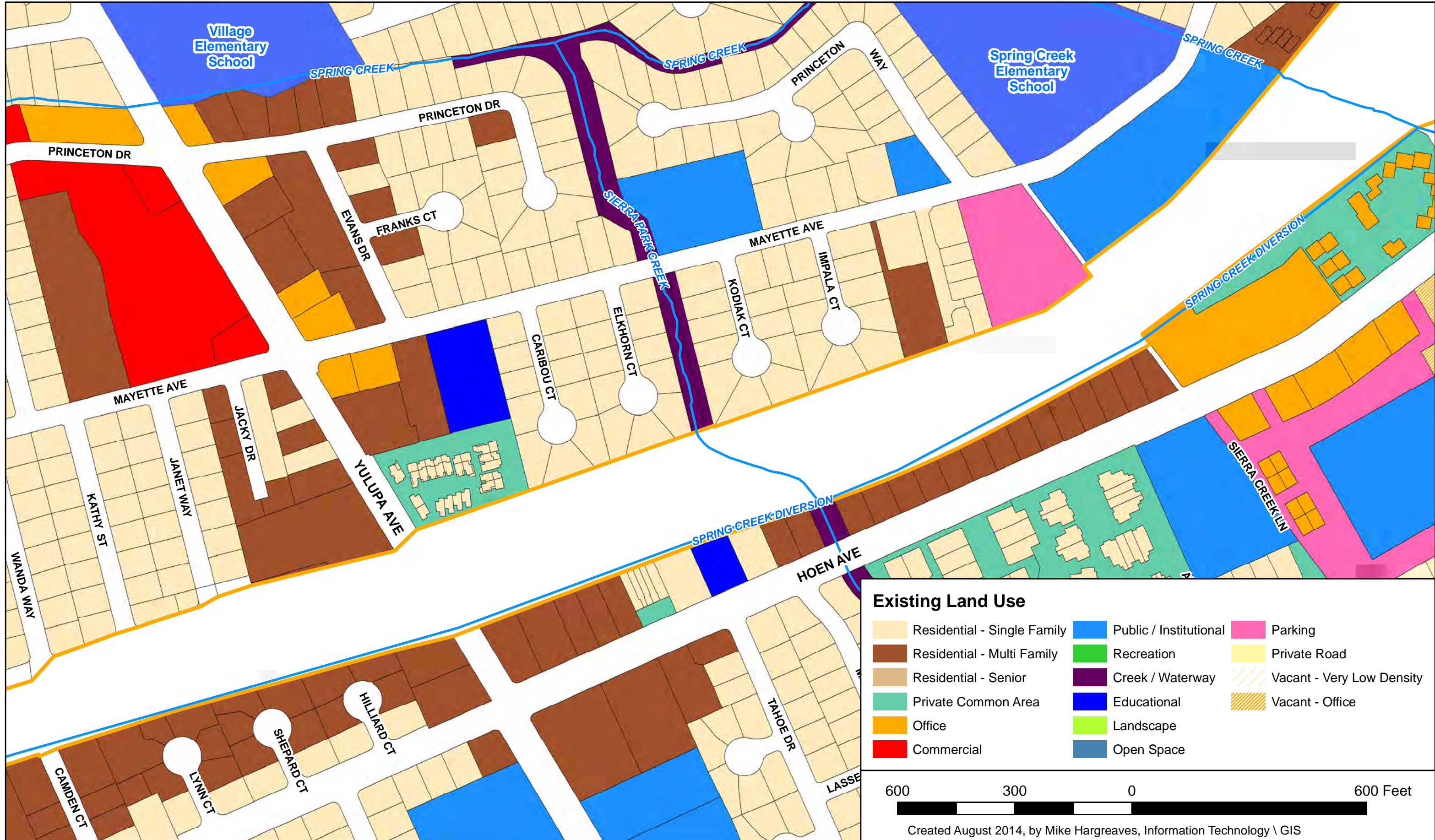




Highway 12 Right of Way Zoning - Central



Highway 12 Right of Way - Central



EAST SUBAREA: SUMMERFIELD ROAD TO SPRING LAKE REGIONAL PARK

This part of the study area is primarily grassland with rocky outcroppings, oak woodlands, two potential wetlands, and a small remnant walnut orchard. This area supports a higher density and diversity of habitats and wildlife species than areas west of Summerfield Road due to its configuration, topography,



Figure 1: Drainage swale along the southern border of the property. This swale drains into the large wetland feature on the property.



Figure 2: Grassland showing volcanic rocks interspersed throughout.

and surrounding uses. Much of the site is managed by the use of horse grazing or mechanical methods to keep the vegetation low. This subarea does not have any creeks, but there are a number of drainage swales that collect runoff from the property and some adjoining properties. The overall elevation of the subarea ranges from 220 feet on the western edge to 350 feet along the eastern border.

The eastern subarea is divided into two parts:

Summerfield Road to Park Vista Court. Land bounded by multifamily homes along Summer Lane and Slate Drive to the north, Summerfield Road to the west, undeveloped freeway right of way to the east, and rural residences accessed from Newanga Avenue to the south.

Park Vista Court to Spring Lake Regional Park. Land bounded by Slate Drive and single family residences accessed from Slate Drive and Tourmaline Court to the north, undeveloped freeway right of way to the west, single family residences accessed from Boulder Lane to the south, and Spring Lake Regional Park to the east.

SETTING AND SURROUNDING USES

EAST: Summerfield Road to Park Vista Court

This area is approximately 5 acres of the 11.5 acres of freeway right of way located between Summerfield Road and Spring Lake Regional Park. Along Summerfield Road, the site is approximately



470 feet wide and relatively flat. The land slopes upward and eventually narrows to approximately 70 feet in width and then widens along Sumner Lane/Slate Drive to 300 feet. There are large trees and rock outcroppings, and an old orchard. In addition, there are approximately a dozen young trees recently planted by Caltrans staff as mitigation for environmental impacts from an off-site project.

This area is surrounded by residential uses to the north and south, Summerfield Road to the west, and undeveloped freeway right of way to the east. There is a potential wetland located in the northwest corner, as illustrated on Exhibit 7d.

General Plan

The site is surrounded by lands designated and developed with residential uses and public streets. The existing hillside residential development north of this area generally matches the General Plan’s Very Low Density Residential land use designation. Existing adjoining development to the south is developed at the low end of the allowed density range.

Table 7: East - Summerfield Road to Park Vista Court

	Surrounding Land Uses	General Plan Designation
North	Multifamily homes accessed from Sumner Lane; single family homes across Slate Drive	Medium Density Residential (8.0 to 18.0 units/acre) Very Low Density Residential (0.2 to 2.0 units/acre)
South	Single family homes accessed from Newanga Court and Newanga Avenue	Very Low Density Residential (0.2 to 2.0 units/acre)
East	Freeway ROW	Undesignated (Freeway ROW)
West	Summerfield Road	N/A (Summerfield Road)

Policies/ Plans

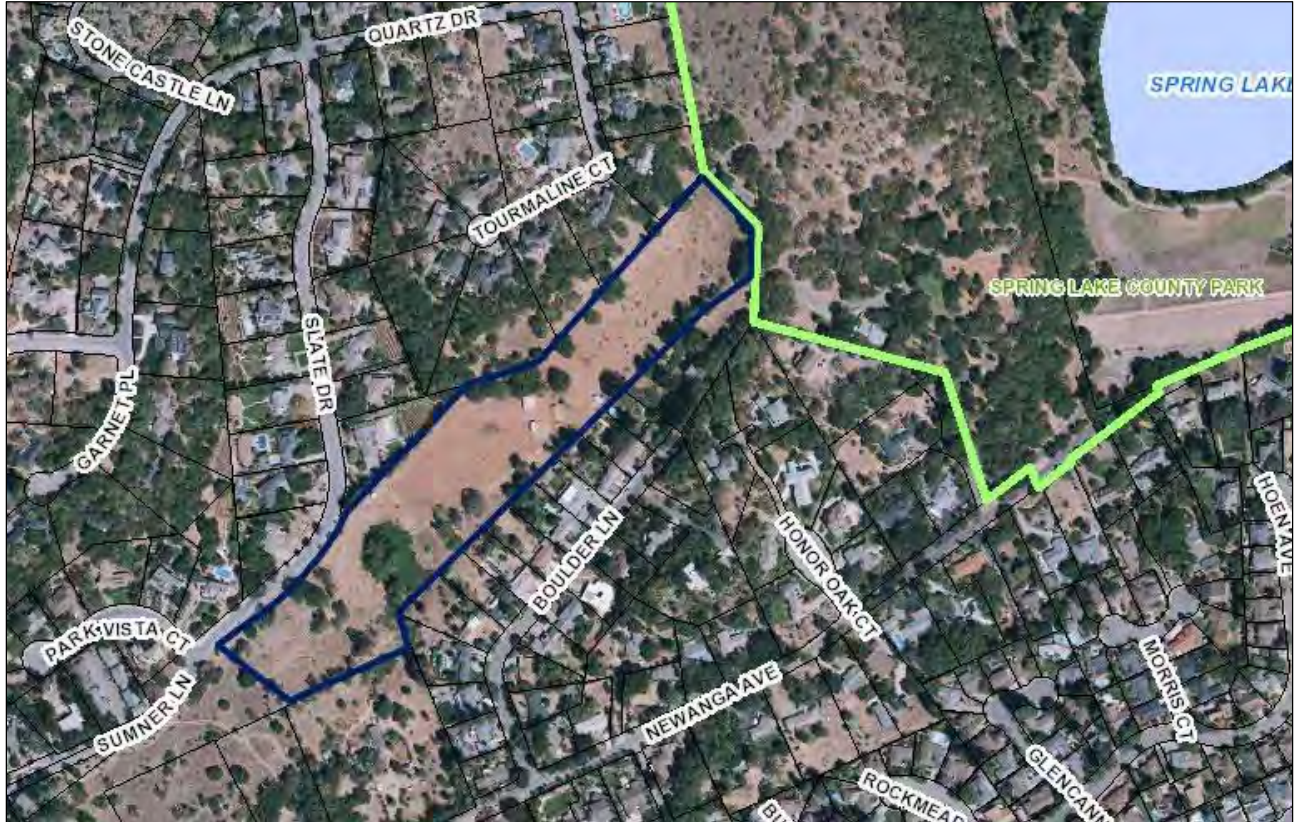
- Bicycle and Pedestrian Master Plan. The 2010 Bicycle and Pedestrian Master Plan includes a planned Class 1 bike path from Spring Lake Regional Park to Hoen Avenue/Hoen Avenue frontage road.

Other Information

- This area does not have any creeks, but there are a number of drainage swales that collect runoff from the property and some adjoining properties. These swales are ephemeral and may not meet the US Army Corps requirements as “Waters of the United States,” but may meet the criteria for “Waters of the State.”

EAST: Park Vista Court to Spring Lake Regional Park

This area is a portion of the 16.3 acres of freeway right of way located between Summerfield Road and Spring Lake Regional Park. Much of this area has been used for horse keeping and is developed with fencing, stables, storage buildings, and other small agricultural structures.



There is an existing drainage along the entire southeastern boundary of this area which connects with a potential wetland approximately ½ acre in size – see Exhibit 7d.

This area is surrounded by residential uses to the north and south, freeway right of way to the west, and Spring Lake Regional Park to the east.

The site is surrounded by lands designated and developed with very low density residential uses and public streets. The existing residential development to the north matches the General Plan in terms of density. Existing development along Boulder Lane is at a slightly higher density than envisioned by the General Plan.

Table 8: East - Park Vista Court to Spring Lake Regional Park

	Surrounding Land Uses	General Plan Designation
North	Single family detached homes accessed from Slate Drive and Tourmaline Court/ Tourmaline Way	Very Low Density Residential (0.2 to 2.0 units/acre)
South	Single family detached homes accessed from Newanga Avenue and Boulder Lane	Very Low Density Residential (0.2 to 2.0 units/acre)
East	Spring Lake Regional Park	Parks and Recreation
West	Freeway ROW	Undesignated (Freeway ROW)

Policies/ Plans

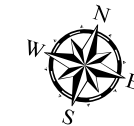
- Bicycle and Pedestrian Master Plan. The 2010 Bicycle and Pedestrian Master Plan includes a planned Class 1 bike path from Spring Lake Regional Park to Hoen Avenue/Hoen Avenue frontage road.

Other Information

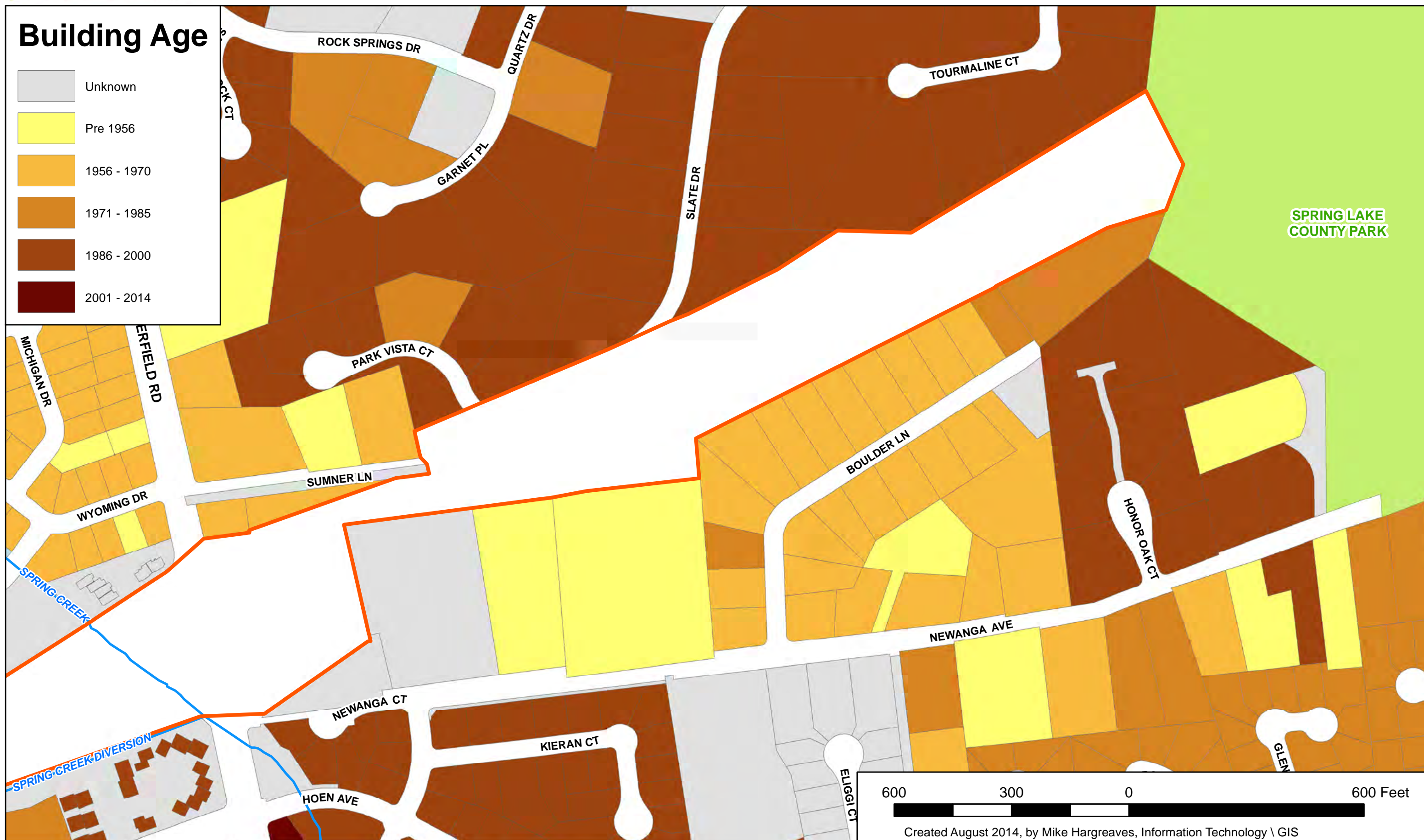
- There is a path that allows neighborhood residents from the north to access the site near Spring Lake Regional Park.
- Most of this area is used by two individuals who lease the land from Caltrans to stable and graze horses. The land is fenced and posted for no trespassing.



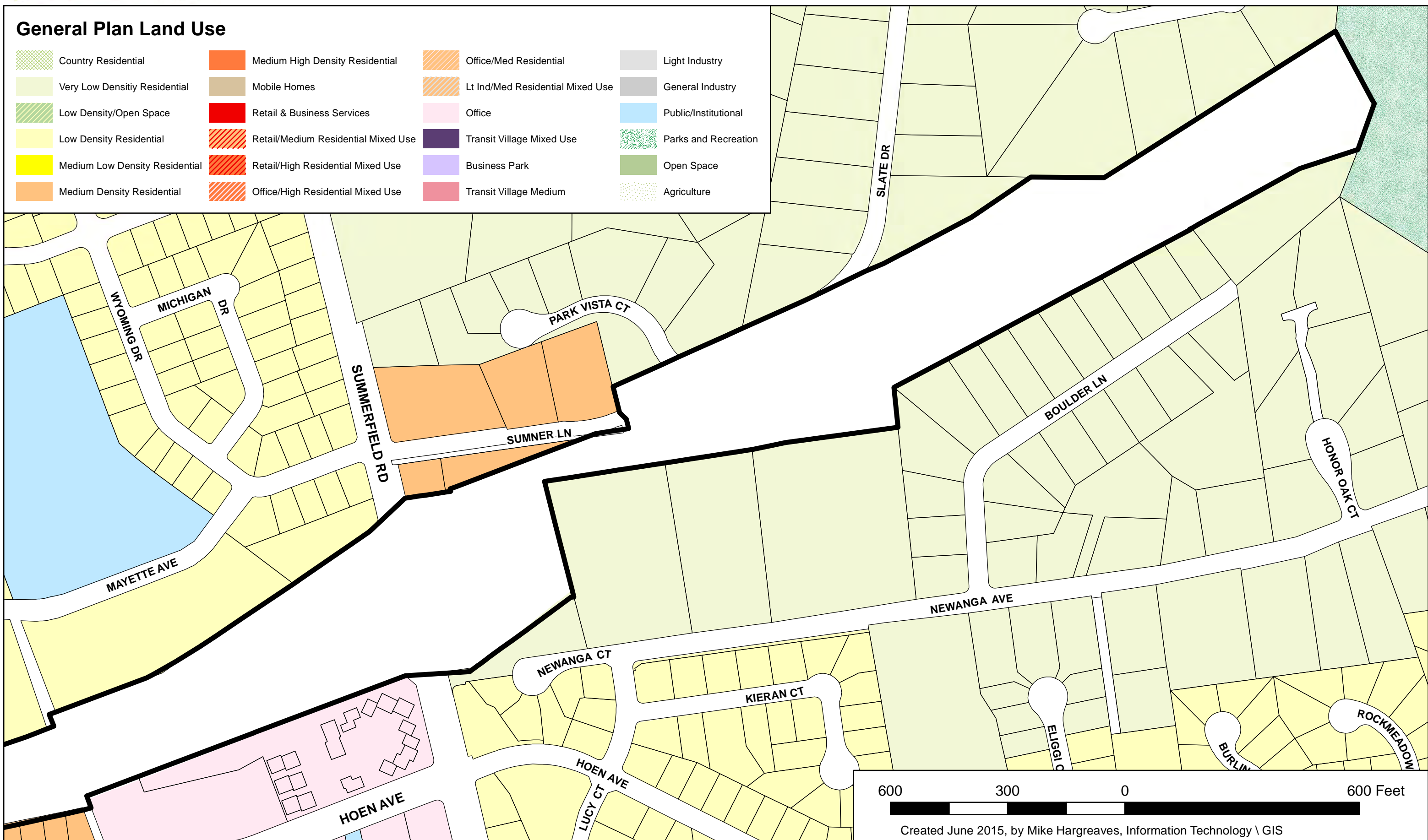
Figure 3: Upper grassland as viewed from eastern end of side abutting Spring Lake Regional Park.



Highway 12 Right of Way - East

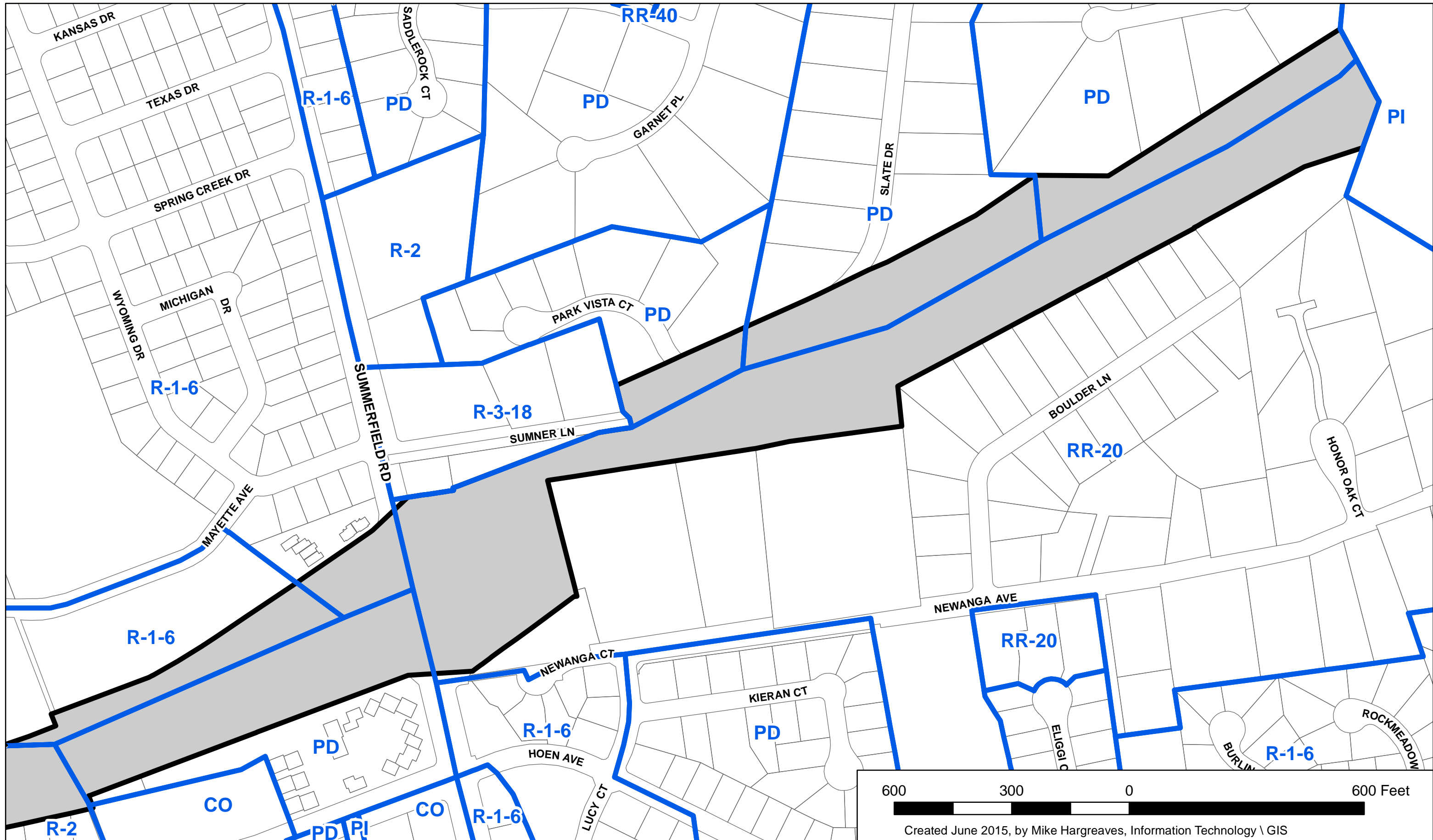


Highway 12 Right of Way - East



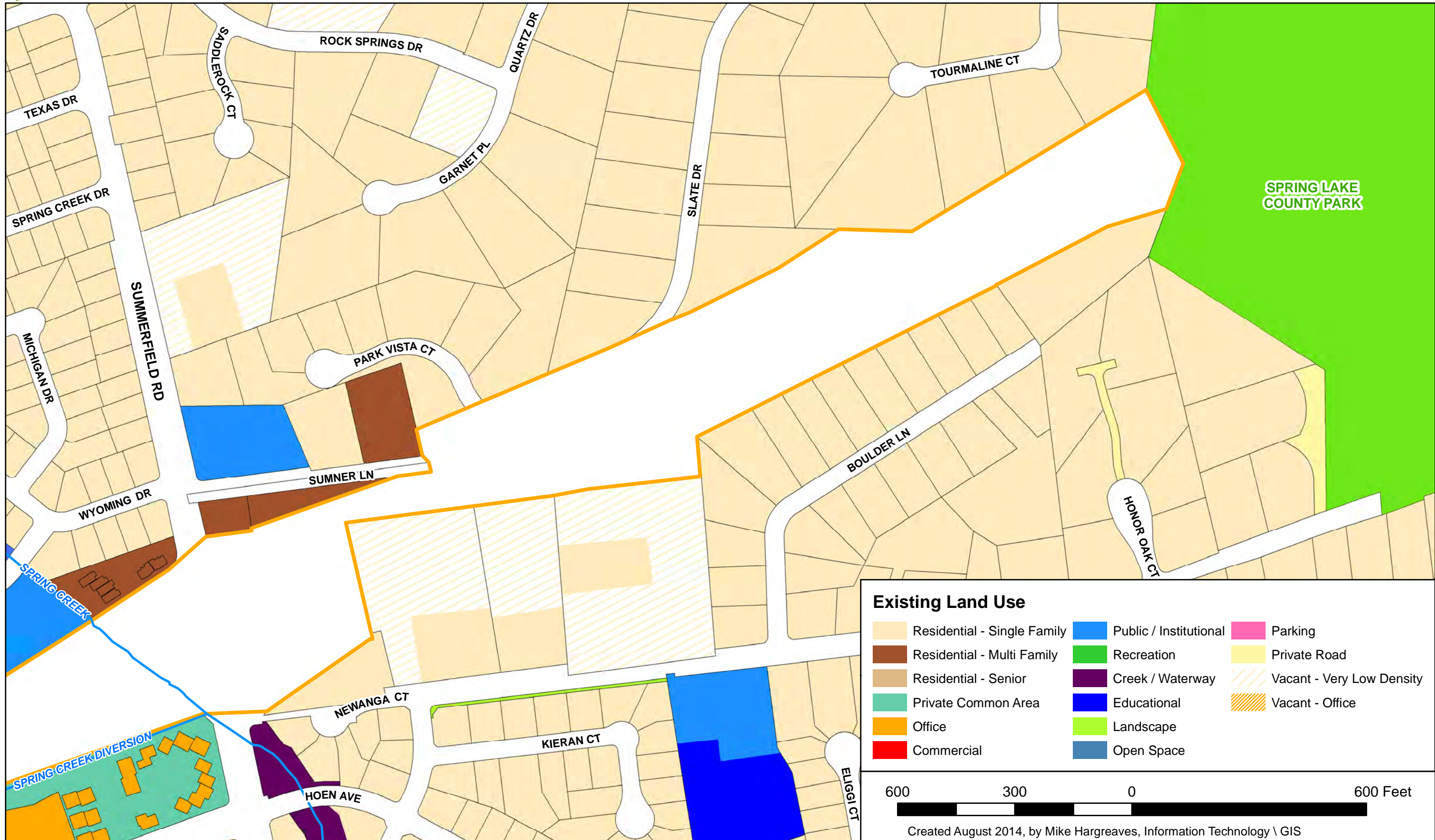


Highway 12 Right of Way Zoning - East

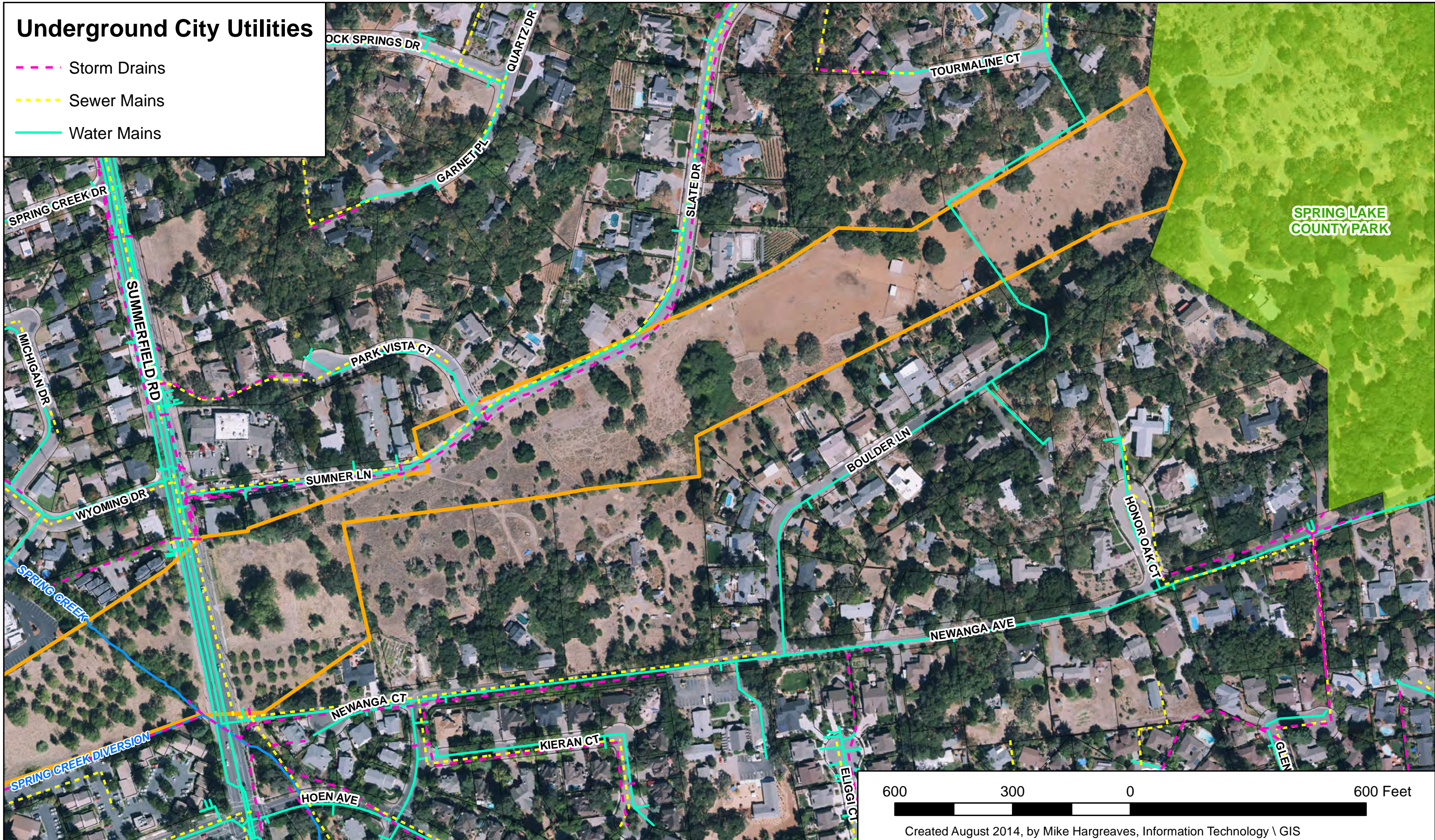




Highway 12 Right of Way - East



Highway 12 Right of Way - East



OPPORTUNITIES AND CONSTRAINTS

Based on the existing conditions on and surrounding the right-of-way, and adopted plans, what opportunities and constraints exist for future use of the land?

Opportunities

Access

- There are entry points into the site from surrounding neighborhood and arterial streets such as Vallejo Street, Franquette Avenue, Yulupa Avenue, and Summerfield Road.
- Access is also provided from smaller streets and existing rights-of-way that lead into the site, including Martha Way, Bertha Way, Albert Drive, Wanda Way, and Kathy Street north of the central area of the site and Camden Way south of the site.
 - Janet Way provides another opportunity for a connection, although there is some private property separating the terminus from the subject property.
- There are additional entry points into the site, including existing Sonoma County Water Agency maintenance paths along Sierra Park Creek that connect Mayette Avenue to Hoen Avenue and the undeveloped road right of way that provides an additional connection between these two streets.
 - The undeveloped local road right of way is developed with underground utilities, including sewer and water. The part of the right of way that connects through to Mayette Avenue is located within the Friedman Center parking lot.
- East of Summerfield, there are entry points along Slate Drive, and potentially from Newanga Court.
- The proposed Class 1 bike path would provide another entry point into Spring Lake Regional Park for existing neighborhoods.
- The area is served by Bus Route 2 (Bennett Valley) and Bus Route 8 (Sonoma Avenue), which provide connections to Montgomery Village, Bennett Valley, and downtown Santa Rosa. The Reimagining CityBus project, which is underway and expected to be completed by early 2016, may result in some changes to route alignments and/or schedules for the bus routes serving the area.

Recreation

- There is ample space for a Class 1 bike path, as envisioned by the Bicycle and Pedestrian Master Plan, from Hoen Avenue to Spring Lake Regional Park. The facility would connect Spring Lake Regional Park to on-street bicycle paths leading to downtown Santa Rosa near Farmers Lane. There is potential to extend the Class 1 bike path to connect with Vallejo Street which would provide an alternative route to Farmers Lane that would bypass Hoen Avenue near Montgomery High School.
- The site is close to many schools, and to shopping. Enhancement of pedestrian access through the site would facilitate improved pedestrian/bicycle experience for the daily activities in the surrounding neighborhoods.
- The land is of sufficient size to be appropriate for a variety of recreational uses.

Creek Restoration/ Environmental Mitigation

- The restoration/enhancement of the three creeks within the project area could be considered and accomplished throughout the design process for future uses.

- The property provides a wildlife corridor in an area that is otherwise almost fully developed.
- The site may be suitable as a receiver-site for off-site environmental mitigation projects triggered by State of California construction projects and other public projects.

Land Uses

- There is ample land for various uses to be considered and potentially accommodated:
 - Bicycle and pedestrian paths as part of a regional trail network
 - Restored and protected open space and natural habitat
 - Parks and community gardens
 - Sonoma County Water Agency water reliability pipeline (underground)
 - Groundwater development and recharge
- The site at Farmers Lane and Hoen Avenue Frontage Road is uniquely separated from residential neighborhoods and may be suitable for nonresidential development.
- There is an opportunity to study Farmers Lane and determine whether the recommendations of California Department of Transportation’s 2014 Transportation Concept Report can be implemented to make Farmers Lane a more “livable” street.
- There is an opportunity to consider designating some sites for higher density residential uses to facilitate affordable housing production. This would need to be assessed further in the context of how potential housing sites would enhance the function and design of other uses and be compatible with surrounding existing neighborhoods.
- There is an opportunity to consider designating the land adjacent to Montgomery High School for Public/Institutional Uses for educational uses.
- While the City has a test well at Martha Way, and general groundwater characteristics appear to be favorable for an emergency well(s) in that general vicinity, there are other potential locations situated along the site where groundwater production and recharge could be feasible.

Constraints

No General Plan Designation

- The 57 acre parcel does not currently have a General Plan designation. Establishment of a General Plan designation for the site will require a significant public process and environmental review.
 - A traffic study will be needed to assess impacts of future development on Farmers Lane and 4th Street/Highway 12.

Unusual Size/Configuration

- The site is large and unseparated from surrounding public streets. Determination of the property boundaries and establishment of developable parcels for any future use will require land surveys and likely significant title research, particularly along the edges of the site.
 - There are encroachments onto the property in various locations where people have extended private improvements into the site.
 - There may be remnant parcels of right of way in unexpected locations, i.e. in front yards along Slate Drive and Hoen Avenue near Hahman Drive.
- The area of the site east of Summerfield Road includes a narrow section, where the width of the right of way is reduced to 70 feet.

Extensive Public Improvements

- Several of the existing public streets are unfinished or lack standard City improvements. Hoen Avenue near Montgomery High School and Franquette Avenue lack sidewalks in areas.
 - Slate Drive and Sumner Lane lack sidewalks on both sides of the street. While this is not atypical of hillside development, future use of the area may require construction of sidewalks to facilitate pedestrian access.
 - Slate Drive, Vallejo Street, and Hoen Avenue near Montgomery High School may be part of the freeway right of way.
 - Franquette Avenue lacks sidewalks on the west side through the study area. On the east side, the existing path is in fair condition and needs repair.
 - Martha Way is a partial street with no curb, gutter, or sidewalk on its south side parallel to the site.
- Access from the western area of the site (near Vallejo) to the rest of the property will potentially require improvements to the Hoen Avenue Bridge to facilitate pedestrians; Hoen Avenue is narrow at the bridge and lacks sidewalks on the north side.
- The property is divided into sections by existing City streets. Street crossing treatments would be needed to provide pedestrian connections from one area to the next. On some of the higher volume streets, such as Yulupa and Summerfield, the design of the crossings will be challenging and will need to take into account existing signalized intersections.
- Existing sewer and water lines and the Spring Creek Diversion located within the right of way will need to be evaluated for maintenance access.
- Any future uses would need to provide acceptable Fire Department access points and appropriate turnaround locations per the California Fire Code.

Creeks/Hydrology/Environmental

- While most of the 57 acres are flat, topography/geology in the eastern area of the site is steep in areas and rocky. This area of the site also has two potential wetlands.
- The restoration/enhancement of the three creeks within the project area could be considered and accomplished throughout the design process for future uses. However, hydrologic and hydraulic studies will be required to ensure that changes to the creeks do not detrimentally affect surrounding neighborhoods where there was flooding prior to installation of the Spring Creek Diversion.
 - The Spring Creek Diversion reduced flows in Sierra Park Creek and Spring Creek to the point that they are no longer functioning at optimal levels.
 - Spring Creek’s location near Summerfield Road minimizes access onto the site; the area along Summerfield Road is quite small and creates a narrow entry onto the larger site from Summerfield Road. A bridge over the creek may be required.
 - Sierra Park Creek is in poor condition through the study area from a biological standpoint, due to engineering work that was done associated with the Spring Creek Diversion. A bridge over the creek would be required in order to construct a Class 1 bike path, and the design will need to consider access from Mayette Avenue and Hoen Avenue into the site.
- FEMA has designated an area of the site near Summerfield Road as “Zone X,” an area of minimal flood hazard with a 0.2% annual chance flood.
- Currently, the site is maintained by Caltrans. If the land changes ownership, site maintenance responsibilities will transfer to the new owner including weed abatement.
- The area east of Summerfield Road is located in the Wildland-Urban Interface Fire Area and would be subject to additional requirements if new uses or development are proposed.

Interface with Existing Neighborhoods

- Most of the study area is surrounded by existing residential neighborhoods. Special attention must be paid to the edges of the project site, and new uses should be compatible with the surrounding neighborhoods.
- Areas of the site are isolated in that existing development faces away from the property. Much of the length of the property is surrounded by back fences with minimal opportunities for surveillance into the site. This has led to accumulation of trash in certain areas.
- The neighborhood bounded by Mayette Avenue, Franquette, the project site, and Yulupa includes numerous unfinished streets. These provide both an opportunity to improve the neighborhood and to provide access into the site, and a constraint in the sense that the interface between future uses and the existing neighborhood is sensitive.
- An additional access point to Spring Lake Regional Park may bring additional vehicles to nearby neighborhood streets.