DRAFT ALTERNATIVES COMPARISON CHART

	Alternative 1: Minimal Footprint	Alternative 2: Active to Tranquil	Alternative 3: Nodes of Activity
Concept	*Most or all of the greenway property will be open space with connections for non-motorized travel linking Spring Lake Regional Park to Farmers Lane and beyond.*	*The greenway links Downtown Santa Rosa to Spring Lake Regional Park with bike and pedestrian paths flanked by open space. A range of active development uses face the greenway in the west and tranquil uses are located in the east.*	*The greenway is open space along a bike and pedestrian paths that connect nodes of housing and retail at the major streets and nodes of recreational and agricultural activity at the intersections of pathways.*
Land Use			
Open Space/Habitat Restoration	▪ Habitat restoration is proposed along the creeks (3 acres) and on most of the area east of Summerfield Road (16 acres). ▪ The total acreage is 19 acres.	▪ Habitat restoration is proposed along the creeks (3 acres) and on most of the area east of Summerfield Road (16 acres). ▪ The total acreage is 19 acres, the same as Alternative 1 and 3 acres less than Alternative 3.	▪ Habitat restoration is proposed along the creeks (3 acres), north of the Highway 12 onramp (2.5 acres), west of Spring Creek (4 acres), and most of the area east of Summerfield Road (13 acres), for a total of 22.5 acres. ▪ This alternative has the most restoration area, which is spread out across the greenway.
Urban Agriculture	▪ Community gardens are proposed in areas with prime pedestrian/bike east/west and north/south access. ▪ Orchard restoration is identified in the area between the new pedestrian/bike connection to Spring Creek Elementary School and Spring Creek, and east of Summerfield Road. ▪ The three areas total 6 acres throughout the greenway.	▪ The same general locations for community gardens and/or orchard restoration are proposed as those in Alternative 1. The locations alternate north and south of the path. ▪ A smaller area is dedicated to orchard restoration (than that in Alternative 1) in the area west of Spring Creek restoration, and the multi-use paths cross through it. Orchard restoration is also identified east of Summerfield Road. ▪ The total acreage is 3.5 acres, approximately 2.5 acres less than Alternative 1.	▪ Community garden areas are shown along north/south pedestrian/bike connections, as in the other two alternatives, however they are north of the multi-use path, rather than on either side of it as in Alternative 2. This alternative also includes one garden adjacent to the school facility. ▪ This alternative has a total acreage of 2.5 acres, approximately 3.5 acres less than Alternative 1.
Greenway/ Recreational Uses	▪ The majority of property is proposed as a greenway. Plazas, picnic areas, and, playgrounds are proposed near access points (21 acres). ▪ School facilities for joint-use recreation and/or outdoor classrooms are proposed near Montgomery High School (1 acre). ▪ Community gathering space west of Franquette Avenue is proposed to accommodate large events (1 acre). ▪ An active recreation area is proposed west of Yulupa Avenue to provide the general public more formal recreation fields, tracks, and/ or courts (1.5 acres).	▪ Greenway open space stretches from Summerfield Road to Farmers Lane, though west of Sierra Creek Park it is narrower than that in Alternative 1 (17 acres). Plazas, picnic areas, and playgrounds are proposed near access points. ▪ School facilities for joint-use recreation and/or outdoor classrooms are located in the same location as Alternative 1 with roughly the same area (1.5 acres). ▪ A visitor/education center is proposed fronting Summerfield Road (less than 1 acre).	▪ Greenway open space stretches from east of Summerfield Road to west of Matanzas Creek, though it is is narrower than that in Alternative 1 between the nodes of development (19 acres). ▪ School facilities for joint-use recreation and/or outdoor classrooms are located in the same location as Alternative 1 with roughly the same area (1.5 acres). ▪ A visitor/education center is located just south of the school facilities (½-acre).
Retail	▪ Ground-floor retail uses below housing are proposed in the area east of Farmers Lane. Retail uses would be a percentage of the site; they would not cover the entire site (up to 20,000 square feet).	▪ Ground-floor retail uses below housing are proposed in the area east of Farmers Lane, north of the Highway 12 onramp. Retail uses would be a percentage of the site; they would not cover the entire site (up to 20,000 square feet). ▪ Lodging is allowed at the intersection of Farmers Lane and Hoen Frontage Road (3 acres). This is the only alternative with lodging.	▪ Ground-floor retail uses below housing are proposed in the area east of Farmers Lane. Retail uses would be a percentage of the site; they would not cover the entire site (up to 20,000 square feet). ▪ Ground-floor retail uses below housing are proposed at Yulupa Avenue. Retail uses would be a percentage of the site; they would not cover the entire site (up to

DRAFT ALTERNATIVES COMPARISON CHART

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Retail (cont.)		▪ A small café/retail shop is located west of Yulupa Avenue (up to 2,000 square feet).	2,000 square feet). ▪ A small café/retail shop site is located west of Summerfield Road (up to 2,000 square feet). ▪ This alternative has the most amount of retail of all of the alternatives due to the greatest amount of mixed-use development.
Housing	▪ Housing above retail is located near Farmers Lane (5 acres). This could result in as much as 75 new housing units at an average density of 15 units/acre.	▪ Housing above retail is located near Farmers Lane (5 acres). ▪ 3-4-story housing would face the greenway adjacent to the Matanzas Creek habitat area and west of Franquette Avenue (1 acre). ▪ 2-story townhomes would face the greenway between Franquette and Yulupa Avenues (3 acres). ▪ 2-3-story housing would face the greenway east of Yulupa Avenue (1 acre). ▪ The total acreage of housing is 10 acres which could result in as much as 150 new housing units at an average density of15 units/acre.	▪ Housing above retail is located near Farmers Lane (5 acres). ▪ 3-4-story housing would face the greenway on both sides of Franquette Avenue (1 acre). ▪ Housing above retail would face the greenway on both sides of Yulupa Avenue (1 acre). ▪ 2-3-story housing would face the greenway east of Summerfield Road (1 acre). ▪ The total acreage of housing is 8 acres, 2 acres less than in Alternative 2, and thus would result in 30 fewer units.
Circulation			
Non-motorized Access	▪ A multi-use path running east to west with a minimal footprint, including a paved bike path (to accommodate travel in both directions) with adjacent soft-surface shoulders on either side to accommodate runners and possibly equestrians east of Summerfield Road. ▪ Mid-block crossings are proposed at Summerfield Road, Yulupa Avenue, and Franquette Avenue. ▪ An intersection crossing with enhanced signing, striping, and/or signal operations to improve pedestrian/bike travel is proposed at Hoen Avenue and Cypress Way. ▪ The path facilities in this alternative would be narrower than other alts, and would connect to on-street bicycle facilities on Vallejo Street to Downtown.	▪ Multi-use paths running east to west would include a paved bike path to accommodate travel in both directions and a separate non-paved pathway to accommodate runners and possibly equestrians east of Summerfield Road. The paths footprint would be wider than that in Alternative 1. The multi-use path would connect to bike facilities on Vallejo Street and Monterey Drive. ▪ This alternative would require the same number of mid-block crossings as Alternative 1. ▪ This alternative would require intersection crossing improvements (enhanced signing, striping, and/or signal operations) at Hoen Avenue and Cypress Way, the new driveway on Hoen Frontage Road accessing new housing, and Hoen Frontage Road and Farmers Lane. ▪ A separated bike facility on the south side of Hoen Frontage Road would connect the multi-use path at the intersection of Hoen Avenue and Cypress Way to the planned bike lanes on Farmers Lane, crossing Hoen Frontage Road at a new signalized intersection south of Monterey Drive. ▪ This alternative provides the strongest bike connectivity to the west and south, including southern portions of Santa Rosa (via bike lanes on the future Farmers Lane extension) and Downtown.	▪ Multi-use paths running east to west would include a paved bike path to accommodate travel in both directions and a non-paved pathway to accommodate runners and/or equestrians. The multi-use paths would connect to the existing bike routes on Hoen Frontage Road and Vallejo Street. The existing facilities along Hoen Frontage Road should be enhanced for visibility. ▪ This alternative would require the same number of mid-block crossings as Alternatives 1 and 2. ▪ This alternative would require improved intersection crossings at Hoen Avenue and Cypress Way. ▪ This alternative most closely reflects the facilities shown in the City's current bicycle plan, except that it would add a bike path connection to the Vallejo Street bike route.

DRAFT ALTERNATIVES COMPARISON CHART

plan southeast greenway

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Vehicular Access	▪ Vehicular access to the mixed-use area is proposed on Hoen Frontage Road. ▪ This alternative would result in the fewest changes to the roadway network.	▪ To accommodate the development at Farmers Lane and Hoen Frontage Road, the existing onramp from Hoen Frontage Road to Highway 12 would be relocated westward to a new four-leg roundabout. The roundabout allows for more developable parcels in this area and slows traffic speeds. ▪ The existing north-south streets from Martha Way to Janet Way would extend into the greenway to create "motor courts" serving the new townhomes. Alternatively, an extension of the existing east-west street along the northern edge of the greenway could be used to access the townhomes. ▪ A new signalized driveway on Hoen Frontage Road would serve new mixed-use and residential development, as well as properties that are currently accessed via Monterey Drive. Monterey Drive and its existing bridge over Matanzas Creek would then be converted to pedestrian/bike access only. ▪ This alternative would result in the most substantial changes to the road network, transforming the street network character at the western end of the greenway to more of a lower-speed, multimodal focus.	▪ This alternative would modify the existing onramp to meet Hoen Frontage Road at a 75° to 90° angle in order to slow traffic speeds and provide a safer place for non-motorized modes to cross. ▪ Two new driveways on Hoen Frontage Road would serve the new mixed-use area and provide another access point to existing parcels accessed by Monterey Drive. ▪ This alternative is less transformative on the west end of the greenway than Alternative 2, while still providing vehicle access to new development areas.
Economic Impacts			
Land Acquisition Costs	Alternative 1 could possibly create the most compelling vision for private/non-profit fundraising by focusing entirely on "green" uses.	Because it has the most development, Alternative 2 would generate the most private capital to reimburse acquisition costs, thereby reducing the amount of money needed to purchase the land. On the other hand, the narrower greenway with less land devoted to public open space may make it harder to raise funds for acquisition	Alternative 3 would create a hybrid situation lying somewhere between Alternatives 1 and 2.
Development Costs	Alternative 1 is the "minimal footprint" alternative with public improvements presumably the least intense, and least expensive to build of the three alternatives. On the funding side, however, there are likely fewer other partners and private entities to help in the development of the greenway. It is possible that the City and other agencies would remain responsible for finding funding for most of the improvements.	Alternative 2 would locate substantial development along the greenway pedestrian/bike path, which could create opportunities for joint funding of public infrastructure, either through in-kind construction of segments of the path abutting and benefiting private users, or perhaps through public financing mechanisms such as an Enhanced Infrastructure Financing District (EIFD).	Alternative 3 would create a hybrid situation lying somewhere between Alternatives 1 and 2.
Operating & Maintenance Costs (O&M)	To support ongoing O&M, Alternative 1 could generate some revenue by charging fees and rentals to some of the users of public spaces (e.g., groups	Alternative 2 would generate ongoing revenue to the City through the property tax, augmented perhaps with some additional sales and hotel tax	Alternative 3 is likely to generate both cost pressures and revenues that are somewhere in the middle between Alternatives 1 and 2.

DRAFT ALTERNATIVES COMPARISON CHART

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O&M (cont.)	and event promoters), and there may be ongoing revenue gained through using some of the land as mitigation for offsite development projects. On the other hand, there are few partners attracted by the development pattern, and the City and other agencies may be responsible for the majority of ongoing O&M costs for the bulk of the property.	revenue. Utilization of the public spaces would likely be higher than with Alternative 1due to additional proximate residents and users, increasing O&M costs for some departments (e.g., landscape maintenance), but potentially reducing the costs in other departments (e.g., public safety).	
Utilities			
Sewer	The area is generally well-served with utilities and therefore this alternative would not likely require significant infrastructure improvements. The mixed-use area near Farmers Lane may require an approximate 600-feet extension to sewer main at Farmers Lane Plaza.	The area is generally well-served with utilities and therefore this alternative would not likely require significant infrastructure improvements. The lodging and mixed-use area near Farmers Lane may require an approximate 600-feet extension to sewer main at Farmers Lane Plaza.	The area is generally well-served with utilities and can accommodate this intensity and location of development; therefore, this alternative would not likely require significant infrastructure improvements. The mixed-use area near Farmers Lane may require an approximate 600-feet extension to sewer main at Farmers Lane Plaza.
Water	A planned water wellfield will require approximately 1/3-acre of the property near Martha Way and will require vehicle access.	A planned water wellfield will require approximately 1/3-acre of the property near Martha Way and will require vehicle access.	A planned water wellfield will require approximately 1/3-acre of the property near Martha Way and will require vehicle access.