



Workshop 2 Summary

This meeting was conducted on October 8, 2016 (10 am – noon) at Montgomery High School in Santa Rosa, CA.

MEETING PURPOSE AND OVERVIEW

On Saturday, October 8, 2016 approximately 150 community members attended the second community workshop for the Southeast Greenway General Plan Amendment process. The purpose of the meeting was to summarize the feedback from the workshop held in August, present the draft Guiding Principles for the Southeast Greenway, describe the circulation and land use alternatives for the Greenway, and get the community's feedback.

Lisa Kranz, Supervising Planner at the City of Santa Rosa welcomed everyone and introduced the partners involved in this planning effort. Bruce Brubaker, Principal at PlaceWorks, summarized the results from the previous workshop and then presented the draft Guiding Principles and circulation and land use alternatives. After his presentation, attendees divided into eight groups to give their feedback at four topic stations around the room:



- Guiding Principles
- Circulation and Land Use Alternatives for the West Segment of the Greenway
- Circulation and Land Use Alternatives for the Central Segment of the Greenway
- Circulation and Land Use Alternatives for the East Segment of the Greenway

The stations were facilitated by City staff and members of the consultant team, and included boards with information (see Appendix A: Station Boards). Each group discussed the proposed principles and alternatives; facilitators noted their comments and questions. Each participant then filled out a survey to express his/her individual preferences on each topic (see Appendix B: Survey). After all groups visited each topic station, the facilitators reported back to all participants about the common themes and feedback they heard at their stations. The station summaries are listed on the following pages. The individual surveys will be compiled at the end of the survey period on October 26, 2016 and reported to Planning Commission and City Council at a joint session on November 1, 2016.

SUMMARY OF FEEDBACK AT TOPIC STATIONS

When participants signed in at the workshop, they received a nametag with a group number (1-8). After the presentation, participants provided their feedback on the four topics. To keep the groups small, there were two stations per topic for a total of 8 stations. The commonalities of the feedback at the stations are summarized below. Individual's comments are included in the surveys which will be tabulated at the end of the survey period as noted above.

FEEDBACK ON DRAFT GUIDING PRINCIPLES (STATIONS 1 & 2)

- Prioritize the Greenway's inclusivity. It should provide access and connections for all: bikes, pedestrians, vehicular parking, adjacent neighborhoods, and wildlife.
- Preference to acknowledge the Greenway's role in City's response to climate change. Prioritize preservation of open space with native plantings to reduce maintenance and operating costs.
- Preference to break Guiding Principle #3 into separate principles.
- Some preference to reconsider commercial and housing development in the Greenway and the Greenway's economic and social role, as noted in Guiding Principle #3:
 - Consider the economic trade-offs.
 - Keep value low to keep purchase price low.
 - Clarify economic vitality and whether it can be achieved with minimal commercial development (e.g., bike rentals, cafes, etc.).
- Prioritize Greenway's holistic development and integration with neighborhoods.
- Prioritize quality of life and promote the health and vitality of the community.
- Prioritize aesthetics, including public art, landscaping, and historic and cultural aspects.
- Prioritize educational experience, including wildlife/nature, interactive, and interdisciplinary uses.



FEEDBACK ON WEST SEGMENT ALTERNATIVES (STATIONS 3 & 4)

LAND USE

- Significant preference for “less is more” with little or no development anywhere in the Greenway. Some countered that sentiment, favoring a limited amount of development for workforce housing.

- Significant preference to see “eyes on the Greenway” to create a more secure environment. Many people pointed out that the best way to accomplish that would be through allowing some housing development along the Greenway.
- Consensus that the triangular area bounded by Farmers Lane, Hoen Frontage Road, and the Highway 12 onramp was not considered part of the Greenway; many felt it could be intensely developed without impacting other Greenway values.
- Mixed opinion about lodging: some were averse to lodging; others saw it as a means of generating tax revenue, or serving as a base for ecotourism by providing access to natural systems, trails, and Spring Lake Regional Park.
- Significant preference for a community pool in the area adjacent to Montgomery High school.
- Significant preference that trailhead amenities should include water and restrooms at a minimum.



CIRCULATION

- Preference to keep Highway 12 onramp as is; concern that changing the alignment of the existing onramp would be expensive and tricky. Lack of consensus on roundabout; some are concerned about grade changes in this area and how the roundabout would function; others more familiar with roundabouts think it could work well here.
- Significant preference to locate multi-use path in the middle of the Greenway property, rather than along the northern or southern boundary adjacent to existing homes and fences.
- Preference to protect wildlife corridors and prioritize continuity and connectivity through the Greenway.
- Some preference for a bridge over Hoen Avenue.

FEEDBACK ON CENTRAL SEGMENT ALTERNATIVES (STATIONS 5 & 6)

LAND USE

- Significant preference for Alternative 1. Some want housing added that faces greenway like in Alternative 2; some oppose any housing. Some want retail included at the ground level of 2-3 story housing. Some want housing moved to the south side of the Greenway.
- Mixed opinions about uses near Yulupa Avenue:
 - Remove active recreation due to parking and traffic issues east of Yulupa Avenue.

- Include small café west of Yulupa Avenue and restore wetland east of Yulupa Avenue in Alternative 1.
- Make community garden areas bigger. Remove 2-3-story housing to expand community garden east of Yulupa Avenue.
- Add café (or kiosk) to Alternative 1 west of Yulupa Avenue.
- Preference for plazas to include amenities.
- Preference to include clusters of trees for nesting and wildlife habitat.
- Preference for public art throughout.



CIRCULATION

- Preference to keep Greenway unfenced to allow for wildlife connections; some doubt that this area is wide enough to be a wildlife corridor.
- Significant preference to locate multi-use path in the middle of the Greenway property, so it is less impactful on adjacent neighbors. Preference for separated paths for pedestrians and bicyclists.
- Concern about crossing Yulupa Avenue. Need to slow vehicle traffic. Consider narrowing it, creating a refuge island, making street crossings noticeable, or building an underpass or bridge.

FEEDBACK ON EAST SEGMENT ALTERNATIVES (STATIONS 7 & 8)

LAND USE

- Significant preference for orchard restoration and preservation of natural features (including wetlands) and wildlife habitat.
- Preference for visitor/education center to be removed from alternative 2; many consider it be an inappropriate use here.
- Preference for a café or deli.
- Mixed opinion about housing: some think it will improve safety by increasing eyes on the Greenway and some do not think it is appropriate here.
- Preference for trailheads in this area to be small and unpaved and include mileage markers, wayfinding and educational signage, and public art.

CIRCULATION

- Concern about crossing Summerfield given the traffic; many would like a bridge.
- Strong preference for separating the bicycle and pedestrians on the pathways to address bike speeds and the steep slope in this area.



COMMON QUESTIONS/CONCERNS BEYOND THE PROJECT SCOPE

- How is this going to be funded and maintained?
- How will we ensure safety on the Greenway (e.g., cameras, lighting, land uses, panic button, police foot patrol)?
- Specific design requests for the multi-use path included width, separation for different users, surface materials, seating/no seating along it, and exact locations (e.g., it should meander, not have blind corners, and include a loop). Include wayfinding and signage.
- Parking issues were raised consistently, most notably where the Greenway's visitors will park and how neighborhoods would be protected from overflow parking.
- Concern about traffic impacts, such as congestion on Hoen Frontage Road and impacts of new development on existing cross streets.
- Desire for more clarity on housing. If housing is developed, whom should it serve (e.g., workforce housing or affordable housing)? How should housing relate to the Greenway?

GUIDING PRINCIPLES



The following statements are draft guiding principles that will guide the Greenway's planning, design, and development

- 1. The Greenway provides a continuous, non-motorized transportation connection from Spring Lake Regional Park to Farmers Lane, as well as to downtown Santa Rosa, surrounding neighborhoods and schools, and the regional trail system.**
- 2. The Greenway provides open space and active and passive recreation for local residents and visitors.**
- 3. The Greenway is developed sustainably to enhance and protect natural resources, promote economic vitality and encourage social equity, and minimize negative impacts on neighbors.**
- 4. Uses on the Greenway are designed to face the Greenway, provide easy access to pathways, maximize views of the hills, promote safety, and preserve the privacy of surrounding neighbors.**
- 5. The community, public agencies, and private partners work together on the Greenway's planning, acquisition, development, maintenance, stewardship, safety, and funding.**

LEGEND

Greenway, Picnics, & Playgrounds

Open space with a mostly natural appearance will comprise most of the property, and include pathways for non-motorized access, native plantings, and some areas dedicated to play areas and picnic areas near access points.



Open Space Restoration

These areas would be restored for wildlife habitat and planted with appropriate native plants. Aside from designated trails, these areas would have minimal access.



Urban Agriculture

These areas would allow community gardens or working farms, including orchards and are primarily located near pedestrian/bicycle cross intersections.



Active Recreation

Active recreational uses could include ballfields, running tracks, basketball or tennis courts, and associated restrooms and lighting.



School Facilities

This is intended to be an area for joint-use recreation and "outdoor classrooms" that would serve as an extension of Montgomery High School. The area would be usable by other schools, as well as the community at-large and could benefit from its proximity to the school's parking lots.



Community Gathering Space

This space could allow facilities for large, organized community events like celebrations, festivals and concerts. It could include an amphitheater.



Lodging

Lodging in the form of a hotel, motel, or hostel could link to the greenway's recreational uses.



Visitor/Education Center

A visitor center or museum/educational facility.



2-3 Story Attached Housing

Apartments or condos up to three stories in height facing the greenway.



3-4 Story Attached Housing

Apartments or condos up to four stories in height facing the greenway.



Townhomes

Attached two-story homes facing and directly accessing the greenway.



Mixed-Use

Residential development with ground-floor retail uses.



Small Café

Small scale retail development such as a café, bicycle rental shop and other greenway-related retail use.



Public Plaza/Trailhead

Locations for small gatherings, trailheads, and gateways. These areas would include signage and seating, at a minimum, and could include restrooms, kiosks and public art.



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Mid-block Crossings



Multi-use Path



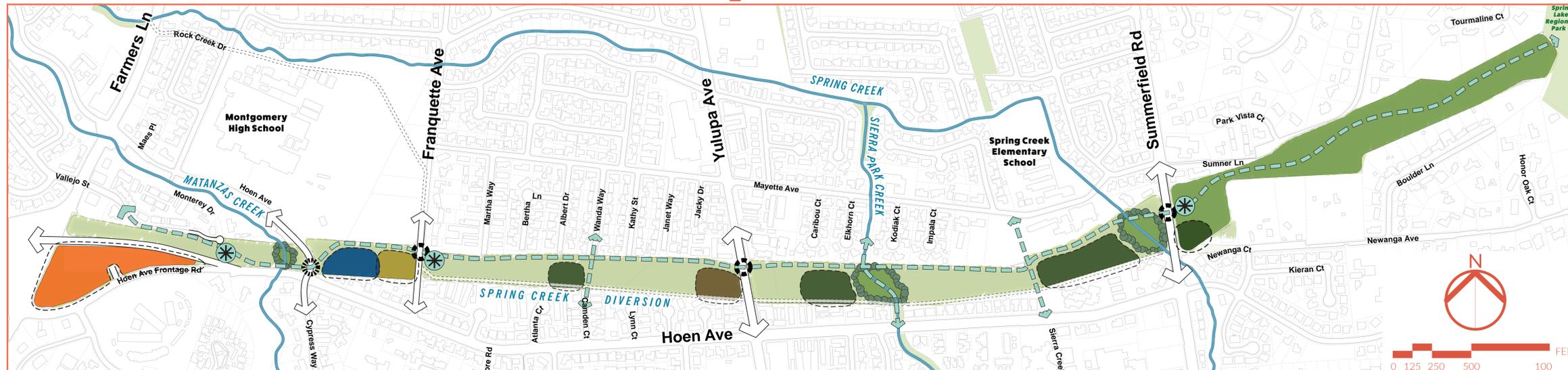
Intersection Crossings



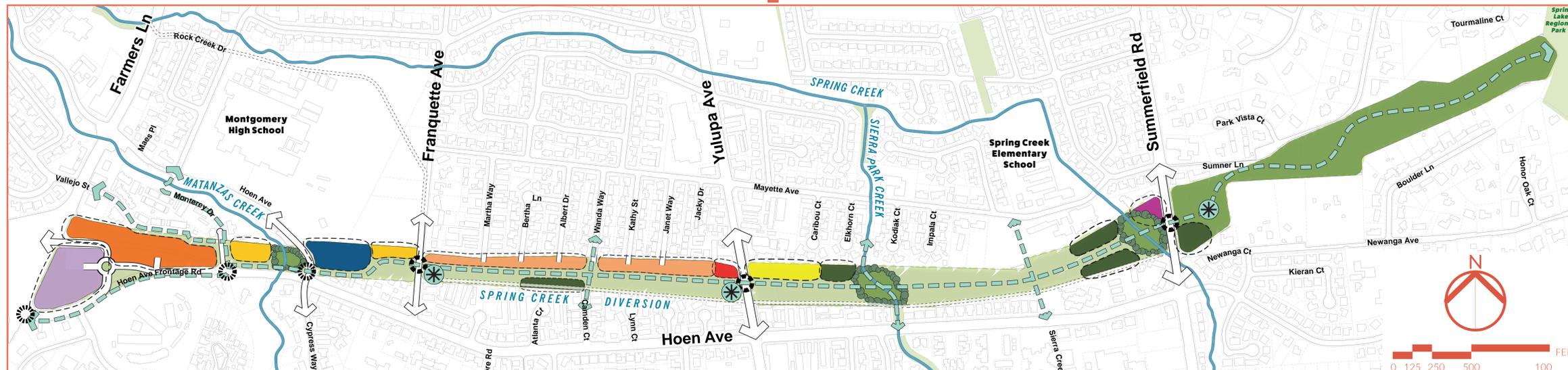
Vehicular Access



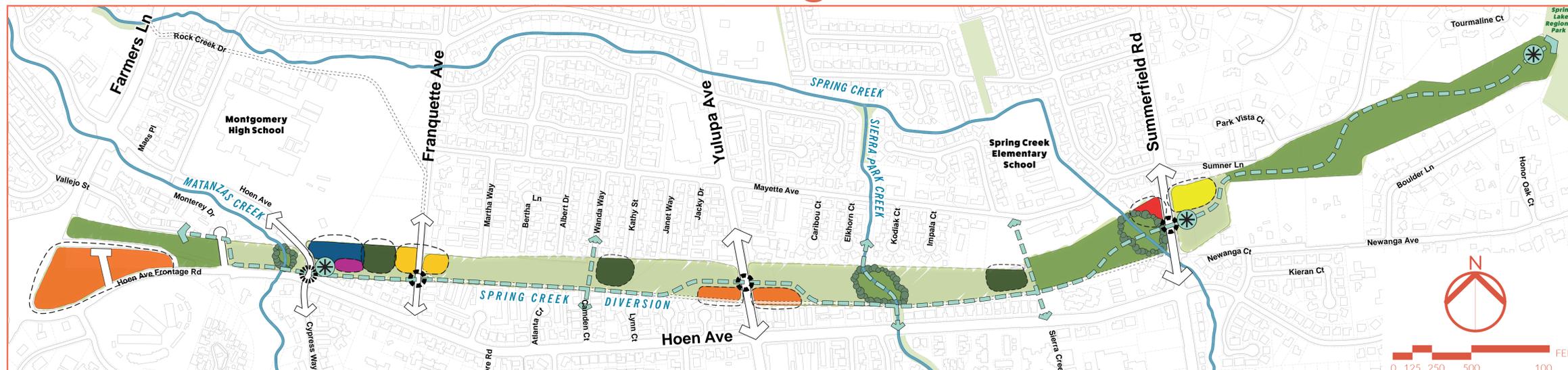
ALTERNATIVE 1: Minimal Footprint



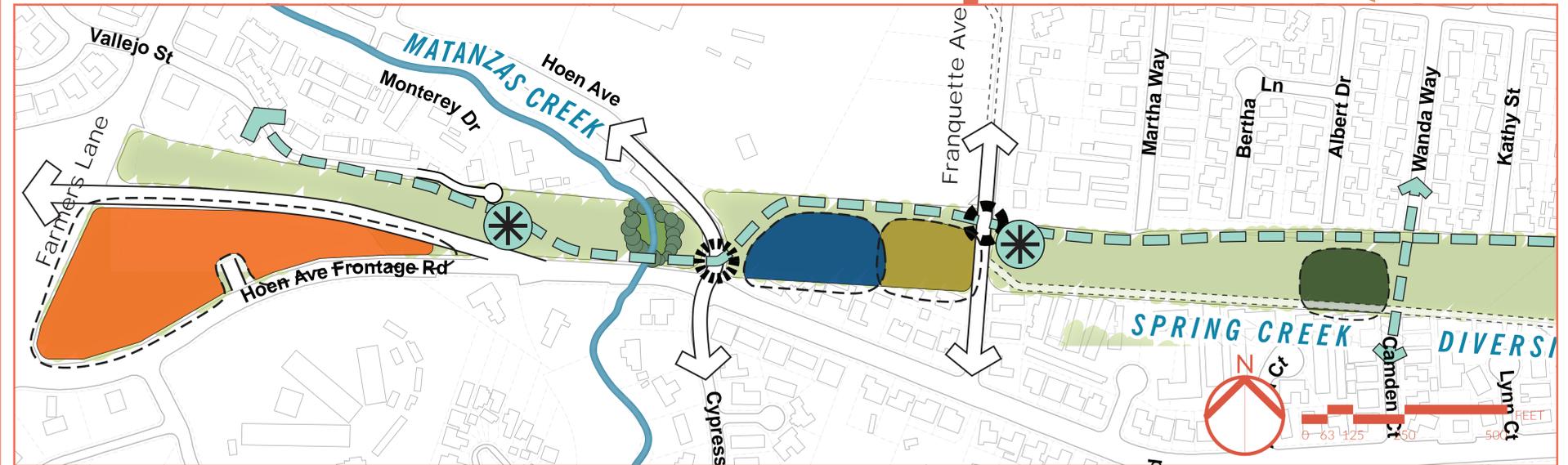
ALTERNATIVE 2: Active to Tranquil



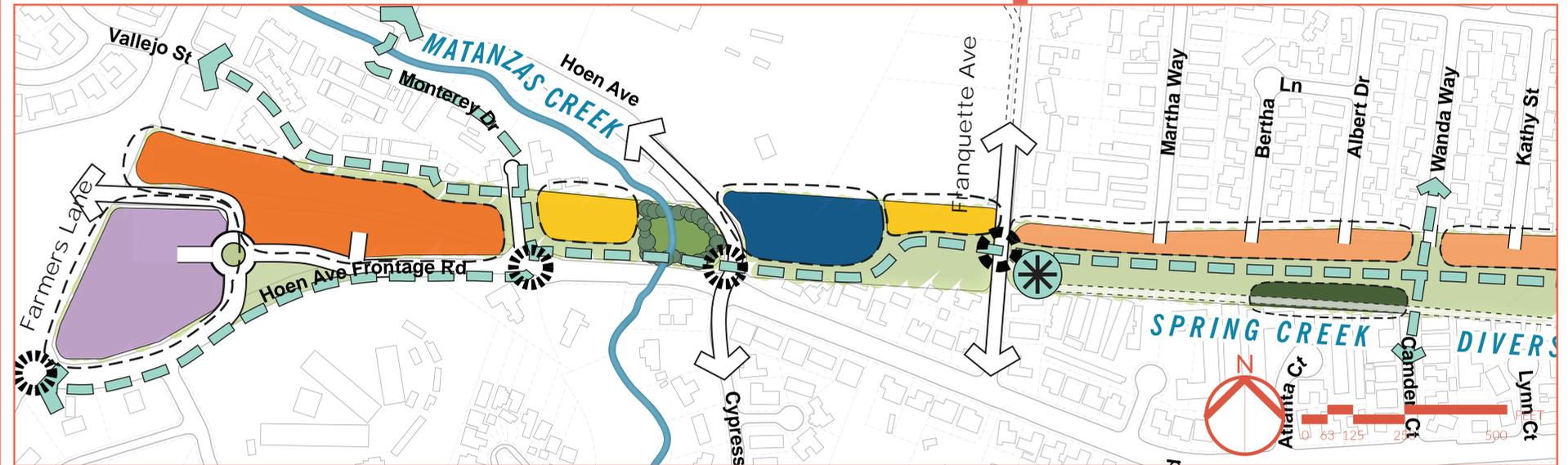
ALTERNATIVE 3: Nodes of Activity



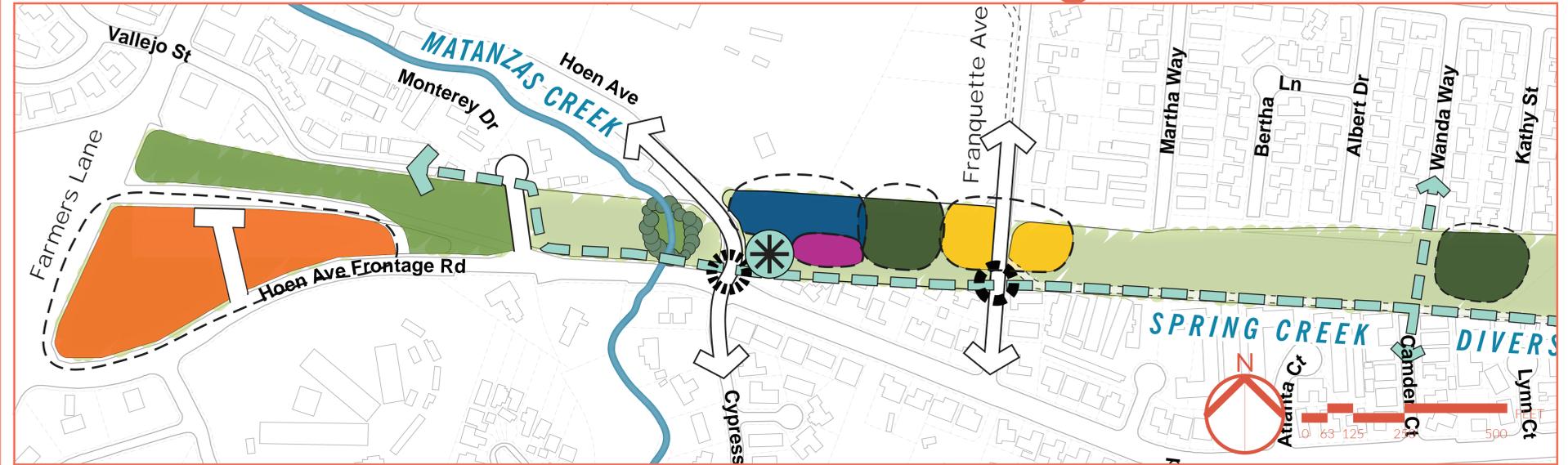
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ALTERNATIVE 2: Active to Tranquil



ALTERNATIVE 3: Nodes of Activity



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Lodging

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Visitor/Education Center

A visitor center or museum/educational facility.



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Public Plaza/Trailhead

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Creek Restoration

Areas around creeks would be restored with riparian vegetation where appropriate. Aside from designated trails, these areas would have minimal access.



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Multi-use Path



Intersection Crossings



Vehicular Access



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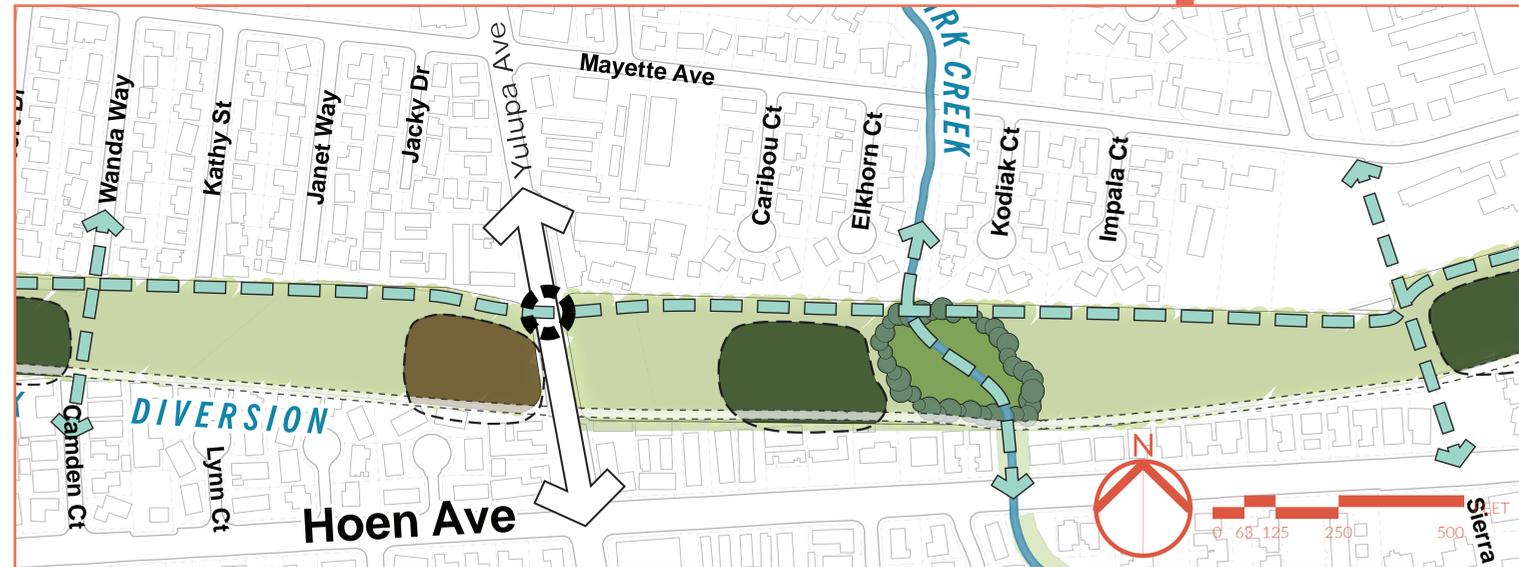
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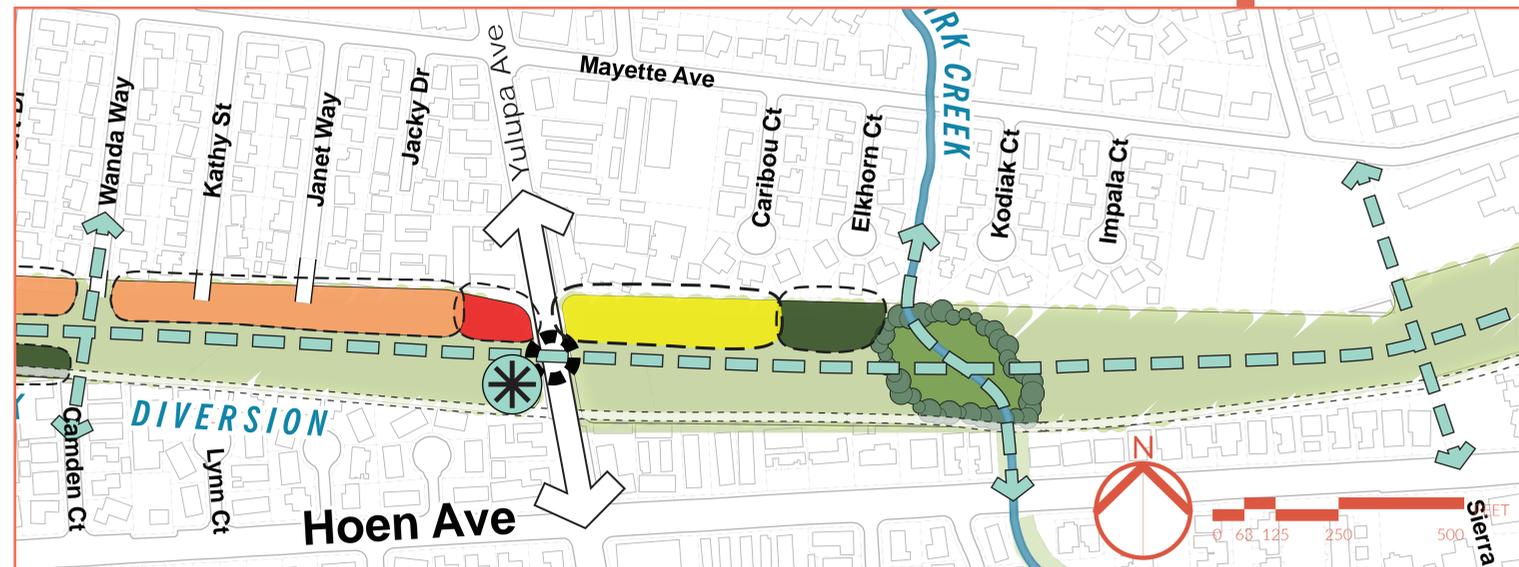
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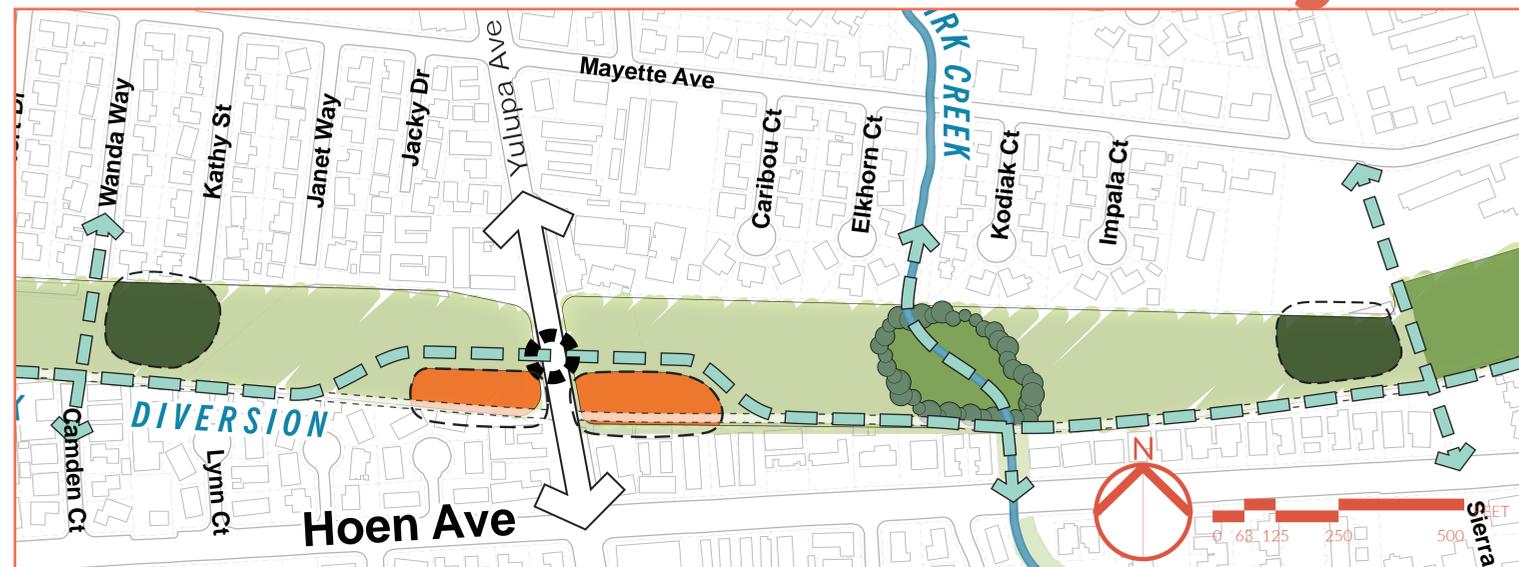
ALTERNATIVE 1: Minimal Footprint



ALTERNATIVE 2: Active to Tranquil



ALTERNATIVE 3: Nodes of Activity



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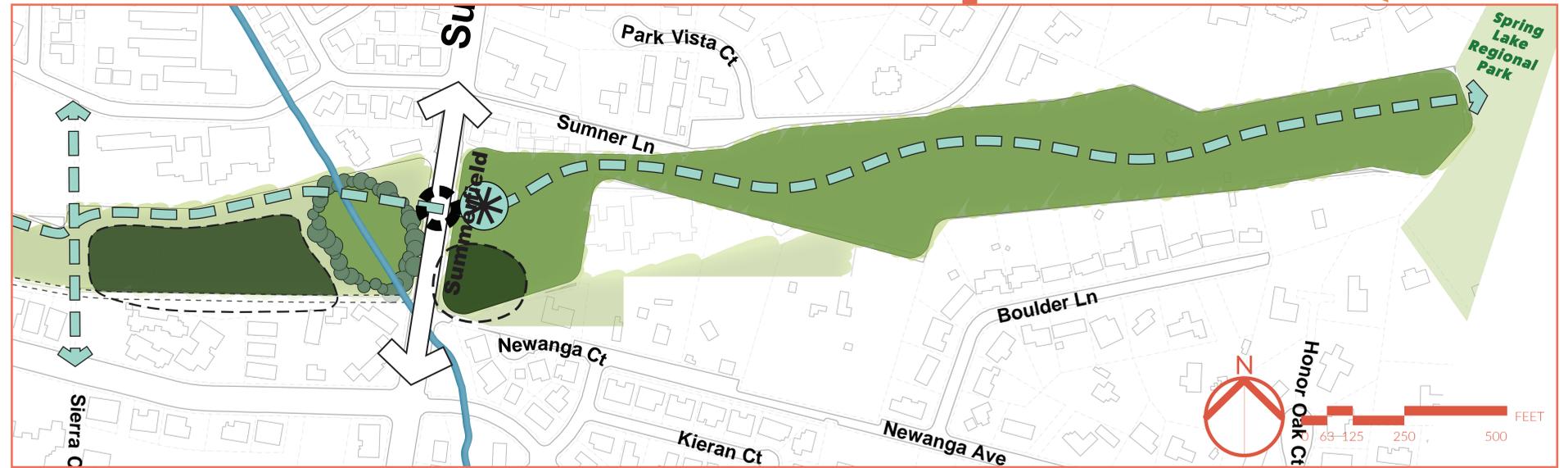
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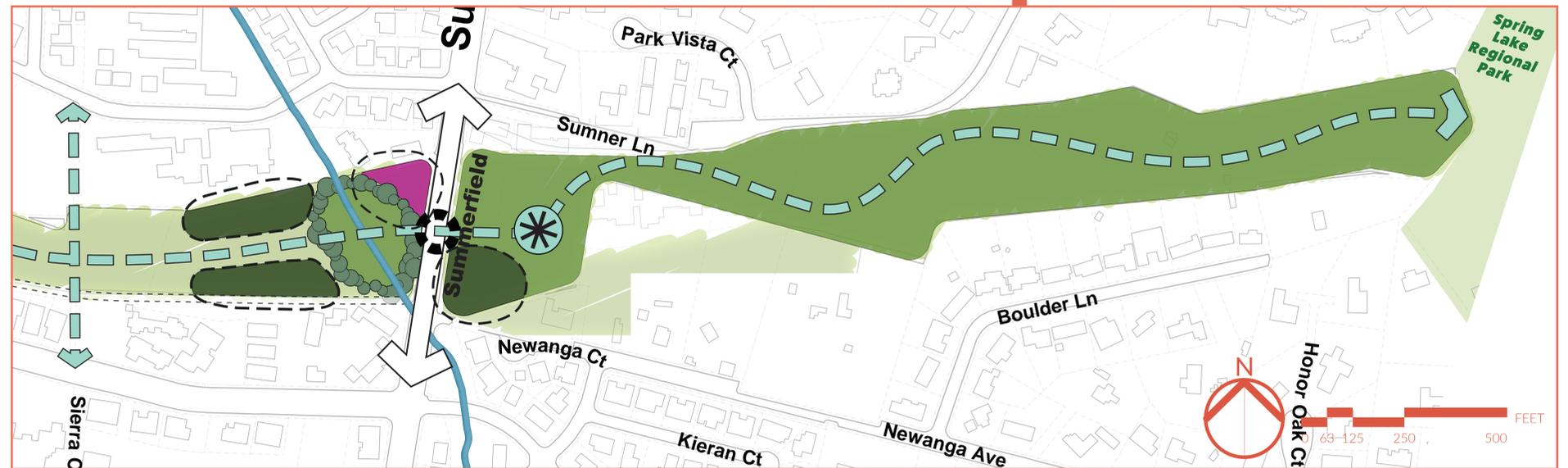
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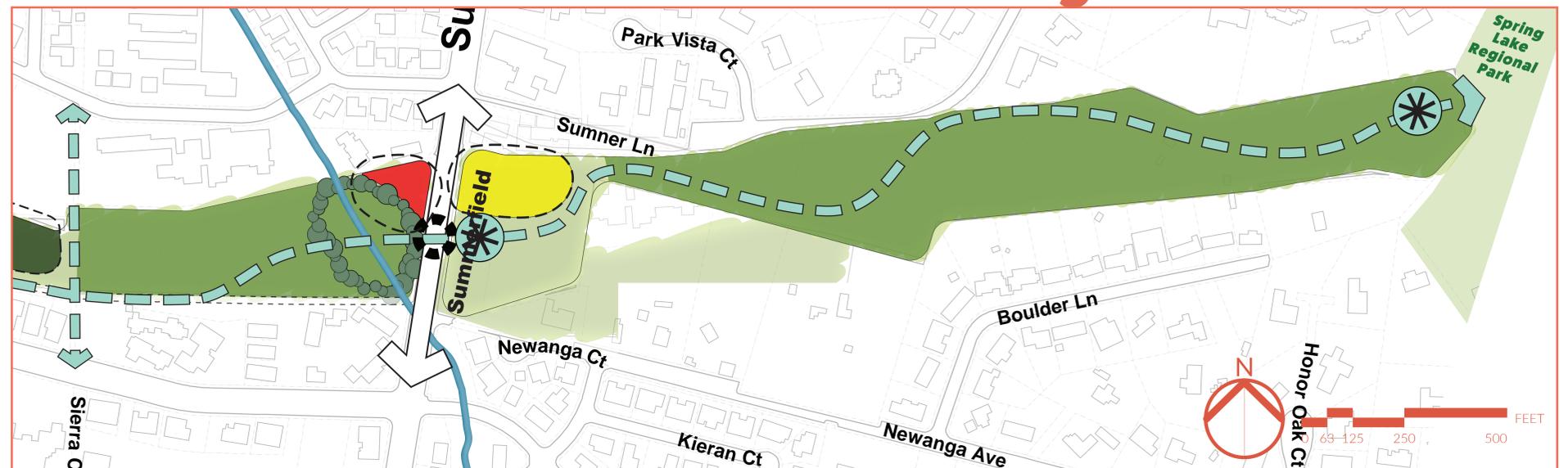
ALTERNATIVE 1: Minimal Footprint



ALTERNATIVE 2: Active to Tranquil



ALTERNATIVE 3: Nodes of Activity





Community Input Survey

October 10 - 26, 2016

Thank you for taking our survey! Please fill in your email address and zip code to ensure one response per person. This information will not be shared or attributed to your answers.

Please complete and return the survey by October 26, 2016.

Please contact Lisa Kranz at Lkranz@srcity.org if you have questions.

Please provide your email address and zip code below:

Zip Code _____

Email _____

I wish to receive information about this project via email.

Return options include:

- Drop off at City Hall, Room 10 (open 8 am -5 pm), Monday - Friday.
- Or you can mail your survey to City Hall, Room 3.

City Hall is located at 100 Santa Rosa Avenue Santa Rosa, CA 95404

Introduction

The City of Santa Rosa and the Southeast Greenway Community Partnership are working on a collaborative community engagement process to develop a shared vision for 57 acres of land known as the Southeast Greenway. This land is currently owned by Caltrans, who has determined that it may be sold for uses other than a highway. This survey seeks your input on conceptual land use and circulation alternatives and draft guiding principles that will guide the planning for the property.

Project Background

The Santa Rosa City Council directed study of several land uses on the site, including:

- A linear park and Class 1 bicycle path connecting Farmers Lane to Spring Lake Regional Park
- Retail and business services at the northeast corner of Hoen Frontage Road and Farmers Lane to facilitate retail development along Farmers Lane
- Higher density residential to facilitate future construction of affordable housing
- Public/Institutional land uses near Montgomery High School for possible education-related uses
- Other land uses which emerge from the community engagement process

Input from a community workshop in August 2016 with approximately 200 people in attendance, along with the direction from City Council, has provided ideas to help the planning team develop the three land use alternatives described on the following pages. Land use conditions, opportunities, and constraints have also guided the development of the land use alternatives. These include:

- Connection to existing and planned bicycle/pedestrian paths along the greenway
- Creek restoration
- Existing and proposed water wells and pipelines

Draft Guiding Principles

The following statements are draft guiding principles using the input received at the community workshop in August and the project's Technical Advisory Committee and Partnership meetings, as well as the City Council's directive. These principles establish a framework for the greenway's land use planning, design, and development.

1 Please review each principle below and mark your priorities. If you disagree with any of the statements, select "Disagree with this Principle".

A. The Greenway provides a continuous, non-motorized transportation connection from Spring Lake Regional Park to Farmers Lane, as well as to downtown Santa Rosa, surrounding neighborhoods and schools, and the regional trail system.

Highest Priority Priority Neutral Lower Priority Lowest Priority I disagree with this principle.

B. The Greenway provides open space and active and passive recreation for local residents and visitors.

Highest Priority Priority Neutral Lower Priority Lowest Priority I disagree with this principle.

C. The Greenway is developed sustainably to enhance and protect natural resources, promote economic vitality and encourage social equity, and minimize negative impacts on neighbors.

Highest Priority Priority Neutral Lower Priority Lowest Priority I disagree with this principle.

D. Uses on the Greenway are designed to face the Greenway, provide easy access to pathways, maximize views of the hills, promote safety, and preserve the privacy of surrounding neighbors.

Highest Priority Priority Neutral Lower Priority Lowest Priority I disagree with this principle.

E. The community, public agencies and private partners work together on the Greenway's planning, acquisition, development, maintenance, stewardship, safety, and funding.

Highest Priority Priority Neutral Lower Priority Lowest Priority I disagree with this principle.

2 If you would like to add a guiding principle or modify one of the above, please write it in the space below.

Overview of Alternatives

Using the criteria set forth by Santa Rosa's City Council and the feedback received from the community, the planning team has derived three district land use and circulation alternatives.

First review the three illustrative maps showing the alternatives that describe the overall concept and the locations of land use designations. Then review the types of land uses that could be located on the property.

After reviewing the overall concepts, you will be able to "zoom in" and review the land use concepts in three detailed segments of the property and provide your feedback on each.

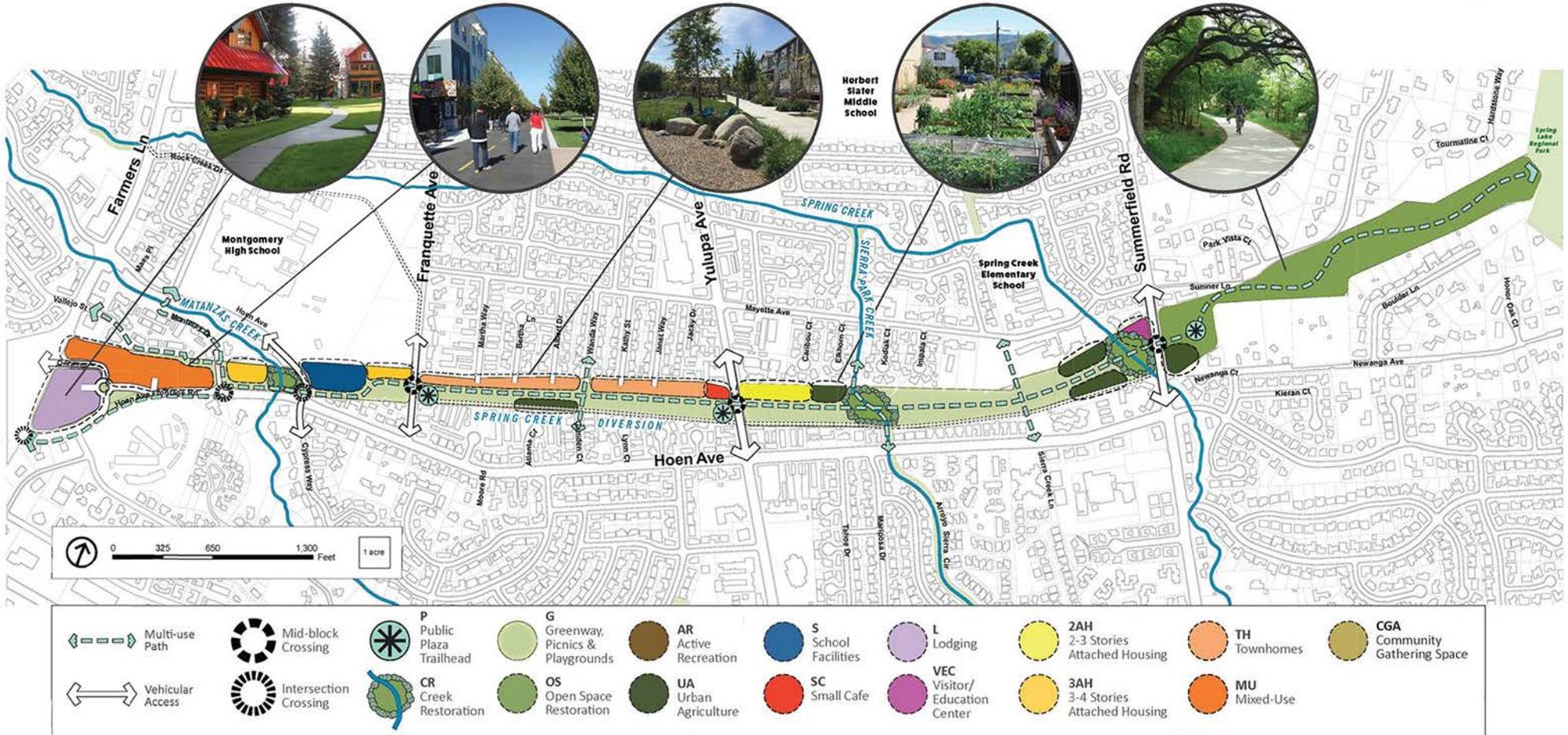
Alternative 1: Minimal Footprint

Alternative 1 has a variety of open spaces, including linear open space on either side of a multi-use path, picnic areas and playgrounds, school facilities, active recreation, urban agriculture, and habitat restoration areas. The path would accommodate bicycles and pedestrians and connect all of these different types of open spaces. The property at the far western end near Farmers Lane could be separated from the rest of the Greenway and developed as mixed-use housing and retail.



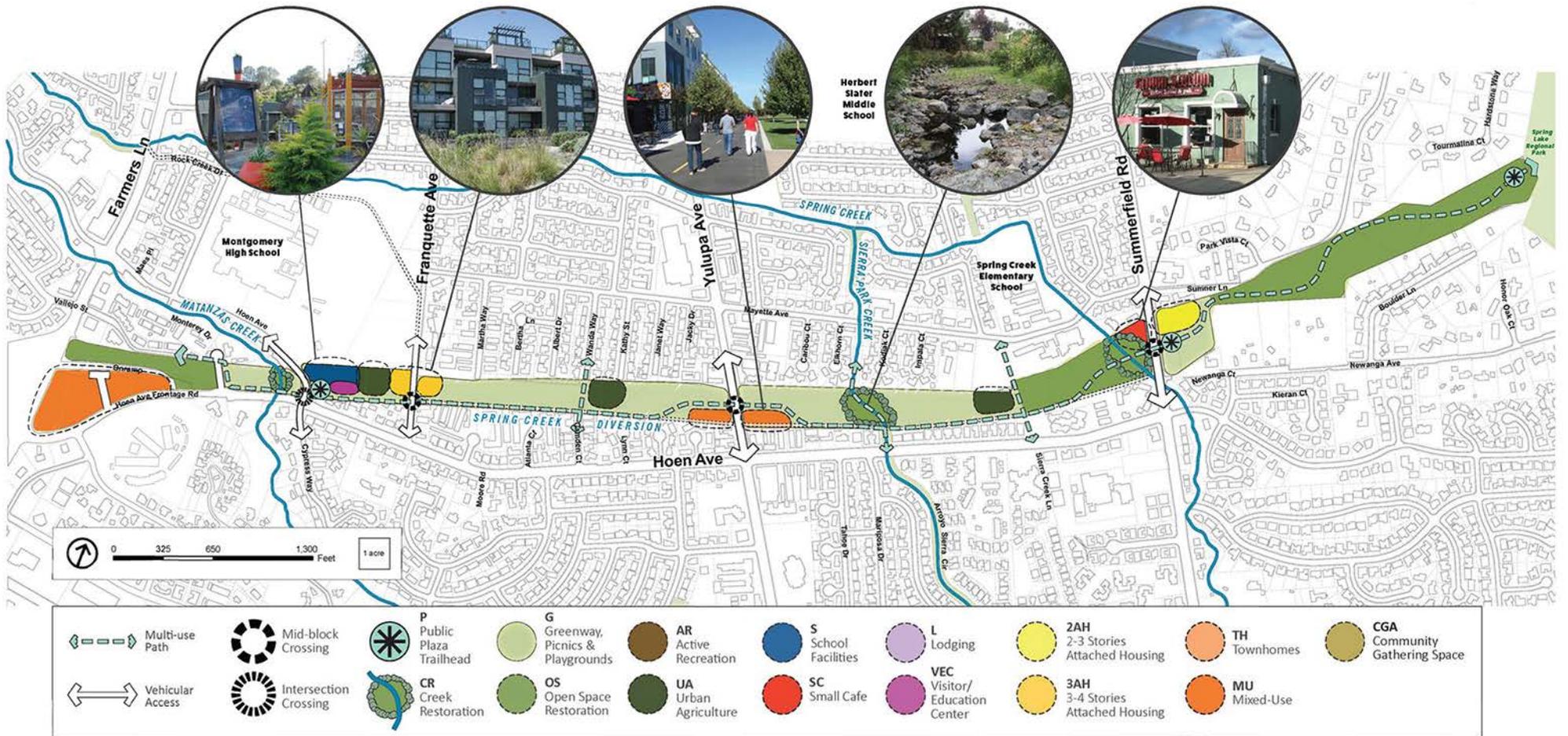
Alternative 2: Active to Tranquil

Alternative 2 includes separate bike and pedestrian paths linking Downtown Santa Rosa to Spring Lake Regional Park with a range of uses along them. The most active uses, including lodging, mixed-use, and residential, are located to the west between Farmers Lane and Franquette Avenue. School facilities and residential uses are interspersed along the greenway, with public plazas, picnic areas, playgrounds, and urban agriculture between Franquette and Yulupa Avenues. East of Yulupa Avenue the uses become less active, with some lower density housing at Yulupa Avenue. The eastern area is more tranquil with a range of open space uses, including greenway with playgrounds and picnic areas, urban agriculture, a visitor center, and habitat restoration.



Alternative 3: Nodes of Activity

Alternative 3 has focused nodes of activity at four main access points with smaller nodes of recreation and community gardens along the greenway's multi-use pathways. The separated bike and pedestrian paths connect new housing and retail spaces to picnic and play areas, joint-use school facilities, visitor center, and community gardens, terminating at a public plaza to admire the view at the entrance to Spring Lake Regional Park.



Land Use & Circulation Legend



Greenway, Picnics, & Playgrounds
Open space with a mostly natural appearance will comprise most of the property, and include pathways for non-motorized access, native plantings, and some areas dedicated to play areas and picnic areas near access points.



Open Space Restoration
These areas would be restored for wildlife habitat and planted with appropriate native plants. Aside from designated trails, these areas would have minimal access.



Active Recreation
Active recreational uses could include ballfields, running tracks, basketball or tennis courts, and associated restrooms and lighting.



Urban Agriculture
These areas would allow community gardens or working farms, including orchards and are primarily located near pedestrian/bicycle cross intersections.



Lodging
Lodging in the form of a hotel, motel, or hostel and link to the greenway's recreational uses.



Visitor/Education Center
A visitor center or museum/educational facility.



Community Gathering Space
This space could allow facilities for large, organized community events like celebrations, festivals and concerts. It could include an amphitheater.



Public Plaza/Trailhead
Locations for small gatherings, trailheads, and gateways. These areas would include signage and seating, at a minimum, and could include restrooms, kiosks and public art.



Intersection Crossings
Improved intersection crossings could include enhanced signing, striping, and/or signal operations.



Mid-block Crossings
The multi-use path would require new visible mid-block crossings at Summerfield Road, Yulupa Avenue, and Franquette Avenue.



School Facilities
This is intended to be an area for joint-use recreation and "outdoor classrooms" that would serve as an extension of Montgomery High School. The area would be usable by other schools, as well as the community at-large and could benefit from its proximity to the school's parking lots.



2-3 Story Attached Housing
Apartments or condos up to three stories in height facing the greenway.



3-4 Story Attached Housing
Apartments or condos up to four stories in height facing the greenway.



Townhomes
Attached two-story homes facing and directly accessing the greenway.



Mixed-Use
Residential development with ground-floor retail uses.



Small Café
Small scale retail development such as a café, bicycle rental shop and other greenway-related retail use.



Multi-use Path
Multi-use paths running east to west to accommodate non-motorized travel in both directions (including paved and non-paved surfaces to accommodate bicyclists, runners and possibly equestrians). The bike path would connect to existing bike facilities, as well as north/south pedestrian/bike connections to the neighborhoods and area schools.

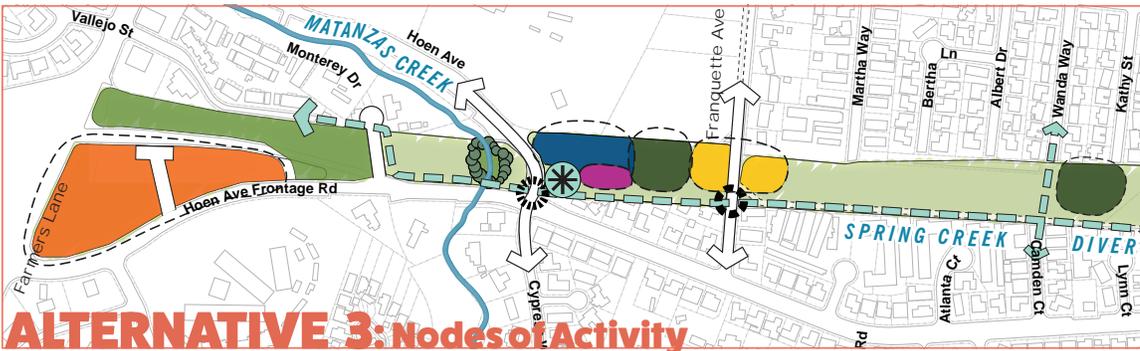
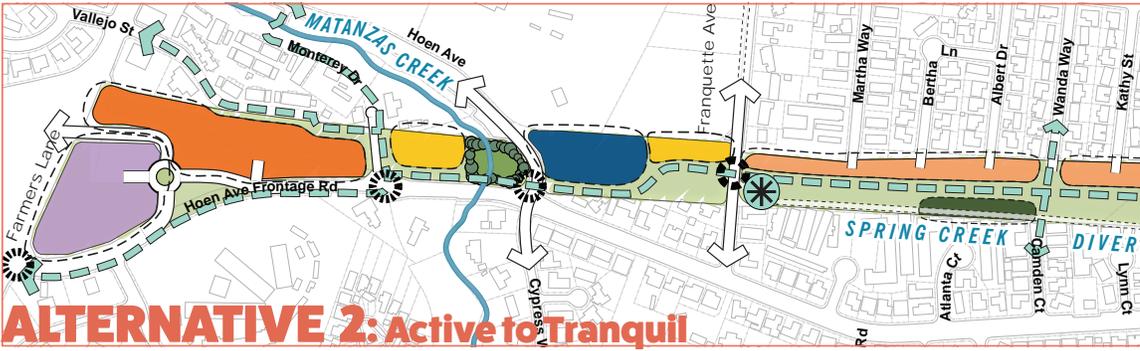


Vehicular Access
Streets or driveways that provide vehicular access to the greenway property.



Creek Restoration
Areas around creeks would be restored with riparian vegetation where appropriate. Aside from designated trails, these areas would have minimal access.

West Segment



3 After reviewing the three west segments, please select the one with the most **land uses** you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

- Alternative 1 Alternative 2 Alternative 3

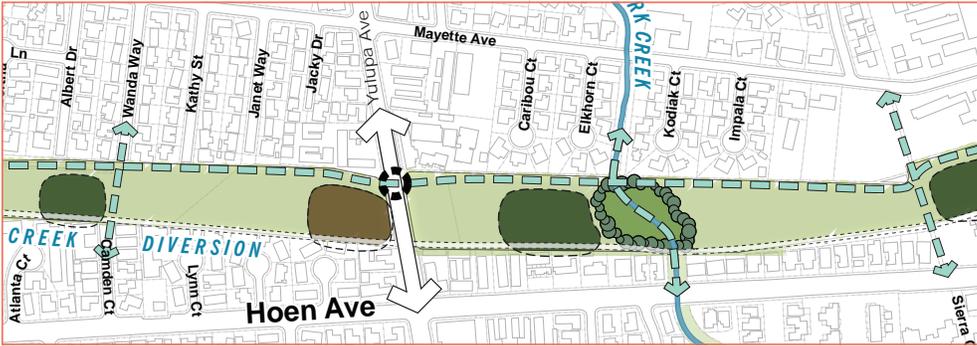
4 Now that you have selected your preferred land uses for the west segment, what would you change about them? You may write in below what land use(s) you would like to change and how you would change it. Skip this question if you would not like to change anything.

5 After reviewing the three west segments, please select the one with the **circulation** you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

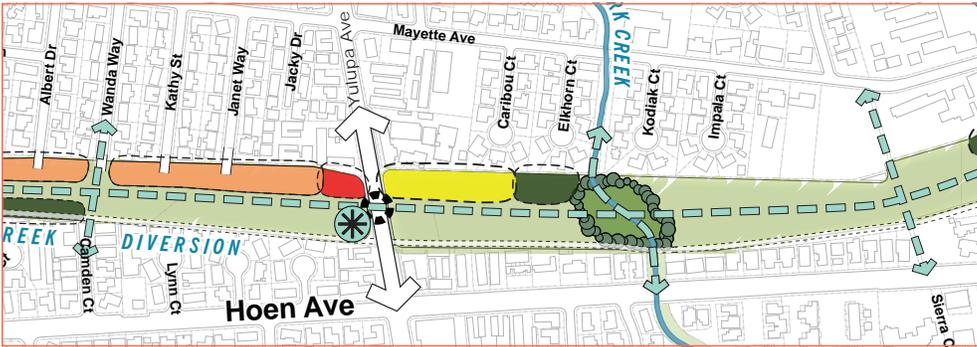
- Alternative 1 Alternative 2 Alternative 3

6 Now that you have selected your preferred circulation for the west segment, what would you change about the proposed circulation? You may write in below what circulation components you would like to change and how you would change them. Examples of components you can change are multi-use path locations; vehicle access and circulation; mid-block crossing locations; and intersection improvements. Skip this question if you would not like to change anything.

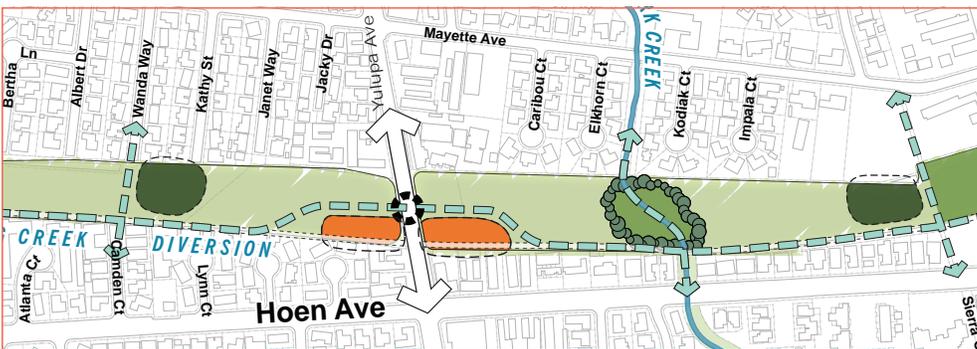
Central Segment



**ALTERNATIVE 1:
Minimal Footprint**



**ALTERNATIVE 2:
Active to Tranquil**



**ALTERNATIVE 3:
Nodes of Activity**

3 After reviewing the three central segments, please select the one with the most **land uses** you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

- Alternative 1 Alternative 2 Alternative 3

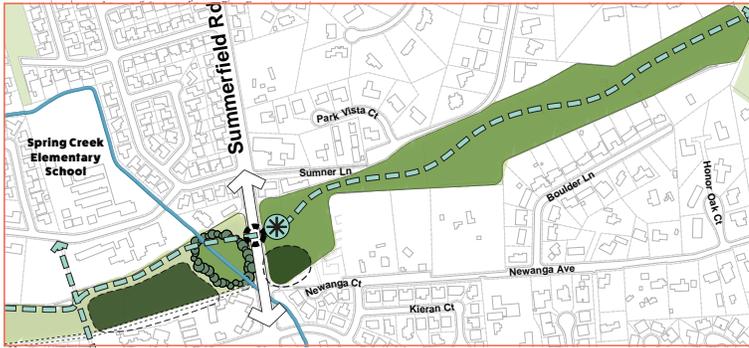
4 Now that you have selected your preferred land uses for the central segment, what would you change about them? You may write in below what land use(s) you would like to change and how you would change it. Skip this question if you would not like to change anything.

5 After reviewing the three central segments, please select the one with the **circulation** you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

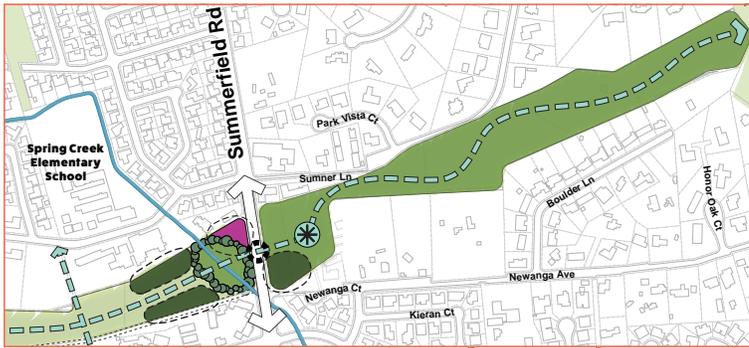
- Alternative 1 Alternative 2 Alternative 3

6 Now that you have selected your preferred circulation for the central segment, what would you change about the proposed circulation? You may write in below what circulation components you would like to change and how you would change them. Examples of components you can change are multi-use path locations; vehicle access and circulation; mid-block crossing locations; and intersection improvements. Skip this question if you would not like to change anything.

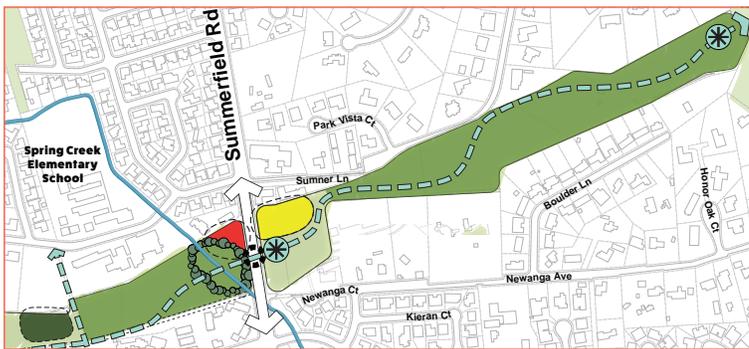
East Segment



ALTERNATIVE 1:
Minimal Footprint



ALTERNATIVE 2:
Active to Tranquil



ALTERNATIVE 3:
Nodes of Activity

3 After reviewing the three east segments, please select the one with the most **land uses** you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

- Alternative 1
 Alternative 2
 Alternative 3

4 Now that you have selected your preferred land uses for the east segment, what would you change about them? You may write in below what land use(s) you would like to change and how you would change it. Skip this question if you would not like to change anything.

5 After reviewing the three east segments, please select the one with the **circulation** you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

- Alternative 1
 Alternative 2
 Alternative 3

6 Now that you have selected your preferred circulation for the east segment, what would you change about the proposed circulation? You may write in below what circulation components you would like to change and how you would change them. Examples of components you can change are multi-use path locations; vehicle access and circulation; mid-block crossing locations; and intersection improvements. Skip this question if you would not like to change anything.

You're Finished!

Thank you for taking the survey for the Southeast Greenway plan!

Please encourage your neighbors to submit the survey by October 26th.

If you have any questions, contact Lisa Kranz at Lkranz@srcity.org or 707-543-3259.

