



plan southeast greenway



**City Council/
Planning Commission
Joint Session
March 28, 2017**

Project Background

- 1960s: CalTrans acquires property for extension of Highway 12**
- 2000s: Community interest grows**
- 2014: CalTrans determines no extension**
- 2014: Partnership is formed**
- 2015: City publishes background report**
- 2015: City Council directs General Plan Amendment for property**



Project Background

Commenced a one-year planning process to:

- Engage community
- Determine land uses for the 57 acres
- Analyze environmental impacts
- Adopt General Plan land use designations and zoning



Objectives for Study Session

1. Describe the Planning Process
2. Present Draft Preferred Alternative
3. Present Guiding Principles
4. Get Planning Commission and City Council feedback



Workshop 1: Visioning

- 200 people worked in 20 small groups



Development of 3 Alternatives

- **Planned Class 1 bikeway through the greenway**
- **Planned pedestrian and bicycle paths connecting:**
 - **Wanda Way to Camden Court**
 - **Mayette Avenue to Hoen Avenue along Sierra Park Creek**
 - **Mayette Avenue to Hoen Avenue along the Friedman Center Right-of-Way**
- **Existing water well near Martha Way and more planned wells nearby**
- **Existing Spring Creek Diversion**
- **Planned new water pipeline**



Workshop 2: Alternatives

- 150 people at 8 stations



Survey

- **Workshop 2 attendees completed a survey to express individual preferences**
- **After the workshop, the survey was available online (October 10 - 26)**
- **Intercept surveys also conducted in several locations on three days**
- **498 survey responses received**



Draft Preferred Alternative

- Incorporated direction from Joint City Council/Planning Commission Session on November 1, 2016
- Presented draft to Technical Advisory Committee and Partnership
- Revised to respond to comments; created alternative scenarios for consideration



Draft Guiding Principles

1. The Greenway provides a **continuous, pedestrian, bicycle, and non-motorized transportation connection from Spring Lake Regional Park to Farmers Lane, and links to downtown Santa Rosa, surrounding neighborhoods and schools, and the regional trail system. It should provide separate bicycle and pedestrian paths where possible.**
2. The Greenway provides **open space, educational and cultural opportunities, and active and passive recreation for residents and visitors.**
3. The Greenway is **developed sustainably to enhance and protect wetlands, wildlife habitat, groundwater, and air quality.**

Draft Guiding Principles (cont.)



4. The Greenway is developed to support a walkable, livable neighborhood, promote **economic vitality**, and encourage **social equity**.

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

6. Uses on the Greenway are **designed to face and provide easy access** to the main paths in the Greenway, **maximize views of the hills, promote public safety, and respect the character of adjacent neighborhoods**.

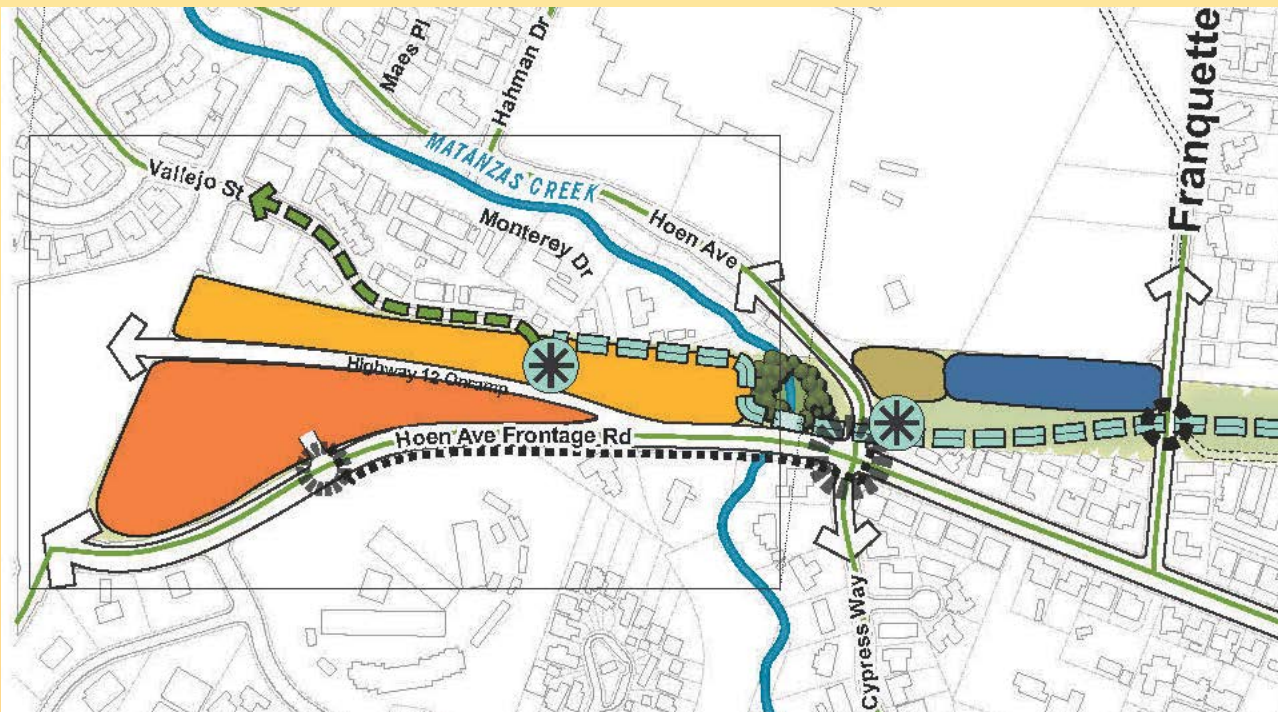
Draft Preferred Alternative

- Open space from Hoen Avenue to Spring Lake Regional Park
- Continuous multi-use paths from Vallejo Street to Spring Lake Regional Park



Draft Preferred Alternative

- Mixed-Use
- New Hoen Ave Frontage Road Intersection
- 2-3 Story Housing
- Plaza/Trailheads
- Multi-use Path / Bike Route
- Creek Restoration
- Improvements at Hoen Ave/Hoen Ave Frontage Road
- Greenway
- Community Gathering Place
- School Facility



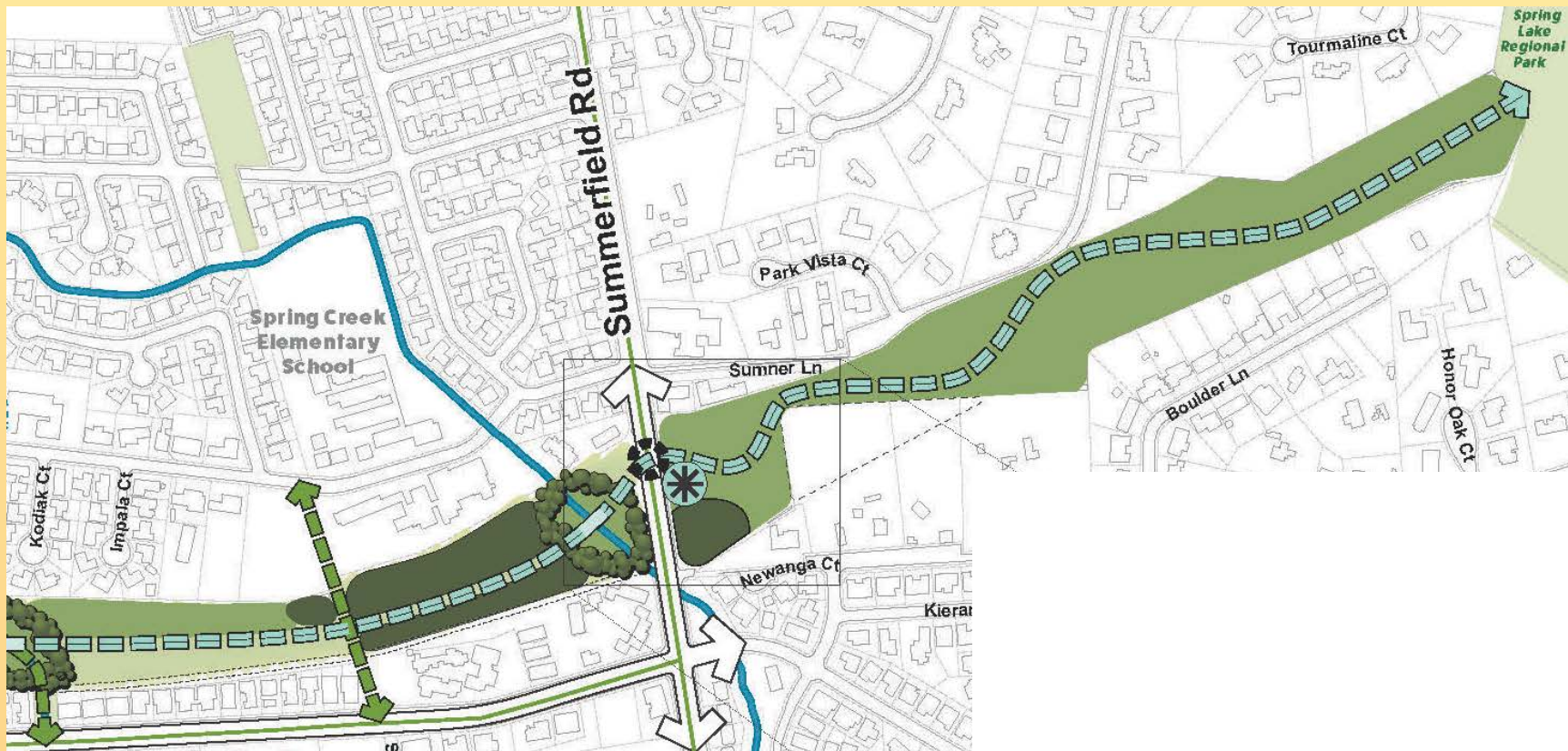
Draft Preferred Alternative

- Midblock Crossing of Franquette & Yulupa
- Greenway
- Multi-use Path
- North/South Paths
- Water Wellfield
- Urban Agriculture
- Mixed-Use
- Plaza/Trailhead
- Natural Open Space
- Creek Restoration

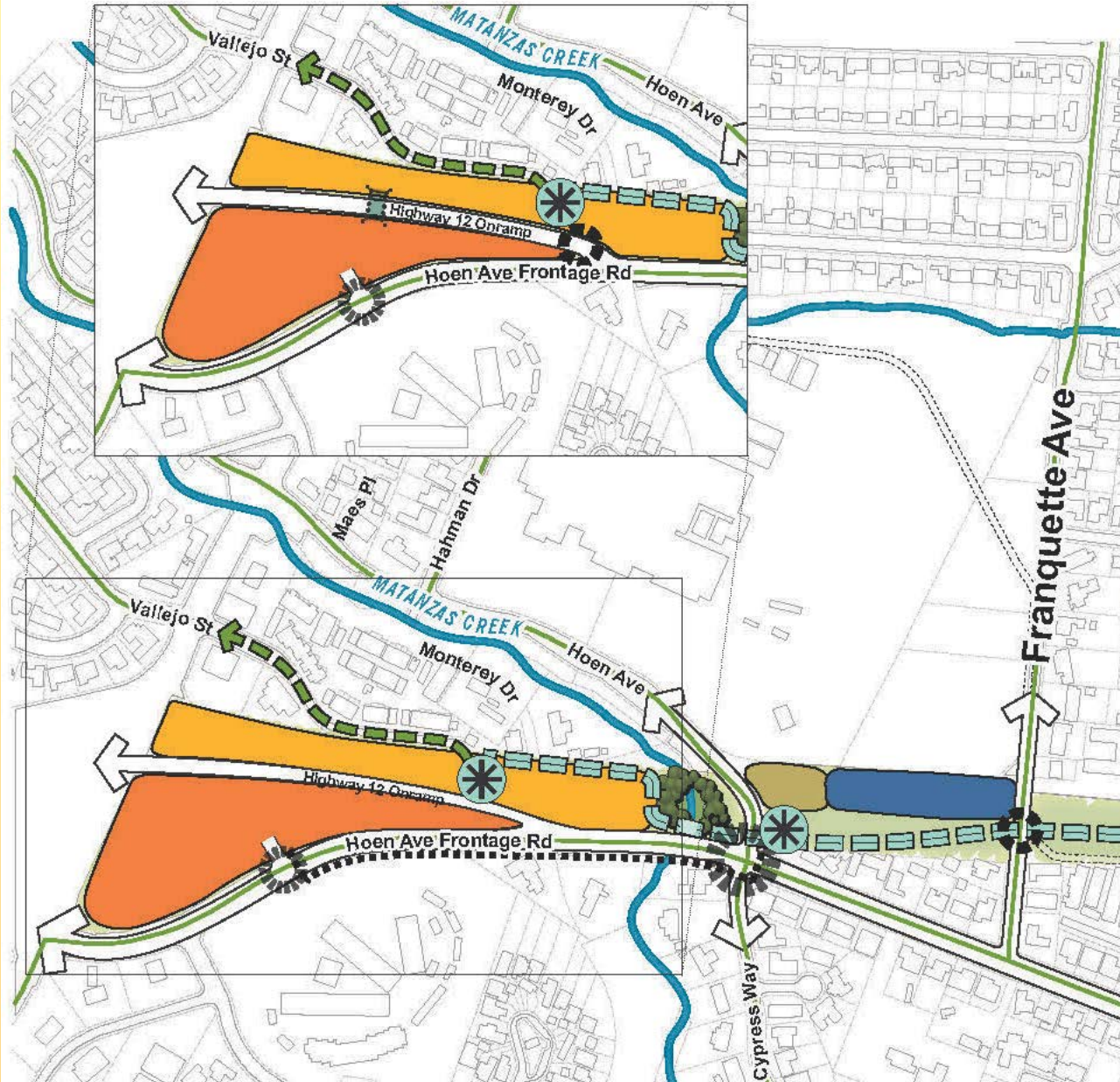


Draft Preferred Alternative

- Multi-use Path
- Natural Open Space
- Greenway
- Community Garden
- North/South Path
- Restored Orchards
- Creek Restoration
- Midblock Crossing of Summerfield
- Plaza/Trailhead



West Alternative

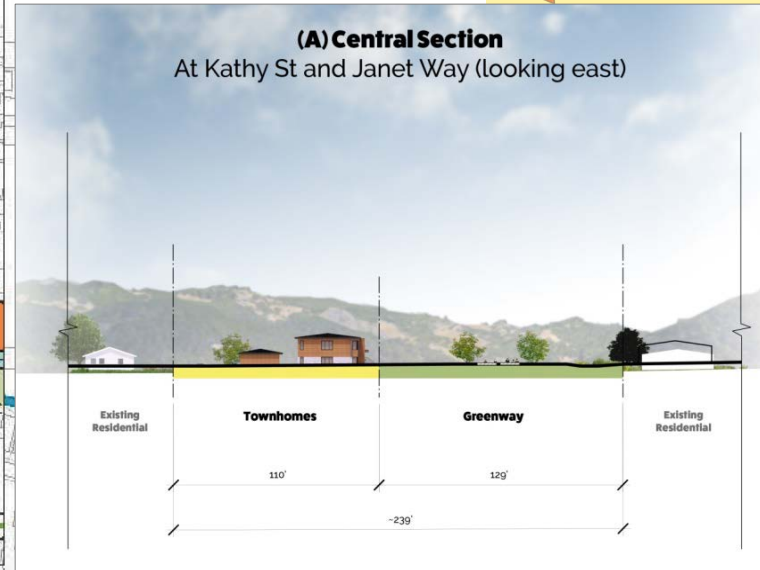


Central Alternative

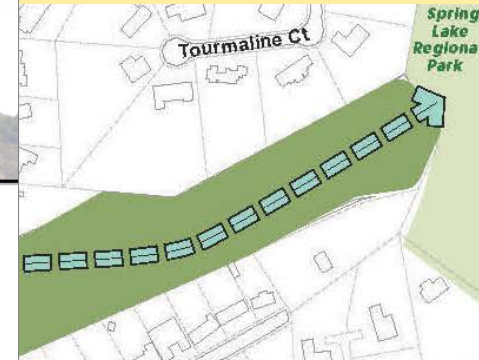
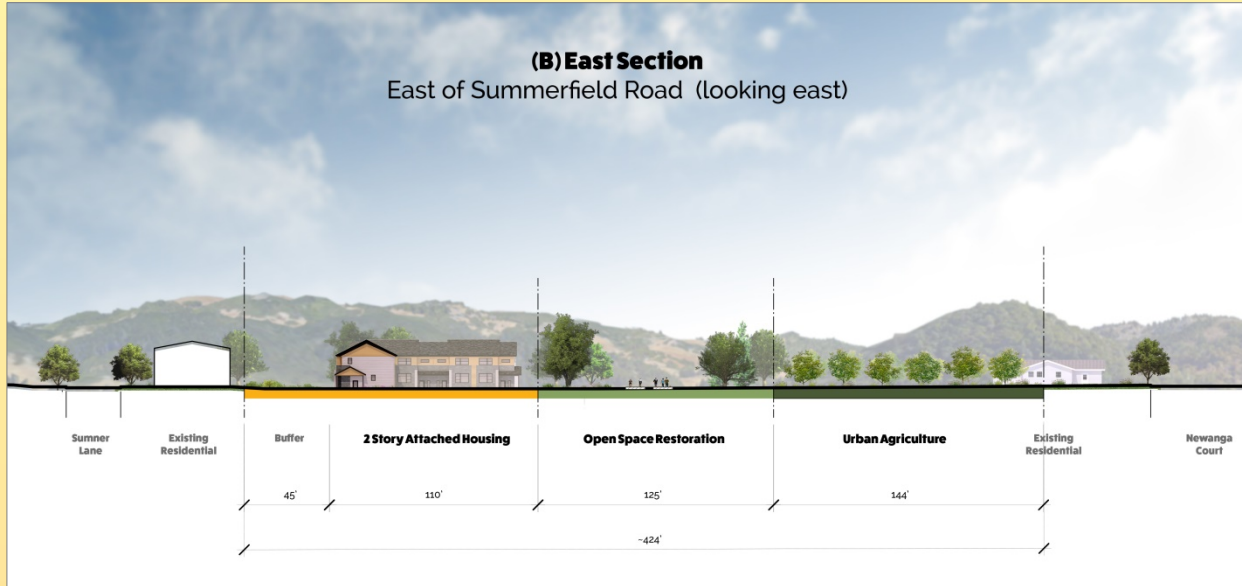


(A) Central Section

At Kathy St and Janet Way (looking east)



(B) East Section East of Summerfield Road (looking east)



Other Considerations

- **Policies**
 - **Public Service and Facility Policies**
 - **Land Use Policies**
 - **Circulation Policies**
- **Infrastructure Considerations**
 - **Circulation**
 - **Utilities**
- **Economic Considerations**
 - **Acquisition**
 - **Development**
 - **Operations and Maintenance**
 - **Tax Revenue Analysis**



Next Steps

- 1. Finalize Preferred Alternative given today's outcome**
- 2. Develop three products**
 - a) General Plan Amendment**
 - b) Zoning Revision**
 - c) Environmental Review**
 - Notice of Preparation
 - Scoping Meeting
 - Environmental Impact Report
- 3. Hold hearings for adoption**

Discussion

- **Discuss and consider alternatives**
- **Should we proceed with preferred alternative or any of the vignette alternatives?**



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Funding Options

- **Acquisition: Fundraising by Sonoma Land Trust**
- **Development:**
 - **Grants**
 - **Fundraising**
- **O&M**
 - **Community Facilities Districts**
 - **Sale of land for development**
 - **Development Agreements**
 - **Fundraising for an endowment**
 - **Assessment Districts**
 - **User fees**
 - **Partnerships**

Public Service & Facility Policies

- Ensure that the Greenway open space is continuous from Spring Lake Regional Park to Hoen Avenue (except in existing street crossings), and are as wide as possible but not less than 125 feet in width. The only exception is the “pinch point” east of Summerfield Road where the right-of-way narrows to approximately 68 feet in width.
- Explore acquisition of property at the “pinch point” from property owners to allow for a wider and more accessible trail in that location.
- Coordinate with Santa Rosa City School District and Montgomery High School to share educational, recreational and parking facilities to the greatest extent feasible.
- Site the locations of community gardens as closely as possible to access points from neighboring residential areas to encourage use and activity.
- Restore the areas around the three creeks that cross the Greenway: Matanzas Creek, Sierra Park Creek, and Spring Creek, consistent with the Citywide Creek Master Plan.

Public Service & Facility Policies_(cont)

- Maximize open space and native plantings in the Greenway to provide a wildlife corridor to the greatest extent possible.
- Increase stormwater infiltration and groundwater recharge.
- Reduce maintenance costs with the use of self-sustaining plant species.
- Accommodate public infrastructure on the site, including an easement for the Sonoma County Water Agency to install a pipeline through the Greenway to help provide needed redundancy in the regional water system, space for the existing City well and potential additional wells near Franquette Avenue and Martha Way, the existing Spring Creek Diversion, and existing and new water and sewer lines through the area.
- Ensure first responders can access the Greenway.

Land Use Policies

- **Require all new development on or abutting the Greenway to front the Greenway with windows and entries, and limit fencing height and material to ensure views from private property into the Greenway to enhance public safety.**
- **Locate new residential uses at select locations along the Greenway with access to existing streets and infrastructure. These new uses should be sensitively designed to consider neighboring residential area's scale and shade on the Greenway.**
- **Develop the site between Hoen Avenue Frontage Road and the Highway 12 onramp with a mix of residential and commercial development. Residential uses are required on this site and should be maximized. Lodging uses are allowed. Development of the site will require provision of pedestrian and bicycle access to the Greenway trails to the north.**

Land Use Policies (cont)

- Require the design of all structures, utilities and access roads in the Greenway to maximize public safety, attractiveness, and compatibility with other uses in the Greenway and surrounding neighborhood.
- Consider a future planning effort for the area south of the Greenway between Franquette Avenue and Summerfield Road to identify land uses which would enable these properties to redevelop to interface with the Greenway.

Circulation Policies

- Provide separate trails for bicycle and pedestrian use, and permit them to meander to respond to topographic or other features. Separate bicycle and pedestrian facilities should join together to cross streets and creeks for safety and habitat protection.
- Provide multi-use path crossings of Yulupa Avenue and Summerfield Road that allow for the safest conditions given existing signalized intersections, merging vehicle travel lanes, and traffic.
- Provide safe and convenient crossings where the Greenway bicycle and pedestrian trail crosses Hoen Avenue, Franquette Avenue, Yulupa Avenue and Summerfield Road. These could include enhanced crosswalks, median refuges, pedestrian and bicyclist activated signals and warning signage for drivers.

Circulation Policies (cont)

- Identify and sign a main bicycle route from the Southeast Greenway to Downtown that is direct, well-marked, safe and easy to navigate, while ensuring multiple connections. Consideration should be given to the following routes as identified in the Bicycle and Pedestrian Master Plan to determine the highest priority for improvement: Franquette to Sonoma Avenue; Hoen Avenue to Sonoma Avenue; Hoen Avenue to Hahman Drive to Sonoma Avenue; and Vallejo Street.
- Ensure additional bicycle facilities connect to the Southeast Greenway as proposed in the Bicycle and Pedestrian Master Plan.
- Seek opportunities for shared parking to serve the Southeast Greenway. These include Montgomery High School, the Friedman Center, Spring Lake Regional Park, and adjacent non-residential uses.
- Provide for parking on the Southeast Greenway in future design phases of the project to minimize parking in surrounding neighborhoods.

Circulation Policies (cont)

- Work with Caltrans to create a Greenway gateway on Farmers Lane north of the onramp that offers a prominently visible entrance to the open space and increases visitor awareness of the amenity.

Development of Alternatives

City Council directed the study of alternative 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
- **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