Attachment 7

Proposed General Plan Text Amendment
(in cross-out and underline format)

- Land Use and Livability Element
- Transportation Element
- Public Services and Facilities Element

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2 LAND USE AND LIVABILITY

The text, goals, and policies of the Land Use and Livability Element and the Land Use Diagram (enclosed foldout) constitute the physical framework for the General Plan. The diagram designates the proposed general location, distribution, and extent of land uses. As required by state law, land use classifications, shown as color designations, symbols, or graphic patterns on the diagram, specify a range for population density and building intensity for each type of designated land use. These standards of population density and building intensity allow circulation and public facility needs to be determined; they also reflect the environmental constraints established by other elements of the General Plan. In addition, this element addresses livability – those qualities of the city that affect everyday living; such as how well the city works for its residents and workers, as well as how comfortable and enjoyable neighborhoods are.

The Land Use and Livability Element incorporates significant policy direction from other city planning documents that have relevant land use implications. Those policies are assigned a Land Use and Livability number and shown in the goals and policy section. Adopted city plans with land use implications and approved policies include the following:

- North Santa Rosa Station Area Specific Plan
- Downtown Station Area Specific Plan
- Roseland Area/Sebastopol Road Specific Plan
- Northern Downtown Pedestrian Linkages Study
- Sebastopol Road Urban Vision and Corridor Plan
- Southwest Area Plan
- Southeast Area Plan

The Southeast and Southwest Area Plans are superseded with the adoption of the General Plan. The remainder of above-noted plans are in full effect and any physical development must be consistent with these documents and Santa Rosa 2035.

2-1 VISION

Santa Rosa's growth has been compact, with urban development in 2035 contained within the Urban Growth Boundary (UGB). Downtown is the city's primary activity node, and retail and multifamily development has occurred along regional/arterial

corridors leading to downtown. Smaller-scale mixed use shopping centers are interspersed throughout the city to provide residents easy access to daily shopping needs. New residential development has occurred in a variety of settings and housing types to meet the needs of a diverse population.

Downtown is an energetic center of commerce in the North Bay. New offices, stores, hotels and cultural facilities have located here. Because of new housing development, downtown is vital during evenings and weekends. The new residents of downtown – families, students, seniors, and others – enjoy urban living, and are able to walk to jobs and shops. Railroad Square is a lively nucleus of galleries, shops, arts education workshops, and other cultural facilities. Some of the older industrial buildings to the north have been converted to live/work lofts and higher density residential.

Major corridors leading into downtown have a boulevard character, with rows of trees, landscaped medians, bicycle lanes, and sidewalks. Sebastopol Road is the focus of activity in southwest Santa Rosa; it has pedestrian orientation, and among its attractions is an International Marketplace. Businesses along Mendocino Avenue serve students and workers of the adjacent Junior College. Santa Rosa Avenue features regional shopping destinations accessible by automobile, transit, or bicycle. The city's largest retail and office center outside of downtown is the Fountaingrove Parkway/Old Redwood Highway area, which is complemented by adjacent new business parks.

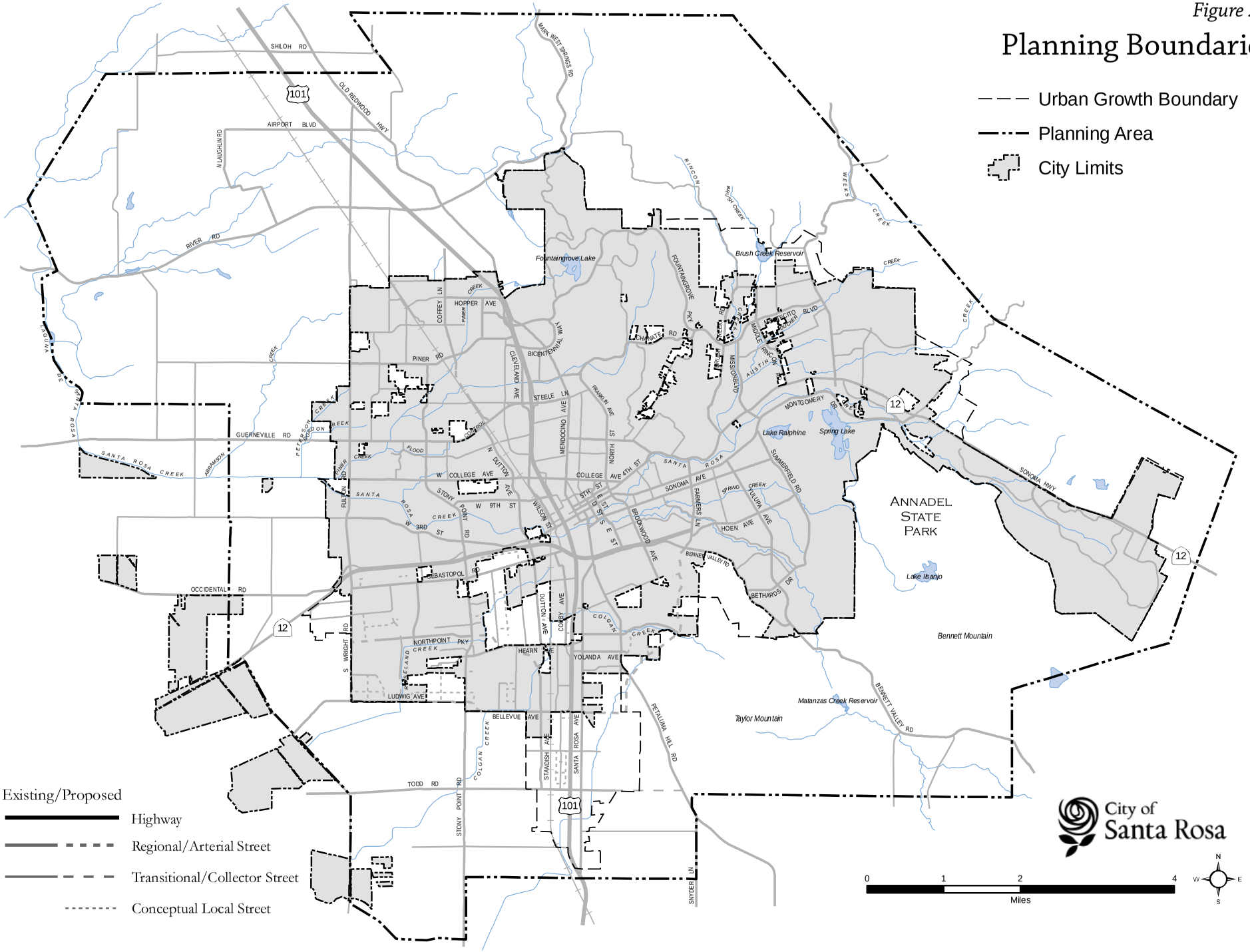
2-2 EXISTING LAND USES

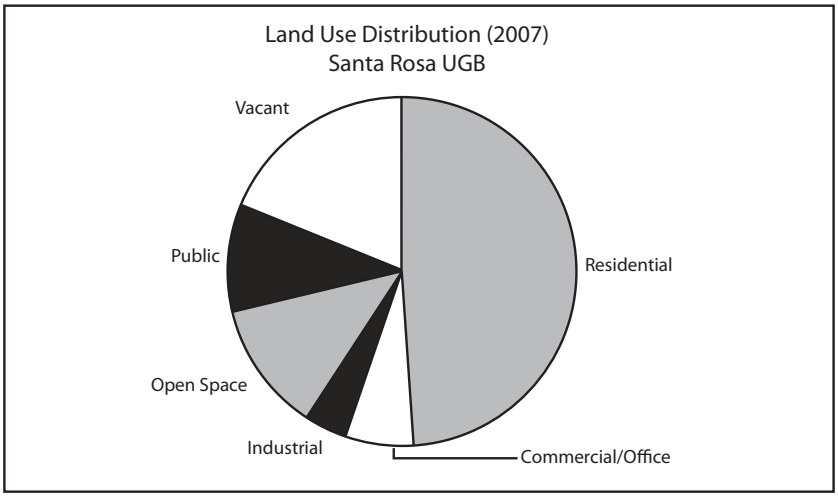
Since its incorporation in 1868, with an area of about one square mile and 900 residents, Santa Rosa has evolved into the commercial, financial, medical, and industrial center of the North Bay. Santa Rosa is also the largest city between San Francisco and Eugene, Oregon. Santa Rosa voters approved a five-year UGB in 1990, and a 20-year UGB measure in 1996, assuring that the current UGB will not be significantly changed at least until 2016. The UGB encompasses 45 square miles. Figure 2-1 shows the city limits, UGB, and Planning Area.

Santa Rosa has a traditional downtown, which, together with the nearby Santa Rosa Junior College (JC) area, holds approximately one-quarter of the 16.5 million square feet of commercial/office space within the UGB. About half of the city's commercial acreage (660 acres of a total of 1,370 acres) is in strip retail uses. Another 10.6 million square feet of industrial space is scattered in peripheral locations. The city's residential neighborhoods are diverse, ranging from the traditional - such as JC, Burbank, and West End – with grid street patterns and moderately high densities, to low density hillside neighborhoods such as Chanate/Hidden Valley, Rincon Valley, and Fountaingrove. With the exception of downtown, land uses are contained in single-use districts, and mixed use (residential and non-residential) development is sparse. Approximately 16 percent of land (approximately 4,655 acres of a total of 29,140 acres) within the UGB is vacant.

Figure 2-1

Planning Boundaries





Source: City of Santa Rosa

2-3 LIVABILITY

The concept of livability is complex and encompasses many aspects of daily urban life. For many urban residents, livability encompasses such diverse qualities as the health of the environment, protection from natural disasters, and absence of crime, as well as opportunities for employment, affordability of housing, and the quality of schools and public services. Santa Rosa is valued by its residents for its livability – its comfortable neighborhoods, its relaxed "small town" lifestyle, its vital downtown, its climate, and its beautiful setting in California farming and wine country.

Livability is affected by all scales of urban form, from the design of individual homes and yards, to neighborhood streets and parks, to citywide systems of regional/arterial streets and open space corridors. A highly livable city works at each scale. The physical form of a neighborhood – the character and pattern of streets, the land use pattern, the quality of its public spaces, the landscape and natural features, the quality and character of its built form – contributes significantly to its livability and long term success as a neighborhood. It respects the natural setting and builds on its landscape qualities as well as on its history, providing visible connections with its past. Chapter 3: Urban Design Element provides additional discussion and policy framework relating to neighborhood design.

Santa Rosa has enhanced its livability through the use of sustainable materials and efficient design of the built environment. With its emphasis on multimodal transportation systems and initiation of green building programs, the city is producing less waste and pollution and reducing greenhouse gas emissions.

GREEN BUILDING REQUIREMENTS

Santa Rosa adopted the voluntary Santa Rosa Build It Green (SR BIG) Program in 2004. Shortly thereafter, a more aggressive approach was needed to achieve the greenhouse gas (GHG) reduction targets the City Council established in 2005. In 2007 the Santa Rosa City Council adopted specific and mandatory green building standards for all new residential, commercial, industrial, and municipal construction effective in 2008.

In 2010 the City Council adopted the Cal Green building code and established a Tier One standard requirement for all construction, which is one level beyond the basic state requirements for green building.

Existing building stock in Santa Rosa is a substantial contributor to energy inefficiencies and community-based GHG emissions. A city program to improve energy efficiency in existing buildings will help reduce this impact. The state has approved legislation (AB 811) to help owners of existing buildings finance the costs of energy efficiency improvements. The City of Santa Rosa in partnership with the County of Sonoma is facilitating the Sonoma County Energy Independence Program (SCEIP) which provides financing for energy efficiency upgrades to homes and businesses in Sonoma County. If City Council chooses to provide direction, the city may develop its own program as well as participate in the county-wide SCEIP program which establishes parameters for retrofit of existing buildings.

2-4 LAND USE CLASSIFICATIONS

The classifications in this section represent adopted city policy. They are meant to be broad enough to give the city flexibility in implementation, but clear enough to provide sufficient direction to carry out the General Plan. The city's Zoning Code contains more detailed provisions and standards. More than one zoning district may be consistent with a single General Plan land use classification. Table 2-1 shows the allowed density and intensity of each land use classification. The section on Parks and Recreation contains information on different types of city parks and with the exception of "Parks and Recreation," does not contain specific land use classifications.

The General Plan Land Use Diagram is enclosed as a separate fold-out map. The Land Use Diagram and Urban Growth Boundary are parcel specific. A parcel's land use designation can be determined by viewing the Diagram. Proposed park locations are not parcel specific, and red tree symbols identify the general vicinity of a future park. Figure 2-2 illustrates the land use classifications within the downtown area.

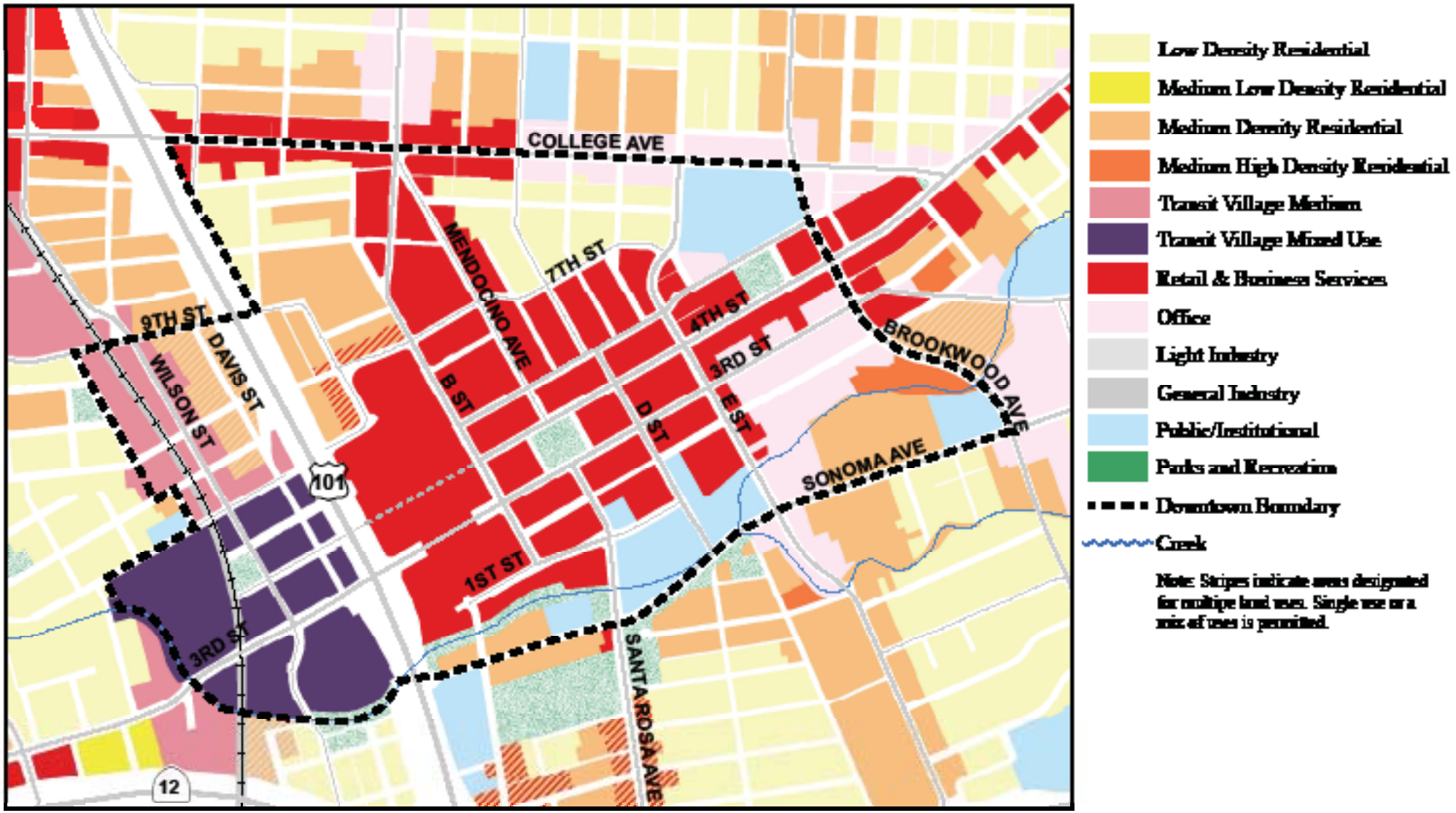
Table 2-1: Permitted Densities/Intensities under General Plan

Land Use	*Residential Density (housing units/gross acre)*	*Residential Density Mid-Point (housing units/gross acre)*	*Square Feet per Employee*
Residential			
Country	0.05-0.2	–	–
Very Low Density	0.2-2.0	1.0	–
Low Density/Open Space	2.0-8.0	4.0	–
Low Density	2.0-8.0	5.0	–
Medium Low Density	8.0-13.0	10.0	–
Medium Density	8.0-18.0	13.0	–
Medium High Density	18.0-30.0	24.0	–
Mobile Home Parks	4.0-18.0	10.0	–
Transit Village Medium	25.0-40.0	-	300
Transit Village Mixed Use	40.0 minimum	-	300
Commercial			
Retail and Business Services	–	–	300
Office	–	–	250
Business Park	–	–	350
Industrial			
Light Industry	–	–	400
General Industry	–	–	400
Public/Institutional	–	–	300

Notes: 1. Density bonuses granted for provision of affordable housing or public amenities, up to 25 percent greater than maximum.
2. Density/Intensity standards not included for Parks and Recreation, Open Space and Agriculture land use classifications.

Figure 2-2

Downtown Land Uses



City of Santa Rosa

RESIDENTIAL

Seven residential land use classifications are established to provide for development of a full range of housing types. Densities are stated as number of housing units per gross acre of developable land, provided that at least one housing unit may be built on each existing legal parcel designated for residential use. Gross acreage includes the entire site acreage. Development is required within the density range (both maximum and minimum) stipulated in the classification.

Some residential use classifications include descriptions of housing types that are permitted in the classification. Mobile home developments, if within the stipulated density range of a residential classification, are permitted in all residential categories. In addition to housing type and density standards stipulated below, the Zoning Code establishes development standards, parking, and other requirements.

Second units permitted by local regulation, as stipulated in the Zoning Code, are in addition to densities otherwise permitted. Density bonuses may be approved for projects with affordable housing and housing for elderly residents with specific amenities designated for residents, provided the design and development standards are in conformance with those specified in the Zoning Code.

Country Residential

Five to 20 acres per residential unit, with no service by a public sewer system. The term "Country" is used to avoid confusion with the Rural Residential classification in the Sonoma County General Plan, which permits much higher densities. This designation is applied only to areas outside the UGB.

Very Low Density

Residential development from 0.2 to 2.0 units per gross acre (i.e., 0.5 to 5.0 acres per unit). This density range accommodates rural and hillside developments within the UGB and is intended for single family detached units, but clustered single family attached and multifamily may be permitted.

Low Density/Open Space

Single family residential development at density of 2.0 to 8.0 units per gross acre, assumed at only 80 percent of each site due to wetlands constraints. The classification is mainly intended for detached single family dwellings, but attached single family and multiple family units may be permitted.

Low Density

Single family residential development at density of 2.0 to 8.0 units per gross acre. The

classification is mainly intended for detached single family dwellings, but attached single family and multiple family units may be permitted.

Medium Low Density

Housing at densities from 8.0 to 13.0 units per gross acre. The classification is intended for attached single family residential development, but single family detached housing and multifamily development may be permitted. Development at the mid-point of the density range is desirable but not required.

Medium Density

Housing densities from 8.0 to 18.0 units per gross acre. This designation permits a range of housing types, including single family attached and multifamily developments, and is intended for specific areas where higher density is appropriate. New single family detached housing is not permitted except in historic preservation districts and historic neighborhoods where single family detached units are allowed.

Medium High Density

Residential development, with densities ranging from 18.0 to 30.0 units per gross acre. This designation permits a range of housing types, including single family attached and multifamily developments, and is intended for specific areas where higher density is appropriate. Single family detached housing is not permitted.

Mobile Home Parks

Residential mobile home development of two or more mobile home units, with densities ranging from 4.0 to 18.0 units per gross acre. Mobile homes are the only allowed housing type.

MIXED USE SITES AND CENTERS

Mixed use development is planned downtown and in specific neighborhood and community shopping centers. Around existing and proposed rail and bus transfers locations, Transit Village Medium and Transit Village Mixed Use is designated. While Transit Village Medium is more residential in nature, ground floor retail is desirable, especially downtown. Neighborhood and community shopping centers designated for a mix of retail and medium density residential land uses are identified with a symbol on the Land Use Diagram.

In addition, there are several areas outside downtown and neighborhood and community shopping centers which have been designated for multiple land uses. These areas are distinguished by a striped pattern on the Land Use Diagram. Single or multiple uses are allowed in these areas, consistent with land use designations.

Transit Village Medium

This classification is intended to accommodate mixed use development within approximately one-half mile of a transit facility. Development should transition from less intense uses at the outlying edges to higher intensity uses near the transit facility. Residential uses are required, and ground floor neighborhood serving retail and live–work uses are encouraged. Housing densities range from 25.0 to 40.0 units per gross acre.

Neighborhood and community shopping centers provide grocery and other daily services, as well as community gathering spaces.

Transit Village Mixed Use

This classification is intended to accommodate a well integrated mix of higher intensity residential, office and commercial uses within one-quarter mile of a transit facility. Development is designed and oriented to create a central node of activity at or near the transit facility. Housing densities shall be a minimum of 40.0 units per acre; there is no maximum density requirement for this designation.

Community Shopping Center

The vision for Community Shopping Centers is a complex of retail services and enterprises anchored by a large grocery store, and serving a community clientele. Typical uses include restaurants and shops offering convenience goods. These sites are located in areas surrounded by residential development and are intended to be walkable centers of neighborhoods and to intensify with a mixture of uses that would meet the shopping needs for surrounding neighborhoods and provide housing integrated with the commercial development.

Residential uses shall be incorporated into the overall design but may be provided over time as part of a phased development. Existing community shopping centers are not required to include residential uses for minor alterations or reoccupancy, but would be required to evaluate and demonstrate through site planning that future residential would not be precluded when significant additions or reconstruction are proposed. Proposed new community shopping centers include three in southwest, one in southeast, and one in northwest Santa Rosa.

Neighborhood Shopping Center

A small complex of retail and service enterprises providing shopping and services to satisfy the day-to-day needs of local neighborhoods and workplaces. Typical neighborhood center uses include small grocery stores, restaurants, barber or beauty shops, cleaners, shoe repair, and shops offering convenience goods. Residential development is encouraged but not required. Proposed new neighborhood shopping centers include three in southwest and three in southeast Santa Rosa. New neighborhood centers in other areas of the city are not shown on the Land Use Diagram and are allowed in any land use designation where they can be supported.

COMMERCIAL

Retail and Business Services

Allows retail and service enterprises, offices, and restaurants. Regional centers, which are large complexes of retail and service enterprises anchored by one or more full line department stores, and destination centers, which are retail centers anchored by discount or warehouse stores, are allowed. Large grocery stores are expressly permitted in Community Shopping Centers and downtown only, and may be considered through a Conditional Use Permit process on other commercial sites.

OFFICE

Provides sites for administrative, financial, business, professional, medical, and public offices.

BUSINESS PARK

Planned, visually attractive centers for businesses which do not generate nuisances (noise, clutter, noxious emissions, etc). This designation accommodates campus-like environments for corporate headquarters, research and development facilities, offices, light manufacturing and assembly, industrial processing, general service, incubator-research facilities, testing, repairing, packaging, publishing and printing, and research and development facilities. Warehousing and distribution facilities, retail, hotels, and residential uses are permissible on an ancillary basis. Restaurants and other related services are permitted as accessory uses. Outdoor storage is not permitted.

INDUSTRIAL

Light Industry

Accommodates light industrial, warehousing and heavy commercial uses. Uses appropriate to this land use category include auto repair, bulk or warehoused goods, general warehousing, manufacturing/assembly with minor nuisances, home improvement retail, landscape materials retail, freight or bus terminals, research oriented industrial, accessory offices, and employee-serving commercial uses, and services with large space needs, such as health clubs. Professional office buildings are not permitted.

General Industry

Provides areas for manufacturing and distribution activities with potential for creating nuisances, along with accessory offices and retailing. Unrelated retail and service commercial uses that could be more appropriately located elsewhere in the city are not permitted. Uses may generate truck traffic and operate 24 hours a day.

PUBLIC/INSTITUTIONAL

An area or cluster of governmental or semi-public facilities, such as hospitals, utility facilities,

and government office centers, etc. Minor governmental offices located in a private building, places of religious assembly not occupying extensive land areas, and similar facilities are not shown on the General Plan Diagram. New facilities may be appropriate in any land use category based on need and subject to environmental review.

PARKS AND RECREATION

Neighborhood, community, and citywide parks and special purpose parks and facilities including recreation complexes, golf courses, and creekways are all part of the city's park system. The "R" symbol on the Land Use Diagram indicates a resort facility. Park facilities are categorized as follows:

Neighborhood Parks

City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park. Neighborhood parks are generally more than two acres in size but less than ten acres. They provide spaces for informal or casual play, family or small group activities such as picnics, community gardens, children's play areas, a special feature such as a splash area, hard court or multi-use field space for fitness, and passive natural areas. The city aims to provide access to neighborhood parks within one-half mile of residential neighborhoods.

Community Parks

Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks (generally 10-25 acres in size). They provide spaces for organized sports, larger group events, children's play areas, several unique features, pathways and natural areas, community gardens and recreational facilities such as community centers. The city aims to provide access to community parks within one mile of residential neighborhoods.

Citywide Parks

Generally larger than 25 acres, they include special signature elements such as lakes, sports complexes, an amphitheater, lighted features, recreational facilities and buildings, large play structures, and spaces for large group activities such as citywide camps or corporate picnics. These facilities are used by residents throughout the city.

Special Purpose Parks and Facilities

Park lands generally designated for single use such as golf courses, heritage museums, botanical gardens, and environmental interpretive experiences. These facilities are used by residents throughout the city.

Park Identification on the General Plan Land Use Diagram: Existing and proposed parks are identified on the Land Use Diagram. Existing parks are identified in green showing the

approximate extent and boundaries of the park. Proposed neighborhood parks are identified with small red tree symbols. Proposed community and citywide parks are identified with large red trees symbols in the vicinity of the proposed parkland. The location of proposed park facilities is not site specific; the tree symbols identify the general vicinity where a park facility is needed.

Public Plazas and Gathering Places: In addition to neighborhood, community, citywide and special purpose parks and facilities, the City of Santa Rosa encourages the development of public plazas and gathering places. While they are not part of the park standard of 3.5 acres/ thousand residents, these spaces have an important role in connecting residents and visitors to the wider network of parks, creek trails, and bike and pedestrian pathways. These spaces are defined as follows: Generally less than two acres in size; they contain vegetation (trees, grass, greenery) when possible and are generally pursued when there is not adequate space for a neighborhood park. They provide connectivity to pathways and trails or commercial centers. They can take the form of a trailhead that is improved as a small plaza, a small area with special amenities for relaxation or public art, or areas that are sometimes referred to as "pocket" parks where benches and/or a tot lot may be available. The city aims to provide access to public plazas and gathering places within one-quarter mile of residential neighborhoods.

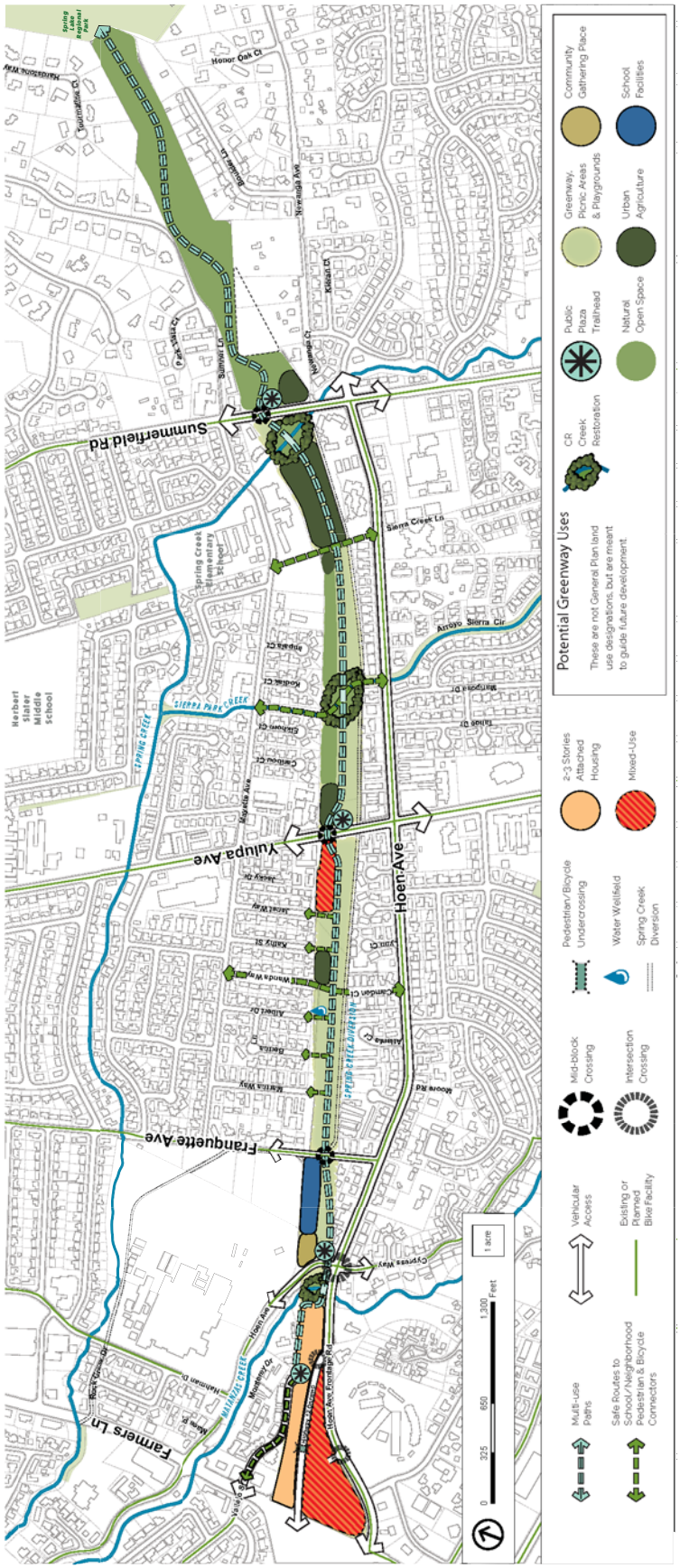
Open Space Areas: In addition to larger open space areas, some areas of open space and undeveloped parkland are components of many of the city's parks within the categories defined above. Other larger open spaces are preserved for a variety of purposes, often in association with other agencies.

SOUTHEAST GREENWAY

The Southeast Greenway is a continuous linear space located in southeast Santa Rosa, between Farmers Lane to the west and Spring Lake Regional Park to the east. The majority of the Greenway is designated for Parks and Recreation, with smaller areas designated for Medium Density Residential and a mix of Retail and Business Services and Medium Density Residential near Farmers Lane and Yulupa Avenue. Separated bicycle and pedestrian paths are identified, linking Spring Lake Regional Park to Hoen Avenue, with a bicycle connection to Farmers Lane and beyond. Additional north-south pedestrian and bicycle connections would link the Greenway to adjacent neighborhoods. The envisioned land uses and circulation improvements are shown in Figure 2-3, Southeast Greenway Illustrative Map; detailed descriptions of the improvements are located in the Southeast Greenway General Plan Amendment and Rezoning Environmental Impact Report's Project Description (Chapter 3). Goals and policies related to the Southeast Greenway are included in the Goals and Policies section of this Land Use and Livability Element, as well as the Transportation and Public Services and Facilities Elements.

Figure 2-3

Southeast Greenway Illustrative Map



OPEN SPACE

Areas with special environmental conditions or significance, subject to wildfire or geologic hazards, or watershed or important wildlife or biotic habitat. Where otherwise not excluded by noise, aircraft safety or other environmental standards, residential development is generally permitted at a density not to exceed one housing unit per 40 acres. The Sonoma County Zoning Ordinance may establish larger minimum parcel sizes for areas outside the UGB.

AGRICULTURE

This classification is applied only to sites outside the UGB. Includes orchards and cropland, grasslands, livestock, and related processing and distribution facilities. Residential density may not exceed one housing unit per 20 acres, provided that one housing unit is allowed on each existing parcel. Agriculture is permitted with fewer restrictions on keeping animals than in the residential classifications.

2-5 POPULATION AND EMPLOYMENT

Given the development pace established in the city's Growth Management Program, Santa Rosa has land within its UGB for urban development through 2035. The General Plan reflects appropriate urban designations on all lands within the UGB, including vacant and underdeveloped areas. The Growth Management Element of the General Plan paces residential development in order to manage population growth through 2035.

POPULATION

With the development pace established in the Growth Management Element, population within Santa Rosa's UGB is expected to reach a total of 237,000 by 2035. (Table 2-2). Approximately 25,225 new housing units will be developed within the UGB. However, it is not possible to predict the specific location or distribution of these housing units; market trends and/or environmental constraints will direct this growth.

Table 2-2: Projected Housing and Population at Buildout

	Existing (2007) Housing Units	*Additional Housing Units*	*Housing Units at Buildout*	*Household Population at Buildout*	*Total Population at Buildout*	*Employed Residents at Buildout*
Santa Rosa UGB	71,070	25,225	96,295	232,360	237,000	125,180

EMPLOYMENT

Buildout of non-residential land uses designated in the Santa Rosa General Plan are estimated to result in an addition of 30,400 jobs, by 2035. Table 2-3 shows that employment will total 128,400 at full buildout.

Table 2-3: Projected Employment at Buildout

	Existing (2007) Employment	*Additional Employment*	*Employment at Buildout*
Santa Rosa UGB	97,980	34,120	132,100

2-6 GOALS AND POLICIES

LUL-A ***Foster a compact rather than a scattered development pattern in order to reduce travel, energy, land, and materials consumption while promoting greenhouse gas emission reductions citywide.***

LUL-A-1 As part of plan implementation – including development review, capital improvements programming, and preparation of detailed area plans – foster close land use/transportation relationships to promote use of alternative transportation modes and discourage travel by automobile.

LUL-A-2 Annex unincorporated land adjacent to city limits and within the Urban Growth Boundary, when the proposal is timely and only if adequate services are available. Ensure that lands proposed for annexation provide a rational expansion and are contiguous to existing urban development.

LUL-A-3 Require development in county areas within the Santa Rosa Urban Growth Boundary to be built to City of Santa Rosa standards to ensure consistency upon annexation.

LUL-A-4 Review the policy of providing city services to county areas prior to annexation. Evaluate the following:

- Annexation prior to allowing development;
- City and county development standards;
- Payment of development impact fees; and
- Agreements with county for provision of services.

LUL-B Promote planning as a positive, cooperative community function.

LUL-B-1 Promote and participate in cooperative planning efforts with Sonoma County and its cities, especially related to countywide and sub-regional issues such as transportation, waste management, and affordable housing.

LUL-B-2 Review the General Plan annually and assess the implementation of its goals and policies.

LUL-B-3 Conduct regular meetings of Santa Rosa and Sonoma County staff and Planning Commissions to coordinate land use issues of mutual concern within the Urban Growth Boundary.

DOWNTOWN

LUL-C Maintain downtown as the major regional office, financial, civic, and cultural center in the North Bay, and a vital mixed-use center.

LUL-C-1 Promote downtown as the center of the business, residential, social, and civic life of Santa Rosa by directing high intensity office uses, government, residential, and entertainment uses to locate downtown.

LUL-C-2 Review parking regulations downtown to consider its role as a pedestrian- and transit-friendly center.

LUL-C-3 Establish development standards in the Zoning Code to reinforce downtown's traditional development pattern. These should include:

- Maximum build-to lines for development;
- Upper-story stepback requirements; and
- Reduced setback requirements for residential areas.

Downtown serves as the region's major employment center.

LUL-C-4 Control the development of new theaters through the Conditional Use Permit process. If a theater is proposed outside downtown, give consideration to the economic effects of the proposed theater on downtown theaters.

LUL-C-5 Encourage the development of a per-forming arts center in downtown.

LUL-C-6 Encourage a new grocery store in the downtown area.

LUL-C-7 Permit residential uses in all land use categories within downtown.

LUL-C-8 Allow buildings up to 10 stories in height within downtown except buildings up to 12 stories are allowed downtown at 740 and 770 Third Street and 100 D Street and up to 14 stories is allowed downtown at 620 Third Street.

LUL-C-9 Preserve and protect the character of older established residential neighborhoods within and adjacent to downtown. Promote the retention of existing housing units when possible, especially those located in structures of architectural or historic interest and significance through a "no net housing loss policy." Permit developments that will result in net loss of housing units only with findings that such loss would be unavoidable and that new development would provide greater public benefits.

LUL-D Foster compact, vibrant, and continuous retail at the core of downtown.

LUL-D-1 Require that the first floor of downtown buildings house activity generating uses such as retailing, entertainment and dining establishments, theaters and galleries, except as specified in Appendix B of the Downtown Station Area Specific Plan. Upper floors of downtown buildings may also contain such uses.

The intent is to foster a compact, walkable core with continuous street-level retail and activity at the heart of downtown.

LUL-D-2 Require that uses such as parking garages and theaters provide ground-level uses that generate activity or provide visual interest, and are compatible with surrounding ground-level uses.

RESIDENTIAL

LUL-E Promote livable neighborhoods by requiring compliance with green building programs to ensure that new construction meets high standards of energy efficiency and sustainable material use. Ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents.

LUL-E-1 Provide new neighborhood parks and recreation facilities, elementary schools, and convenience shopping in accordance with the General Plan Land Use

Diagram and Table 2-4 below:

Table 2-4: Proposed Neighborhood Improvements

Quadrant	*Parks and Recreation*	*Schools*	*Convenience Shopping*
Northeast	2 Neighborhood Parks		
Northwest	5 Neighborhood Parks		Community Shopping Center
Southeast	Community Park, 5 Neighborhood Parks	Middle School	Community Shopping Center 3 Neighborhood Shopping Centers
Southwest	2 Community Parks, 12 Neighborhood Parks	Middle School, 4 Elementary Schools	International Marketplace, 2 Community Shopping Centers, 3 Neighborhood Shopping Centers

LUL-E-2 As part of planning and development review activities, ensure that projects, subdivisions, and neighborhoods are designed to foster livability.

Utilize the city's Design Guidelines as a reference when evaluating the following neighborhood components:

- **Streets.** Street design, traffic calming, and landscaping can make great contributions to the creation of successful neighborhoods. Neighborhood streets should be quiet, safe, and accommodate pedestrians and bicyclists.
- **Connections.** Neighborhoods should be well connected to local shops and services, public plazas and gathering places, park lands, downtown, schools, and recreation by adequate and safe streets, bike lanes, public pathways, trails, general infrastructure (e.g., sidewalks and crosswalks), and transit.
- **Public Spaces.** Downtown serves as the most important public place in the city. Developments in the area should further this by incorporating natural features and bicycle/ pedestrian connections, to encourage use and social interaction.

Residential neighborhoods should be designed to provide a pleasant pedestrian environment.

- **Neighborhood Character.** Each neighborhood should maintain a distinct identity, such as the historic preservation districts featuring Victorian cottages and California bungalows.
- **Diversity and Choice.** Neighborhoods should provide choices for residents

with different values. Different housing types and locations within the city accommodate a diverse range of needs.

LUL-E-3 Avoid concentration of large community care facilities in any single residential neighborhood.

LUL-E-4 Protect the rural quality of Very Low Density areas within the Urban Growth Boundary through design and development standards in the Zoning Code, and development review.

LUL-E-5 Maintain the lower density character of the residential area west of Wright Road upon annexation to the city. Apply zoning that will disallow increased densities and further subdivision. Should increased densities be requested, require a land use plan for the entire area west of Wright Road within the Urban Growth Boundary addressing how that can be accommodated, with particular emphasis on pedestrian, bicycle, and motor vehicle circulation.


LUL-E-6 Allow residential or mixed use development in the Retail and Business Services or Office designations.


LUL-E-7 Develop a zoning category to implement the complete neighborhoods concept to allow the development of compact, walkable, mixed use neighborhoods including various housing types, non-residential job generating uses, services, and public facilities which center on a square or green and which include a transit stop. Include criteria for the district's application in developed and undeveloped sites, such as ideal size, and consider the use of form-based regulations.

LUL-F Maintain a diversity of neighborhoods and varied housing stock to satisfy a wide range of needs.

LUL-F-1 Do not allow development at less than the minimum density prescribed by each residential land use classification.

LUL-F-2 Require development at the mid-point or higher of the density range in the Medium and Medium High Density Residential categories. Allow exceptions where topography, parcel configuration, heritage trees, historic preservation or utility constraints make the mid-point impossible to achieve.

LUL-F-3 Maintain a balance of various housing types in each neighborhood and ensure

that new development does not result in undue concentration of a single housing type in any one neighborhood. Downtown is excepted.

LUL-F-4 Allow development on sites with a Medium Density Residential designation to have a maximum density of 24 units per gross acre (and up to 30 units per acre provided at least 20 percent of the housing units are affordable, as defined in the Housing Element), provided all of the following conditions are met:

- At least half of the site is within one-quarter mile of a potential rail transit station, transit mall or transfer station, or Community Shopping Center;
- Direct pedestrian access, to the extent feasible, from the development to the transit facility or Community Shopping Center is provided;
- Development is not fenced or walled-off from the surroundings; and
- High level of pedestrian and bicycle orientation, evidenced through design review, is provided.

MIXED USE SITES AND CENTERS

LUL-G ***Promote mixed use sites and centers.***

LUL-G-1 Develop the following areas as mixed use centers (see General Plan Land Use Diagram):

Community Shopping Centers:

- South of Hearn Avenue, at Dutton Meadow Avenue
- West of Corporate Center Parkway, at Northpoint Parkway
- Piner Road, at Marlow Road
- Petaluma Hill Road, at Yolanda Avenue

LUL-G-2 Require design of mixed use projects to focus residential uses in the upper stories or toward the back of parcels, with retail and office activities fronting the regional/arterial street.

Site design with residential uses at the rear is intended to reduce potential for housing units to exceed maximum noise levels along a regional/arterial street.

LUL-G-3 Prepare and implement mixed-use zoning district(s) that provide development standards for mixed use sites and centers. District regulations should address:

- Minimum density and intensity requirements;
- Allowable uses;
- Building heights;
- Shared parking standards; and
- Prohibition of new auto-oriented and drive-through establishments.

LUL-H ***Foster development of the South Santa Rosa Avenue area – from Bellevue Avenue to just north of Todd Road – with a mix of retail and residential uses, and with development character that is hospitable to pedestrians and bicyclists.***

LUL-H-1 Work with Sonoma County on appropriate zoning for sites in this unincorporated stretch of Santa Rosa Avenue that would limit expansion of existing single-use, auto-oriented commercial establishments.

Blighted commercial uses along South Santa Rosa Avenue provide redevelopment and intensification opportunities.

LUL-H-2 Require that development and/or redevelopment in this street corridor triggers installation of landscaping, medians, trees, sidewalks, and bike and pedestrian facilities designed to city standards.

LUL-H-3 The Montecito Center mixed use site shall be developed with a minimum of 180 residential units. The residential units may be distributed throughout the approximately 18-acre site, as determined through the development review process.

COMMERCIAL, OFFICE, AND INDUSTRIAL

LUL-I ***Maintain vibrant, convenient, and attractive commercial centers.***

LUL-I-1 Provide a range of commercial services that are easily accessible and attractive, that satisfies the needs of people who live and work in Santa Rosa and that also attracts a regional clientele.

LUL-I-2 Encourage region-serving, high volume retail outlets to locate near freeway access (generally within one-half mile of Highway 101) to minimize traffic on

city streets. Do not allow regional-serving uses in residential neighborhoods.

LUL-I-3 Allow neighborhood centers that include small grocery stores, cleaners, and similar establishments, where they can be supported, within walking distance of residential uses. Ensure that neighborhood centers do not create unacceptable traffic or nuisances for residents due to the hours and nature of their operation, and are designed to facilitate walking and bicycling.

High quality architecture contributes to and enhances community identity.

Residential developments which are not within walking distance of convenience shopping are encouraged to provide small centers envisioned by this policy.

LUL-I-4 Distribute new Community Shopping Centers so that new centers containing a large grocery store are located at least one mile away from existing Community Shopping Centers.

LUL-I-5 Allow large grocery stores on sites that are not designated as a Community Shopping Center provided that it is demonstrated that the proposed large grocery store will not impact the viability of similar uses at existing and planned Community Shopping Center sites.

LUL-I-6 Encourage upgrading of the area south of Todd Road to City of Santa Rosa standards prior to annexation to the city. Discourage new development along Santa Rosa Avenue and Highway 101 until the area is annexed to the city, and ensure that it is sensitive to residential uses to the east.

LUL-I-7 Require a detailed land use plan for the area south of Todd Road (including the Santa Rosa Avenue corridor and area west of Highway 101) prior to any annexation to the city or provision of services. The plan shall consider development of rail facilities, provision of services, appropriate mix of land uses, and open space. The city entry for both rail and motor vehicles is sensitive and requires design guidelines. Amend the General Plan upon completion of this plan to reflect the results.

LUL-I-8 Encourage commercial properties to be retrofitted for energy efficiency and water conservation.

LUL-J ***Maintain the economic vitality of business parks and offices, and Santa Rosa's role as a regional employment center.***

LUL-J-1 Maintain an adequate supply of employment centers in a variety of locations and settings to ensure the city's continued economic vitality.

LUL-J-2 Maintain space in business parks for distribution and research uses, not for primarily office uses. Avoid the intrusion of office uses that could diminish the economic vitality of business parks.

LUL-J-3 Allow limited support retail and business services – such as cafes, delis, and dry-cleaners – where the land use classification on the General Plan Land Use Diagram is Office or Business Park.

LUL-K ***Protect industrial land supply and ensure compatibility between industrial development and surrounding neighborhoods.***

LUL-K-1 Require industrial development adjacent to residential areas to provide buffers, and institute setback, landscaping, and screening requirements intended to minimize noise, light, and glare and other impacts.

LUL-K-2 Require that outdoor storage areas be screened from any public right-of-way.

LUL-K-3 Allow continuance of existing light industrial uses in the area designated Retail and Business Services and zoned General Commercial east of Santa Rosa Avenue, south of Barham Avenue, west of Petaluma Hill Road and north of Flower Avenue until properties are ready to convert to retail uses. Allow expansion of buildings with light industrial uses up to 50 percent of existing floor area and reoccupancy of existing buildings with light industrial uses consistent with Light Industrial zoning standards, but do not allow construction of new light industrial buildings.

DOWNTOWN STATION AREA SPECIFIC PLAN

LUL-L ***Ensure land uses that promote use of transit.***

LUL-L-1 Establish land use designations and development standards which will result in a substantial number of new housing units within walking distance of the downtown SMART station site.

LUL-L-2 Improve pedestrian, bicycle, and bus transit connections from surrounding

areas to the downtown SMART station site as well as between neighborhoods surrounding the SMART station site.

LUL-L-3 Create pedestrian friendly environments and provide convenient connections to the transit facility for all modes of transportation.

LUL-M ***Ensure new development and streetscape projects provide pedestrian and bicycle circulation improvements.***

LUL-M-1 Coordinate with SMART to implement the regional pedestrian/bicycle pathway along the rail right-of-way.

LUL-M-2 Require dedication of right-of-way for improvement and/or expansion of pedestrian and bicycle facilities where insufficient right-of-way currently exists.

LUL-M-3 Within the specific plan area, give priority to pedestrian and bicycle improvements in the Railroad Square and Railroad Corridor Sub-Areas to promote use of these travel modes by those living or working in closest proximity to the station site.

LUL-N ***Provide funding for public services and utilities in the plan area.***

LUL-N-1 Ensure private development provides its fair share of funding for necessary improvements to public services and utilities in the plan area.

LUL-N-2 At such time as a citywide Community Facilities District is created and a requirement that all new development annex to that district, apply a similar requirement in the specific plan area.

LUL-O ***Provide recreational and cultural facilities for visitors and residents of the specific plan area.***

LUL-O-1 Allow park fees paid on new residential units within the specific plan area to be used for development and improvement of cultural facilities in the downtown area.

NORTHERN DOWNTOWN PEDESTRIAN LINKAGES STUDY

LUL-P ***Enhance the Sixth/Seventh Street corridor in the northern downtown area.***

LUL-P-1 Work with the adjacent property owners to improve the Sixth/Seventh Street corridor between Morgan Street and B Street. Improvement efforts should

focus on:

- Development of activity-generating land uses along the corridor;
- Installation of roundabouts on A Street;
- Re-alignment of Seventh Street between A and B Streets; and
- Creation of a public plaza area on the north side of Seventh Street between A and B Streets.

LUL-P-2 Pursue development of a park and/or amphitheater on the vacant land immediately west of the 2007 Sixth Street Playhouse.

LUL-P-3 Develop designs and locational criteria for installation of features that identify gateway areas and historic districts within the downtown area.

LUL-P-4 Use techniques such as special lighting, public art, and widened sidewalks to make the Sixth Street highway underpass area more attractive and comfortable for the pedestrian to use.

LUL-Q Accommodate all modes of transportation along the Sixth/Seventh Street corridor (pedestrian, bicycle, automobile, and bus).

LUL-Q-1 Install Class II bicycle lanes from Humboldt Street to Davis Street at the time the Sixth Street underpass at Highway 101 is opened to vehicular traffic.

LUL-Q-2 Ensure modifications and/or improvements to the public right-of-way between Adams Street and B Street are designed to accommodate bus circulation.

LUL-Q-3 Require new development along the south side of West Sixth Street to dedicate sufficient right-of-way for installation of angled parking spaces to offset parking impacts resulting from the installation of Class II bicycle lanes along the corridor.

LUL-Q-4 Allow implementation of alternative approaches for accommodating pedestrian, bicycle and vehicle travel where right-of-way constraints exist and/or where widening of the right-of-way may compromise historic structures, scale or character.

SOUTHWEST AREA PLAN

LUL-R Establish rational patterns of population densities, transportation, and services

LUL-R-1 Require that neighborhoods be comprised of a mix of residential housing types and neighborhood serving facilities which support one another. Regional serving uses are not permitted within residential neighborhoods.

LUL-S ***Develop an attractive, safe, and extensive network for pedestrian and bicyclist movements.***

LUL-S-1 Use special pavement treatments to minimize long term maintenance costs, and consider adopting a performance standard which addresses the expectations and usage parameter for special pavement treatments.

LUL-S-2 Provide for pedestrian walkways on all major roads and in all highway over-crossing designs.

LUL-S-3 Link pedestrian and bicycle paths to community destinations (parks, etc.), the surrounding rural countryside trail system, and the downtown area.

LUL-S-4 Coordinate with the Sonoma County Parks Department regarding potential linkages to the rural countryside.

LUL-T ***Preserve the Northwestern Pacific Railroad corridor for public and commercial transportation uses.***

LUL-T-1 Utilize the Northwestern Pacific corridor for public transportation uses and improve its long term viability by designating potential future rail stations/stops and intensive land use.

LUL-U ***Preserve, as permanent open space, areas which contain state or federally listed rare and endangered species.***

LUL-U-1 Designate areas with state or federally listed endangered species as permanent open space.

LUL-U-2 Utilize the Residential, Low Density/Open Space land use category as a "holding zone" for areas where the ultimate disposition of resources has not yet been determined.

Figure 2-~~3~~ 4

Area Plan Boundaries

LUL-U-3 Develop plans for long term maintenance of permanent open space.

LUL-U-4 Protect biologically sensitive habitats and incorporate riparian plant materials in the landscape plans for projects.

SOUTHEAST AREA PLAN

LUL-V ***Establish a land use pattern and residential environment which promotes efficient, harmonious relationships between different activities and reinforces the identity of the southeast area.***

LUL-W ***Encourage pedestrian activity at the community shopping center and neighborhood center and establish the neighborhood center as a visual focal point and center of social activity for local residents.***

LUL-W-1 Provide a human scale environment at the community and neighborhood shopping centers.

LUL-W-2 Provide distinctive, high quality architectural and landscaping treatments in the design of the neighborhood center which promote social activity.

SEBASTOPOL ROAD URBAN VISION AND CORRIDOR PLAN

LUL-X ***Create an active, mixed use community shopping center at the Roseland Village Shopping Center site on Sebastopol Road near Dutton Avenue and develop the Sebastopol Road area – from Stony Point Road to Dutton Avenue – with a mix of neighborhood uses, focusing on commercial activity and neighborhood services for the Roseland area.***

LUL-X-1 Require a one acre plaza facing Sebastopol Road including landscaping, a water feature and serving as a gathering place, to be incorporated into the design of the new center.

LUL-X-2 Pursue development of an International Marketplace offering crafts, food and wares of the many ethnic groups residing in Roseland.

LUL-X-3 Require new buildings fronting Sebastopol Road to be located adjacent to the sidewalk to ensure an interactive relationship between the public realm and ground floor uses.

LUL-X-4 Include strong pedestrian and bicycle connections from the shopping center and its plaza to the Joe Rodota Trail.

LUL-X-5 Prohibit expansion of auto-oriented uses and require new development to be pedestrian-oriented. Require development along Sebastopol Road to have a majority of building frontage with zero setbacks and on-street parking to support merchants.

LUL-X-6 Ensure that parking lots on adjacent developments provide pedestrian connections.

LUL-Y ***Create a pedestrian friendly streetscape with a distinctive ambiance on Sebastopol Road from Stony Point Road to Olive Street.***

LUL-Y-1 Widen sidewalks as specified in the Sebastopol Road Urban Vision and Corridor Plan to ensure a safe, pleasant pedestrian environment.

LUL-Y-2 Incorporate bicycle lanes and a landscaped median along the corridor.

LUL-Y-3 Install landscaping and new street furniture to tie the corridor together and make it a more lush and inviting street.

LUL-Y-4 Require new development be oriented to the street and pedestrian friendly.

LUL-Y-5 Require new development along the Joe Rodota Trail to be oriented to the trail, and where appropriate, to the proposed neighborhood park.

NORTH SANTA ROSA STATION AREA SPECIFIC PLAN

LUL-Z ***Provide for a comprehensive mix of transit-supportive land uses.***

LUL-Z-1 Support future transit improvements and ridership, and provide a significant number of new residential units, through intensified land uses and increased residential densities.

LUL-Z-2 Support transit-oriented development in the project area by allowing adequate intensity of use and requiring pedestrian-oriented development (e.g., buildings along sidewalk, parking lots minimized).

LUL-AA ***Provide multimodal connections throughout the project area.***

LUL-AA-1 Improve connections in the project area by creating new streets or extensions of existing streets, as identified in the Plan.

LUL-AA-2 Prioritize pedestrian and bicycle circulation improvements to promote use of these travel modes by those living and/or working in proximity to the SMART station.

LUL-AA-3 Improve connectivity throughout the project area by creating new public or private streets that follow a grid pattern and by establishing maximum block lengths of no more than 500 feet, where feasible.

LUL-BB ***Enhance quality of life in the project area by providing parks, trails, and recreational and cultural opportunities.***

LUL-BB-1 Require that new development provide pedestrian connections and public open spaces.

LUL-BB-2 Promote youth and cultural activities within the Plan area.

LUL-CC ***Promote economic activity that creates jobs and supports the transit-oriented environment.***

LUL-CC-1 Expand local-serving retail and personal services uses to accommodate daily needs of station area users, visitors, employees, and residents within easy walking distance of residential areas and the SMART station.

LUL-CC-2 Encourage unique local retail and service businesses to locate within the Plan area.

LUL-CC-3 Encourage the development of new jobs in the Plan area, including "green-tech" jobs.

LUL-DD ***Create active, pleasant streetscapes and public spaces.***

LUL-DD-1 Promote activity-generating retail establishments, such as cafés, coffee shops, and newsstands, near the SMART station and on the ground floor of any parking garages developed on the site.

LUL-DD-2 Provide pedestrian amenities, such as lighting, benches and canopy trees, with a consistent visual appearance throughout the project area to encourage walking, identify pathways, and make the station area a comfortable and easy place to pass through or visit.

LUL-EE ***Support anticipated level of development intensity in project area with adequate infrastructure.***

LUL-EE-1 Provide utility upgrades as needed to support increased density and intensity in the area.

LUL-FF ***Provide funding for public services and utilities in the plan area.***

LUL-FF-1 Ensure that private development provides its fair share of funding for necessary improvements to public services and utilities in the Plan Area.

ROSELAND AREA/SEBASTOPOL ROAD SPECIFIC PLAN

LUL-GG ***Support a vibrant commercial corridor along Sebastopol Road with a mix of uses and activities that celebrate the area's uniqueness.***

LUL-GG-1 Promote a mix of land uses and increased development densities to ensure Sebastopol Road is Roseland's commercial core and to encourage pedestrian, bicycle, and transit modes of travel for local trips.

LUL-GG-2 Maintain affordability for existing small businesses and avoid displacement of existing businesses.

LUL-GG-3 Respect the small scale of existing local businesses and avoid "strip mall" type development that lacks character.

LUL-HH ***Minimize displacement of existing residents in the Roseland Area/ Sebastopol Road Specific Plan area.***

LUL-HH-1 Continue to preserve existing affordable housing in order to prevent displacement in the Roseland Area/Sebastopol Road area, and identify funds to preserve units at risk of converting to market rate.

LUL-HH-2 Utilize economic development strategies, such as local hiring programs, job training, and promoting cultural identity, to strengthen the local community and prevent displacement of existing residents.

LUL-II ***Promote convenient access to healthy foods, goods, and services for all residents in the Roseland Area/Sebastopol Road Specific Plan Area.***

LUL-II-1 Support location/operation of healthy food purveyors such as full-service grocery stores, ethnic food markets, farm stands, community gardens, edible schoolyards, and farmers' markets.

LUL-II-2 Support development of small-scale neighborhood nodes that provide a range of neighborhood-serving retail, public amenities, and services to residents within walking distance of their homes.

LUL-JJ Improve connectivity and traffic flow in the Roseland Area/Sebastopol Road Specific Plan area.

LUL-JJ-1 Improve east/west connections by creating new streets or extensions of existing streets, including the realignment of Hearn Avenue to Stony Point Road.

LUL-JJ-2 Enhance existing intersections along major arterials to improve traffic flow through use of coordinated or adaptive signal timing and/or dedicated turn pockets.

LUL-JJ-3 Support the planned construction of a new US Highway 101 overpass at Bellevue Avenue and a widened overpass at Hearn Avenue to improve east-west multimodel connectivity to and from the Roseland area.

LUL-KK Maintain the rural quality of Burbank Avenue.

LUL-KK-2 Balance the desire to maintain rural character with pedestrian and bicycle safety along Burbank Avenue.

LUL-LL Establish a complete network of paths for pedestrians and bicyclists to conveniently navigate through the plan area and beyond.

LUL-LL-1 Identify gaps and build sidewalks to complete the pedestrian network in neighborhoods.

LUL-LL-2 Develop a system to prioritize bicycle and pedestrian improvements for future funding opportunities.

LUL-LL-3 Develop and install wayfinding signage to the downtown Sonoma Marin Area Rail Transit (SMART) station, SMART multi-use path, Sebastopol Road commercial district, and other key destinations. Wayfinding should be designed to help create a sense of place and strengthen project area identity.

LUL-MM ***Provide new social and cultural services and amenities to meet the needs of the Roseland Area/Sebastopol Road Specific Plan area and the larger community.***

LUL-MM-1 Encourage new uses, such as a teen center or senior community center, to locate along Hearn Avenue adjacent to Southwest Community Park to create a new and centrally located community focus of civic uses. Encourage residential and senior housing units above ground-floor uses to provide more opportunities for area residents to live near parks, services and transit.

LUL-MM-2 Encourage the location of a pool in southwest Santa Rosa, which would serve plan area residents.

LUL-MM-3 Encourage the Sonoma County Library and the Sonoma County Community Development Commission to develop a new library facility at the Roseland Village Neighborhood Center on Sebastopol Road.

SOUTHEAST GREENWAY

LUL-NN ***Develop the Southeast Greenway sustainably to enhance and protect wetlands, wildlife habitat, groundwater and air quality.***

LUL-NN-1 Restore or enhance the areas around the three creeks that cross the Southeast Greenway: Matanzas Creek, Sierra Park Creek and Spring Creek, consistent with the Citywide Creek Master Plan.

LUL-NN-2 Maximize open space and native plantings in the Southeast Greenway to provide a wildlife corridor to the greatest extent possible and reduce maintenance costs with the use of self-sustaining plant species.

LUL-NN-3 Improve stormwater management to increase infiltration and groundwater recharge, reduce flood risk, and/or enhance the environment.

LUL-OO ***Develop the Southeast Greenway to support a walkable, livable neighborhood, promote economic vitality, and encourage social equity.***

LUL-OO-1 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 Southeast Greenway trails to the north.

LUL-OO-2 Create a Southeast Greenway gateway on the western edge of the Greenway that offers a prominently visible entrance to the open space and increases visitor awareness of the amenity.

LUL-OO-3 During the next General Plan update, consider a future planning effort for the area south of the Southeast Greenway between Franquette Avenue and Summerfield Road to identify land uses which would enable these properties to redevelop to improve the interface with the Greenway.

LUL-PP Design uses on the Southeast Greenway to maximize the Greenway's safety, accessibility and respect for adjacent neighborhoods.

LUL-PP-1 Require all new development on or abutting the Southeast Greenway to front the Greenway with windows and entries, and limit fencing height and material to ensure views from private property into the Greenway that enhance public safety.

LUL-PP-2 Locate new residential uses at select locations along the Southeast Greenway where they can access existing streets and infrastructure. These new uses should be sensitively designed to consider the scale of neighboring residential areas, maintain public views of the hills, and limit shade on the Greenway's recreation areas.

LUL-PP-3 Require design of all structures, utilities and access roads in the Southeast Greenway to maximize public safety, ease of access, attractiveness and compatibility with other uses in the Greenway and surrounding neighborhood.

LUL-PP-4 In future design phases of the project, minimize parking impacts on surrounding neighborhoods by providing parking on the Southeast Greenway and seeking opportunities to share parking with adjacent non-residential uses, such as Montgomery High School and Spring Lake Regional Park.

Please note: Streetscape and design issues are addressed in the Urban Design Element (Chapter 3). Policies addressing open space designations are located within the Open Space and Conservation Element (Chapter 7). Parks and recreation uses are located within the Public Services and Facilities Element (Chapter 6). Flooding is addressed in the Noise and Safety Element (Chapter 12).

5 TRANSPORTATION

This element contains goals and policies related to the transportation system in Santa Rosa, including streets and highways, the public transit network, bicycle routes, pedestrian connections, and a commuter rail line. Goals and policies are identified, addressing each of the alternative modes with the objective of creating a safe, efficient, and convenient transportation system.

5-1 VISION

In 2035, cars, buses, trains, bicycles, and walking are all options for moving around Santa Rosa. Transportation management programs and bicycle/pedestrian improvements have reduced the number of single-occupancy cars on regional/arterial streets. New development projects provide funding for roadway, transit, bicycle, and pedestrian improvements, in addition to the city's Capital Improvement Program. Complete streets provide safe access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Many regional/arterial streets feature landscaped medians and other streetscape amenities. Roadways located at the edges of the Urban Growth Boundary (UGB) feature distinct landscaping and signs announcing entry into Santa Rosa.

Natural features and vistas have been preserved along scenic roadways within Santa Rosa. Natural topography, landscape forms (e.g., rock outcroppings), tree stands, and vegetation provide a pleasant driving experience through the city. Traffic calming techniques have been implemented within neighborhoods to ensure safe streets and sidewalks. Bicycle and pedestrian improvements include better connections between neighborhoods and access to shopping, schools, and recreational facilities. Multi-use paths are developed along local creeks, providing off-street linkages for Santa Rosans.

Transit stops and shelters are provided within new residential neighborhoods, and more convenient locations adjacent to shopping and employment centers. Frequent, convenient transit service allows local residents to use transit as an alternative to driving. Many regional and local transit routes stop at the Downtown Transit Mall, thereby allowing transit users access to the region. Connections between transit hubs and rail stations are seamless.

5-2 ROADWAY CLASSIFICATION SYSTEM

This General Plan classification system for streets represents a major departure from the conventional approach to street design, which is based upon a hierarchal system that focuses on concentrating automobile traffic onto a limited number of major streets. Under the classification system, the functional emphasis will shift from concentration to dispersal. A greater concern for providing equality among all modes of transportation – particularly pedestrians and bicyclists – is reflected in the classification system as well as the importance of the streetscape to the character and quality of the public realm that leads to Complete Streets. Complete Streets provide a safe network of transportation options. Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities are able to safely move along and across a complete street. These multimodal transportation options are examples of how the city is addressing GHG emissions.

The classification system, street categories, and definitions are described below. Figure 5-1 illustrates the city's existing and proposed roadway network.

- *Highways.* Highways supplement the city's local roadway system by carrying long-distance traffic at relatively high speeds to and through Santa Rosa. Highway 101 is the major north-south route of the North San Francisco Bay Area, and Highway 12 is a major east-west route in Sonoma County. These highways serve cross-town and intra-county trips, and provide regional linkages to the Bay Area, the coast, and northern California. Highways are the responsibility of the State Department of Transportation (CalTrans), not the City of Santa Rosa.

- *Regional Streets.* Boulevards and parkways connect town centers to the greater region. Boulevards and parkways are essential for combining motorized and non-motorized traffic in safe, efficient, welcoming environments. Since the success of commerce and traffic circulation depends on effective street design, much attention has to be paid to the orderly and balanced movement of all transportation modes on boulevards and parkways. On these streets, car traffic, delivery trucks, emergency responders, and transit must operate with high levels of efficiency. Pedestrians and bicyclists must also be welcomed and are in greater need of support, due to higher vehicle speeds and amounts of traffic. The Regional Streets category includes the following street types:

Fountaingrove Parkway serves as a major arterial street in northeastern Santa Rosa.

  - » *Boulevards.* Boulevards provide multi-lane access to commercial and mixed use buildings and they carry regional traffic. For these reasons, speeds on these streets are higher (30-35 mph). Boulevards have medians, bike lanes and they may have sections with parking to support adjacent commerce, parks, schools, and other attractions along their route.

  - » *Parkways.* Parkways bring people into town, or they carry traffic through natural areas. Parkways are not designed to accommodate adjoining development. Roadway speeds may be 45 mph or higher. When parkways enter town, they become boulevards, and speeds are reduced to 30 to 35 mph. Bike lanes are typically included in Parkways, although it may also be separated.

- *Transitional Streets.* Transitional streets connect residential neighborhoods to commercial centers and service commercial districts. Avenues and Main Streets are transitional roadways. In addition to providing access, they carry large and more diverse amounts of traffic. Avenues and main streets host deliveries and efficient emergency responses. They anchor neighborhood commerce, serve bicyclists and pedestrians, and improve transit operations. Transitional streets must operate at low to moderate speeds, since many people live, work, shop, and play within these street environments. Parking is found on many, but not all avenues and main streets. The Transitional Streets category includes the following street types:

  - » *Avenues.* Avenues connect neighborhoods to town centers, commercial centers, and other neighborhoods. A raised center median is preferred allowing for a triple canopy of street trees. Avenues are richly landscaped, since they are civic spaces that serve as gateways to town centers. Since avenues serve as the transitions between neighborhoods and commercial districts, speeds should be kept low, typically 35 mph. Avenues also serve as major transit routes. Avenues may circulate around a square or neighborhood park.

  - » *Main Streets.* Main streets provide access to neighborhood commercial and mixed use buildings and districts. On-street parking is very desirable and recommended. Low speeds (25-30 mph) are desirable to protect pedestrians and enhance commercial activity. To help pedestrians safely cross streets and to calm traffic, bulbouts (wider sidewalks that extend into the parking lane) or raised pavement should be provided at intersections and if blocks are long, at mid-block crossings.

- *Local Streets.* Local streets, which form the heart of quiet neighborhoods, function primarily to provide access to neighborhood destinations and make numerous connections within neighborhoods. All of these streets provide vehicle, pedestrian,

and utility access. Traffic speed of not more than 15-25 mph is appropriate for such streets. A measure of how successful a local street is performing its intended function is how well it adds to the quality of the neighborhood by offering access, parking, tranquility, and safety. Local streets should provide indirect connection between Transitional or Regional Streets. Long straight connections will encourage "shortcut" traffic through neighborhoods. The Local Streets category includes the following street types:

» *Trails*. Trails are pedestrian path connectors through neighborhoods or along creeks not intended for motorized vehicles. They often follow their own independent rights-of-way or utility corridors. Serving as an alternative transportation system, trails connect many homes to parks, schools, transit stops, join cul-de-sacs, provide access to transitional streets, and other common destinations. Trails can provide access into commercial districts, for added access to more distant commercial districts, employment centers and major transit hubs. Neighborhood trails also make connection to natural areas and parks, and should provide access to regional greenways and open spaces. In healthy neighborhoods, trails may comprise 20-40 percent of the total residential connectors. Trails should provide pedestrian amenities at intervals such as shade, benches, water fountains, and restrooms. Sitting areas with benches at vista points and along creeks should be included.

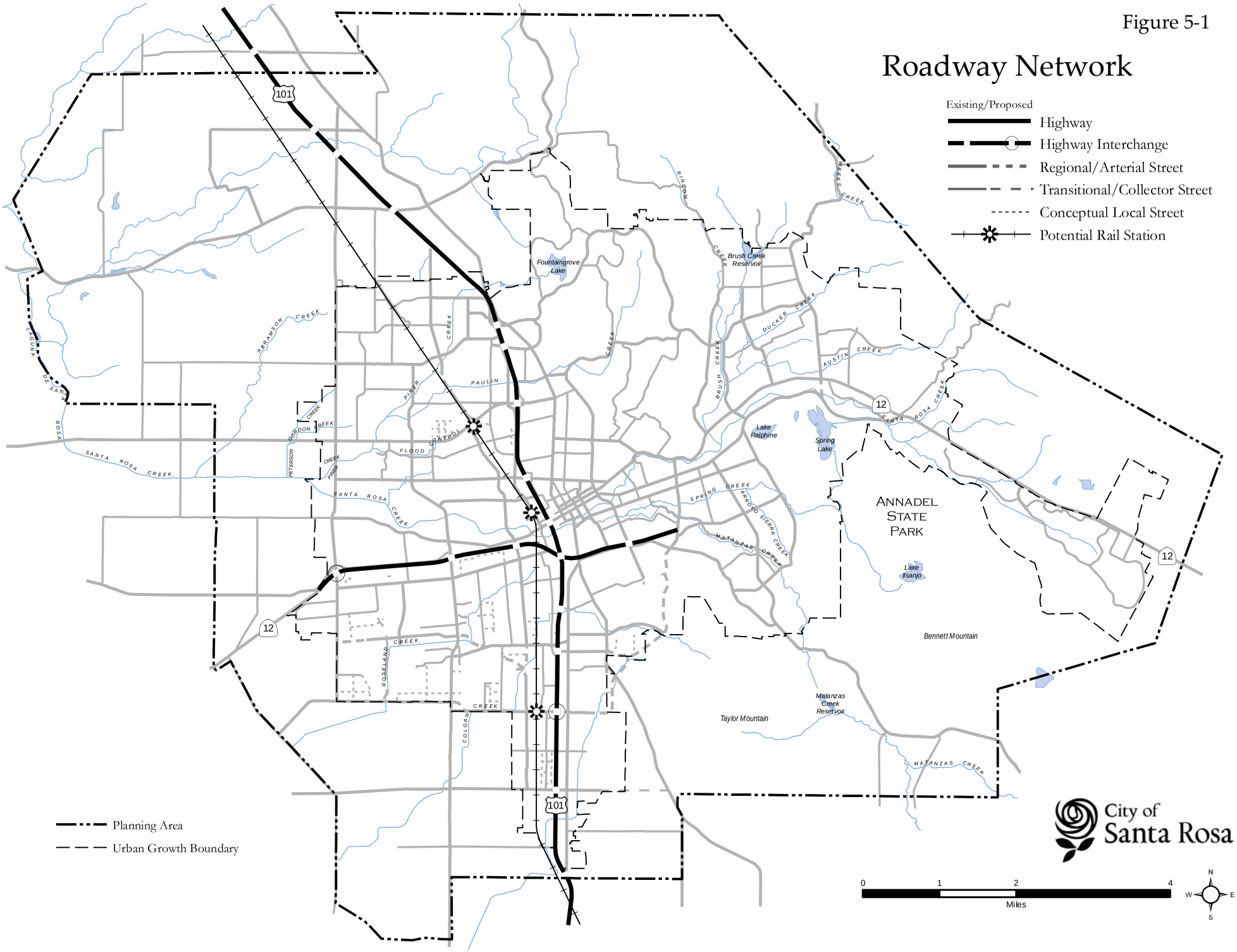
» *Alleys*. Alleys are slow speed (10 mph) secondary access ways running behind and sometimes between rows of houses, or commercial buildings. Alleys can provide service workers easy access to utilities and sanitation and give residents easy access to garages, backyards, and any accessory units.

» *Lanes*. These narrow roads (typically 16-20 feet wide) are useful in accessing small numbers of homes (up to approximately 12 homes). Parking, when needed, can be placed on one side or in parking bays. One-way lanes can operate around parks or nature preserves. They also work well as two-way facilities in many other contexts. Landscaping and sidewalks fill the remainder of the available public right-of-way.

» *Neighborhood Streets*. Neighborhood streets are the most common type of access road in healthy neighborhoods. This is the preferred street to service residential areas when the street does not exceed 100 homes or 1,000 average daily trips (ADT). Streets are short, terminating in two to six blocks. These streets can also encircle a square or other public space. On-street parking is encouraged as it helps to provide needed parking and slows traffic.

Figure 5-1

Roadway Network



» *Minor Streets.* Minor streets are utilized when the traffic volume exceeds 1,000 average daily trips. Although efforts should be made to create interconnected street layouts which disperse traffic, in many cases a concentration of traffic is unavoidable.

Additional detail on street categories and street types can be found in the city's Design Guidelines.

A variety of transportation improvements to the city's roadway system are planned. The appendix following this element includes a list of planned regional/arterial streets in 2035. These represent a compilation of improvements from various specific plans, long range transportation plans, and other documents. Proposed roadway and/or intersection improvements include, but are not limited to:

- Widening of Highway 101 to six lanes and improvements to the Bellevue Avenue and Todd Road interchanges;
- Expansion of Highway 12 interchanges at Hoen Avenue, Fulton/South Wright Road interchanges;
- Extension of Farmers Lane and Northpoint Parkway; and
- Widening of Bellevue Avenue, Dutton Avenue, Petaluma Hill Road, Sebastopol Road, and Stony Point Road.

Despite proposed improvements, levels of service (LOS) on several of the city's regional/arterial streets and highways are projected to degrade in the long term. LOS measures the relative ease or difficulty of traffic movement at designated points along a roadway. General Plan policies support construction of roadway improvements to accommodate new developments, and improve motor vehicle LOS on congested roadways. General Plan policies also encourage alternative modes of transportation be incorporated into the city circulation network which adhere to Complete Street objectives.

5-3 SCENIC ROADS

Several roads in Santa Rosa have unique scenic qualities because of their natural setting as well as historical and cultural features. A scenic road is a highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources. Scenic roads direct views to areas of exceptional beauty, natural resources or landmarks, or historic or cultural interest. The aesthetic values of scenic routes can be protected and enhanced by regulations governing the development of property and the placement of outdoor advertising.

The following lists Santa Rosa roadways which are designated as scenic roads by the General Plan. These roads have the potential to remain scenic with appropriate and thoughtful urban planning.

1. Melita Road
2. Los Alamos Road
3. Calistoga Road (north of Badger Road)
4. Highway 12 (from Highway 101 west to Fulton Road)
5. Highway 12 (from Farmers Lane to Calistoga Road)
6. Montecito Avenue (north of Norte Way)
7. Brush Creek and Wallace Roads
8. Fountaingrove Parkway
9. Bennett Valley Road (south of Farmers Lane)
10. Montgomery Drive (from Mission Boulevard to Melita Road)
11. Chanate Road (from Mendocino Avenue to Fountaingrove Parkway)
12. Petaluma Hill Road (from Colgan Avenue to UGB)
13. Highway 101 (contiguous from northern to southern city limit)
14. Los Olivos Road
15. Manzanita Road
16. Newanga Avenue
17. Francisco Avenue
18. Channel Drive
19. Wright Road South
20. Ludwig Avenue

Unique and natural features should be preserved along scenic roads, such as this rock wall on Brush Creek Road.

21. Farmers Lane Extension (planned south of Bennett Valley Road)

22. Burbank Avenue

While scenic roads have traditionally run through natural open-space areas, they can also include routes that pass through interesting, unique urban sites or neighborhood boundaries. A scenic highway or road can also include related facilities within the scenic corridor, such as bicycle and pedestrian pathways, trails, parks, and roadside stops. Preservation of the scenic character, aesthetic value, and natural/cultural integrity of Santa Rosa's roadways requires special planning, as provided in General Plan policies.

5-4 COMMUTER RAIL

Development of commuter rail service along the Northwestern Pacific Railroad right-of-way could partially reduce traffic congestion created by workers traveling to Santa Rosa. In 1998, a commission made up of local public officials was formed to evaluate feasibility of commuter rail and develop plans for a "start-up" level of rail service. Plans being considered envision several rail stops in the Santa Rosa area, with service available between the northern and southern ends of the county. General Plan policies support commuter rail service, including accommodating bicycle and pedestrian pathways, by requiring the establishment of transit supportive land uses in areas within close proximity to rail station sites.

Depot station is one of several potential rail station stops in Santa Rosa.

5-5 TRANSIT NETWORK

Santa Rosa CityBus is the principal transit service within Santa Rosa. Operated by the city, CityBus provides regularly scheduled fixed route service to residential neighborhoods, major activity centers, and facilities that serve transit-dependent populations (i.e., the elderly and disabled). All regularly scheduled service vehicles are equipped with wheelchair lifts or ramps and are accessible to disabled persons. Other transit service providers that operate in the Santa Rosa area include:

- Golden Gate Transit
- Sonoma County Transit
- Mendocino Transit Authority
- Napa Vine

- Greyhound Lines
- Amtrak California
- Private shuttles/charter buses (to airports/regional destinations, for trips)

In addition, the city contracts for paratransit services to provide curb-to-curb transportation for eligible elderly and disabled persons who cannot use fixed route bus services.

Transit service is coordinated at four transit hubs within the city: the Downtown Transit Mall, Southwest Community Park, Eastside Transfer Station (Montgomery Village) and Westside Transfer Station. These facilities allow bus riders to make timely transfers between CityBus routes or routes operated by other transit service providers. To increase and encourage ridership in the future, General Plan policies ensure that transit routes and facilities are conveniently located and easily accessible to all riders.

5-6 BICYCLE FACILITIES

Currently, there are approximately 242 miles of designated bikeways (existing and proposed that provide intra-area and cross-town connections to recreational facilities, employment areas, schools, and other major activity centers. Bikeways, as illustrated in Figure 5-2, are classified by one of six categories:

- *Class I Bikeways (bike path) provide for bicycle travel on a right-of-way completely separated from any street or highway.*

- *Class II Bikeways (bike lane) provide a striped lane for one-way travel on a street or highway.*

- *Class IIB Bikeways (Buffered bike lane) provide a striped lane for one-way travel on a street or highway that include a striped "buffer" area either between the bike lane and travel lane or between the bike lane and parked cars.*

- *Class III Bikeways (bike route by sign) provide for shared use with pedestrian and auto traffic.*

- *Class IIIB Bikeways (Bicycle Boulevard) provide for shared used with pedestrian and auto traffic that is a low speed, low volume roadway that has unique signage and pavement marking and traffic calming treatments.*

- *Class IV Separated Bikeways provide a striped lane for travel on a street (one way or two way) that is physically separated from motor vehicle traffic by a vertical element or barriers, such as curb, bollards or parking aisle.*

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The recommended bikeway network was designed to connect as many residents as possible with major commercial areas, employer centers, transit, and recreational destinations. Specific recommendations were selected using context-sensitive bikeway classifications that provided the highest level of comfort while meeting Highway Design Manual requirements for minimum bikeway dimensions.

- The following criteria was used to determine the class I (bike paths) – shared use paved paths completely separated from the street. These paths allow two-way travel by people walking and bicycling and are often considered the most comfortable facilities for the inexperienced riders as there are few potential conflicts between people bicycling and walking and people driving. Where there is a minimum of eight feet width (with two-foot shoulders) off-street public right-of-way (typically along utility and stream corridors), Class I bike paths were considered. Class I bike paths recommendations are consistent with the Citywide Creek Master Plan.

- The following criteria was used to determine the class II (bicycle lanes) – on-street bicycle lanes designate an exclusive striped preferential lane on the roadway for one-way bicycle travel. Bicycle lanes were considered where all travel lanes can be reconfigured to accommodate a minimum of five feet of roadway space when adjacent to on-street parking and a minimum of five feet or four feet more than the gutter pan width when adjacent to curb and gutter.

- The following criteria was used to determine the class IIB (buffered bicycle lanes) – conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bicycle lanes were considered where there is a minimum of seven feet of roadway space (minimum of five feet for bicycle lane and minimum of two feet for buffer area) or where future roadway reconfiguration would make this space available.

- The following criteria was used to determine the class III (bike route by sign) – signed routes where people bicycling share a travel lane with people driving. Bicycle routes are only appropriate on quiet, low speed streets with relatively low traffic volumes.

- The following criteria was used to determine the class IIIB (bike boulevard) – low-volume roadway that has been modified, as needed, to enhance comfort and convenience for people bicycling. It provides better conditions for bicycling while maintaining the neighborhood character and emergency vehicle access. Key elements of bike boulevards are typically unique signage and pavement markings, and potential traffic calming and diversion to reduce traffic volumes.

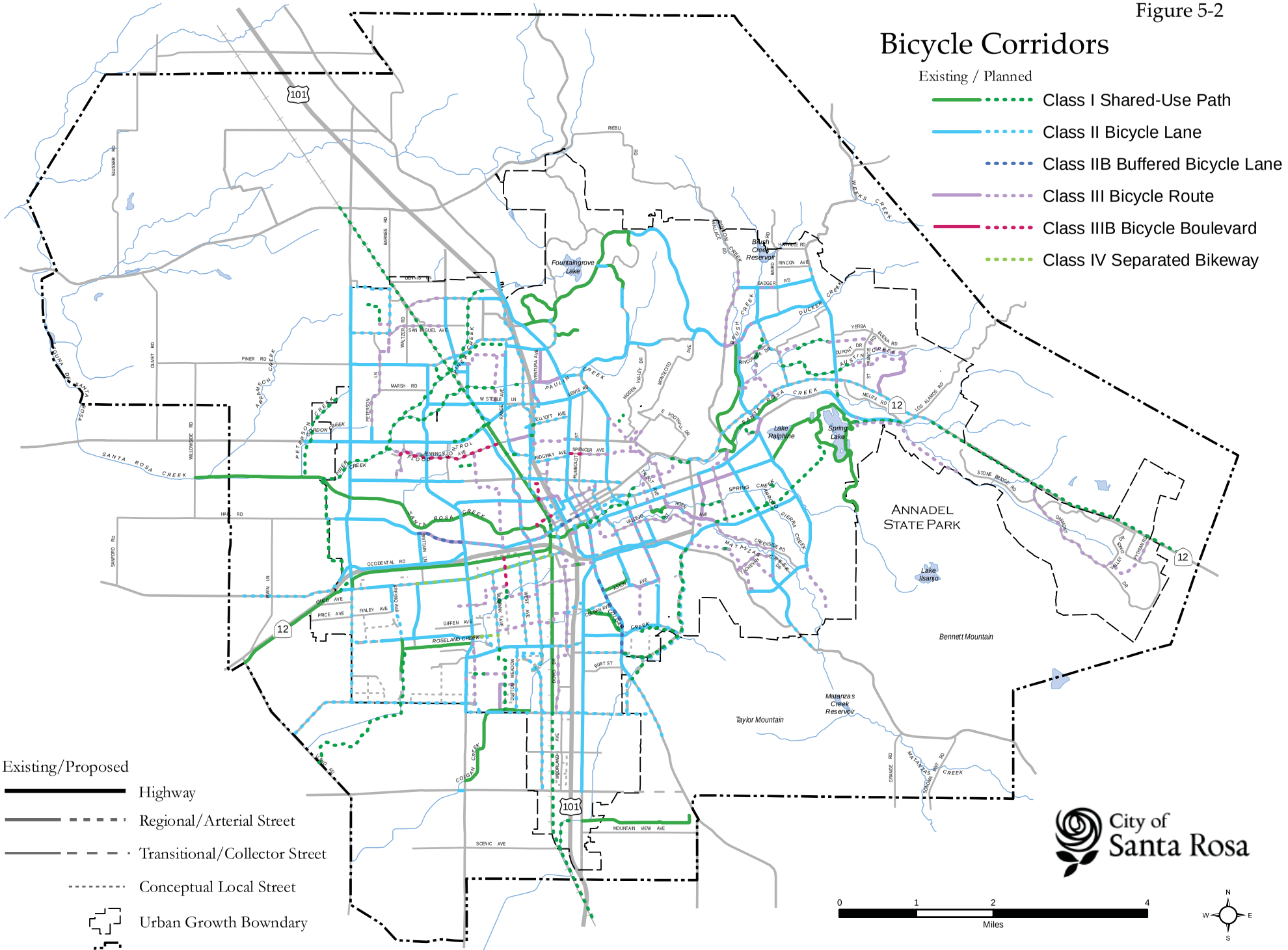
- The following criteria was used to determine the class IV (separated bike way) – separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards or vehicle parking lane. These facilities can allow for one- or two-way travel on one or both sides of the roadway. One-way separated bikeways were considered where there is a minimum of seven feet of roadway space on one side of the road for a bikeway and a three-foot minimum buffer width when adjacent to parking lanes (two foot minimum when adjacent to travel lanes) or where future roadway reconfiguration would make this space available. Two-way separated bikeways were considered where there is a minimum of ten feet for a bikeway and a three-foot minimum buffer width when adjacent to parking lanes for a bi-directional facility on one side of the road or where future roadway reconfiguration would make this space available.

Of the city's total bikeways, 2 miles are designated as Class IV, 48 miles are designated as Class III, 4 miles are designated as a Class IIIB (bicycle boulevard), 116 miles are designated as Class II, 2 miles are designated as a Class IIB (buffered bike lanes), and 70 miles are designated as Class I.

The City of Santa Rosa's *Bicycle and Pedestrian Master Plan Update 2018* outlines future bikeway improvements. The five criteria used to prioritize pedestrian and bikeway projects include collision reduction, connectivity, comfort network, gap closure and equity. In addition to evaluating the priority of each project, the implementation strategy also considers the complexities to design, construct and maintain the project.

Figure 5-2

Bicycle Corridors



5-7 PEDESTRIAN FACILITIES

The pedestrian network included Class I Shared Use Paths along with sidewalks. Sidewalks and pathways are an essential element of a pedestrian network. They not only provide a comfortable walking space separate from the roadway, but also are a foundational component of Americans with Disabilities Act (ADA) compliance.

Sidewalks and pathways should provide a smooth surface free of obstructions at least five feet wide. In some areas, where high pedestrian activity is expected, wider sidewalks may be desirable. Sidewalks and pathways can either be adjacent to the curb or separated by a planted landscaping strip.

There are many streets in Santa Rosa with sidewalks or pathways, but the network is inconsistent. Sidewalk and pathway recommendations are focused on those corridors where they are likely to serve large numbers of pedestrians or address a priority community concern.

In addition to sidewalks and pathways, pedestrian crossings were compiled from past plans and numerous Safe Routes to School assessment reports. Future considerations at other locations that were obtained from community input may be evaluated on a case by case basis by city staff to determine if enhancements are necessary.

Crossing locations were also identified where a trail crossing of a creek may be developed in consultation with the Citywide Creek Master Plan. These locations are identified as trail bridges.

5-8 GOALS AND POLICIES

T-A ***Provide a safe and sustainable transportation system.***

T-A-1 Expand Transportation Systems Management (TSM) programs for employers, and reduce peak hour single-occupancy automobile trips through the following techniques.

- Promotion of transit service;
- Staggering of work shifts;
- Flextime (e.g. 9/80 work schedule);
- Telecommuting;
- Carpool and vanpool incentives;
- Provision of bicycle facilities;
- Trip reduction incentive programs;
- Parking disincentives for single-occupant vehicles; and
- Car sharing programs.

T-A-2 Work with employers and business associations to meet employee transportation needs that will lead to reduction of the use of single occupant vehicles.

T-A-3 Evaluate corridor levels of service (LOS) and develop strategies to improve service levels.

T-A-4 Cooperate with CalTrans and public transit providers to establish park-and-ride lots.

T-A-5 Pursue cooperation between local and regional transportation agencies to coordinate multi-modal connections throughout the city.

Examples of multi-modal connections include timed transfers connecting different transit routes and future rail service, bicycle parking and lockers at transit centers, and transit stops at park-and-ride lots.

T-A-6 Support tourist rail excursions on the Northwestern Pacific Railroad as well as rail service for commuting and other travel purposes.

T-A-7 Expand non-motorized and bus infrastructure throughout the city such that

greater amenities exist for cyclists, pedestrians and transit users in order to promote a healthy, sustainable city and further reduce GHG emissions.

ROADWAY NETWORK

T-B ***Provide a safe, efficient, free-flowing circulation system.***

T-B-1 Require site design to focus through-traffic on regional/arterial streets. Employ the following design techniques to increase driver safety and traffic efficiency:

- Reduce the number of driveways and intersections;
- Combine driveways to serve numerous small parcels;
- Avoid residential access;
- Install and facilitate timing of traffic signals; and
- Ensure continuous sidewalks.

Traffic calming techniques such as this planted island at the intersection of Spring and Sixteenth Streets help to reduce traffic speeds on residential streets.

T-B-2 Locate uses generating heavy traffic so that they have direct access or immediate secondary access to regional/arterial streets or highways.

T-B-3 Minimize the disruption of historic sites and architectural resources by street and highway improvements.

T-B-4 Promote the use of roundabouts in lieu of stop/signal controlled intersections to improve safety, reduce delay and idling time, and lower vehicle emissions at new/existing intersections.

T-C ***Reduce traffic volumes and speeds in neighborhoods.***

T-C-1 Minimize through traffic in residential neighborhoods and avoid excessive traffic volumes greater than that dictated by street design and classification, by providing attractive regional/arterial streets to accommodate cross-town traffic.

T-C-2 Encourage grid street patterns in new residential areas to disperse local neighborhood traffic, thereby limiting volumes on any one street.

T-C-3 Implement traffic calming techniques on streets subject to high speed and/

or cut-through traffic, in order to improve neighborhood livability. Techniques include:

- Narrow streets;
- On-street parking;
- Chokers or diverters;
- Speed bumps;
- Rough paved crosswalks;
- Rumble strips; and
- Planted islands.

Traffic calming should be incorporated into the Design Guidelines, Subdivision Ordinance, and Department of Public Works (DPW) Policy, Design, and Construction Manuals, and the Capital Improvement Program.

T-C-4 Improve traffic flow and reduce neighborhood traffic impacts in all quadrants of the city by completing needed improvements, such as road widening and traffic calming. Seek innovative funding mechanisms in order to maximize the number of projects completed.

T-D Maintain acceptable motor vehicle traffic flows.

T-D-1 Maintain a Level of Service (LOS) D or better along all major corridors. Exceptions to meeting the standard include:

- Within downtown;
- Where attainment would result in significant environmental degradation;
- Where topography or environmental impact makes the improvement impossible; or
- Where attainment would ensure loss of an area's unique character.

The LOS is to be calculated using the average traffic demand over the highest 60-minute period.

T-D-2 Monitor LOS at intersections to assure that improvements or alterations to improve corridor LOS do not cause severe impacts at any single intersection.

T-D-3 Require traffic studies for development projects that may have a substantial impact on the circulation system.

T-D-4 Monitor regional/arterial street LOS at regular intervals to determine if the LOS goal is being met, and provide information needed to maintain a calibrated citywide traffic model.

T-D-5 Coordinate transportation plans with those of Sonoma County, the Metropolitan Transportation Commission, and the State of California.

T-E Complete needed transportation improvements in a timely manner.

T-E-1 Complete the projected street and highway improvements in time to accommodate the traffic that will be generated by future development.

T-E-2 Require development projects to pay a fair share of costs for multi-modal transportation systems improvements. Periodically update the city's impact fees to assure the adequacy of funding for needed transportation system improvements.

T-E-3 Evaluate the costs and benefits of delaying or diverting development in areas where traffic mitigation requires costly improvements that are beyond near-term funding capability, until the construction of the needed improvements can be assured.

T-F Develop a viable solution for regional through traffic on north-south and east-west corridors.

T-F-1 Participate in discussions addressing regional through-traffic with the County of Sonoma, the Metropolitan Transportation Commission, and other municipalities.

T-F-2 Support efforts to acquire local, regional, state, and federal funding for transportation improvements, including widening of Highway 101.

T-F-3 Explore alternative circulation network improvements to accommodate regional through-traffic, focusing on regional/arterial street circulation and regional transportation routes.

SCENIC ROADS

T-G Identify, preserve, and enhance scenic roads throughout Santa Rosa in both rural and developed areas.

T-G-1 Develop protective standards for the scenic roads identified below so that they may be added to the Scenic Roads Overlay zone. Roads marked with an asterisk (*) should be paid special attention as they provide a transition between the rural countryside and the city's Urban Growth Boundary.

- Fountaingrove Parkway
- Bennett Valley Road (south of Farmers Lane)
- Farmers Lane Extension (planned south of Bennett Valley Road)*
- Montgomery Drive (from Mission Boulevard to Melita Road)
- Chanate Road (from Mendocino Avenue to Fountaingrove Parkway)
- Petaluma Hill Road (from Colgan Avenue to UGB)*
- Highway 12 (from Farmers Lane to Calistoga Road)
- Highway 12 (from Highway 101 west to Fulton Road)
- Highway 101 (contiguous from northern to southern city limit)
- Newanga Avenue
- Channel Drive
- Francisco Avenue*
- Wright Road South*
- Ludwig Avenue*
- Burbank Avenue

T-G-2 Modify the Scenic Road Combining District to provide limited flexibility in the application of the standards.

T-G-3 Allow any person or group of persons to submit a General Plan Amendment application to the city to request that a public road be designated as a Scenic Road. Such request must be accompanied by a written description of the characteristics of the road that qualify it for a Scenic Road Designation.

T-G-4 Respect natural topography and landscaping during alignment of scenic roads. Protect land through careful grading.

T-G-5 Retain existing trees and vegetation along scenic roads, as possible. Enhance roadway appearance through landscaping, using native plant material.

T-G-6 Provide large setbacks from scenic roads, as possible, to avoid encroachment of buildings on the view of the roadway.

T-G-7 Provide bikeways along scenic roads, where right-of-way exists or where its acquisition will not jeopardize roadway character.

T-G-8 Disallow on-street parking along scenic roads. Bus stops or scenic overlooks may be provided at appropriate intervals.

T-G-9 Require curbs and gutters only where they are necessary for drainage and pedestrian safety purposes.

Curbs and gutters should be avoided on existing roads, unless absolutely necessary and only after exhausting all other options.

T-G-10 Ensure any signage along scenic roads does not detract from the area's scenic character.

T-G-11 Underground utility lines along scenic roads.

Transit shelters should be provided as part of new development.

T-G-12 Scenic road alignments (horizontal and vertical curves) should be free flowing rather than unnaturally forced or kinked. Grading should be fitted to the existing topography to avoid sharp and artificial appearing transitions in landform.

T-G-13 Plant graded areas to avoid erosion and maintain a pleasing appearance.

T-G-14 Use of natural materials such as stone, brick, and wood is preferable to metal posts and rails for roadside appurtenances.

T-G-15 Require that scenic road rights-of-way are wide enough to preserve natural vegetation. Provide appropriate construction setbacks to retain views along the corridor.

TRANSIT SYSTEMS

T-H ***Expand the existing transit network to reduce greenhouse gas emissions and to provide convenient and efficient public transportation to workplaces, shopping, SMART stations, and other destinations.***

T-H-1 Provide convenient, efficient routes to major employment centers throughout the city.

T-H-2 Implement the Long and Short Range Transit Plans which include CityBus proposals for transit and TSM improvements.

T-H-3 Require new development to provide transit improvements, where a rough proportionality to demand from the project is established. Transit improvements may include:

- Direct and paved pedestrian access to transit stops;
- Bus turnouts and shelters; and
- Lane width to accommodate buses.

T-H-4 Coordinate transit services and transfers between the various transit operators serving Santa Rosa.

T-H-5 Encourage ridership on public transit systems through marketing and promotional efforts.

T-H-6 Provide full access to transit services for all persons, including children, the elderly, and those with disabilities.

T-H-7 Require community care facilities and senior housing projects with more than 25 units to provide accessible transportation services for the convenience of residents.

Provision of transportation services at large facilities will reduce demand on the paratransit and fixed route transit systems.

T-H-8 Improve transit service along corridors where increased densities are planned.

T-I Support implementation of rail service along the Northwest Pacific Railroad.

T-I-1 Support efforts to implement rail service along the NWPRR.

T-I-2 Preserve options for future rail stations along the NWPRR corridor by zoning land in proximity to the potential station sites for higher residential densities and/or mixed use development.

Pedestrian and bicycle paths surrounding Spring Lake provide recreational opportunities for local residents.

PEDESTRIANS AND BICYCLES

T-J ***Provide attractive and safe streets for pedestrians and bicyclists.***

T-J-1 Pursue implementation of walking and bicycling facilities as envisioned in the city's Bicycle and Pedestrian Master Plan.

T-J-2 Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or district, and that contributes to vehicular and pedestrian safety.

T-J-3 Strengthen and expand east-west linkages across the Highway 101 corridor.

T-J-4 Provide street trees to enhance the city's livability and to provide identity to neighborhoods and districts.

T-J-5 Support Safe Routes to School by pursuing available grants for this program and ensuring that approaches to schools are safe for cyclists and pedestrians by providing needed amenities such as sidewalks, crosswalks, bike lanes, and traffic calming on streets near schools.

T-K ***Develop a safe, convenient, and continuous network of pedestrian sidewalks and pathways that link neighborhoods with schools, parks, shopping areas, and employment centers.***

T-K-1 Link the various citywide pedestrian paths, including street sidewalks, downtown walkways, pedestrian areas in shopping centers and work complexes, park pathways, and other creekside and open space pathways.

T-K-2 Allow the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely done, in order to maximize the use of public rights-of-way.

T-K-3 Orient building plans and pedestrian facilities to allow for easy pedestrian access from street sidewalks, transit stops, and other pedestrian facilities, in addition to access from parking lots.

T-K-4 Require construction of attractive pedestrian walkways and areas in new residential, commercial, office, and industrial developments. Provide landscaping or other appropriate buffers between sidewalks and heavily traveled vehicular traffic lanes, as well as through and to parking lots. Include pedestrian amenities to encourage and facilitate walking.

T-K-5 Ensure provision of safe pedestrian access for students of new and existing school sites throughout the city.

T-K-6 Integrate multi-use paths into all creek corridors, railroad rights-of-way, and park designs.

T-L ***Develop a citywide system of designated bikeways that serves both experienced and casual bicyclists, and which maximizes bicycle use for commuting, recreation, and local transport.***

T-L-1 Provide bicycle lanes along all regional/arterial streets and high volume transitional/collector streets.

T-L-2 Provide bicycle lanes on major access routes to all schools and parks.

T-L-3 Improve bicycle networks by finishing incomplete or disconnected bicycle routes.

T-L-4 Maintain all roadways and bicycle-related facilities so they provide safe and comfortable conditions for bicyclists.

T-L-5 Consider bicycle operating characteristics and safety needs in the design for roadways, intersections, and traffic control systems.

T-L-6 Promote and facilitate the use of bicycles with other transportation modes.

T-L-7 As part of the city's Capital Improvement Program, or street and intersection projects constructed by private developers, install and construct bicycle facilities, including:

- Class I paths, Class II lanes, Class III route signs;
- Signal detectors; and/or
- Other facilities.

Implementation shall occur as opportunities arise throughout the entire bikeway network.

T-L-8 Require new development to dedicate land and/or construct/install bicycle facilities, and provide bicycle parking as specified in the Zoning Code, where a rough proportionality to demand from the project is established. Facilities such as showers and bicycle storage shall also be considered.

T-L-9 Maintain and update, as appropriate, the city's Bicycle and Pedestrian Master Plan.

Provision of bicycle lanes along arterial roadways, such as Calistoga Road, enable residents to bicycle to and from local activity centers and recreational areas.

AIR TRANSPORTATION

T-M Continue the availability of air trans-portation services.

T-M-1 Encourage the provision of convenient air travel opportunities for Santa Rosa residents.

T-M-2 Work with Sonoma County to maintain Charles M. Schulz-Sonoma County Airport's continued safe and successful operation by discouraging the development of incompatible uses in airport safety zones.

T-M-3 Support efforts at the Charles M. Schulz-Sonoma County Airport to minimize negative effects of air transportation, such as surface street congestion, air pollution, noise, and safety concerns.

T-M-4 Support continued operation of commercial air services at Charles M. Schulz-Sonoma County Airport.

T-M-5 Support continued operation of private shuttle services to San Francisco and Oakland International Airports.

SOUTHEAST GREENWAY

T-N ***Provide a continuous pedestrian, bicycle, and non-motorized transportation connection from Spring Lake Regional Park to Farmers Lane and link to downtown Santa Rosa, surrounding neighborhoods and schools, and the regional trail system.***

T-N-1 Provide separate trails for bicycle and pedestrian use, and permit them to meander to respond to topographic or other features in the Southeast Greenway. Separate bicycle and pedestrian facilities should join together to cross streets and creeks for safety and habitat protection.

T-N-2 Provide multi-use path crossings where the Southeast Greenway intersects with Hoen Avenue, Franquette Avenue, Yulupa Avenue, and Summerfield Road to enhance the crossings for cyclists and pedestrians at these locations. These could include enhanced crosswalks, median refuges, pedestrian and bicyclist activated signals and warning signage for drivers.

T-N-3 Identify and sign a bicycle route from the Southeast Greenway to Downtown that is direct, well-marked, and easy to navigate, while ensuring multiple connections. Consideration should be given to the following routes 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 to E Street.

T-N-4 Ensure additional bicycle facilities connect to the Southeast Greenway as proposed in the Bicycle and Pedestrian Master Plan.

T-N-5 Provide for parking on the Southeast Greenway and seek shared parking opportunities in adjacent non-residential uses, such as Montgomery High School and Spring Lake Regional Park in future design phases of the project to maximize a park once experience and minimize parking in surrounding neighborhoods.

5 TRANSPORTATION APPENDIX

PLANNED REGIONAL/ARTERIAL STREETS

The following is a list of planned regional/arterial streets in 2035. Interim improvements may occur, especially in established areas. The number of lanes indicated is the number of travel lanes, and does not include turn lanes.

Two lane Regional/Arterial Streets

Two lane regional/arterial streets consist of one travel lane each direction.

- Airway Drive
- B Street (Healdsburg Avenue to Seventh Street)
- Bennett Valley Road
- Brookwood Avenue (Sonoma Avenue to Aston Avenue, except Bennett Valley Road to Maple Avenue)
- Brush Creek Road
- Bryden Lane
- Calistoga Road (north of Montecito Blvd. And Highway 12 to Montgomery Drive)
- Chanate Road (Franklin Avenue to Montecito Avenue)
- Cleveland Avenue (College Avenue to Ninth Street)
- Coffey Lane
- E Street (Sonoma Avenue to Bennett Valley Road)
- First Street (B Street to Santa Rosa Avenue)
- Fountaingrove Parkway (with merge lanes-Stagecoach Road to Brush Creek Road)
- Healdsburg Avenue (Tenth Street to B Street)
- Hoen Avenue (Farmers Lane to Summerfield Road)
- Industrial Drive
- Lewis Road
- Los Alamos Road (Highway 12 to Montgomery Drive)
- Middle Rincon Road
- Montecito Avenue (Chanate Road to Fountaingrove Parkway)
- Montgomery Drive (except Summerfield Road to Mission Blvd.)
- Ninth Street (North Dutton Avenue to Morgan Street)

- Northpoint Parkway (Stony Point Road to Burbank Avenue)
- Sonoma Avenue (Farmers Lane to Summerfield Road)
- Pacific Avenue
- Summerfield Road (Hoen Avenue to Montgomery Drive)
- Third Street (Santa Rosa Avenue to Montgomery Drive)
- West Steele Lane (McBride Lane to Marlow Road)
- West Third Street (Apple Creek Lane to Stony Point Road)
- Wilson Street
- Yulupa Avenue (Montgomery Drive to Sonoma Avenue)

Three Lane Regional/Arterial Streets

Three lane regional/arterial streets consist of one travel lane in one direction, and two lanes in the other direction.

- Farmers Lane (Petaluma Hill Road To Kawana Springs Road)
- Healdsburg Avenue (College Avenue to Tenth Street)
- Kawana Springs Road
- Morgan Street (three lanes one-way)
- Third Street (B Street to Santa Rosa Avenue)
- Yolanda Avenue

Four Lane Regional/Arterial Streets

Four lane regional/arterial streets consist of two travel lanes in each direction.

- B Street (Seventh Street to First Street)
- Bethards Drive
- Bellevue Avenue
- Bicentennial Way
- Brookwood Avenue (Bennett Valley Road to Maple Avenue, and College Avenue to Sonoma Avenue)
- Calistoga Road (Montecito Blvd. to Highway 12)
- College Avenue
- Chanate Road (Mendocino Avenue to Humboldt Street)
- Cleveland Avenue
- Corby Avenue (Baker Avenue to Hearn Avenue)
- Corporate Center Parkway (Northpoint Parkway to Sebastopol Road)
- Dutton Avenue (College Avenue to Sebastopol Road)
- Dutton Avenue Extension (Hearn Avenue to Bellevue Avenue)
- E Street (College Avenue to Sonoma Avenue)
- Farmers Lane (Fourth Street to Kawana Springs Road)

- Fountaingrove Parkway (Mendocino Avenue to Stagecoach Road)
- Fourth Street (E Street to Brush Creek Road)
- Fulton Road
- Franklin Avenue (Lewis Road to North Street)
- Guerneville Road
- Hearn Avenue (east of Dutton Avenue)
- Highway 12 (Brush Creek Road to Pythian Road)
- Hopper Avenue (Coffey Lane to Cleveland Avenue)
- Marlow Road
- Mendocino Avenue (College Avenue to Old Redwood Highway)
- Mission Boulevard
- Montecito Boulevard
- Montgomery Drive (Summerfield Road to Mission Blvd.)
- North Street
- Northpoint Parkway (east of Fresno Avenue)
- Oakmont Drive (Highway 12 to White Oak Drive)
- Old Redwood Highway
- Petaluma Hill Road
- Piner Road
- Range Avenue (from south of Guerneville Road to north of West Steele Lane; Russell Avenue to Piner Road)
- Santa Rosa Avenue
- Sebastopol Road
- Sonoma Avenue (Santa Rosa Avenue to Farmers Lane)
- Steele Lane (McBride Lane to Mendocino Avenue)
- Stony Point Road (West Third Street to Guerneville Road, and Sebastopol Road to Todd Road)
- Summerfield Road (Bethards Drive to Hoen Avenue)
- Third Street (Apple Creek Lane to Morgan Street, and Fulton Road to Stony Point Road)
- West Ninth Street (Stony Point Road to Dutton Avenue)
- Yulupa Avenue (south of Sonoma Avenue)
- Wright Road (north of Sebastopol Road)

Six Lane Regional/Arterial Streets

Six lane regional/arterial streets consist of three travel lanes in each direction.

- Stony Point Road (Sebastopol Road to West Third Street)
- Third Street (Morgan Street to B Street)

6 PUBLIC SERVICES AND FACILITIES

The purpose of this element is to plan for a variety of public service needs, including parks and recreation, public schools, police services, fire protection, water supply and conservation, sewer and solid waste, and stormwater management. The following sections discuss existing public services and facilities, their respective managing agencies, anticipated future demand on these services, and planned expansions or improvements.

6-1 VISION

In 2035, a high standard of public services is available to Santa Rosa residents. Infrastructure keeps pace with new development, without jeopardizing the level of service to existing residents. All residences are located within walking distance of neighborhood park facilities with playground equipment appropriate for tots and school age children, and picnic areas, while playing fields and clubhouses are featured at the larger community and citywide parks. Linear parks along Santa Rosa's network of creeks connect regional open spaces such as the Laguna trail system and Taylor Mountain. School facilities are an integral part of neighborhoods, and offer superior educational opportunities, community gathering places and additional recreational areas.

The city's police and fire personnel ensure the safety of local residents. Improvements to the water and sewer systems accommodate new and infill development within the Urban Growth Boundary. Increased recycling efforts and water reclamation programs significantly improve the city's sustainability, as fewer resources are consumed. Flooding hazards are minimal, as storm drain improvements are made to accommodate urban runoff. Together, the public services and facilities provided by the city enhance the quality of life of Santa Rosa's residents and employees.

6-2 PARKS AND RECREATION

Public plazas and gathering places and neighborhood, community, citywide and special purpose parks and facilities are all important components of Santa Rosa in 2035, both as recreational and as aesthetic resources that contribute to the city's character. In addition to the established older parks in the east side of the city, new parks are being developed to meet the diverse needs of a growing community.

In 2008, the City of Santa Rosa had a total of approximately 531 acres of neighborhood and community parks, 170 acres of undeveloped parkland, and 14 additional community and/or recreational facilities. Table 6-1 presents existing (2008) parks facilities and acreages, while Figure 6-1 illustrates them graphically. Table 6-2 lists undeveloped city-owned parkland. Two additional parks-Spring Lake County Park (320 acres, including the 72-acre lake) and Annadel State Park (5,000 acres)-are not operated by the City of Santa Rosa; however, they enhance and complement recreational opportunities available to Santa Rosans.

Santa Rosa's parkland is found mainly in neighborhood and community parks. Neighborhood parks are located within about one-half mile of the residents they serve, and are between two and ten acres in size. Facilities at neighborhood parks often include picnic areas and playground equipment. At about 10 to 25 acres, community parks contain more specialized recreational facilities such as ball fields and tennis courts. Community parks are sited so that most residents will be no further than one mile from a community park facility. The City of Santa Rosa also has several citywide parks (i.e. Howarth Park) and special purpose parks and facilities (i.e., Luther Burbank Home and Gardens) which are enjoyed by residents throughout the city.

In addition to neighborhood, community, and citywide parks and special purpose parks and facilities, the City of Santa Rosa supports the development of public plazas and gathering places that are generally less that two acres in size; they contain vegetation (trees, grass, and greenery) when possible and provide connectivity to pathways and trails or commercial centers. They are generally developed in areas where adequate space is not available for a neighborhood park. While public plazas and gathering places are not part of the park standard of 3.5 acres per thousand residents, the city encourages the development of these spaces to provide access to the wider network of parklands. The city supports the development of public plazas and gathering places within one-quarter mile of the residents they serve.

Open space areas of different sizes are also integrated into many of the city's parks. These areas have minimal improvements such as benches or picnic tables but add to the variety of resources and activities that can be enjoyed within the city's park system.

The city maintains a park standard of six acres of parkland per 1,000 residents. Within the standard, the ratio of city parks, school recreational land, and open space is determined by City Council resolution. Currently, the city's standard includes 3.5 acres of city parks, (neighborhood, community, citywide and special purpose parks and facilities) per 1,000 residents, plus 1.4 acres of publicly accessible school recreational land and 1.1 acres of public-serving open space.

Public plazas and gathering spaces are generally developed at the same time that land uses are developed at an urban scale. They are generally privately owned, but are publicly accessible.

Table 6-1: Existing Neighborhood and Community Parks, 2008

Park	*Acreage*	*Park*	*Acreage*	*Park*	*Acreage*
A Place to Play	30.0	Haydn Park	0.3	Peterson Lane Park	5.0
Bayer Park	6.0	Hidden Valley Park	8.0	Pioneer Park	5.0
Bellevue Park	3.4	Howarth Community Park	152.0	Prince Memorial Greenway Phase I & II	3.8
Bicentennial Park	6.0	Humboldt Park	0.5	Railroad Park	0.5
Brendon Park	2.0	J.X. Wilson Park	5.0	Rae Street Park	0.5
Brush Creek Park	3.0	Jacobs Memorial Park	8.0	Redhawk Park	0.3
Luther Burbank Gardens	1.5	Jennings Park	6.0	Rincon Valley Community Park	25.0
Coffey Park	5.0	Juilliard Park	9.0	Rinconada Park	3.0
Colgan Creek Park	3.0	Live Oak Park	5.0	Rincon Ridge	11.0
Cook Park	1.0	Martin Luther King Jr Park	8.0	Skyhawk Park	18.0
DeMeo Park	1.0	Matanzas Park	1.0	Skyhawk Village	0.5
DeTurk Park	1.0	Mesquite Park	5.0	Sonoma Avenue Park	2.0
Doyle Community Park	22.0	Nagasawa Community Park at Fountaingrove	10.0	South Davis Park	1.0
Dutch Flohr Park	2.0	Nielsen Park	5.0	Southwest Community Park	19.0
Eastside Park	0.5	North Park	1.0	Steele Lane Park	3.0
Finley Community Park	22.0	Northwest Community Park	25.0	Strawberry Park	4.0
Fir Ridge Park	1.0	Oak Lake Green Park	7.0	Tanglewood Park	8.0
Franklin Community Park	13.0	Old Courthouse Square	2.0	Trailhead Park	1.0
Fremont Park	2.0	Olive Park	1.0	Village Green Park	1.5
Galvin Community Park	22.0	Pearblossom Park	2.9	Westgate Park	3.0
		Peter Springs Park	1.0	Youth Community Park	6.0
				Total Existing Parks	**531.15**

Source: City of Santa Rosa Recreation and Parks Department

Table 6-2: Undeveloped Parkland, 2008

Undeveloped Parkland	*Acreage*
Airfield Park	3.7
Dauenhauer Park	2.3
Harvest	3.5
Nagasawa Community Park at Fountaingrove	23
A Place To Play	53
Prince Gateway Park	0.5
Thomas Lake Harris Drive	8
Upper Brush Creek	10
Youth Community Park expansion	66
Total Undeveloped Park Acreage	170

Source: City of Santa Rosa Recreation and Parks Department

Larger open space areas in the city are generally developed in association with agencies such as the Sonoma County Agricultural Preservation and Open Space District and the Sonoma County Water Agency under joint acquisition and maintenance agreements. Open space lands are set aside for a variety of purposes such as watershed and resource protection. These areas have few improvements but generally allow some public access, primarily for passive recreation such as hiking and wildlife viewing. These areas are counted as part of the standard of 1.1 acres of public-serving open space per 1,000 residents indicated above.

Twenty-seven neighborhood and community park sites are proposed to serve the city's growing population, as illustrated in Figure 6-1, and listed in Table 2-4 in the Land Use and Livability Element; however, these projected locations are not site specific, they merely indicate a park is needed in the vicinity. Assuming development of all undeveloped and proposed park facilities within the 25-year General Plan timeframe the city's parks and recreation facilities will total approximately 864 acres (see Table 6-3). Based on a 2035 population of 233,520 the city parks portion of the standard will be 3.7 acres of parks per 1,000 residents. The parks ratio exceeds the city standard due to two large recreational amenities that are being expanded: Youth Community Park and A Place to Play.

Table 6-3: Projected Parks and Recreation 2035

	Acreage
Existing Parks (2008)	531.15
Undeveloped Parkland	170
Proposed Parks	163
Total Parks Facilities	**864.15**

Source: City of Santa Rosa Recreation and Parks Department

In addition to neighborhood and community parks, Santa Rosa has two community centers, two aquatic facilities, Bennett Valley Golf Course, and the Senior Center on Bennett Valley Road, all of which offer a wide variety of sports and recreation programs. Table 6-4 illustrates the city's community and recreational facilities.

Table 6-4: Community/Recreational Facilities, 2008

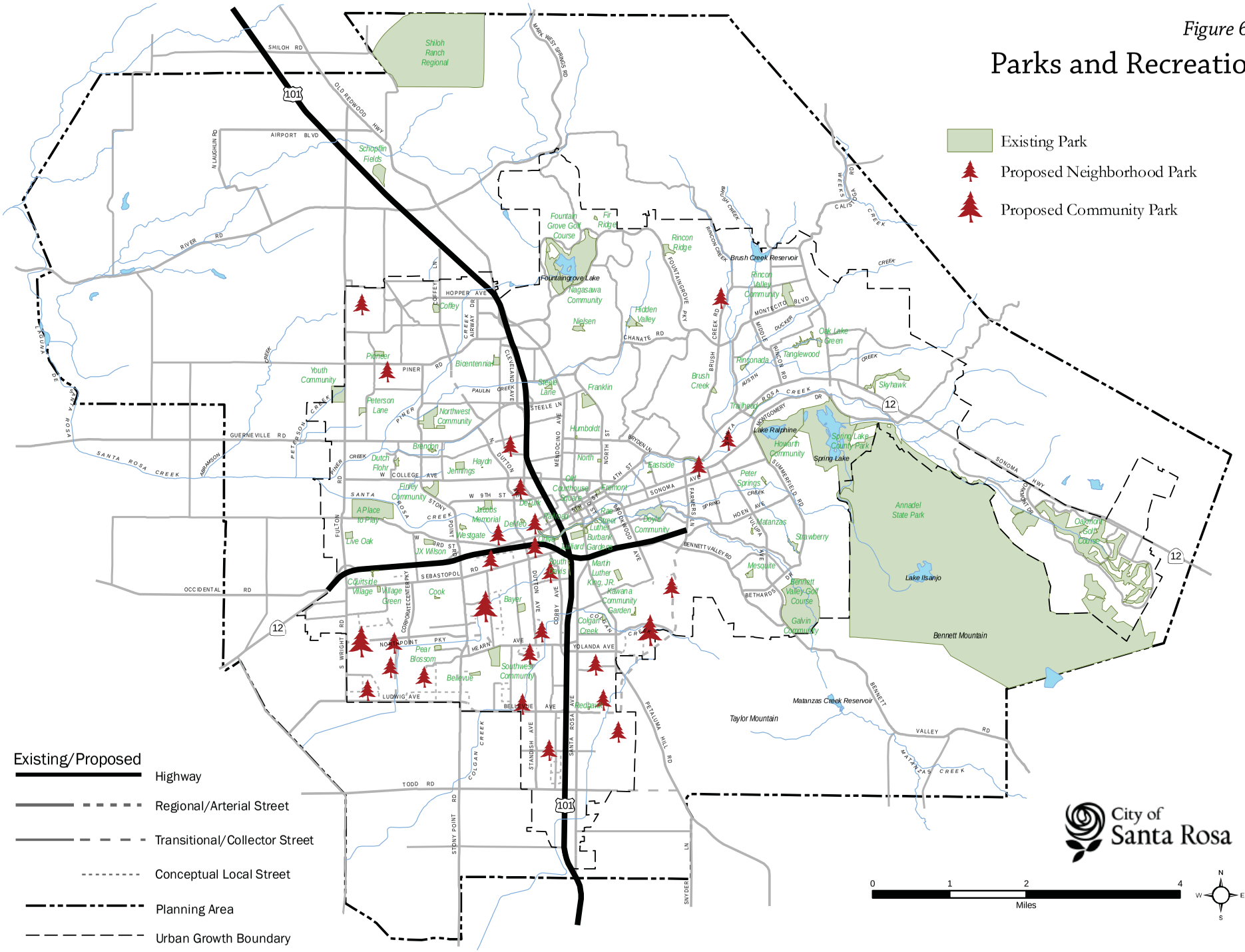
Community/Recreational Facilities
Artstart Gallery
Bennett Valley Golf Course
Benton Clubhouse
Luther Burbank Home
Church of One Tree Museum
DeTurk Round Barn
Doyle Park Clubhouse
Finley Swim and Community Centers
Franklin Park Clubhouse
Prince Memorial Greenway
Ridgway Swim Center
Santa Rosa Rural Cemetery
Santa Rosa Senior Center
Steele Lane Recreation Center

Source: City of Santa Rosa Recreation and Parks Department

Specific recreational needs include more youth athletic fields, an additional aquatic facility, a skate park on the east side of Santa Rosa, a major group picnic facility, a large outdoor amphitheater, a downtown performing arts center, and restroom facilities in community parks. General Plan policies focus on provision of a variety of parks and recreation facilities accessible to all Santa Rosa residents.

Figure 6-1

Parks and Recreation



6-3 EDUCATIONAL FACILITIES

The Santa Rosa public school system is comprised of a middle and high school district and nine elementary districts. Santa Rosa City High School District is a 7-12 district, and the elementary school districts serve grades K-6. The elementary districts include Bellevue, Bennett Valley, Piner-Olivet, Rincon Valley, Roseland, Santa Rosa City, and Wright. Additionally, the boundaries of Mark West and Kenwood Elementary School Districts overlap the Santa Rosa Urban Growth Boundary (UGB). Students from the elementary school districts later attend Santa Rosa City High School's facilities.

Within the Santa Rosa UGB, there are a total of 33 elementary schools, five middle schools, five comprehensive high schools, and one continuation high school. School locations are illustrated in Figure 6-2. During the 2006-2007 school year, the Santa Rosa City School District served an estimated 16,400 students from kindergarten through twelfth grade. Table 6-5 displays enrollment numbers for the various school districts in the Santa Rosa UGB.

Currently, many schools are at or near capacity. School district boundaries will be adjusted periodically based on shifts in the school-age population. The number of students enrolled in Santa Rosa schools is projected to increase assuming a city population of 233,520 in 2035. Enrollment of high school students in public schools will increase moderately, whereas enrollment of middle school-aged and elementary school-aged children is expected to increase.

Table 6-5: Enrollment in Santa Rosa School Districts

School District	*2006-2007 Enrollment*
Bellevue (K-6)	1,700
Bennett Valley (K-6)	941
Kenwood (K-6)	148
Mark West (K-6)	1,391
Piner-Olivet (K-8)	1,685
Rincon Valley (K-6)	2,758
Roseland (K-6)	2,261
Santa Rosa City (K-6)	4,435
Santa Rosa City High (7-12)	11,969
Wright (K-6)	1,440
TOTAL	**28,728**

Notes: Piner-Olivet and Roseland School Districts operate charter schools which enroll grades K-8. Items may not sum to total due to rounding.

In response to projected demand for new middle and elementary schools during the next 25 years, the city has identified potential school facilities in Figure 6-2. Two middle school sites and four elementary school sites are identified in the event that they are needed to accommodate Santa Rosa's student population. The proposed locations are not site specific, they merely indicate a school is needed in the vicinity. General Plan policies seek to maximize safe walking and bicycling routes to school sites, and provide a wide range of library facilities.

6-4 POLICE SERVICES

The Santa Rosa Police Department is responsible for the protection of life and property within the city. The department provides a variety of law enforcement services and programs, including day-to-day patrol activities, criminal investigations, traffic enforcement, environmental enforcement, and other specialized operations. Through its neighborhood-oriented approach to policing, the department has built positive relationships within the community and has prevented crime by initiating and participating in discussion that focuses on crime awareness and prevention. As a result, a safe city environment enhances the quality of life enjoyed by Santa Rosa residents.

6-5 FIRE PROTECTION

The Santa Rosa Fire Department is responsible for protecting life, property, and the environment from fire, explosion, and hazardous materials incidents. The Fire Department responds to calls including structure, wildland, and other fires; alarm responses; medical emergencies; hazardous materials incidents; automobile accidents; and citizen calls for assistance.

The city operates ten fire stations - including the Roseland contract station - which are strategically located throughout the community to provide timely response. In addition, the city has an agreement with the Rincon Valley Fire District, which integrates its station on Todd Road into the citywide response matrix.

Santa Rosa Fire Department provides emergency response to fires, accidents, and other calls for assistance.

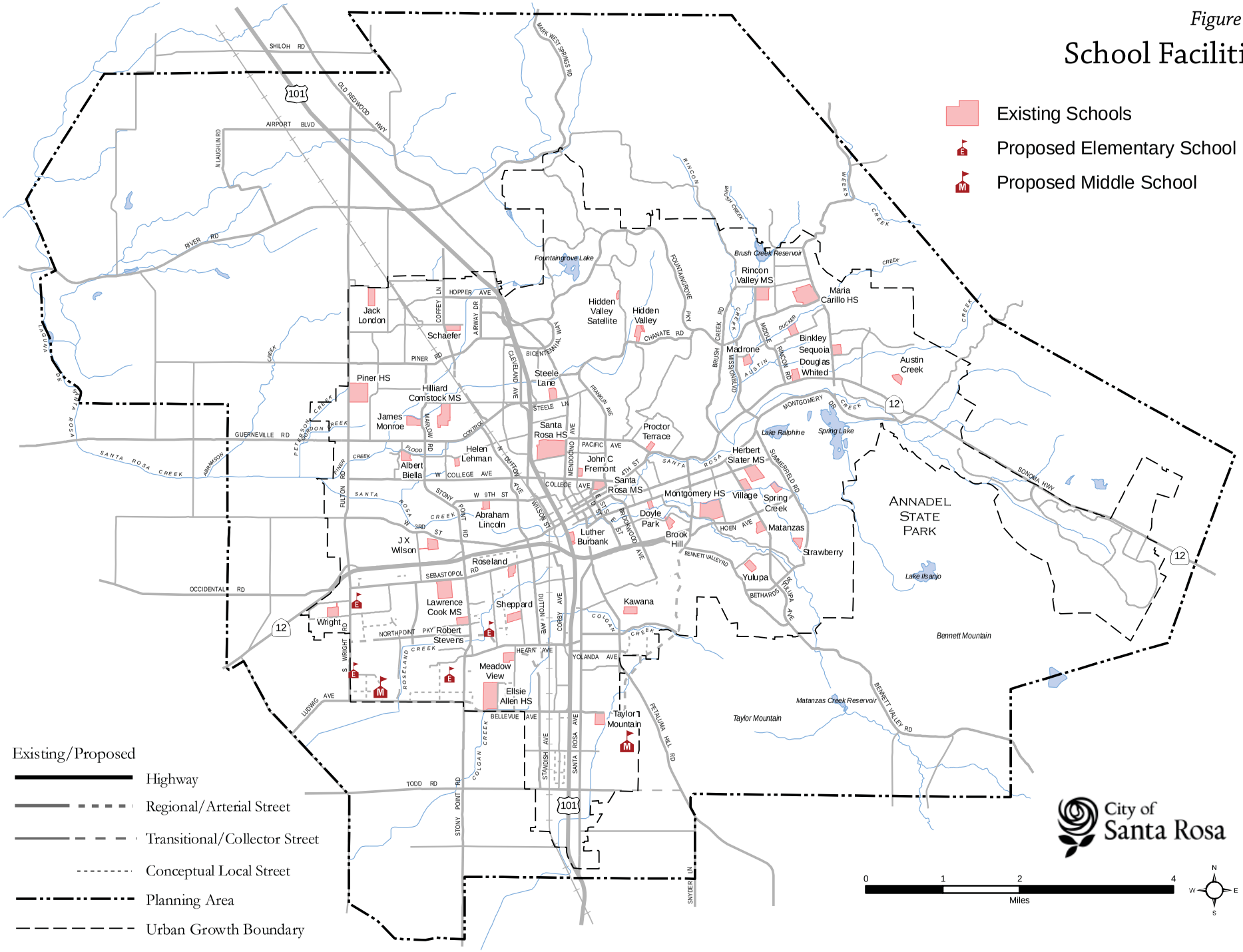
To continue to provide high service levels in the future, the relocation of two fire stations and development of one new station will be necessary. Figure 6-3 illustrates existing, relocated, and future fire stations. The locations are not parcel specific and merely indicate that fire station is needed in the vicinity.

6-6 WATER SUPPLY

The majority of the city's potable water supply is derived from the Russian River watershed and is delivered under contractual agreement by the Sonoma County Water Agency (SCWA). The SCWA, which is the primary provider of potable water in Sonoma County, holds water rights to divert 92 million gallons of water per day (mgd) with an annual maximum of 75,000 acre-feet-per year from the Russian River. SCWA also has three groundwater wells in the Santa Rosa Plain which provide an average additional supply of 3,870 acre-feet per year. SCWA supply is delivered through the agency's transmission and delivery system to eight major water

Figure 6-2

School Facilities



contractors, of whom Santa Rosa is the largest. Under its current agreement with the SCWA, the city is entitled to receive 56.6 million gallons of water per day (average-day peak month) up to an annual volume of 29,100 acre feet.

The short-term ability of the SCWA to deliver water at contractual levels has been impaired due to a delay in construction of certain transmission system components required to meet peak water demands. The delay is due to challenges to the environmental studies for the transmission system project. To address what is considered to be a "temporary impairment condition," the city and other water contractors agreed to accept an allocated portion of its transmission system entitlement from 2001 through September 2008. The water contractors are in discussion regarding further agreement to address this temporary condition. This condition affects only transmission system capacity and does not modify annual volume entitlement. Based on projected city transmission capacity needs, the past and potential future limits due to the impairment condition are not anticipated to result in water supply shortages.

Long-term delivery of the city's full entitlement (56.6 mgd) is contingent upon completion of water transmission and delivery system improvements planned as part the SCWA's Water Supply, Transmission, and Reliability Project (Water Project). These improvements will increase the capacity of the agency's transmission and delivery system from 92 mgd to 149 mgd. The project is currently under review by state agencies and the SCWA has submitted petitions to the State Water Resources Control Board to increase its annual Russian River diversions from 75,000 acre-feet to 101,000 acre-feet per year. When this approval is secured, SCWA intends to supply not less than 1,830 acre-feet per year of additional supply to Santa Rosa. Once all necessary approvals have been obtained, the Water Project will be incrementally constructed over the next 20 years.

In addition to SCWA supply, the city has two other sources of water supply. The city has two active production wells which provide up to 2,300 acre-feet annually. The city is also the owner and operator of the Subregional Water Reuse System, providing approximately 350 acre-feet per year of recycled water for approved uses.

Population and employment increases anticipated during this planning period are projected to result in an average-day water demand ranging between 29 and 33.4 mgd, with average-day peak month demand reaching 50 mgd (West Yost & Associates, 2001). In the long-term, Santa Rosa's current water entitlement of 29,100 acre-feet from the SCWA, local supply of 2,300 acre feet annually, and recycled water supply of 350 acre-feet annually will not be sufficient to meet projected demand. Additional sources of water supply will need to be developed, possibly including utilization of the city's groundwater resources, securing additional water supply from the SCWA, and increased use of Santa Rosa's own recycled water to offset current and future water uses which are approved for recycled water use. Development of these additional sources of water supply and continued implementation of Santa Rosa's aggressive water conservation program will enable the city to meet projected water demand in 2035.

6-7 WASTEWATER

Sewage generated from residential, commercial and industrial uses within the city is collected and transported to the Laguna Subregional Wastewater Treatment Plant (WTP) for treatment and disposal. The Laguna WTP, managed by the City of Santa Rosa, also serves Rohnert Park, Cotati, Sebastopol, and the South Park Sanitation District. Depending upon the amount of rainfall received in any year, between 85 to 90 percent of the wastewater treated at the Laguna WTP is recycled for urban and agricultural irrigation and the geysers steam fields to make power. A second wastewater treatment plant serving the Oakmont community operates from May to October. Treated wastewater from this plant is reused to irrigate the Oakmont Golf Course.

The Laguna WTP is currently rated to treat up to 21.34 million gallons of wastewater per day. The Incremental Recycled Water Program (IRWP) has been approved and will be implemented as growth occurs, eventually increasing the plant's capacity rating to 25.79 mgd – 18.25 of which will be allocated to Santa Rosa. This expanded capacity will be sufficient to meet the city's wastewater needs until 2025.

As the managing partner of the Subregional System, the city will need to work with other system partners to develop and implement an expansion strategy that will ensure longer-term wastewater services.

6-8 SOLID WASTE

The City of Santa Rosa, together with the other cities and unincorporated areas of Sonoma County, disposes of solid waste to three county landfills within the Bay Area. As of 2005, solid waste generated from the county's waste system is delivered to the Redwood Landfill in Marin County, Keller Canyon Landfill in Contra Costa County, or Potrero Hills Landfill in Solano County. An estimated 39 percent (106,870 tons) of the total 2007 waste stream (274,093 tons) is transported through the county waste system to these landfills.

The State of California has mandated a 50 percent waste diversion rate that must be met by all counties. In 2006, Sonoma County had a waste diversion rate of 67 percent. This rate is expected to rise due to continued waste reduction programs such as composting, special waste, and household toxics. The Sonoma County Integrated Waste Management Plan (CoIWMP) has a goal of achieving a 70 percent diversion rate by 2015.

Santa Rosa presently has several waste reduction and recycling programs in place to divert the amount of waste that is transported to other landfills. Expansion of curb-side recycling efforts in multi-family and commercial projects, as well as single family neighborhoods, will contribute to increased waste diversion. Education and outreach programs will also assist in waste reduction.

6-9 STORMWATER MANAGEMENT

Stormwater runoff is collected and disposed of through an integrated system of curbside gutters, underground pipelines, drainage ditches, and creeks. Santa Rosa's stormwater system incorporates detention facilities that minimize potential downstream impacts such as erosion or flooding.

Stormwater generated in Santa Rosa drains through six drainage basins to the Laguna de Santa Rosa. The city's largest drainage basin includes Santa Rosa Creek, which drains the northern Santa Rosa area by six major creeks and various tributaries. Four creeks (Brush, Austin, Spring, and Matanzas) primarily drain the easterly portion, while Paulin and Piner Creeks drain the westerly portion. Santa Rosa Creek also drains stormwater runoff generated downtown and in surrounding neighborhoods. The number and location of creeks in northern Santa Rosa result in adequate stormwater drainage capacity in the northern area. However, the southern area is susceptible to flooding along Colgan and Roseland Creeks.

Stormwater discharge and maintenance activities are regulated and monitored under a National Pollutant Discharge Elimination System (NPDES) permit. A Stormwater Management Program identifying the activities to be undertaken to control and/or eliminate stormwater pollution was developed as part of the permit process. General Plan policies support construction of storm drain improvements, stormwater detention and infiltration areas, and erosion reduction measures to preserve operational drainage system capacity. Reduced discharge of non-point source pollutants into the storm drain system is essential to the city's surface water quality.

New development should incorporate natural flood control channels, such as this one in Roseland.

6-10 GOALS AND POLICIES

PARKS AND RECREATION

PSF-A Provide recreational facilities and parks for all sectors of the community.

PSF-A-1 Provide recreation and park facilities and services needed by various segments of the population – including specific age groups, persons with special physical requirements, and groups interested in particular activities – and make these facilities and services easily accessible and affordable to all users.

PSF-A-2 Acquire and develop new park facilities to achieve a citywide standard of 6 acres of parkland per thousand residents:

- 3.5 acres of city park land;
- 1.4 acres of publicly accessible school recreational park land (defined as parkland that is open to the public during standard park hours when school is not in session);
- 1.1 acres of public serving open space.

This will require a total of 1,401 acres of city parks, publicly accessible school recreation areas, and open space to be available in 2035.

PSF-A-3 Develop a balanced park system throughout the city by incorporating the following parkland classification system into the 3.5 acres per thousand residents of city park land.

- Neighborhood Parks: generally more than two acres but less than ten acres; provide spaces for informal or casual play, family or small group activities such as picnics, community gardens, children's play areas, a special feature such as a splash area, hard court or multiuse field space for fitness, and passive natural areas. The city aims to provide access to neighborhood parks within one-half mile of residential neighborhoods.
- Community Parks: generally 10 to 25 acres; provide spaces for organized sports, larger group events, several unique features, pathways and natural areas, community gardens, and recreational facilities such as community centers. The city aims to provide access to community parks within one mile of residential neighborhoods.
- Citywide Parks: generally larger than 25 acres; include special signature elements such as lakes, sports complexes, amphitheaters, lighted features, recreational facilities and buildings, large play structures, and spaces for large play structures, and spaces for large group activities such as citywide camps or corporate picnics.
- Special Purpose Parks and Facilities: park lands generally designated for single use such as golf courses, heritage museums, botanical gardens, and environmental interpretive experiences.

It should be noted that the city also encourages the development of public plazas and gathering places. While these areas are not part of the city's parkland standard of 3.5 acres of parkland per thousand residents, these spaces connect

residents to the wider network of parks, creek trails, and bicycle and pedestrian paths.

Public plazas and gathering places are generally less than two acres in size; they contain vegetation (trees, grass, and greenery) when possible and provide connectivity to pathways, trails, community gardens or commercial centers; they can take the form of a trailhead that is improved as a small plaza, a small area with amenities for relaxation or public art, or areas that are sometimes referred to as "pocket" parks where benches are or a tot lot may be available. The city encourages the development of these spaces within one-quarter mile of residential neighborhoods.

It should also be noted that open space areas generally used for passive recreation are integrated into many of the city's neighborhood, community, and citywide parks. They contain just a few improvements such as a trail, bench or picnic table, but add to passive recreation opportunities such as walking, bicycling, wildlife viewing, and relaxing. They also contribute to connectivity with regional open spaces such as the Laguna Trail System and Taylor Mountain, resulting in benefits for people and wildlife.

The Prince Memorial Greenway includes bicycle and pedestrian paths along Santa Rosa Creek.

PSF-A-4 Continue planning efforts to acquire and develop parklands for all Santa Rosa residents, families, and neighborhoods that promote and encourage access by a variety of alternative methods such as biking and walking, and connect public spaces using the following guidelines:

- Provide access to public plazas and gathering places within one-quarter mile of residential neighborhoods.
- Provide access to neighborhood parks within one-half mile of residential neighborhoods.
- Provide access to community parks within one mile of residential neighborhoods.

PSF-A-5 Developing areas of the city (e.g., southwest Santa Rosa) should be given a higher priority for new park development, and underserved neighborhoods should be given priority during redevelopment and renovation of the park

system. Priority for park development should also be given to areas of greatest density and areas that allow for safe and easy access and visibility. Priority should also be given to locations that minimize impacts to sensitive environmental resources that could require extensive and expansive mitigation; the most sensitive environmental resource areas should generally be preserved for more passive recreation that assures their protection.

PSF-A-6 Design new parks so that they are highly visible from adjacent streets and neighborhoods to increase safety and enhance visual quality.

PSF-A-7 Acquire park sites adjacent to existing and proposed schools, where possible, and develop these sites as joint use facilities. Develop joint use agreements to ensure public access and provide for sustainable resources to maintain parks.

PSF-A-8 Integrate the bicycle and pedestrian path networks envisioned in both the Citywide Creek Master Plan and updated Bicycle and Pedestrian Master Plan with regional park plans, so that users can safely and comfortably access the full range of public open spaces.

PSF-A-9 When building new parks, consider expanding existing parks or consolidating proposed parks to provide larger acreage and greater range of recreation activities, while maintaining park standards.

Finley Community and Aquatic Center provides recreational and cultural facilities for the community.

PSF-A-10 Schedule activities in Prince Memorial Greenway, the Santa Rosa Creek park/promenade connecting downtown to Railroad Square.

The Santa Rosa Citywide Creek Master Plan provides more detail on development of Prince Memorial Greenway, and additional creek improvements.

PSF-A-11 Community gardens are encouraged within city parks and on city-owned property. As part of the master plan process for new parks, the city shall consider implementing new community gardens based on input from residents.

PSF-A-12 Hold neighborhood meetings when new facilities are proposed to discuss major recreation and parks issues and solicit comments from groups and individuals with special needs, including those unable to attend public meetings.

Incorporate the community sentiments into ongoing recreation and parks planning, and General Plan updates.

PSF-A-13 Allow location of golf course facilities outside the Urban Growth Boundary in Community Separators, and find this use and its accessory structures consistent with the Community Separator Concept. Such proposals must ensure that:

- Accessory buildings such as clubhouses are unobtrusive to the separator and are not a highly visible feature of the development;
- Only non-illuminated facilities are permissible;
- Driving ranges not accessory to golf course are not permissible; and
- Landscaping is used to ensure screening and a sense of open space.

PSF-A-14 Develop multi-use athletic fields to accommodate the changing community needs for organized sporting and fitness activities.

PSF-A-15 Require the provision of private play space and/or recreation centers for children, families, and older adults in small lot subdivisions, multifamily developments, and gated communities, on each lot or in common open space areas as part of the development project.

PSF-A-16 Pursue development of public plazas and gathering places where provision of a neighborhood park is not feasible or where they can be connected to existing public spaces utilizing pathways, trails, and bridges.

PSF-A-17 Develop special purpose parks and facilities for each recreation and park planning area throughout the city, including but not limited to multi-generational recreational centers, aquatic centers, education and community service centers and other unique facilities, with priority given to areas experiencing high growth.

PSF-A-18 Develop multi-use pathways and linear parks along creeks designated by the Santa Rosa Citywide Creek Master Plan. Create a system of interconnected linear parks that provide access to parks used for active recreation as well as to open space preserve areas that are used primarily for more passive recreation such as hiking and wildlife viewing.

PSF-A-19 Provide recreational opportunities and establish bike and pedestrian paths along Santa Rosa Creek through implementation of the Santa Rosa Citywide Creek Master Plan.

PSF-A-20 Encourage multiple use of waterways, including:

- Flood control;
- Wildlife habitats;
- Passive open space uses;
- Nature study;
- Pedestrian and bicycle circulation; and
- Other compatible outdoor uses.

PSF-A-21 Expand equestrian facilities in Santa Rosa and consider development of a trailhead at Hall Road with equestrian access to Santa Rosa Creek.

PSF-B ***Ensure adequate funding for recreation and parks improvements and maintenance.***

PSF-B-1 Project acquisition and maintenance costs for new park facilities, and ensure that sustainable resources and funding mechanisms are available to meet approved maintenance management plans and acceptable levels of maintenance services.

PSF-B-2 Annually evaluate the in-lieu fees allowed under the Quimby Act for park acquisition to ensure sufficient funds to acquire parks consistent with General Plan acreage totals.

PSF-B-3 Annually evaluate Park Impact Fees to ensure sufficient funds for park acquisition and development from proposals that do not meet Quimby guidelines.

PSF-B-4 Establish and annually evaluate mitigation fees for environmentally sensitive resource lands and/or endangered species habitat areas that are subject to development, and apply mitigation fees according to the quadrant of the city where these issues are applicable. Evaluate fees annually to update land costs and mitigation ratios.

PSF-B-5 Establish limitations on the amounts of private recreational facilities, such as swimming pools and tennis courts, which may be substituted for park dedication or in-lieu payments.

PSF-B-6 Develop a citywide Resource Management Plan for park and facility maintenance that addresses core versus non core services, appropriate levels of service, and factors that affect park maintenance practices.

PSF-B-7 Encourage innovative approaches for maintenance of parks and open space areas, by advocating and facilitating school, neighborhood, and business sponsorships and partnerships.

EDUCATIONAL FACILITIES

PSF-C ***Provide superior educational opportunities for children and all members of the community.***

PSF-C-1 Assist the various school districts in developing school sites and facilities to serve all neighborhoods in the city, and to respond to the educational needs of various sectors of the population.

PSF-C-2 Maintain good communication with area school districts on all matters pertaining to the need for and the provision of school sites and facilities. Integrate the planning efforts of the city and the school districts by:

- Locating school facilities that allow safe pedestrian and bicycle access, as well as ensuring construction of traffic calming measures in the vicinity; and
- Designing attractive facilities that contribute to neighborhood identity and pride.

Roseland Elementary School in southwest Santa Rosa is one of nine elementary schools serving the area. Additional elementary schools are planned to meet a growing school-age population.

PSF-C-3 Continue cooperation with Santa Rosa Junior College administration to further the accessibility to and the quality of local community college education. Encourage the improvement of campus parking in order to reduce parking impacts on adjacent neighborhoods.

PSF-D ***Provide library facilities necessary to meet the needs of the community.***

PSF-D-1 Provide a wide range of library services through a strong central facility and local branches needed to serve a growing and varied population.

PSF-D-2 Develop additional library facilities and assist the library administration in its attempts to secure state and federal funds for facilities and services.

PSF-D-3 Require community shopping centers and other major developments to consider incorporating sites and/or building spaces for branch facilities, when the locations coincide with the library administration's Master Plan.

PSF-D-4 Explore new ways in which the city can support the goal of expanded facilities and services.

POLICE AND FIRE

PSF-E Provide fire and police services that ensure the safety of the community.

PSF-E-1 Provide for citizen safety through expedient response to emergency calls.

1. The Fire Department shall achieve 90 percent performance of arrival of the first fire company at an emergency within 5 minutes of notification by the dispatch center.
2. The Fire Department shall achieve 90 percent performance of arrival of all units on first alarm fire suppression incidents within 9 minutes of notification by the dispatch center.

PSF-E-2 Provide for the safety of Santa Rosa citizens by maintaining efficient, well-trained, and adequately equipped police and fire personnel.

PSF-E-3 Collaborate with other local jurisdictions in the provision of some police and fire services, if such collaboration can improve service levels and is cost effective.

PSF-E-4 Require implementation of fire protection measures, such as non-combustible roofing materials and fire sprinklers in areas of high fire hazard.

PSF-E-5 Assist neighborhoods and increase community contact through the Neighborhood Oriented Policing Program.

PSF-E-6 Develop a new fire station in southeast Santa Rosa.

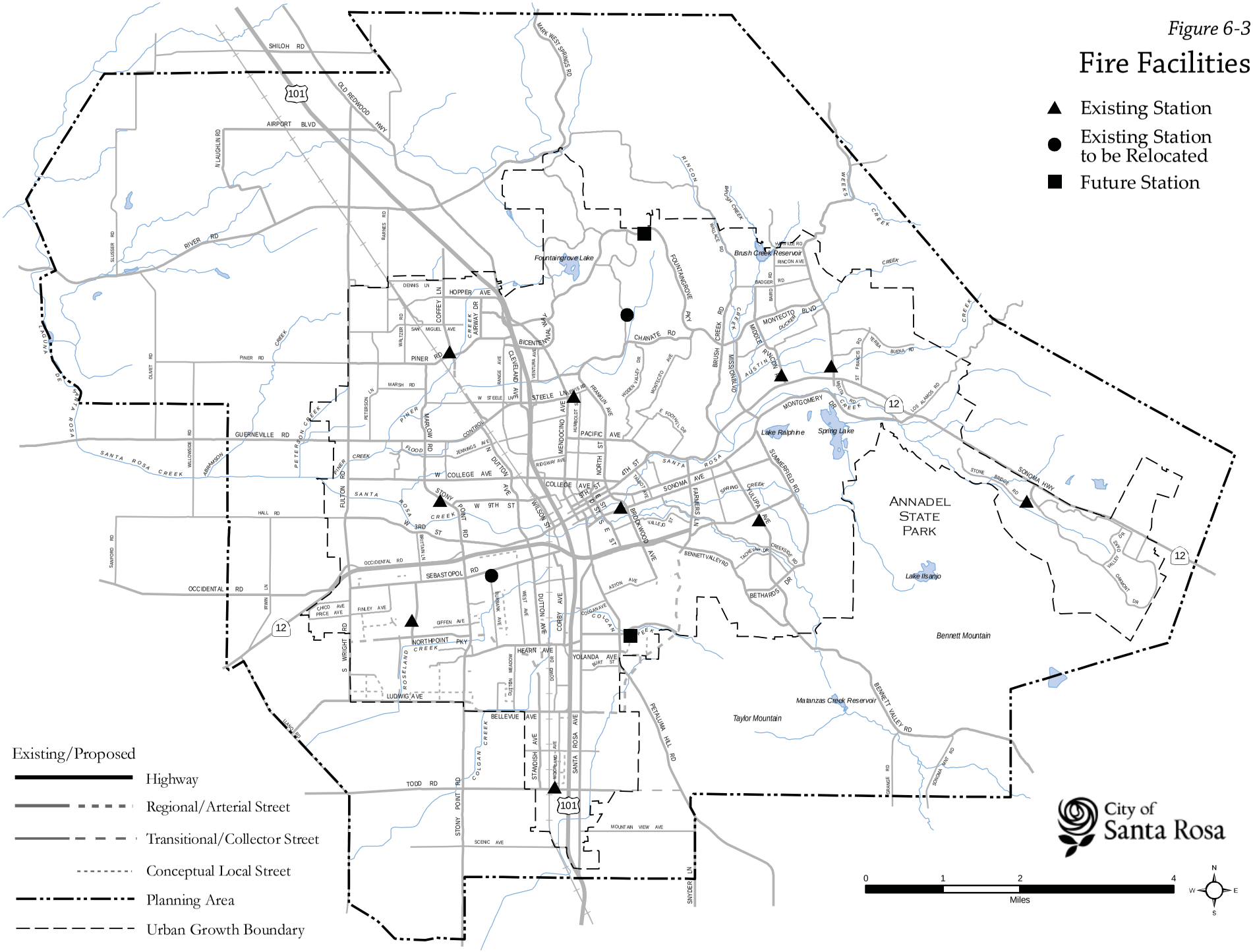
The City has a site for a station on the south side of Kawana Springs Road just east of Petaluma Hill Road.

PSF-E-7 To better serve the community, move the fire station on Parker Hill Road to a new location near Fountaingrove Parkway and Parker Hill Road and move the fire station on Burbank Avenue to a new location near Sebastopol Road and Timothy Road.

Figure 6-3

Fire Facilities

- ▲ Existing Station
- ● Existing Station to be Relocated
- ■ Future Station



WATER, WASTEWATER, AND SOLID WASTE

PSF-F ***Ensure that an adequate supply of water is available to serve existing and future needs of the city.***

PSF-F-1 Utilize high quality water from the Sonoma County Water Agency (SCWA) aqueduct system as the primary water supply.

PSF-F-2 Ensure that water supply capacity and infrastructure are in place prior to occupancy of new development.

PSF-F-3 Develop available groundwater resources for the purpose of providing a supplemental source of water in the event of an emergency.

PSF-F-4 Maintain existing levels of water service by preserving and improving infrastructure, replacing water mains as necessary, and improving water transmission lines.

PSF-F-5 Decline requests for extension of water beyond the Urban Growth Boundary, except in cases of existing documented health hazards and in areas where the city has agreements to provide services.

PSF-F-6 Evaluate the city's long-term water supply strategies, including development of new sources of water supply, improved water conservation and re-use, and implementation of appropriate growth control measures if necessary.

PSF-G ***Ensure that adequate sewer capacity is available to serve existing and future needs of the city.***

PSF-G-1 Continue to explore and develop new uses for treated wastewater, including expanding existing programs such as urban and agricultural irrigation, consistent with objectives adopted by the Board of Public Utilities and the City Council. Examples of urban reuse include park and landscaping irrigation.

PSF-G-2 Maintain existing levels of wastewater service by preserving and improving infrastructure, including replacing sewer mains as necessary.

PSF-G-3 Decline requests for extension of sewer services beyond the Urban Growth Boundary, except in cases of existing documented health hazards and in areas where the city has agreements to provide services.

PSF-H ***Meet the city's solid waste disposal needs, while maximizing opportunities for waste reduction and recycling.***

PSF-H-1 Continue contracting for garbage and recycling collection services. Expand the single-stream recycling program (all recyclables in one container) to all users.

PSF-H-2 Work with Sonoma County to identify alternatives to meet the need for solid waste disposal.

PSF-H-3 Expand recycling efforts in multifamily residential and commercial projects, and continue to encourage recycling by all residents.

PSF-H-4 Require provision of attractive, convenient recycling bins and trash enclosures in residential and non-residential development.

PSF-H-5 Continue public education programs about waste reduction, including recycling, yard waste, wood waste, and household hazardous waste.

PSF-H-6 Consider development of a residential and commercial food waste composting program.

STORMWATER MANAGEMENT

PSF-I ***Manage, maintain, and improve stormwater drainage and capacity.***

PSF-I-1 Require dedication, improvement, and maintenance of stormwater flow and retention areas as a condition of approval.

PSF-I-2 Require developers to cover the costs of drainage facilities needed for surface runoff generated as a result of new development.

PSF-I-3 Require erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.

PSF-I-4 Require measures to maintain and improve the storm drainage system, consistent with goals of the Santa Rosa Citywide Creek Master Plan, to preserve natural conditions of waterways and minimize paving of creek channels.

PSF-I-5 Cooperate with the Sonoma County Water Agency and the Northern California Regional Water Quality Control Board to conduct regular assessment of stormwater drainage facilities, to ensure that adequate drainage capacity is

maintained throughout the system to accommodate increases in residential and commercial development.

PSF-I-6 Require implementation of Best Management Practices to reduce drainage system discharge of non-point source pollutants originating from streets, parking lots, residential areas, businesses, industrial operations, and those open space areas involved with pesticide application.

PSF-I-7 Prepare and distribute information to increase awareness of businesses and residents about the need to reduce drainage system discharge of non-pollutants.

PSF-I-8 Implement the Standard Urban Storm Water Mitigation Plan (SUSMP) in order to reduce pollutants and runoffs flows from new development and significant redevelopment projects.

PSF-I-9 Consider installation of creekside pathways, consistent with the Citywide Creek Master Plan and Bicycle and Pedestrian Master Plan, when possible as part of stormwater improvement projects along the city's creek corridors.

SOUTHEAST GREENWAY

PSF-J Provide natural open space, educational and cultural opportunities, and active and passive recreation for residents and visitors.

PSF-J-1 Coordinate with Santa Rosa City School District and Montgomery High School to share educational, recreational, and parking facilities to the greatest extent feasible.

PSF-J-2 Site the locations of community gardens as closely as possible to access points from neighboring residential areas to encourage use and activity.

PSF-K Ensure that the Southeast Greenway's natural open space is continuous from Spring Lake Regional Park to Hoen Avenue (except in existing street crossings), and is 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.

PSF-K-1 Explore acquisition of property at the "pinch point" from property owners to allow for a wider and more accessible trail in that location.

PSF-L Accommodate public infrastructure on the site.

PSF-L-1 Allow an easement for the Sonoma Water to install a pipeline through the Southeast Greenway to help provide needed redundancy in the regional water system.

PSF-L-2 Plan around the existing City well and allow potential additional wells near Albert Drive and Wanda Way.

PSF-L-3 Allow the existing Spring Creek Diversion, and existing and new water and sewer lines through the Southeast Greenway.

PSF-M Plan for the Southeast Greenway's improvements collaboratively to ensure an effective Greenway that meets the needs of the City, public agencies, and the citizens of Santa Rosa.

PSF-M-1 Coordinate the Greenway's planning, acquisition, development, maintenance, stewardship, safety, and funding by working with the community, public agencies and private partners.