



ANNUAL REVIEW 2019

General Plan 2035, Growth Management Program,
and Inclusionary Housing Ordinance

City Council and Planning Commission Report

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I. GENERAL PLAN ANNUAL REVIEW

INTRODUCTION

The General Plan was adopted in November 2009, and addresses the physical development and growth of Santa Rosa, and it represents the community's aspirations for the future. The General Plan is required by State law and has a long-range focus, looking 20 or more years into the future. The General Plan provides a blueprint for the future, guiding the City's planning and zoning functions as well as the funding of public improvement projects, such as parks and streets.

Staff prepares the General Plan Annual Review report to provide members of the public and the City's legislative body with information relating to progress with implementing the General Plan and toward meeting City goals. This General Plan Annual Review report looks at the 2019 calendar year. California's counties and general law cities are required to submit to the State an annual report on the status of the General Plan and progress in its implementation per Government Code Section 65400. The City of Santa Rosa is a California charter city and is therefore exempt from this requirement.

The report also includes an annual review of the Growth Management Program and the Inclusionary Housing Ordinance as required by local ordinance.

GENERAL PLAN AMENDMENTS IN 2019

According to City policy, the General Plan can be amended three times per year and is typically acted on by Council in spring, summer, and fall/winter. Any change to the General Plan requires a hearing before both the Planning Commission and the City Council. If there are multiple amendment requests, the requests are grouped together as one package.

Two General Plan Amendments were approved in 2019:

BIKE & PED MASTER PLAN: On March 12, 2019, the City Council adopted an updated Bicycle and Pedestrian Master Plan and approved text amendments to the General Plan consistent with the Bicycle and Pedestrian Master Plan (see the Transportation Element, Bicycles and Pedestrians section on page 15, for additional information about the Bicycle and Pedestrian Master Plan Update 2018).



Bicycle & Pedestrian Master Plan Update 2018



Southeast Greenway Illustrative Land Use and Circulation Map

SOUTHEAST GREENWAY: On July 9, 2019, the City Council approved General Plan text and land use designation amendments for the 59-acre Southeast Greenway, a continuous 1.9-mile linear path from Farmers Lane/Highway 12 to Spring Lake Regional Park. The General Plan amendments further land use, transportation, and open space goals and objectives that support intensification of land uses around public services, improved multi-modal connectivity and circulation, and enhancement of the physical environment.

GENERAL PLAN IMPLEMENTATION

The Santa Rosa General Plan contains twelve elements, or chapters, and hundreds of goals and policies which guide the daily decision making of City staff, the City Council and City boards and commissions. The following sections address City progress toward implementing General Plan goals and policies.

HOUSING ELEMENT

"If we want a California for All, we have to build housing for all. I want to support local governments that do what's right, like...Santa Rosa."

California Governor Gavin Newsom, 2019 State of the State Address

Population

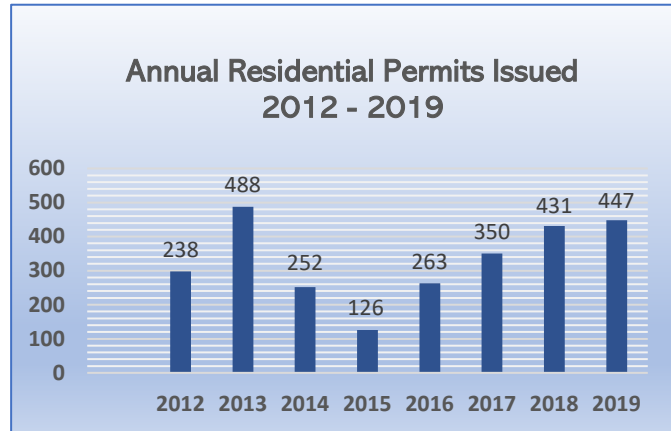
The California Department of Finance (DOF) estimates that Santa Rosa had 175,625 residents as of January 1, 2019, representing an 0.8 percent decrease from the 2018 population of 177,017. The 2018 General Plan Annual Review report indicated a slight increase in the 2018 population which was based on DOF data that was available at the time.

The DOF subsequently adjusted 2018 statistics to reflect greater than anticipated countywide emigration rates. The updated data indicates that Santa Rosa experienced an approximate 0.06 percent population loss between January 1, 2017 and January 1, 2018. This marks the second consecutive year that Santa Rosa has experienced a slight population loss.

Residential Growth and Development

Building permits were issued for 447 residential units in 2019 (excluding fire-rebuild area replacement housing). Of the 447 building permits issued:

- 232 were for single family dwellings;
- 165 permits were for multi-family dwellings; and
- 50 permits were for second dwelling units.



Single-family dwelling building permits issued last year were for homes located in the Sandalwood, Villas, and Village Station subdivisions as well as citywide. The 165 multi-family dwelling permits issued in 2019 were for units in the Art House (21), Park Lane Apartments (24), and 38-degrees North (120) developments.

Several notable residential projects that are currently in the planning or building process are highlighted below; including their current status:

Dutton Flats is a five story, 41- unit, 100-percent affordable, multi-family development. The project includes indoor and outdoor children's play areas, a fitness room, a game and community room, a tech area, and a bike kitchen with storage for approximately 80 bicycles. Additional ground floor spaces include leasing offices, a mailroom, and restroom facilities serving the ground floor activities. The project is located at the southeast corner of the Dutton Avenue/West 3rd Street intersection. All required planning entitlements for this project received approval within an eight-week time period. Grading and building permit applications have been submitted and are currently being reviewed by staff.

Marlow Commons is a 64-unit residential community that provides two archetypes of attached family housing, zero lot line residence and duplex. The approved project is located at 2199 Marlow Road and 2039, 2041 & 2045 Guerneville Road. Site work began in 2019 and staff is currently reviewing master plans and building permit applications for the project.



Dutton Flats rendering



Avenue 320 rendering

Staff is reviewing Landmark Alteration and Design Review applications that were accepted in August 2019 for the **Avenue 320 Apartments** project. The Avenue 320 project is a 40-unit multi-family residential development that includes the adaptive reuse of an existing three-level office building and the construction of a new four-story apartment building. Avenue 320 has frontage on both College Avenue and Lincoln Street and is located within the St. Rose Historic Preservation District.

Emerald Isle Condominium Project is an 82-unit multi-family residential condominium community for persons aged 55 years and older. The 12.5-acre site will include seven residential buildings featuring 80 condominiums, a leasing/recreation building with two condominiums above, garages, parking, and common areas. Over 46- percent of the site will be left as natural open space and 11-percent will be landscaped area. Approximately 54-percent of the existing trees on site will be saved. To mitigate for tree removal, the applicant proposes planting 246 36-inch box trees to further enhance the landscaping.

The proposed project includes a least one private garage for each unit plus additional parking spaces for residents second car and for guest parking. Of benefit to the residents will be a swimming pool with spa and fire pit, recreation center with exercise rooms, a pet park and sport courts. All units will have private patios at-grade or above-grade balconies. The project is located at the eastern end of Gullane Drive in Santa Rosa's Fountaingrove area. Planning entitlements have been approved and building permit applications are being reviewed by staff.



Emerald Isle Illustrative Site Plan



Round Barn Village Rendering

Round Barn Village is a 237-unit multi-family residential development that includes a centrally located community recreation area with a pool, spa, pool house, outdoor barbeques, seating areas, and extensive landscaping features. The community also includes several passive open space areas and walking paths. The project includes twelve for-sale housing units that are restricted to moderate-income households. The project will be developed in two phases and all required planning entitlements have been approved. Site improvements and a model home complex with a temporary sales office are currently under construction as part of Phase 1. Staff is currently reviewing building permit applications for the Phase 1 residential units.

Housing Needs and Affordability

State law requires Housing Elements to be updated every eight years. The current Housing Element was adopted on July 29, 2014 and regulates housing needs and policies from 2015 to 2023.

This state mandates each jurisdiction to create its fair share of housing, called the Regional Housing Needs Allocation, or RHNA. As part of RHNA, the California Department of Housing and Community Development, or HCD, determines the total number of new homes the Bay Area needs to build—and how affordable those homes need to be—in order to meet the housing needs of people at all income levels.

The Association of Bay Area Governments (ABAG/MTC), working with the Housing Methodology Committee, then distributes a share of the region's housing need to each city, town, and county in the region. Each local government must then update the Housing Element of its general plan to show the locations where housing can be built and the policies and strategies necessary to meet the community's housing needs.

Like other Sonoma County jurisdictions, the City is not meeting the assigned RHNA. In 2019 the City issued permits for 447 residential units. This total includes affordable units targeted for six very low, 12 low, and 50 moderate income level households, as well as 379 above moderate-rate units. The following table compares the ABAG RHNA numbers for Santa Rosa with building permit issuance by income category to illustrate the remaining need at the end of this Housing Element reporting period.

In 2019, building permits were issued for six very low-income and 12 low-income units located within the 38 degrees North Phase One (formerly Kawana Springs Apartment Homes) multi-family residential project, and 50 accessory dwelling units (ADUs) which are counted as moderate-income housing units for RHNA credit purposes. Eight of the 50 ADUs are in the fire rebuild area and the remaining 42 ADUs are dispersed citywide.

Units Issued Building Permits by Income Category 2015 – 2023						
Income Category	Extremely Low	Very Low	Low	Moderate	Above Moderate	TOTAL
ABAG RHNA Objectives	520	521	671	759	2,612	5,083
2015	0	0	24	8	94	126
2016	0	1	0	16	246	263
2017	0	0	0	23	327	350
County Issued Permits 2015-2019 *	24	35	53	2	148	262
2018	24	17	12	77	301	431
2019	0	6	12	50	379	447
Total Issued (2015-2019)	48	59	101	176	1495	1879
Remaining Need	472	462	570	583	1117	3204

* With the annexation of the Roseland area on November 1, 2017, RHNA allocations and credits for three housing projects that lie within that area were transferred from the County to the City. Specifically, the transfer moved the allocations/credits for 421 housing units within the Crossroads, Roseland Village, and Paseo Vista projects. The transfer was approved by the Association of Bay Area Governments (ABAG) and the California Department of Housing and Community Development (HCD) in January 2018. In 2019, 13 building permits were issued for above moderate units within the Paseo Vista project.

Housing Element Objectives

As part of the RHNA discussion, the Housing Element identifies six objectives and annual figures that are necessary to meet the City's RHNA goals. Each objective is listed below, followed by an explanation of the steps taken during 2019 to meet it.

***Housing Element Objective 1):** Help facilitate the development of 56 extremely low-income, 56 very low income, and 68 low income units annually to meet the ABAG Regional Housing Needs Allocation.*

2019 Comment: The City of Santa Rosa Housing Authority (Housing Authority) approved loans for the following new construction and rehabilitation projects in 2019:

Hearn Veterans Village Phase II is a new affordable housing project for 24 veterans who are homeless or at risk of homelessness. Seventeen units are targeted for extremely low-income veterans and seven units are targeted for very low-income veterans. The Housing Authority approved a loan for predevelopment activities in the amount of \$285,000. Funding sources include Home Investments Partnerships Program (HOME) funds for Community Housing Development Organizations (CHDO) and Housing Impact Fees.

Boyd Street Apartments is an approved new 46-unit multifamily affordable housing project. Eight units are targeted to low-income households, and 37 units will be targeted to very low-income households. The Housing Authority approved a loan in the amount of \$200,000. Funding sources include Reserves, Real Property Transfer Tax, and Housing Impact Fees. Construction is expected to begin in spring 2020.

Dutton Flats is an approved new 41-unit multi-family affordable housing project. Nine of the units are targeted to extremely low-income households, 17 units are targeted to very low-income households, and 14 units will be targeted to low-income households. The Housing Authority supported the project with a loan of Housing Impact Fees in the amount of \$3,100,000.

***Housing Element Objective 2):** Assist in the improvement and rehabilitation of 500 units annually (extremely low, very low, and low-income housing units).*

2019 Comment: The City provided assistance for the following projects in 2019

400 Earle Street is an existing eight-unit project for very low-income households. The Housing Authority approved a rehabilitation loan of Real Property Transfer Tax funds in the amount of \$129,778. This property also received prior Housing Authority funding.

2602 Giffen Avenue consists of 11 single room occupancy units targeting very low-income residents. The Housing Authority approved a rehabilitation loan of Real Property Transfer Tax funds in the amount of \$103,712.

An estimated 126 units were rehabilitated as the result of Section 8 Rental Assistance Program Housing Quality Standards Inspections.

Three Low-income rental households received nearly \$15,000 in funding from the City's Housing Accessibility Modification Grant Program to allow accessibility for the disabled.

There were 1,561 units rehabilitated in 2019. Of these, 1,436 (92-percent) resulted from a code enforcement inspection. Plumbing, electrical, and other systems were required to meet current building code standards to resolve the code enforcement cases.

Housing Element Objective 3): Promote development of 30 second dwelling units annually.

2019 Comment: The impact fees to establish an accessory dwelling unit (ADU) have been significantly reduced through a combination of State requirements and City resolutions. The tiered structure fees incentivize internal conversions and smaller size units. In 2019, 50 building permits for ADUs were issued, representing a 37.5-percent decrease from the 80 ADU building permits that were issued in 2018. Thirty-nine ADUs were completed in 2019.

Housing Element Objective 4): Preserve the existing emergency shelter beds and units of transitional and supportive housing. This includes 504 beds in emergency shelters, 351 units of transitional housing and 385 units of permanent, supportive housing.

2019 Comment: All shelter beds were persevered during 2019 at the City-sponsored Samuel L. Jones Homeless Shelter and Family Support Center and system wide in Sonoma County.

Housing Element Objective 5): Preserve the existing inventory of federally and locally funded affordable units including the 873 units with the potential to lose affordability between 2015 and 2025.

2019 Comment: All affordable units were preserved during 2019.

Housing Element Objective 6): Preserve the 2,000 existing mobile homes, which are largely occupied by lower-income seniors.

2019 Comment: The City's 17 privately owned mobile home parks provide 2,155 spaces, most of which are rented by mobile home owners. Of the 2,155 available spaces, 1,573 are subject to the Mobile Home Rent Control Ordinance.

The Tubbs and Nuns Fires of 2017 burned 191 mobile homes located across three mobile home parks. The Journey's End Mobile Home Park suffered the most extensive damage, resulting in the destruction or damage of 160 mobile homes and one manager unit. In all, 73-percent or 117 units in Journey's End were destroyed. City Council approved the Journey's End Mobile Home Park Relocation Impact Report on January 14, 2020, satisfying requirements to close the park. This removes 161 units from the previous stock of mobile homes.

Housing Policy Implementation

The Housing Element identifies goals and policies which provide the framework for Santa Rosa's housing program. Housing Element policies are unique among General Plan policies in that implementation dates and responsible entities are included. While some of the goals and policies identify a specific year when the work is expected to be completed, others are identified as ongoing.

There were no specific policies slated for completion in 2019, however Housing Element goal and policy related work remains ongoing. A list of each Housing Element policy and its implementation status has been added as an Appendix to the report.

LAND USE / URBAN DESIGN ELEMENTS

Non-Residential Growth and Development

Santa Rosa issued building permits for nearly 103,000-square feet (sf) of new non-residential construction last year representing an approximately 80-percent decrease compared to 2018 when 520,669-sf of new non-residential construction was permitted. In 2019, building permits were issued for approximately 74,000-sf of new commercial lodging space, 17,000-sf of new industrial space (including cannabis), 7,000-sf of new retail space, 3,500-sf of new office space, and 1,500-sf for projects that will expand existing non-residential facilities. Some of the non-residential projects that received building permits in 2019 include:

Women's Recovery Services Treatment/Office Facility located at 98 Hendley Street. The Women's Recovery Services Treatment/Office Facility project includes a new 1,500-square-foot treatment/office building for an existing Women's Recovery Services Facility where Dual Diagnosis inpatient residential treatment is provided exclusively for women. The new building is currently in construction.



Women's Recovery Services treatment/office facility rendering



AC Hotel by Marriott construction as seen from the intersection of Davis and Fifth Street

AC Hotel by Marriott located at 300 Davis Street. The AC Hotel by Marriott project includes a 74,000-square foot, five-story, 142-room hotel that is set on the site of a former parking lot at 5th and Davis streets in historic Railroad Square. The five-story project features a site-built ground floor with the second through fifth floors made up of 86 prefabricated modules. In addition to hotel rooms, the project

includes a fitness facility, small meeting rooms, a public restaurant and lounge, and approximately 1,000-square feet of commercial retail space.

2920 Dutton Avenue located at 2920 Dutton Avenue. The project includes a new two-story metal pre-manufactured industrial shell building and related site improvements on a vacant 1.22-acre site. The 15,219-square foot shell building will contain a 12,870-square foot main floor and a 2,349-square foot mezzanine. Associated site improvements include a parking lot, landscaping, lighting, stormwater control, and a trash enclosure.

Annexations

There were no annexations that recorded in 2019. The City boundary remains at 42.81-square miles, unchanged from 2018.

Downtown

Downtown Santa Rosa is envisioned as an energetic commercial and cultural center with a wide range of housing, employment, retail, and restaurant options in a vibrant, walkable environment. Over the last 10 years, relatively little development has occurred downtown motivating the City to address policies, fees, and processes to encourage higher density, transit-oriented housing, and mixed-use development downtown. As the City takes action to address an ongoing housing crisis made worse by the devastating loss of homes to wildfires in October 2017, the downtown area will play a vital role due to its capacity to accommodate density and provide new housing options.

The City is undertaking an update to the 2007 Downtown Station Area Specific Plan (DSASP) to explore options for addressing the community's unmet housing needs as well as land use, transportation, economic development, and historic preservation issues associated with the intensification of housing development downtown. The DSASP update's Subsequent Environmental Impact Report (SEIR) will facilitate infill development by proactively addressing CEQA issues such as historic resources, air quality, noise, and the transition to Vehicle Miles Traveled (VMT).

On December 3, 2019 the Santa Rosa City Council supported a Preferred Plan concept for the DSASP that aims to:

- ✓ Facilitate housing production to provide a range of options for people of all incomes, abilities, and stages of life
- ✓ Simplify development standards
- ✓ Provide flexibility and choice for developers
- ✓ Strengthen sense of place.

City Council continues to support efforts and initiatives to bring infill development to Downtown and near transit. On December 4, 2018, Council approved the creation of a Renewal Enterprise District (RED) through a Joint Powers Authority (JPA)



comprised of the City and the County of Sonoma (County). The RED works to market and attract developers, blend private financing and public funds, leverage state and federal grant funds, and facilitate creation of housing that meets established public policy goals for increased density, access to transit, protection of open space and community separators; improved energy efficiency, climate resilience, and affordability; and to advance and ensure equitable access to housing. In 2019 the RED was chosen as a case study in working across jurisdictional boundaries for the Governor's ResilientCA.org program.

Several Downtown-related policy updates were adopted in 2019 including:

- On October 22, 2019, City Council adopted ordinance number ORD-2019-015 updating Chapter 21-02, Housing Allocation Plan, now called the Inclusionary Housing Ordinance, to modify the requirements for providing on-site inclusionary housing units, and to establish a commercial linkage fee. Downtown-specific provisions incentivize higher intensity development in the Downtown area by reducing the percentage of required inclusionary housing units and reducing the housing impact fee for multifamily housing and mixed-use development.
- On January 15, 2019 City Council adopted ordinance number ORD-2019-002 amending Zoning Code Chapter 20-31, Density Bonus and Other Developer Incentives, to (a) comply with State law and (b) add provisions for a supplemental density bonus that would allow as much as 100-percent above the existing General Plan density limit for areas within the DSASP and North Santa Rosa Station Area Specific Plan boundary areas.

TRANSPORTATION ELEMENT

Transportation Project Highlight

The **Hearn Avenue Interchange** project proposes to modify and reconstruct the US 101/Hearn Avenue overcrossing bridge with a new bridge to accommodate four traffic lanes with class II bicycle lanes and sidewalks on both sides of the roadway. The project will also increase the bridge height clearance and improve connections to US 101 and provide continuous bicycle lanes and sidewalks



Hearn Avenue interchange reconstruction plan

between Corby Avenue and Santa Rosa Avenue. The overcrossing bridge will be constructed in the same location and generally along the same alignment as the existing bridge. A consultant team is currently completing the design phase.

Bicycles and Pedestrians

The General Plan declares a vision for Santa Rosa where:

Complete streets provide safe access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Neighborhood-scale retail and service uses, schools, and recreational facilities are connected by bicycle and pedestrian paths and transportation management programs and bicycle/ pedestrian improvements have reduced the number of single-occupancy cars on regional/arterial streets.

Bicycle and Pedestrian Master Plan

The Bicycle and Pedestrian Master Plan adopted by City Council in 2010 is a critical tool for guiding city staff and the development community in building a balanced transportation system that is pedestrian and bicycle friendly and encourages residents to use active modes of transportation.



Green bike lane installation on Sonoma Avenue at Santa Rosa Avenue

An update to the Bicycle and Pedestrian Master Plan (Plan Update 2018) was adopted in March 2019 to establish a long-term vision for improving walkability and bicycling opportunities in Santa Rosa. Plan Update 2018 provides strategies to develop a comprehensive bicycling and walking

network to provide access to transit, schools, and downtown. Plan Update 2018 also includes support facilities like bicycle parking and pedestrian amenities. Network improvements are paired with programs that will provide education, encouragement, enforcement, and evaluation.

Plan Update 2018 also identifies prioritization and phasing methods so that projects remain manageable and fundable. Plan Update 2018 represents a long-term, aspirational vision for walking and bicycling in Santa Rosa, and recognizes that limited funding and resources will require implementation to be phased over many years.

Some Plan Update 2018 projects, programs, and policies include:

- Adding 129-miles of new bike facilities to the City's existing 113-miles of bikeways.
- Adding a Class IV separated bikeway category to the General Plan
- Adding approximately 22 miles of new sidewalks throughout the City
- Construction of pedestrian enhancements at 39 crossing locations
- Construction of 31 trail bridges that connect to creek trails

Plan Update 2018 recommends that the City consider whether adoption of a Vision Zero policy is an appropriate step to increase the City's existing commitment for all users of its diverse transportation systems. Vision Zero is a traffic philosophy that rejects the idea that traffic crashes are accidents, and instead asserts that serious injuries or fatalities on the transportation system are preventable. The City may choose to implement a Vision Zero policy through the General Plan update process or by separate policy.

Bicycle Project Updates

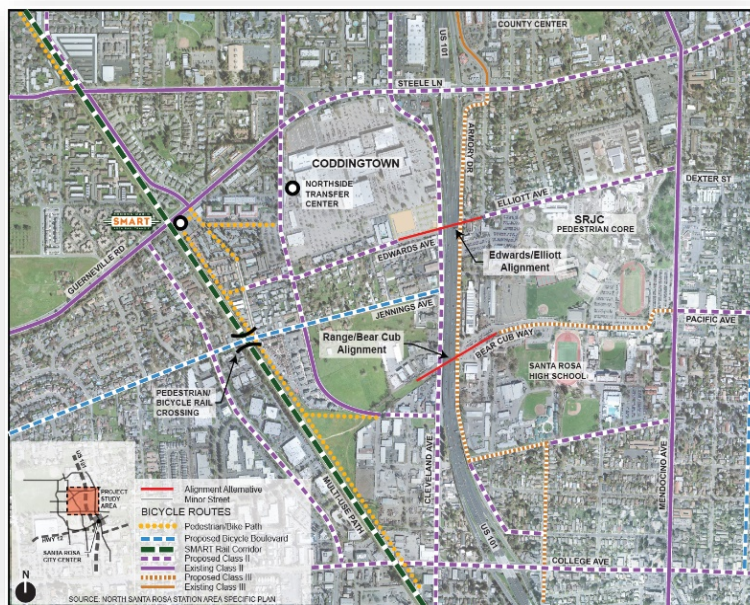
Bicycle projects that were completed in 2019 include:

- Cleveland Avenue – Edwards Avenue intersection to 1400-foot north [where southbound lanes transition at Coddington Mall driveway]– (class II bike lanes)
- Third Street – Morgan Street to B Street – (class IIB buffered bike lanes)
- Third Street – Dutton Avenue to Santa Rosa Creek bridge – (class II bike lanes)

Bicycle projects designed in 2019 for 2020 construction include:

- E Street – College Avenue to Sonoma Avenue (Class IIB buffered bike lanes)
- Hopper Avenue – Coffey Lane to Airway Drive (class II bike lanes)
- Kawana Springs Road – Brookwood Ave to Sonoma Academy (class II bike lanes)
- Piner Road – Marlow Road to Range Avenue (class II bike lanes)
- Seventh Street – B Street to Mendocino Avenue (class II bike lanes)
- W. Third Street – Brittain Lane to Stony Point Road (class II bike lanes)

Bicycle and Pedestrian Project in environmental review in 2019:



Highway 101 Bike and Pedestrian Bridge alignment options

The **Highway 101 Bicycle and Pedestrian Bridge** project proposes an ADA compliant Class I bicycle and pedestrian shared use bridge over U.S. 101. The bridge will be constructed with a thin deck cable-stay design and will have a solo tower on the east side. The City is currently analyzing two potential alignments: Bear Cub Lane to Range Avenue, and Edwards Avenue to Elliot Avenue. The Highway 101 Bicycle and Pedestrian Bridge project is currently in the environmental review phase. Bridge design is expected to begin in late-2020.

Pedestrian Project Updates

Pedestrian improvements that were completed in 2019 include:

- High intensity activated crosswalk (HAWK) Mendocino Avenue at McConnell Avenue
- Franklin Avenue pathway from Monroe Street to Terrace Way
- Pedestrian gap closure San Miguel Avenue – Bock Street to SMART tracks
- Pedestrian gap closure San Miguel Avenue – Walnut Grove Street to Coffey Lane

Pedestrian enhancement projects in the design stage during 2019 include:

- Alderbrook Drive and 4th Street crossing treatment
- Traffic signal modification at Sotoyome Street and Montgomery Drive (near Santa Rosa Memorial Hospital)
- Franklin Avenue pathway Monroe Street to Terrace Way
- Guerneville Road pedestrian gaps from Marlow Road to Ridley Avenue

Coordination with Regional Entities

The General Plan calls for coordination of the City's Transportation Plan with regional entities such as the Sonoma County Transportation Authority (SCTA), the Metropolitan Transportation Commission (MTC), and the California Department of Transportation (Caltrans). City staff works with these agencies to secure funding and to develop strategic plans to implement transportation improvements. A few ongoing Transportation planning efforts include the MTC Plan Bay Area 2050 planning process, SCTA's Comprehensive Transportation Plan 2050, and Vision Zero.

Transit and Transportation Systems Management

The General Plan calls for expanding transit service, coordination of transit services with other transit operators, and encouraging ridership through marketing and promotional efforts. The City of Santa Rosa Climate Action Plan sees transit as important for affordable housing, density, carbon reduction and improved transport options. The City's Transit Division manages fixed route service, paratransit service and other transit related programs.

Overview of Transit Services

The City of Santa Rosa provides the greatest number of local fixed-route bus service and demand-responsive paratransit service trips in Sonoma County. Systemwide ridership totals increased to 1.8 million for fiscal year 2018 to 2019; up from 1.76 million during fiscal year 2017 to 2018. The system is oriented around five main transfer centers. Nearly all routes stop at the Downtown Santa Rosa Transit Mall (Transit Mall) and then radiate out to other areas of the City. CityBus ridership is ranked in the top ten for Bay Area transit providers.

The system is oriented around five main transfer centers. Nearly all routes stop at the main Santa Rosa Transit Mall (Transit Mall) located downtown and then radiate out to other areas of the City. CityBus ridership is ranked in the top ten for Bay Area transit providers.

More than 3,000 trips depart from the Transit Mall each week (751,500 trips per year), making it the busiest transit hub in the North Bay. The Transit Mall is served by five operators and provides affordable, accessible, and sustainable connections to regional jobs, education, shopping, and recreation destinations. In addition to local CityBus local fixed route service, downtown Santa Rosa is served by four regional bus transit providers (Sonoma County Transit, Golden Gate Transit, Mendocino Transit, and Greyhound), and one regional commuter rail (SMART). Together, these services provide connections to cities in Sonoma, Marin, Mendocino, San Francisco, and Contra Costa counties.



Santa Rosa CityBus exits the Downtown Transit Mall

The SMART rail line provides direct connections between the Sonoma County Airport area and the Larkspur Ferry terminal. Santa Rosa is served by two SMART stations: Downtown Station in Railroad Square which is the City's main SMART train station, and the North Station on Guerneville Road. SMART operates with 30-minute headways during weekday peak hours, and one-hour headways on weekends. CityBus weekday service provides ten buses per hour serving the Downtown SMART Station.

CityBus Fare Policy

CityBus maintains a diverse portfolio of fare options. Fare options include a cash fare, 24-hour pass, ticket books, and a 31-day pass. Discounts or free fares are provided for SRJC students, veterans, youth, seniors, Medicare card holders, and those living with a disability. A two-hour transfer policy allows unlimited transfers for riders within two hours from the purchase of a ride. Riders can transfer to SMART, Golden Gate Transit or Sonoma County Transit and receive a transfer credit with paper transfers or using Clipper, the Bay Area's all-in-one transit card.



Clipper Cards can hold transit passes, cash value or any combination of the two. Cash value works on all participating transit systems, while Clipper passes, and tickets are specific to each system. CityBus ridership using Clipper to pay for CityBus fares has almost doubled in three years from 4,600 rides per month in fiscal year 2016 to 2017 to an expected 8000 rides per month in fiscal year 2019 to 2020.

CityBus has successfully launched its first "unlimited

access” transit pass for Santa Rosa Junior College students. In September 2017 the “pilot” pass program was initiated and in January 2019 the City Council entered into a multi-year agreement with the Junior College. Ridership in the program started at approximately 2,500 rides per week in the first year to approximately 4,500 rides per week as of December 2019. The City will continue to pilot programs that improve access to transit.

Free Ride Trip Reduction Incentive Program

The Santa Rosa Free Ride Trip Reduction Incentive Program provides incentives to encourage people to use a commute alternative to get to and from work. The Free Ride program partners with 290 organizations and had 1510 participants in 2019. The Free Ride program is designed to improve air quality by reducing the pollution caused when people drive to work alone. Santa Rosa employers are invited to sign-up their employees to receive incentives when they walk, cycle, carpool, or bus to work. The website, www.santarosafreeride.org, continues to be an effective tool for data collection and management.



Free Ride program promotional material

Sonoma-Marin Area Rail Transit (SMART)

Sonoma-Marin Area Rail Transit (SMART) is the San Francisco Bay Area’s newest transportation option for travel, offering rail service in Sonoma & Marin Counties. SMART commenced passenger rail operations in August 2017 and offered service at 10 stations from Sonoma County Airport to Downtown San Rafael. After slightly more than two years of operations and carrying over 1.6 million passengers, in December 2019, SMART expanded its service to include a new Larkspur and a new Novato Downtown Station. The new Larkspur station offers a vital connection between San Francisco and the North Bay via the Golden Gate Ferry.



SMART Train

Future SMART extensions are planned for Windsor (2021), Healdsburg, Cloverdale, and an infill station for North Petaluma. The full project will provide 70 miles of passenger rail service, connecting SMART passengers with jobs, education centers, retail hubs and housing along the Sonoma-Marin corridor.

SMART Pathway

SMART and partner agencies have completed 18.8-miles of the public pedestrian-bicycle pathway known as the SMART Pathway. The SMART Pathway connects people to train stations and other pathways, providing multi-modal commuting and recreation opportunities.



SMART Pathway Crossing at Barham Avenue North

The SMART Pathway in Santa

Rosa currently connects Sixth Street to Guerneville Road and Hearn Avenue to Bellevue Avenue, with Pathway connections to the Downtown SMART Station. Future SMART goals include construction of continuous SMART Pathway from Guerneville Road south through Southwest Santa Rosa, Rohnert Park and Cotati to Sonoma Mountain Village/East Railroad Avenue. An additional 8.4-miles is funded for construction by 2022.

Once completed, the SMART pathway will run the length of the SMART rail corridor and connect to each station.

PUBLIC SERVICES AND FACILITIES ELEMENT

Recreation and Parks

The General Plan directs the continuing acquisition and development of neighborhood and community parks and special use facilities throughout the City.

The Council approved the Parks for All Measure M expenditure plan in 2019, after voter approval of the County tax measure in 2018. The tax is estimated to provide the City of Santa Rosa with \$1.9 million annually for ten years. The first year of the plan will begin a series of community engagement meetings to gather input regarding the city-wide priorities based on the following allowable uses:

- Maintain parks and recreation facilities to ensure safe, clean, accessible visitor experiences
- Improve and develop athletic fields, playgrounds, restrooms, picnic areas and visitor amenities
- Create and expand parks, trails, bikeways, public art, and recreation and historical facilities
- Plan and develop bike paths and trails with connections to schools, community spaces and regional trails
- Provide recreational, educational and health programs for the community
- Decrease future fire risks, fuel loads and invasive plants on City owned open space
- Improve trails along waterways and riparian areas to benefit fish, wildlife habitat and water quality

The retrofit of all community and neighborhood parks to better accommodate persons with disabilities began in 2011 and continued throughout 2019. Accessible paths of travel to play areas and facilities have been a focus. Construction of the Howarth Park Accessible Pathway project began in 2019 and is expected to be completed by early 2020. The project provides universal access from the Howarth Park lower lawn area to the Carousel and Train amusements in compliance with the American with Disabilities Act (ADA).

Parks

Santa Rosa's park acreage includes approximately: 1036 acres of traditional park land, open space, civic sites, plazas, and a golf course. The City maintains an additional 65 acres of medians, roadway landscapes and frontages. The General Plan standard is 6 acres of park land per 1,000 residents, with City parks making up 3.5 acres per 1,000 residents, school recreational land meeting 1.4 acres per 1,000 residents, and accessible open space meeting



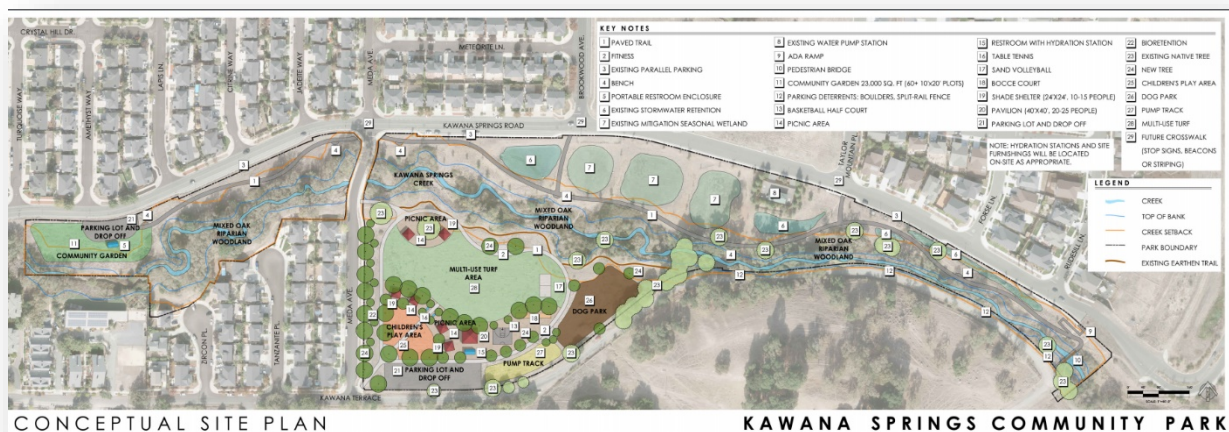
Howarth Park train fence

1.1 acres per 1,000 residents. Staff continues work that ensures provision of parks and recreation and community facilities for Santa Rosa citizens. Some 2019 park highlights follow.

A new fence was installed at the **Howarth Park** train area to meet the State height requirements for fencing of amusements. Additionally, the new fence was designed to unify the train amusement theme and add character to the City's premier park.

The **Kawana Springs Community Park Master Plan** and corresponding environmental declaration (Mitigated Negative Declaration) was approved in November 2019. The project will develop an approximately 19.2-acre site located at the corner of Kawana Springs Road and Meda Avenue in the southeast quadrant of the City of Santa Rosa. The proposed park includes a fitness course, community garden, half basketball court, sand volleyball court, outdoor table tennis court, pump track, dog park, bathrooms, bocce court,

The **Kawana Springs Community Park Master Plan** and corresponding



Kawana Springs Community Park Conceptual Site Plan

open turf, gathering pavilion, picnic areas, children's play area, parking, and a paved trail adjacent to Kawana Springs Creek. A clear span pedestrian bridge is proposed over riparian habitat and Kawana Springs Creek on the northeast corner of the site. Construction of the park will begin as funding becomes available.

The **A Place to Play** Master Plan was amended in 2019 to identify each of the existing park amenities and incorporate a basketball court, new picnic areas, water bottle filling stations, and vehicle access gates. The updated Master Plan also includes a new emergency ground water well and pump station that will be in the southwest corner of the park. Construction of the water pump station is anticipated to begin in 2020.



A Place to Plan Master Plan

Council approved the **Coffey Neighborhood Park Master Plan** in April 2019, to rebuild the park after it was destroyed in the 2017 wildfires. The first phase of construction is underway on

the park's southwest corner including the installation of nature-themed playground equipment, a pathway, and a picnic area. The first phase is expected to be complete and open to the public by summer 2020. The second phase of construction is scheduled to begin in summer 2020 with completion slated for late 2020.



Coffey Neighborhood Park Master Plan

Police Services

The General Plan calls for collaboration with local jurisdictions in the provision of some police services and for increased community contact through neighborhood-oriented policing. The Police Department collaborates with neighborhood associations, partner City Departments, Community Based Organizations, County partners, and other jurisdictions to develop best

practice strategies and responses related to Homelessness. The Police Department also participates in a multi-agency Computer Aided Dispatch and Records Management System that features a common records data base, access to state and federal data bases, and provides Computer Aided Dispatch. Collaboration also occurs when establishing checkpoints and saturation patrols for impaired drivers, to prepare for large scale community events, and for various joint training opportunities.

Police Service Statistics

The General Plan calls for expedient police response to emergency calls. The Police Department received 58,175 calls for service in 2019. Each service request received by the Police Department is categorized as one of three ranked priority levels.



Priority 1 calls are for an incident in progress that threatens life or property. There were 4,472 priority 1 calls last year with an average response time of six (6) minutes and 48 seconds. Priority 2 calls are for an incident that has the potential to escalate to priority 1 status. In 2019, there were 32,140 priority 2 calls with an average response time of 12 minutes and 33 seconds. Priority 3 calls are for past incidents or those that do not require an immediate response. The 21,563 priority 3 calls received in 2019 resulted in a 25 minute, 38 second average response time.

The City continues its neighborhood-oriented policing efforts by assigning officers and sergeants to specific beats throughout the City including the downtown core, Roseland area, and the Santa Rosa City School District. Neighborhood-oriented policing allows officers to become familiar with neighborhoods and communities and for other resources to focus on the investigation and prosecution of violent crimes.

There were 260.5 (full-time equivalent) Police Department employees in 2019; including 181 sworn officers and 85.5 civilian employees.

Fire Protection

The General Plan calls for collaboration with other local jurisdictions for the provision of some fire services when it improves service levels and is cost effective. The Fire Department is part of the Redwood Empire Dispatch Communications Authority (REDCOM), a Joint Powers Agreement for fire and emergency medical dispatch services. REDCOM provides fire/emergency medical dispatch services for most cities and fire protection districts within Sonoma County.

The Santa Rosa Fire Department also has Auto Aid Agreements with the Sonoma County Fire District and the Kenwood Fire Protection District. The Sonoma County Fire District agreement is designed to ensure the closest, most appropriate fire resources are dispatched to an incident regardless of jurisdictional boundaries. Additionally, the Fire Department participates in the Santa Rosa Mutual Threat Zone Operating Plan which is a joint response plan with the Sonoma County Fire District and CALFIRE to cover specific wildland/urban interface areas.

The Santa Rosa Fire Department has been providing fire service to the Roseland Fire Protection District (RFPD) since 1983. Given the annexation of the Roseland area into Santa Rosa, RFPD was dissolved in April 2019. Approximately 50-percent of RFPD came into the City in 2017. The remaining 50-percent of RFPD is located outside of the City's sphere of influence and was folded into the Sonoma County Fire District. Santa Rosa Fire Department is the closest fire resource and will continue to provide service to the area.



Fire Service Statistics

The Fire Department responded to 28,666 calls for service in 2019, a 2.65 percent increase from 2018, when there were 27,901 calls for service. Of the 28,666 calls for service, 18,091 (63.1 percent) were emergency medical incidents. The Department provides emergency services for fire, medical, hazardous material, and urban rescue incidents. The Fire Department responds with ten paramedic engine companies and two ladder truck companies from the remaining ten strategically located fire stations. There were 492 fire incidents resulting in \$4,639,406 of fire loss last year.

City growth impacts Fire Department service delivery. Traffic congestion continues to cause delays to Fire Department response times. General Plan policy PSF-E-1 provides that the Fire Department shall achieve 90 percent performance of arrival of the first fire company at an emergency within five minutes of notification by the dispatch center. This time goal does not include the additional 70 second standard for the dispatch center call taking and emergency medical dispatching. In 2019, Fire Department resources arrived on scene within five minutes of dispatch on average 70 percent of the time; falling short of the General Plan's response time goal. The addition of fire stations, relocation of fire stations, and more operational personnel will improve Fire Department response times.

Water Supply

General Plan Policy PSF-F requires the City to “ensure that an adequate supply of water is available to serve existing and future needs of the City.” The City's water supply consists of water supply from Sonoma Water, groundwater, and recycled water. In addition, the City participates in an aggressive water conservation program that reduces current demand to help assure that future water demands are met.

In a normal water year, the total water supply available to the City is approximately 31,510 acre-feet per year (AFY). Santa Rosa's highest water usage to date was approximately 24,000 acre-feet in 2004 compared with approximately 17,832 acre-feet used in 2019.

Water Conservation

The City has promoted water use efficiency programs for more than 25 years, including upgrading approximately 50,000 toilets with ultra-low-flow and high-efficiency toilets and replacing over 3.5 million square feet of high-water use turf landscapes with low water use landscapes. During 2019, rebates were offered for landscape irrigation upgrades, and turf removal.

The City also promotes innovative water use efficiency programs like offering rebates for rainwater harvesting, graywater reuse (“laundry-to-landscape”), recirculating pumps, sustained reduction of water usage, and more. Water Use Efficiency staff hold workshops on rebate programs for water efficient home fixtures, irrigation upgrades, turf removal, among others. The City’s cumulative water use efficiency efforts result in savings of over 4,500 AFY, reducing the City’s total water demand by approximately 15 percent.

In 2019 Water Department staff continued to install advanced metering infrastructure in existing development, with over 48,000 automatically read meters installed to date. The new meters provide hourly tracking of water use as well as early leak detection which helps water conservation efforts. Completion of the project is anticipated during 2020.

Wastewater

Sewage generated by Santa Rosa’s residential and non-residential entities is treated at the Laguna Treatment Plant (LTP) and beneficially reused by the Santa Rosa Regional Water Reuse System. Annually over 30,000 wet tons of solids are treated to Class B standards and dewatered to 16-percent solids content. Approximately 64-percent of the remaining solids is



Laguna Treatment Plant

applied on local farmland while 28-percent is further treated in the City’s composting facility. A small quantity is further treated off-site by a private operator, and another small amount is disposed of in the landfill.

The Council adopted Capital Improvement Program (CIP) includes various improvements to the LTP and reuse system so that adequate capacity to treat and reuse General Plan anticipated wastewater volumes is maintained. The current

system rated capacity is 21.34-million gallons per day which is anticipated to be sufficient into the future. Previous planning and environmental work identified projects to be implemented as growth occurs. These future projects will expand the system capacity to 25.89 million gallons per day which meets General Plan projections for Santa Rosa and regional partners.

OPEN SPACE AND CONSERVATION ELEMENT

The Open Space and Conservation element considers open space and natural resource conservation. General Plan goals and policies support creating new public access trails to maximize the benefits of open space, the conservation of natural and biological resources and waterways, the promotion of energy and water efficiency, and the reduction of greenhouse gas emissions.

Creek Stewardship

The City's waterway conservation and stewardship activities continued in 2019. Santa Rosa's Creek Stewardship Program, which is supported through a partnership with Sonoma Water, helped care for more than 100 miles of creeks within the Urban Growth Boundary.



Creek Stewardship Program volunteers

In 2019, more than 10,000 City residents, including 8,762 youth, participated in 355 educational and stewardship activities. School and other youth programs comprised 82-percent of these activities.

Creek Stewardship Program volunteers contributed nearly 5,000 hours of community service for trail maintenance, care of restoration projects, and removal of trash from creeks during 89 volunteer cleanup

events. In 2019, approximately 1,164 cubic yards of trash and debris were removed from waterways by Water Department staff, youth corps, contractors, and volunteers. Contractors and City staff with assistance from Catholic Charities and law enforcement cleaned up 191 active homeless encampments and 387 abandoned homeless encampments that were located along city waterways.

Storm water and creeks staff responded to 43 MySantaRosa reports relating to trash, trail blockages, flood concerns, and other creek-related issues. Facilities crews installed and repaired security fencing structures under bridges and in pipes of the storm drain system. The structures prevent access that leads to the accumulation of trash and other pollutants that can enter waterways. More trash cans and pet waste bag dispensers were placed along creek trails to help reduce trash and pollutants.

Storm drain art created by apprentices in Sonoma County's ArtStart program was installed at six locations to draw attention to the connection between the storm drain system and creeks. "Ours to Protect" creek identification signs were installed at 11 City locations where roadways cross creeks.



Storm drain art created by ArtStart Program contributors

Recreational and natural habitat elements of the Santa Rosa Citywide Creek Master Plan were suggested for incorporation in development proposals that were brought before the Waterways Advisory Committee.

Lower Colgan Creek Restoration



Colgan Creek Restoration - Phase 1

Ongoing maintenance continues to ensure the successful revegetation of Phase 1 of the Lower Colgan Creek Restoration Project. Phase 1 of the Lower Colgan Creek Restoration Project transformed 2,250-linear feet of engineered flood control channel near Elsie Allen High School in southwest Santa Rosa into a healthier creek ecosystem. The project increased flood protection, enhanced habitat, improved water quality, and provided recreational opportunities. The project is funded by a variety of State grants and City Storm Water Assessment fees.

Final plan approvals were received and permitting was completed in 2019 for Lower Colgan Creek Restoration Phase 2. Restoration work is expected to commence in 2020. A 2019 California Resources Agency's California River Parkways Program grant in the amount of \$494,804 will support Colgan Creek improvements.

Air Quality

The City of Santa Rosa has two Climate Action Plans that are incorporated into the General Plan. In 2012, the Council adopted a Community Climate Action Plan (CCAP) to reduce greenhouse gas emissions within the City. The Plan includes measures to reduce citywide emissions 25 percent below 1990 levels by 2020. A Municipal (MCAP) was adopted in 2013 to focus on reduction of greenhouse gas emissions in City of Santa Rosa facilities and operations.

The emission reduction measures developed for both Climate Action Plans address a range of sectors including energy efficiency, renewable energy, parking and land use management, transportation, waste reduction and recycling, water and wastewater, and off-road vehicles and equipment. Throughout the last year, progress has been made in each of these areas.

Energy Efficiency

The CCAP provides a goal for energy efficiency and conservation and encourages utilization of the CALGreen building code for energy efficiency in new construction, in addition to energy efficiency in existing buildings, smart meter utilization, and energy efficient appliances. Throughout 2019, City staff applied voluntary enhanced energy efficiency requirements for new construction. In addition, Water Department staff completed an Energy Optimization Plan to enhance energy efficiencies, reduce energy demands, and generate more renewable

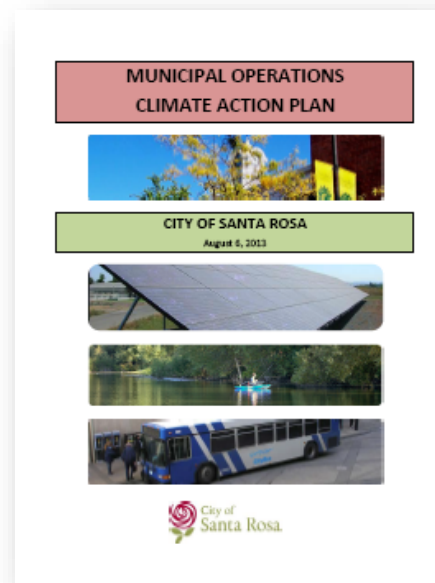
energy for Water Operations and Regional Water Reuse facilities. Finally, the Council adopted an All-Electric Reach Code in 2019 which prohibits natural gas and propane use in most new residential construction.

Renewable Energy

The MCAP and CCAP call for renewable energy installations and renewable power generation. During 2019, renewable energy projects at Laguna Treatment Plant generated 87.8kW of solar PV while combined heat and power engines generated electricity from digester gas. The Water Department continued work on a microgrid project that includes an additional 125kW of solar PV and a 2MW battery storage system. Staff also completed an Energy Optimization Plan to evaluate the potential for large-scale solar installations at the Treatment Plant.

The City continues to receive electricity delivery from Sonoma Clean Power (SCP) for all municipal meters. Sonoma Clean Power's CleanStart service is 91-percent carbon free and is a mix of 49-percent renewable electricity (wind, solar, geothermal, etc.), 41-percent large hydroelectric power, and nine percent general system power.

Council adopted an All Electric Reach Code in 2019 which prohibits the use of natural gas and propane in most new residential development. Planning and Economic Development Department staff continue to provide expedited review for all EV charging stations and to require EV charging infrastructure in all new residential projects. In 2019, electric vehicle charging stations were installed adjacent to Courthouse Square to provide encouragement and convenience for downtown visitors who drive a carbon-free vehicle.



*Municipal Operations
Climate Action Plan*

Parking and Land Use Management

The MCAP encourages dense residential and commercial development near existing services and transit centers within the Urban Growth Boundary to reduce vehicle miles traveled. Planning and Economic Development Department staff continue to encourage transit use by streamlining residential, lodging, and day care projects located within Priority Development Areas within a half mile of frequent transit. The Downtown Station Area Plan update, which aims to incentivize higher density housing within the Downtown area, reducing the need for vehicle travel, was under development in 2019. Additionally, a revised Density Bonus Ordinance was adopted by the Council, which allows for increased densities within the North and Downtown Station Area boundaries. The new Ordinance further encourages increased densities in proximity to services and transit. Finally, in 2019 the City's Parking Division launched a discounted commuter parking pass for people regularly utilizing public transit for two of the five downtown parking garages.

Improved Transportation Options

The CCAP calls for an improved bicycle and pedestrian network, improved transit, and car sharing. Efforts to enhance and add bike and pedestrian infrastructure were included in an update to the Bicycle and Pedestrian Master Plan which was adopted by the Council in March of 2019 (for more information about the Bicycle and Pedestrian Master Plan refer to page 15 of this report). Additionally, the Traffic Engineering Division collaborated with the Sonoma County Transportation Authority and the Transportation Authority of Marin to negotiate a contract with a bike share vendor. A pilot program is expected to launch in 2020.

Optimized Vehicular Travel

The CCAP calls for facilitation of electric and hybrid-electric vehicles, alternative fuels, and neighborhood electric vehicles. In 2019, the City incorporated 10 electric diesel hybrids into the City Bus Fleet and received grant funding for a total of four battery electric buses. Additionally, the Transit Division applied to participate in the PG&E Fleet ready program which qualifies the City to receive technical assistance and funding to construct up to nine electric bus charging stations before 2024. City Council approved a contract with PG&E for this project on May 5, 2020. The Transit Division also participated in a Sonoma Clean Power funded bus electrification implementation and resilience study for Sonoma County.

Waste Reduction, Recycling and Composting

The City of Santa Rosa Zero Waste Master Plan was developed in 2019 and received unanimous approval by Council in February 2020. The Plan includes strategies to reduce greenhouse gas emissions related to consumption and disposal. The Plan's five recommended strategies include those that seek to stem the flow of waste at its source, establish increased requirements regarding community participation in recycling programs, maximize and enhance the diversion services, increase the amount of recovery from construction activities, and establish the City as a community leader in implementation of programs to change wasteful behaviors.



Recology became Sonoma County's waste management service provider in 2018 bringing with them a Zero Waste goal. Since their arrival Recology has helped to develop composting programs

at 383 commercial accounts (including at 45 of the City's 63 schools. This has contributed to an increase by 51-percent of commercial organics waste recycling. Recology also promotes household organics waste recycling and have delivered 45,000 kitchen compost pails to Santa Rosa residents.

Recology continues to offer waste audits for schools, offices, and conferences and had conducted 1,049 such audits by the end of 2019. City buildings implemented a composting program in 2019 that includes "what goes where" signage and color coordinated receptacles. City Departments continue to utilize the Hydration Station water dispenser and water pitchers at events and meetings to reduce the amount of plastic generated during City activities. Recology continues to provide waste reduction best practice strategies while hosting educational tables at Santa Rosa community events.

YOUTH AND FAMILY ELEMENT

The Youth and Family Element promotes the health, safety, and welfare of children, teens, the elderly, and their families in Santa Rosa. Childcare services, youth, and senior programs are supported.

Santa Rosa Violence Prevention Partnership



The Partnership community engagement activities

In 2015, the Mayor's Gang Prevention Task Force was rebranded as the Santa Rosa Violence Prevention Partnership; now most frequently called "The Partnership." The Partnership includes over 50 organizations that are dedicated to strengthening the City's youth and families. The Partnership mobilizes and engages parents, schools, community and faith-based organizations, businesses, government entities, and members of local law enforcement to create safe neighborhoods.

Evidence-informed research suggests that to reduce violence and increase pro-social behavior, comprehensive systems that address key determinants of community health must be in place. In 2016, The Partnership created the

Community Safety Scorecard (Scorecard) to assess communities through a public health lens across four key domains: Crime & Safety, Economic Conditions, Family & Community Connectedness, and School Conditions. The Scorecard helps to identify communities that are experiencing increased violence while also having fewer supportive resources available. This in turn helps to inform how to distribute local and state resources more equitably in support of the City's youth and families.

"The California Board of State and Community Corrections provides grants that promote shared solutions to shared problems and the efficient leveraging of multiple funding sources to improve community/government relations and increase capacity for community-based organizations. The City of Santa Rosa's Violence Prevention Partnership is an example of one such collaboration, relying on a multi-disciplinary effort among city government, community leaders, schools, faith communities and businesses to protect and provide services to at-risk young people in underserved areas."

*Colleen Curtin,
California Board of State and Community Corrections*

Since 2012, the California Board of State and Community Corrections (BSCC) has awarded the City of Santa Rosa over \$2.8 million to deliver evidence-based gang prevention, intervention, and re-entry programs to underserved communities. This funding has provided The Partnership with the ability to create an internal referral system, Guiding People

Successfully (GPS). The Guiding People Successfully program provides multi-disciplinary wraparound case management services to high-risk youth and parents.

Santa Rosa residents continue to support underserved youth and families through Measure O (2004), a 20-year sales tax. Measure O funds have provided local community-based organizations and schools with over \$7.5 million through the Community Helping Our Indispensable Children Excel (CHOICE) Grant Program. The CHOICE program has four strategic focus areas: School Readiness, Street Outreach and Mediation, Student Engagement and Truancy Prevention, and Workforce Development.

The City of Santa Rosa and CHOICE funded agencies work together to increase awareness of collaborative efforts directed at the prevention of youth and gang violence. Evidence of program success can be seen in the 88-percent of youth who do not reoffend after participating in the program or receiving program services.

Additional Partnership accomplishments include:

- Over \$7 million has been invested in local community-based organizations and schools serving over 35,000 youth and parents since the inception of the 2006 CHOICE Grant Program.
- After nine successful years of delivering the annual Gang Prevention Awareness Week, The Partnership facilitated the second annual Gang Prevention Awareness Month in September 2019.
- The Partnership collaborated with various organizations to host the third annual Parent Engagement Month in April 2019. Parent trainings and activities to provide support and resources for those parenting high-risk youth took place in areas identified as high need by the Community Safety Scorecard.
- The Partnership leveraged local tax dollars to receive four grant awards from the Board of State and Community Corrections under the California Violence Intervention and Prevention (CalVIP, previously Gang Reduction, Intervention, and Prevention (CalGRIP) grant program. The grants total over \$2.8 million and will bring evidence-based gang prevention, intervention, and re-entry programs to our community. The funding provided The Partnership with the resources to enhance the referral system by developing the Guiding People Successfully (GPS) Program aimed at providing wraparound case management services for high-risk youth in the community.



Community Outreach Specialist Gustavo Mendoza with Roseland Collegiate Prep students

- Continued facilitation and alignment of The Partnership's four cohorts: The Executive Advisory Board, Steering Committee, Policy Team, and Operational Team, comprised of both policy stakeholders and direct service individuals representing over 50 organizations and multiple sectors of our community.



Mayor Schwedhelm addresses The Partnership Policy Team

- Facilitated school workshops and presentations as well as for various community groups to raise awareness and increase education about youth and gang violence prevention strategies.
- The Partnership staff continues their strategic alignment with local and regional initiatives, such as the Adverse Childhood Experiences Network, California Violence Prevention Network, Health Action's Cradle to Career, Juvenile Justice Coordinating Council, Leadership Santa Rosa, Sonoma County Funder's Circle, Sonoma County Probation's Keeping Kids in School, Sonoma County Resilience Collaborative, Teen Health Advocacy Coalition, and the Upstream Investments Policy Team.

Santa Rosa does not believe in a “one-size-fits-all” approach to creating a safe and resilient community. Creating a safe and resilient community requires innovative thinking and strong partnerships that continuously evolve to collectively impact our youth, our safety, and our community.

More information about the City of Santa Rosa's Violence Prevention Partnership can be found at www.srcity.org/ThePartnership



Santa Rosa School Resource Officers

School Resource Officers

General Plan policy calls for the placement of police officers at middle and high schools to positively interact with students. The Police Department has five such officers who are known as School Resource Officers (SROs). The SROs, a sergeant, and a supervising lieutenant work in partnership with Santa Rosa City Schools to ensure a safe learning environment, provide security for students, staff, and property, and to enforce violations on and around each of the City's five high schools and corresponding middle schools.

In 2019, SROs participated in a variety of student-related community activities including

school career days, cyber bullying prevention education, presenting the dangers of drugs and gangs, and reading to elementary students. School Resource Officers were also active with various community organizations and attended community events. The SRO's provided mentoring and once-a-week visits to high school and elementary school students in the Roseland School District.

The SROs enforce laws that prohibit the sale of alcohol to minors. Working under a grant from California Alcohol and Beverage Control, the SROs run decoy operations and compliance checks of local establishments that are licensed to sell and serve alcohol. In addition, each year the SROs present the "Every 15 Minutes" program at a local high school. "Every 15 Minutes" is an intensive program aimed at preventing teenagers from driving under the influence of alcohol. Piner High school hosted the two-day program in April 2019.



Youth Community Police Experience event

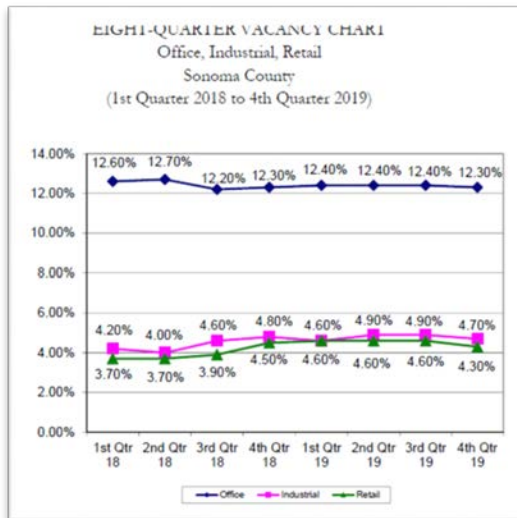
The SROs also responsible for organizing and hosting the annual Youth Citizen's Police Experience (YCPE) for teens aged 14 to 18 who are interested in a behind-the-scenes look at Santa Rosa Police Department operations. Youth Community Police Experience participants enjoy three days of hands-on learning that include an introduction to the local criminal justice system and a first-hand opportunity to learn the types of duties and responsibilities of police officers and police staff. Some focus areas are patrol procedures, criminal investigations, narcotics, firearms, defensive tactics, emergency vehicle operations, and neighborhood-oriented policing. The program is designed to give students a better idea of how the Police Department operates and to expose youth to the law enforcement profession and Police Department employees. The YCPE was held July 8-July 11, 2019.

School Resource Officers and detectives with the Gang Crime Team are certified to teach and participate in the G.R.E.A.T. program (Gang Resistance Education and Training) in local elementary and middle schools. The program works with fifth and seventh graders to show that there are better alternatives to joining gangs and to develop relationships and build rapport with law enforcement personnel.

ECONOMIC VITALITY ELEMENT

The General Plan calls for a positive business climate that includes retaining and expanding existing businesses and attracting new businesses to maintain the economic vitality of business locations in the City.

To foster a positive business climate, the City identifies and implements community-based strategies that cultivate economic opportunity and foster a dynamic framework for creativity and equitable growth. Initiatives focus on supporting economic base industries, enabling the development and growth of new industry sectors, aiding the City's diversity of unique community-based businesses, encouraging innovation and entrepreneurship, and creating a positive business climate focused on organizational culture and communication.



2019 commercial vacancy rates

Methods used include providing business and workforce resources; guidance and assistance for expansion, retention, and attraction needs; refining the mechanics of and communication about the City's permitting processes; and establishing and fostering private sector partnerships that assist in advancing equitable and resilient economic development. Major projects embarked on or completed in 2019 include a feasibility analysis for public-private partnership opportunities related to City-owned properties in the downtown area and the establishment of a higher-than-State minimum wage policy. City staff respond to entrepreneurial inquiries and business retention and expansion requests by providing information about and assistance with things like industry data, demographics, commercial real estate, and professional service referrals.

The Santa Rosa Tourism Business Improvement Area is an assessment district on Santa Rosa lodging establishments. Funds from the district are dedicated to supporting destination awareness and tourism programming that is directed at increasing overnight stays, Transient Occupancy Taxes, and local sales taxes. The City and Metro Chamber managed program supports events that connect with core tourism industry sectors that bring visitors to the area and drive visitor spending.

Examples of core sectors and related events include sports (Santa Rosa IRONMAN races, Wine Country Senior Games), beer/wine/food (National Heirloom Expo, Battle of the Brews, FeBREWary), and music/culture (Railroad Square Music Festival, Country Summer). In 2019, the SR Out There Destination Campaign continued to grow, including the Out There SR Exposition, destination and place-based events, and destination awareness campaigns.



SR Out There event poster

HISTORIC PRESERVATION ELEMENT

General Plan policy calls for preserving Santa Rosa's historic structures and neighborhoods by pursuing new designated landmarks and preservation districts, ensuring that alterations

to historic buildings are compatible with the character of the building and district, and increasing public participation in the preservation process.

A Landmark Alteration Permit (LMA) is required for all exterior alterations to designated landmarks, and for all buildings within historic preservation districts, with a few exceptions. Accessory Dwelling Units proposed for historic preservation districts are exempt from the requirements of a Landmark Alteration Permit but are evaluated at the staff level for consistency of the proposed design with that of the time period of the residence's construction and/or adjacent historic structures. Accessory Dwelling Units proposed for properties that are identified as a contributor to the District require a qualified professional to demonstrate how the proposed accessory dwelling unit will not negatively impact historic resources on the property and how it will be consistent with Secretary of the Interior Standards for Treatment of Historic Properties. Repair and maintenance are generally exempted from the requirements of a Landmark Alteration Permit after staff review to ensure that the project does not alter the character and appearance of the resource.



McDonald Historic Preservation District home

There were 25 LMA applications submitted in 2019; four less than the 21 submitted in 2018. Three of the 2019 applications were major LMAs requiring review by the City's Cultural Heritage Board, six were concept LMAs, and 15 were minor LMAs, which were reviewed by the City's Zoning Administrator. One LMA permit was withdrawn. No new historic landmarks were designated in 2019.

There were no changes made to the Santa Rosa Zoning Code or Design Guidelines regulating

historic preservation in the City in 2019. The Cultural Heritage Board (Board) continues to meet once per month, as needed, to provide direction and guidance to applicants seeking to alter historic buildings or other structures located within historic districts.

The Board has previously identified designation as a "Certified Local Government" through the California State Office of Historic Preservation as a priority, since this will enable the City to receive grant funding for future historic preservation efforts. Without this designation, Santa Rosa is ineligible to apply for many grants which identify historic preservation as their goal. Preparation of an application for the Certified Local Government has not been identified as a priority by the City Council. Staff time will be allocated to the project upon completion of currently identified Council priorities.

The Board continues to express interest in working collaboratively with the Historical Society to identify public outreach and education opportunities.

NOISE AND SAFETY ELEMENT

City Council adopted Santa Rosa's Local Hazard Mitigation Plan (LHMP), in January 2017. The LHMP provides the City's framework for how to mitigate local risks to natural hazards and ways to plan for a resilient future. The LHMP is an adopted "implementation index" to the Safety Element pursuant to General Plan Policy NS-A-4. The LHMP identifies City capabilities, resources, information, critical facilities, and strategies for risk reduction. The LHMP also provides guidance for and coordination of mitigation-related actions to reduce the City's vulnerability to disasters.

Some of the City's recent and ongoing actions to identify, address, and prioritize mitigation projects related to flooding, drought, hazardous materials, wildfires, and other potential hazards are detailed below.



- The Water Department is in the final stages of review for a \$10 million FEMA Flood Mitigation Assistance Program grant to construct an earthen berm around the Laguna Treatment Plant to prevent flooding.
- Water Department staff continue to visually inspect water tank exteriors twice a month and water tank interiors annually. All sanitary sewer mains, including trunk lines, are Close Circuit Television (CCTV) inspected every seven years approximate.
- Water Department staff received grant funding in 2019 to examine local groundwater contamination sites, conduct sampling, and study the feasibility of various groundwater cleanup and/or protection measures in the vicinity of its Freeway Well.
- Traffic Signals Retrofit Battery Backup – A Hazard Mitigation Grant Program application has been approved to retrofit approximately 175 traffic signals with a battery backup system which will provide power for four hours following a power outage.
- Fountain Grove Revegetation and Slope Replanting – A Hazard Mitigation Grant Program application has been approved to re-landscape the area adjacent to Fountaingrove Parkway. Plants will be chosen for their fire resistance and drought tolerance as well as their ability to stabilize the soil.
- Environmental Compliance staff review hazardous waste protocols with staff at sites where hazardous wastes are stored. Information about proper waste handling techniques and hazardous waste hauler information is shared. Businesses are frequently directed to speak with local Certified Unified Program Agencies (CUPA) inspectors and are provided with City Fire Department contact information. The Hazardous Waste Program is also discussed during commercial inspections as applicable.

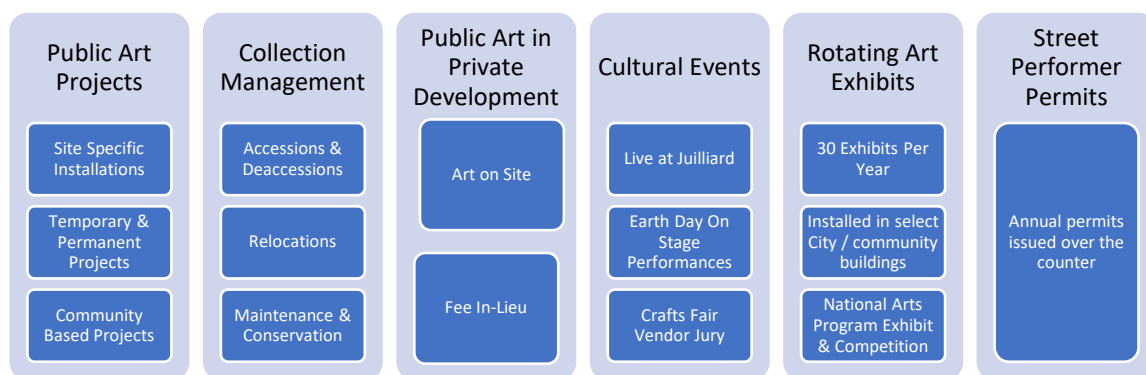
- Water Department staff continue to implement the Groundwater Master Plan, conducting various upgrades and testing of water wells.
- Water Department staff continue to replace aged and deteriorated equipment. In 2019, deteriorated influent channel screens, aged variable frequency drives on influent pumps, and the roofing/insulation on a floating digester cover were replaced at the Laguna Treatment Plant.
- Planning and Economic Development Department staff ensure compliance with building code requirements for new development including soil stability and seismic risk evaluation and requiring appropriate erosion control measures during construction.
- A Hazard Mitigation Grant Program application has been approved for the development of a Wildfire Annex to the existing Local Hazard Mitigation Plan and for the creation of a Community Wildfire Protection Plan (CWPP) in compliance with the Healthy Forests Restoration Act. The scope of work includes developing a pre-incident plan and incorporating after-action analyses into a community risk assessment as well as mitigation strategies for wildfires.
- Emergency Operations Center (EOC) training and exercises continued focus on situational awareness and common operating procedures. The EOC was activated for approximately 20 days in 2019 for public safety power shutoff events as well the Kincade Fire incident.

ART AND CULTURE ELEMENT

The General Plan Art and Culture Element calls for public art throughout Santa Rosa, places for art activities to occur, and exploration of creating an Arts District.

Public Art Program

Over the years, the City's Public Art Program has grown to include the following key areas:



In late 2018, the Public Art Program was relocated from the Recreation & Parks Department to the Planning & Economic Development Department. In 2019, the program began a strategic planning process that is anticipated to be complete by Summer 2020. The planning process will result in a roadmap to operationalize the Public Art Program's vision and goals over the next three to five years.

Some 2019 Public Art Program highlights include:

Fire Response – Round Two Temporary Public Art Projects.

The Public Art Program issued a Call for Artists for a second round of projects to support temporary art installations that address the 2017 Northern California Wildfires. The first round of funding supported four temporary projects—each with a maximum budget of \$4,000—and took place between October 2018 and April 2019. The same level of funding was made available for the second round of the project which is intended to support artists who produce and present community-based projects that activate public spaces in response to the fires. The second round of funding was awarded to the following five projects:

- Adrian Litman: *Splash & Fire*, a painted steel sculpture representing an iconic image of water splashing over fire;
- Ashleigh Riggs: *Beacon Obelisk: Life Grid* a steel structure showcasing painted glass panels featuring children’s artistic renderings of their life experiences since the Tubbs Fire;
- Luba Zygarewicz: *Risorgere (to rise again)*, a sculptural installation comprised of hundreds of remnants from the Sonoma Fires of 2017; and



Splash & Fire by Adrian Litman:



Beacon Obelisk: Life Grid by Ashleigh Riggs

- Teresa Camozzi: *Sonoma Fire Aftermath* consisting of large mobiles of photos depicting fire aftermath and recovery digitally printed on chiffon;
- Alejandro R. Torres & Theresa Pisani: *Dawn of a New Day*, a spherical painting of the re-growing landscape suspended by steel frame;

Each public art installation will remain on display from 30 days to no more than one year, depending on the project and location.

Coffey Neighborhood Park Public Art Project. In 2018, the Public Art Program began working with the Parks Division and the Coffey Park neighborhood to develop ideas for how public art could be incorporated into the rebuilding of Coffey Neighborhood Park. In early 2019, through a competitive selection process, the artist team of WOWHAUS (Scott Constable & Ene Osteraas-Constable) was selected to develop a design for the project. The selection process included working with key stakeholders and thoughtfully engaging residents of the Coffey Park neighborhood to develop the artwork design.

The City of Santa Rosa Art in Public Places Committee approved the final design in August 2019. Titled *Wellspring*, the concept consists of three sculptural seating elements in the shape of raindrops. The raindrops will be placed in a 12-foot diameter concrete circular plaza which will be integrated with plantings in a unique raingarden within the park. A plaque sited by the artwork will explain the art concept. Total funding for the art project is \$110,000 and includes donations of \$50,000 from Rotary International District 5130, \$10,000 from Rotary Club of Santa Rosa, and \$50,000 from the City of Santa Rosa's Public Art Fund.



Wellspring design concept by WOWHAUS

Imagine Art in Old Courthouse Square Public Art Project. In November 2019, the Public Art Program issued a Call for Artists seeking an artist or team of artists to design, fabricate and install site-specific public art at the north end of Old Courthouse Square. The artist or artist team selected for this project will create a dynamic public art installation that contributes to a vital, thriving space for visitors to connect with each other and with the space.



The total available funding for the project is \$280,000 (all inclusive – design and construction) and comes from the City of Santa Rosa Public Art Fund. The deadline to submit qualifications was January 13, 2020. The Public Art Program received over 140 submissions from artists across the country. A selection panel was formed representing arts professionals, downtown business and property owners, downtown residents, and the Art in Public Places Committee. The selection process ultimately identified five finalists who will each submit a project

proposal. The proposals will be on view in person and online for public input Spring 2020 and final artwork will be installed in Summer 2021.

Maintenance & Conservation. To care for its existing collection, the Public Art Program performs annual repairs and maintenance on murals, sculptures, mosaics, and art benches. In 2017, the City hired a professional conservator to assess and perform maintenance on the entire City-owned Public Art Collection. In 2019, repairs to the following high-priority items were completed: *Hangover II* by Charles Ginever; *Red Quake* by Peter Forakis; *Mandala Mural* by Bud Snow; *Whole Some* by Boback Emad; and *Falling Water* by Roger Barr.

In addition, the Public Art Program worked with Artstart to perform repairs and maintenance to various artworks created by Artstart, including the *Live Oak Lives On* tile mural in the Transit Mall, the *Dragon Mural* on the Prince Memorial Greenway; the *Guardian of the Creek* fish sculpture, and mosaic stair risers in Prince Gateway Park. The repair work on these pieces was performed by Artstart lead artists and apprentices under the supervision of the City's conservator. Maintenance on other items in the collection will continue into 2020.



Red Quake by Peter Forakis prior to and after maintenance treatment

II. ANNUAL REVIEW OF THE GROWTH MANAGEMENT PROGRAM

The City's Growth Management Ordinance regulates residential growth. In 2019, the Growth Management Ordinance allowed 800 residential allotments. Each allotment allows for the future issuance of a building permit.

Growth Management allotments are available from two reserves, "A" and "B," each reserve having 400 allotments. Reserve "A" allotments are for accessory dwelling units, mixed use units, units affordable to very low- and low-income households, and other qualifying units. Reserve "A" qualifying units include all multifamily units, for-sale single family attached units with project density of 10 units per acre or more, and smaller single family attached or detached units with maximum lot size, square footage, and bedroom requirements. The 400 Reserve "B" allotments are generally for any single-family unit greater than 1,250-square feet.

Section 21-03.140 of the Growth Management Ordinance specifies that at least once each calendar year, City staff shall prepare a report on the Growth Management program. The following covers the information required by the Ordinance and covers the 2019 calendar year.

- 1) **The number of building permits issued (1) with Reserve "A" allotments and (2) with Reserve "B" allotments during the time period covered by the report.**

In 2019, 447 residential building permits for new dwellings were issued. Of these permits, 220 were Reserve "A," and 227 were Reserve "B" dwelling units.

- 2) **The number of entitlements, if any, that remained unallotted in (1) Reserve "A" and (2) Reserve "B" during the time period. The number of Reserve "A" entitlements, if any, borrowed from the next year's Reserve "A" entitlements. The number of Reserve "B" entitlements, if any, that were reserved in future calendar year entitlements.**

In 2019, 400 Reserve "A" allotments were available, with 220 Reserve "A" qualifying units permitted, leaving a remainder of 180 allotments. Of the 400 available Reserve "B" allotments in 2019, 293 allotments were used including the recordation of four final subdivision maps, leaving a remainder of 107 allotments. No development projects were required to borrow or obtain additional allotments through discretionary approval, or by phasing the project into 2020.

- 3) **An evaluation of the coordination of planning and development decisions, including infrastructure planning, with policies related to growth management.**

Planning and development decisions over the past year have been coordinated with policies related to growth management in that no residential development is approved without acknowledging the requirements of the Growth Management Ordinance. Residential development applications must indicate the type of units proposed, how many and what type of reserve allotments are requested, and for which year the allotments are requested.

The relationship between infrastructure planning and the growth management program is indirect. Infrastructure planning is done on a broad basis, to ensure there is sufficient infrastructure to serve General Plan buildout as well as to support

individual project requirements. The Downtown and North Santa Rosa Station Area Specific Plans outline the infrastructure needed and cost estimates for future development within each respective plan area.

Development impact fees are used to finance capital improvement projects. Projects programmed in the City's Capital Improvement Program (CIP) are reviewed annually by the Planning Commission to ensure that the CIP is consistent with improvements identified by the General Plan.

- 4) **An analysis of the provision of public services, and if those services, including fire and police response, parks, water, and wastewater services, have sufficient capacity to meet the needs of Santa Rosa.**

Planning to ensure sufficient capacity to meet the future service needs of Santa Rosa is ongoing. The City meets each of the above noted service needs in the following ways.

Parks

Santa Rosa's park acreage includes approximately: 1,036 acres of traditional park land, open space, civic sites, plazas, and a golf course. The City maintains an additional 65 acres of medians, roadway landscapes, and frontages. The General Plan standard is six acres of park land per 1,000 residents. Currently, City parks comprise 3.5-acres per 1,000 residents, school recreational land provides 1.4-acres per 1,000 residents, and accessible open space the remaining 1.1 acres per 1,000 residents. City staff continue to work to ensure provision of parks and recreation and community facilities for Santa Rosa citizens.

Conditions That Could Affect Water Supply

The National Marine Fisheries Service (NMFS) requires the U.S. Army Corps of Engineers (USACE) and Sonoma Water to ensure protections for three salmon species that are listed under the federal Endangered Species Act: Central California coast steelhead (*Oncorhynchus mykiss*); Central California Coast Coho salmon (*O. kisutch*); and California Coast Chinook salmon (*O. tshawytscha*). City restoration efforts include the protection and enhancement critical habitat and managing waterway flow rates among others. Adhering to NMFS waterflow requirements could impact Sonoma Water's ability to meet peak water demands during prolonged dry seasons.

Sonoma Water and USACE have completed 3.26-miles of habitat enhancement in six reaches along the 14-mile length of Dry Creek between Lake Sonoma and the Russian River confluence. In April 2019, Sonoma Water and USACE signed a Design Agreement for miles four, five, and six of the Dry Creek Ecosystem Restoration Project with project completion anticipated in 2023. A successful project will enable flow rates in Dry Creek to meet the current and future water demands of Sonoma Water, further stabilizing the region's water supply.

Santa Rosa's water supply reliability in the event of five consecutive years of drought (Drought Risk Assessment) will be accessed in the 2020 Urban Water Management Plan (and after each five-year period thereafter). The 2020 Urban Water Management Plan will also align Santa Rosa's Water Shortage Contingency Plan with

State standardized levels for water supply shortage conditions. Short-term water supply shortages are anticipated in the City's long-term water supply planning and are not expected to constrain new development.

Future Water Supply

The City's 2015 water demand analysis indicates that the City water supply will be adequate to meet demand through 2040. Should a supply shortfall occur during a single dry year, Sonoma Water will allocate water in conformance with the Water Shortage Methodology outlined in Section 3.5 of the Restructured Agreement, and the City would enact the appropriate stage of the 2015 Water Shortage Plan to reduce customer water use. The City's 2020 Urban Water Management Plan (UWMP) will update current and projected demands as well as supply availability.

Wastewater

The City's wastewater collection system, inclusive of scheduled, planned, and anticipated CIP projects, is anticipated to adequately serve existing and future development needs as predicted by the General Plan. Example CIP projects include ongoing annual replacement of wastewater collection and trunk pipelines, improvements to wastewater lift stations, and maintenance and repair of the City's wastewater system.

Wastewater from Santa Rosa is treated at the Laguna Subregional Wastewater Treatment Plant (LTP) and is reclaimed in the Santa Rosa Subregional Water Reclamation System. The CIP includes LTP and reclamation system improvements that are intended to maintain adequate capacity to treat and reclaim General Plan anticipated wastewater volumes. The reclamation system's current 21.34-mgd capacity is anticipated to be sufficient into the future. Projects that would expand the existing reclamation system to 25.89-mgd to meet General Plan projections for Santa Rosa and other subregional partners have been identified.

5) A listing of any significant problems which arose during the time period covered in administering the Growth Management program.

In early 2019, City Council again ranked the development of a comprehensive housing strategy as a Tier 1 priority. Council's "Housing for All" goal supports protection and preservation of existing housing, and the production of new housing.

There were no specific Growth Management administration problems experienced in 2019. However, staff recognizes conflict between future implementation of the program and realization of the Housing Action Plan goal to develop 5,000 housing units by 2023. The maximum allowable 800 residential allotments per year is limited to 75 single-family allotments per year per development project and 200 multi-family allotments per year per development project.

Restricting the number of per project units is of greatest concern in downtown and other Priority Development Areas which are envisioned for high density residential development. Current City policy requires Council action to allow more than 400 allotments per calendar year for most detached single-family construction.

- 6) **A listing of any staff recommendations, with regard to changes or revisions to the adopted program to improve its effectiveness and/or administration.**

See item seven (7) response below.

- 7) **A recommendation, if any, together with factual supporting data, as to whether the Growth Management Element of the General Plan and/or the Growth Management program should be substantially revised or discontinued.**

Final subdivision map recordation and subsequent building permit issuance frequently lags significantly behind an entitlement approval. The number of allotments awarded in a given year can therefore exceed the number of building permits issued during the same period. These approved, but not yet built projects may distort the perception of growth. Four subdivision maps that recorded in 2019 received entitlements in prior years; one as far back in time as 2005. Without a formal or automated tracking process from tentative map approval to final map recordation and building permit issuance, long-term tracking of awarded allotments has proven to be challenging.

Approved projects which have not pulled building permits or recorded a final map by the end of the calendar year technically lose their allotments. This means that several growth management allotments were voided at the end of 2019. While not directed by the ordinance, staff generally tries to reissue the allotments in the following calendar year.

The Growth Management Ordinance, which is identified as Chapter 21-03 of the City Code, is scheduled to sunset in 2020, with no allocation limits established for subsequent years. However, General Plan Policy GM-B-1, in the Growth Management Element, provides allocations through 2035.

In recent years, a shortage of housing has prompted the City to develop and implement policy to support housing production, including the Housing Action Plan. The Housing Action Plan includes a recommendation to revise the definition of “qualifying units” to be consistent with unit size for moderate income rent and sales prices. The Housing Action Plan also includes direction to consider other amendments that simplify administration of the Growth Management Ordinance.

Based on the community need for housing, the previously identified need to revise the Growth Management program, and the fact that the Ordinance and General Plan element are not consistent, staff recommends significant revisions to or elimination of the program.

In November 2019, planning staff submitted a (SB 2) grant application to HCD proposing three initiatives that would result in accelerated housing production. One of the initiatives includes an evaluation of the existing Growth Management Ordinance. This grant was awarded in early 2020.

Following analysis of existing City policy and market research, the Ordinance and General Plan Element may be amended or eliminated to allow for residential development consistent with existing City adopted Specific Plans, General Plan and Housing Action Plan.

III. ANNUAL REVIEW OF THE INCLUSIONARY HOUSING ORDINANCE

The City's 2016 Housing Action Plan seeks to increase affordable housing development. A key tool in that effort is the Housing Allocation Plan Ordinance (now called the Inclusionary Housing Ordinance). The Inclusionary Housing Ordinance requires that housing projects include affordable units on-site or that funds to be contributed for affordable housing development in the City. In October 2019, the Inclusionary Housing Ordinance was amended in recognition that new incentives are needed to encourage on-site affordable housing citywide, particularly in the downtown core, and that existing and new impacts fees are needed to help finance affordable housing development within the city. Key amendments, which went into effect on December 2, 2019, include the following:

- The percentage of required inclusionary (on-site) affordable units was reduced based on the type of affordable units in the project,
- The Housing Impact Fees for for-rent and for-sale units are uniformly based on dwelling unit square footage and adjusted based on current housing development costs,
- A reduction of the inclusionary percentage and housing impact fee for multifamily housing and mixed-use development in the Downtown Area to help encourage higher intensity development, and
- The establishment of a new Commercial Linkage Fee to increase affordable housing development throughout the City.

Pursuant to City Code Section 21-02.140, City staff shall prepare at least once each calendar year a report on the effectiveness of the inclusionary housing ordinance. which shall include the items listed below.

- 1) **The number of allocated units, both on and off site, issued building permits during the time period covered by the report.**

Between January 1 and December 31, 2019, 12 additional allocated units were approved, but no on-site allocated units were issued building permits. A total of 82 allocated units are in various stages of the approval process and affordability of these units has been secured by recorded contract.

- 2) **The number of qualifying units, owner/builder units, second units, very low- or low-income units and mixed use units issued building permits during the time period covered by the report.**

Between January 1 and December 31, 2019, 379 units were subject to the Housing Allocation Plan. In 2019, 50 building permits were issued for ADUs including 42 ADUs dispersed citywide and eight ADUs that were permitted within the fire rebuild area. A total of 18 units for lower-income households were permitted including six units for very low-income households and 12 units for low-income households. Six single family dwellings were issued owner/builder building permits.

3) The amount of housing impact fees collected.

In 2019, \$2.81 million was collected in Housing Impact Fees, representing a 24-percent increase from 2018, when \$2.26 million was collected.

The amount of Housing Allocation Plan fees collected since the Ordinance's adoption in 1992 is more than \$31.8 million approximate, including loan repayment and interest. More than 1,500 affordable units, including 919 for very low-income households, and 598 for low-income households, have been supported through this fee.

4) The amount of acreage by land use category dedicated to the City.

No land was dedicated to the City through the Housing Allocation Plan during 2019.

5) A listing of any staff recommendations, with regard to changes or revisions to the adopted program to improve its effectiveness and/or administration.

The new Inclusionary Housing Ordinance has been in effect since December 2019. It will take time utilizing the new program before an accurate assessment of its effectiveness can be made. its effectiveness can be accurately assessed.

APPENDIX
HOUSING POLICY IMPLEMENTATION
ANNUAL PROGRESS REPORT

Policy	Objective	Housing Element Timeframe	Policy Implementation Status
H-A-1	Ensure adequate sites are available for development of a variety of housing types for all income levels, including single and multifamily units, mobile homes, transitional housing, and homeless shelters.	Ongoing	The 2014 Housing Element identifies vacant parcels that are available for residential construction at various densities. Subsequent rezones in the SMART station areas have increased the number of high-density residential housing sites. The City is also currently updating its General Plan and Downtown Station Area Specific Plan (DSASP) which will explore density increases for additional areas.
H-A-2	Pursue the goal of meeting Santa Rosa's housing needs through increased densities, when consistent with preservation of existing neighborhoods. The number of affordable units permitted each year and the adequacy of higher density sites shall be reported as part of the General Plan Annual Review report.	Ongoing	An updated Density Bonus Ordinance was adopted in January 2019 to allow density increases of up to 35% citywide, and up to 100% within the Downtown and North Station Area Specific Plan areas based on the percentage of affordability within a project.
H-A-3	Promote conservation and rehabilitation of the existing housing stock and discourage intrusion of incompatible uses into residential neighborhoods which would erode the character of established neighborhoods or lead to use conflicts.	Ongoing	An estimated 1,561 units were rehabilitated in 2019. Of these, 1,436 were rehabilitated as a result of Code Enforcement team inspections. Section 8 Rental Assistance Program Housing Quality Standards inspections resulted in the rehabilitation of an estimated 126 units. Three low income rental households received nearly \$15,000 from the City's Housing Accessibility Modification Grant Program to provide ADA accessibility.
H-A-4	Meet and confer with Sonoma County Planning staff on a regular basis to address housing needs of lower income and special needs groups, to coordinate regarding issues including infrastructure, zoning and land use, annexations, community acceptance strategies, homeless shelters, farmworkers, persons with disabilities, environmental issues, funding, and impact fees.	Ongoing	Since the October 2017 wildfires, planning staff from jurisdictions across the County have met regularly to address the regional housing crisis. Santa Rosa planning staff attends monthly Planning Advisory Committee (PAC) meetings which are attended also by staff from each of the nine cities within the County and the County of Sonoma. PAC meetings provide opportunities for planners to collaborate on topics such as how to best implement state housing legislation at the local level. City planning staff and Sonoma County planners also work together on annexation initiatives.

H-A-5	Improve community acceptance of higher density housing through community-based outreach, recognition of existing livable neighborhoods, and assurance of well- designed high-density projects.	2018	This policy is implemented on a project by project basis. Planning staff continues to hold neighborhood meetings to raise public awareness of proposed projects, and to provide an opportunity for increased transparency and public input. Additionally, projects which utilize the City's Pre-Application Meetings and/or Concept Design Review benefit from early feedback regarding project design. The City is currently updating its General Plan and DSASP which will explore density increases within additional areas. Community outreach events in support of the Plan updates have been held to gain public input regarding neighborhood livability and vitality, and goals for high density development, among others.
H-B-1	Rehabilitate 50 housing units annually through the city's rehabilitation programs, focusing on very low- and low-income beneficiaries.	Ongoing	An estimated 1,561 units were rehabilitated in 2019. Of these, 1,436 were rehabilitated as a result of Code Enforcement team inspections. Section 8 Rental Assistance Program Housing Quality Standards inspections resulted in the rehabilitation of an estimated 126 units. Three low income rental households received nearly \$15,000 from the City's Housing Accessibility Modification Grant Program to provide ADA accessibility.
H-B-2	Discourage the subdivision of mobile home parks or conversion to other uses through enforcement of the Conversion of Mobilehome Parks chapter of the City Code.	Ongoing	Ongoing implementation of the City's Mobilehome Parks Conversion ordinance is conducted on a project by project basis.
H-B-3	Retain federal, state and locally subsidized affordable units which may be lost through contract termination.	Ongoing	All locally funded affordable units were retained in 2019.
H-B-4	Recognize existing nonconforming residential uses which are in non-residential land use categories. Allow such uses to be zoned residential and to be found consistent with the General Plan on an interim basis, until the area is ready to convert and rezone to non-residential uses	Ongoing	This policy is implemented on a project by project as allowed by the Nonconforming uses section of the City's Zoning Code.

H-B-5	Continue improving living conditions in the city's neighborhoods through active code enforcement and the Neighborhood Revitalization Program.	Ongoing	<p>From 2015 to present, 570 residential units have been rehabilitated through the ongoing administration of the Neighborhood Revitalization Program. An estimated 126 units were rehabilitated as the result of Section 8 Rental Assistance Program Housing Quality Standards inspections.</p> <p>Three Low-income rental households received almost \$15,000 in funding from the City's Housing Accessibility Modification Grant Program to provide ADA accessibility.</p> <p>There were 1,561 units rehabilitated in 2019. Of these, 1,436 (92%) resulted from a code enforcement inspection. Plumbing, electrical, and other systems were required to meet current building code standards to resolve the code enforcement cases.</p>
H-B-6	Revise the Condominium Conversion Ordinance to preserve rental apartments from conversion to ownership units.	2018	No updates have been made to the existing Condominium Conversion Ordinance since the drafting of the policy. The City has not received applications or inquiries for condominium conversions since the 2014 Housing Element update.
H-B-7	Administer the federal Section 8 Housing Choice Voucher rental assistance program.	Ongoing	The Housing Authority continues to administer the Section 8 rental assistance program.
H-B-8	Continue to operate the Mobile Home Repair Loan and Mobile Home Rent Deferral programs.	Ongoing	The Department of Housing and Community Services continues to administer mobile home assistance programs.
H-B-9	Continue to designate a portion of the Real Property Transfer Tax, through annual budget appropriations, to affordable housing programs.	Ongoing	The Department of Housing and Community Services continues to utilize a portion of the Real Property Transfer Tax for affordable housing citywide.
H-B-10	Review and document the performance of affordable housing programs annually. Report the number of affordable units developed from various funding sources, the number and income levels of households assisted through various programs and the number of existing homes sold at affordable prices.	Ongoing	This policy goal is met by various ongoing city housing programs and is reported annually to HCD and the City Council in compliance with state law.
H-C-1	Amend the Housing Allocation Plan, the city's inclusionary housing ordinance, to change the trigger for provision of affordable units from acres to units and to consider elimination of the exemption for mixed use developments and a commercial linkage fee.	2010	The City's 2016 Housing Action Plan seeks to increase affordable housing development - a key tool in that effort is the Housing Allocation Plan Ordinance (also known as the "Inclusionary Housing" Ordinance). In 2019, the Inclusionary Housing Ordinance was amended to (1) revise the inclusionary (on-site) affordable unit percentage requirement, (2) modify the Housing Impact Fee structure, (3) reduce the inclusionary percentage and housing impact fee for multifamily housing and mixed-use development in the Downtown Area to help

			encourage higher intensity development, and (4) establish a new Commercial Linkage Fee to increase affordable housing development within the City.
H-C-2	Implement the Housing Allocation Plan to increase the number of affordable units in Santa Rosa, both on site and through collection of in lieu fees and subsequent development of affordable units.	Ongoing	In 2019, \$2.81 million was collected through in lieu fees and used to subsidize affordable housing projects in various stages of financing.
H-C-3	Utilize fees generated through the Housing Allocation Plan for the development of housing units affordable to extremely low, very low, and low-income households.	Ongoing	Fees generated through the in-lieu fees from the City's Housing Allocation Plan continue to be utilized for the construction of affordable units. Since 1992, more than 1,500 affordable units have been supported through in-lieu fees.
H-C-4	Consider a Commercial Linkage Fee for non-residential development to increase funds available for the development of housing units affordable to very low- and low-income households	2012	The City's 2016 Housing Action Plan seeks to increase affordable housing development - a key tool in that effort is the Housing Allocation Plan Ordinance (also known as the "Inclusionary Housing" Ordinance). In 2019, the Inclusionary Housing Ordinance was amended to (1) revise the inclusionary (on-site) affordable unit percentage requirement, (2) modify the Housing Impact Fee structure, (3) reduce the inclusionary percentage and housing impact fee for multifamily housing and mixed-use development in the Downtown Area to help encourage higher intensity development, and (4) establish a new Commercial Linkage Fee to increase affordable housing development within the City.
H-C-5	Rezone Medium and Medium High-Density sites of two acres or more concurrent with the adoption of this Housing Element to facilitate the development of higher density sites	2009	This implementation measure has been completed.
H-C-6	Rezone residential and mixed-use sites in the Downtown Station Area Specific Plan boundary to allow residential uses by right.	2010	This implementation measure has been completed. SMART station areas were rezoned to transit village designations to achieve consistency with the General Plan and to facilitate housing development in the station area plan boundary. This action addressed a shortfall of sites needed to meet Santa Rosa's housing need.

H-C-7	Utilize the Santa Rosa Housing Trust to maximize and leverage available federal, state, and local funding to assist in the development of affordable housing, the preservation and rehabilitation of low income housing, the development and maintenance of homeless shelters, and the acquisition and development of facilities for the physically and developmentally disabled	Ongoing	These activities are ongoing.
H-C-8	Continue to provide funding for affordable housing projects, particularly if a portion of the project units are targeted to extremely low-income households.	Ongoing	The City continues to provide financing for affordable housing projects through various ongoing grant programs and the use of in-lieu fees.
H-C-9	<p>Allow Low Density sites of 3 acres or less to develop at densities up to 15 units per acre under the following conditions:</p> <ul style="list-style-type: none"> • Where infrastructure is sufficient to support the increased density; • When the project design is compatible with the surrounding residential neighborhood in terms of building mass, setbacks, and landscaping; • Where at least one very low or two low income rental units are included for every 10 market rate units with affordability maintained for 10 years; and • Where affordable housing units are incorporated into the neighborhood using superior design such that affordable units are indistinguishable from market rate units. 	Ongoing	This policy is implemented on a project by project basis.

H-C-10	Encourage production of residential units downtown as envisioned by the Downtown Station Area Specific Plan.	Ongoing	The Downtown Station Area Specific plan is currently being updated to encourage Downtown development through increased maximum height limits, fee incentives, reduced parking requirements and other streamlining measures and incentives. In 2018, the City adopted Resilient City Development Measures to address housing needs and economic development within the City following the 2017 wildfires. The Measures include reduced review authority for certain uses within the Downtown core including by right multi-family residential development and residential components of a mixed-use project. Additionally, Design Review for General Plan Downtown core new development or major remodel projects is delegated to the Zoning Administrator, through the Minor Design Review process.
H-C-11	Provide opportunities for higher density and affordable housing development on regional/arterial streets and near the rail transit corridor for convenient access to bus and rail transit.	Ongoing	The 2009 General Plan and two subsequent station area specific plans designate higher density sites along regional/arterial streets and the rail corridor. Ongoing streamlining efforts seek to incentivize development in these areas through reduced parking requirements, increased height limits, the City's newly adopted density bonus ordinance and fee incentives.
H-C-12	Promote the development of second units. Discuss this option with residential developers during initial development application meetings.	Ongoing	In 2017, the City approved a zoning code revision to comply with state law, and to create setback and parking exceptions and fee reductions for ADUs. In 2018, utility connection fees were eliminated for ADUs less than 750 square feet. The City received 164 ADU applications in 2019, representing a 39% increase from 2018.
H-C-13	Support affordable housing sponsors by continuing to provide funds to subsidize the production of affordable housing.	Ongoing	The Department of Housing and Community Services continues to provide funding through various sources and programs to finance affordable housing production.
H-C-14	Continue commitment of redevelopment area tax increment funds for affordable housing programs. Utilize the Redevelopment Low- and Moderate-Income Housing Fund for affordable housing targeting extremely low-, very low-, low-, and moderate-income households.	Ongoing	The Redevelopment Low- and Moderate-Income Housing Fund is used to rehabilitate existing dwelling units, acquire land for development of new affordable units, and financially assist the development of emergency shelters and transitional housing.
H-C-15	Participate in tax credit and mortgage revenue bond programs which provide tax exempt, low cost financing to developers of projects making a portion of the units affordable.	Ongoing	The City supports tax credit applications and serves as the sponsor for affordable housing bond issuances.

H-C-16	Aggressively participate in available federal, state, and private non-profit programs for the provision of affordable housing.	Ongoing	The City works with HUD and HCD to access available resources to serve residents.
H-C-17	Allow mobile homes on single family lots through issuance of a certificate of compatibility	Ongoing	This policy is implemented on a project by project basis.
H-C-18	Continue participation in the Mortgage Credit Certificate program to assist lower income and/or first-time homebuyers in purchasing new homes	Ongoing	Mortgage Credit Certificates are available for use throughout Sonoma County and are administered by the California Housing Finance Agency.
H-C-19	Investigate development of a Community Land Trust program for Santa Rosa to determine its feasibility and affordable housing production possibilities	2012	Housing Land Trust of Sonoma County works with developers and non-profit organizations to further homeownership opportunities throughout the County.
H-C-20	Encourage the development of units with three or more bedrooms in affordable housing projects.	Ongoing	City staff meets and confers with applicants to address and encourage all levels of housing types and affordability.
H-D-1	Continue existing programs for persons with special needs, including disabled persons, elderly, homeless, large families, single parent households, and farmworkers.	Ongoing	The Housing Authority provides funding and regulatory oversight for properties that serve special needs individuals and families.
H-D-2	Require new units specifically for households with special needs by conditioning new multifamily construction to meet federal and state requirements for accessibility and/or adaptability for disabled persons.	Ongoing	All projects are required to meet California Building Code requirements, including, but not limited to, accessibility requirements.
H-D-3	Evaluate issues of "visitability" in residential building design and develop a program for implementation of appropriate policies and/or standards	2011	ADA requirements are mandatory for multifamily projects, and any housing developments which utilize the density bonus program or state or federal funding. No additional measures have been evaluated.
H-D-4	Investigate and promote incorporation of universal design features in new residential construction by developing an ordinance based on the state's voluntary model ordinance	2011	ADA requirements are mandatory for multifamily projects, and any housing developments which utilize the density bonus program or state or federal funding. No additional measures have been evaluated.

H-D-5	Encourage special housing arrangements, including shared and congregate housing and single room occupancy facilities (SROs), by helping sponsors obtain federal and state funds. Commit city funds (to the extent such funds are available for the purpose considering competing housing objectives) to help non- profit developers of these housing types.	Ongoing	The City continues to facilitate and support innovative housing approaches to provide a variety of housing opportunities.
H-D-6	Encourage the development of Single Room Occupancy facilities, consistent with the Single Room Occupancy Ordinance.	Ongoing	The City continues to facilitate and support innovative housing approaches to provide a variety of housing opportunities.
H-D-7	Support the development of rental housing for seasonal and permanent farmworkers.	Ongoing	The City will continue to encourage inclusion of units for farmworkers in new affordable housing projects and will provide consultation assistance and support in the state funding application process to affordable housing developers providing farmworker units.
H-D-8	Amend the Zoning Code to include a provision allowing agricultural employee housing for six or fewer residents as a permitted residential use in residential zoning districts.	2010	This Zoning Code revision was completed.
H-D-9	Provide funding to groups providing shelter and other services to the homeless.	Ongoing	The City continues to provide funding for homeless shelters and services such as Catholic Charities, Community Action Partnership, Sonoma County COC.
H-D-10	Amend the Zoning Code to allow emergency shelters as a permitted use in the General Commercial (CG) district, subject to the same development standards as other permitted uses in the CG zone.	2010	The Zoning Code has been amended to allow Emergency Shelters by right in the City's General Commercial (CG) zoning district.
H-D-11	Amend the Zoning Code to define supportive housing in the glossary and to allow transitional and supportive housing as residential uses, subject to the same regulations as other residential uses in the same zoning district.	2010	This Zoning Code revision was completed.
H-D-12	Support programs which address long term solutions to homelessness including job training and placement and which provide other supportive services.	Ongoing	The City continues to provide funding and support for homeless services such as Catholic Charities, Community Action Partnership, and the Sonoma County Continuum of Care (COC).

H-D-13	Provide incentives for development of housing for the elderly, particularly for those in need of assisted and skilled nursing care. Incentives may include density bonuses, reduced parking requirements or deferred development fees.	Ongoing	The Zoning Code includes reduced parking ratios and density bonus options for senior housing, and community care facilities.
H-D-14	In new senior housing built receiving any development incentives or money from the city, require that a substantial portion, at least 25 percent, be available to low income seniors.	Ongoing	This policy is implemented on a project by project basis.
H-D-15	Encourage development of senior housing not receiving city funding or concessions to provide a substantial number of units affordable to low income seniors	Ongoing	This policy is implemented on a project by project basis.
H-D-16	Through flexibility in design guidelines which encourage innovative housing programs, stimulate development of senior housing which addresses the housing needs of the senior population	Ongoing	This policy is implemented on a project by project basis.
H-E-1	Eliminate discrimination in housing opportunities in Santa Rosa and assure that access to housing will not be denied based on race, ethnic or national origin, religion, marital status, sexual orientation, age, or physical disability. As an exception, mobile home parks and other developments designed specifically for seniors or the disabled will be permitted to exclude children as permanent residents.	Ongoing	In 2019, the City added a Housing Anti-Discrimination chapter to City Code in compliance with state law that prohibits housing discrimination based on source of income such as Section 8 Housing Choice Vouchers, and other rent subsidies. The City promotes the activities of Fair Housing Advocates of Northern California. Fair Housing Advocates of Northern California prints brochures which City staff provides to every Housing Choice Voucher ("Section 8") client and to anyone requesting the information. The City also maintains fair housing information on its website. Fair Housing Advocates of Northern California provides several services including outreach, monitoring, and mediation and resolution of tenant/landlord disputes. Brochures are provided to local service providers such as Becoming Independent and the Disability Services Legal Center.
H-E-2	Continue to fund and support Fair Housing of Sonoma County, which serves as the city's equal opportunity housing agency.	Ongoing	The City continues to provide an annual contribution to Fair Housing Advocates of Northern California.

H-F-1	Ensure that residential projects are heard by the first decision-making board, within a period not to exceed 120 days of receipt of an application for development approval	Ongoing	In 2019, the City continued to improve interdepartmental coordination and prioritization of residential entitlement review; particularly residential projects including an affordable component. Planning staff have been working on a suite of internal and external process improvements to assist applicants and City staff with the submittal and review of residential projects.
H-F-2	Fast track all development projects which are comprised fully of units affordable to extremely low-, very low-, and low-income households with long term affordability restrictions. Utilize a fast track schedule mutually acceptable to the project applicant and the City.	Ongoing	The City continues to prioritize affordable housing projects by coordinating and focusing staff efforts across departments on residential projects; particularly those with high unit counts and affordable units.
H-F-3	Acquire sites for potential affordable housing projects, with subsequent disposition to affordable housing providers.	Ongoing	The City continues to provide first right of refusal for surplus city land to developers of affordable housing. As determined by budget and goal setting processes, the Housing Authority provides funds for property acquisition and banks acquired land for later provision to affordable housing developers.
H-F-4	Defer payment of development fees for affordable units.	Ongoing	The City continues to allow applicants to defer impact fees to final occupancy instead of at permit issuance.
H-F-5	Revise the local Density Bonus Ordinance to ensure it reflects state law and to simplify the city process of obtaining a density bonus.	2010	In January 2019 an updated Density Bonus Ordinance was adopted to allow density increases of up to 35% citywide, and up to 100% within the Downtown and North Station Area Specific Plan areas based on the percentage of affordability within a project.
H-F-6	Develop a checklist specific to affordable housing developments which will facilitate such projects in the Design Review process.	2011	Not yet implemented.
H-F-7	Ensure that regulations contained in the Santa Rosa Zoning Code provide development standards, parking requirements, and use allowances which facilitate the development of housing for all income groups	Ongoing	The Zoning Code contains concessions and a reduced parking requirement to facilitate the development of housing for all income groups, including through the density bonus program and the housing allocation plan. In 2019, the Inclusionary Housing Ordinance was amended to (1) revise the inclusionary (on-site) affordable unit percentage requirement, (2) modify the Housing Impact Fee structure, (3) reduce the inclusionary percentage and housing impact fee for multifamily housing and mixed-use development in the Downtown Area to help encourage higher intensity development, and (4) establish a new Commercial Linkage Fee to increase affordable housing development within the City.

H-F-8	Continue to participate in regional conservation efforts regarding sensitive habitat and endangered species to ensure that mitigation opportunities are available to maintain adequate sites at appropriate densities to accommodate the city's regional housing needs allocation.	Ongoing	The City evaluates and implements CEQA requirements for California Tiger Salamander and other sensitive species, ensuring that impacts to habitat are minimized and proper mitigation measures are provided on a project by project basis.
H-G-1	Maximize energy efficiency in residential areas.	Ongoing	The City participates in the Sonoma County Property Assessed Clean Energy retrofit program (PACE), which is a financing mechanism that enables low-cost, long-term funding for energy efficiency, renewable energy, and water conservation projects. The City implements CALGreen building standards and the City's Climate Action Plan requirements at the project level.
H-G-2	Require, energy efficiency through site planning and building design by assisting residential developers in identifying energy conservation and efficiency measures appropriate to the Santa Rosa area.	Ongoing	In 2019, the City adopted all-electric reach code standards which became effective for most new residential development on January 1, 2020. The City participates in the PACE program and implements CALGreen building standards and the City's Climate Action Plan requirements at the project level.
H-G-3	Promote energy efficiency in the provision and use of water in all residential developments	Ongoing	Water department staff continues to replace manual read water meters with smart meters that can report hourly usage rates and detect leaks which can help prevent water waste. New development is required to comply with CALGreen building standards, the City's Water Efficient Landscape Ordinance (WELO) and the Climate Action Plan.
H-G-4	Reduce the amount of water used, encourage the use of recycled water for landscaping where available, and require compliance with the city's Water Efficient Landscape Policy	Ongoing	In 2019, rebates were available for rainwater harvesting, turf replacement, and graywater projects that met program requirements. The City requires WELO compliance for all new construction.
H-G-5	Continue to require the use of fuel-efficient heating and cooling equipment and other appliances, in accordance with the city's green building program.	Ongoing	In 2019, the City adopted all-electric reach code standards which became effective for most new residential development on January 1, 2020. The City continues to implement CALGreen building standards for energy efficiency in new construction, additions, and remodel projects.
H-G-6	Continue to fund energy conservation through the Housing Authority's rehabilitation loans and develop programs to assist low-income households and rental properties in meeting weatherization and energy conservation needs.	Ongoing	The Housing Authority continues to rehabilitate residential units and will consider methods for tracking energy efficiency improvements in the future.

H-G-7	Work with organizations specializing in green building measures to develop public- private partnerships supporting energy efficiency retrofit programs for existing residential structures.	Ongoing	The City continues to participate in the PACE program for energy efficient retrofits of existing residential structures.
H-G-8	Increase local energy awareness	Ongoing	City staff and web resources continue to direct residents and developers to water and energy efficient rebate programs, PACE retrofit programs, and other resources.