SOUTHWEST AREA PLAN

A Plan for the Future

September 6, 1994

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Department of Community Development

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Summary

The Department of Community Development of the City of Santa Rosa has developed the Southwest Area Plan based upon input from: a Citizens Advisory Committee; public comments on preliminary or sketch plans; and several specific economic, engineering, and environmental studies. Together this information has led to the development of a list of Guiding Principles which form the underlying framework for the Southwest Area Plan.

GUIDING PRINCIPLES OF THE PLAN

1. Develop integrated/full service neighborhoods. (i.e. Neighborhoods which provide for day to day shopping, services, schools, parks, and local employment opportunities).

2. Provide a mix of residential housing types within individual developments and all over the Southwest as a whole.

3. Promote mixed use developments (providing jobs, services, and shopping in proximity to housing) to reduce the dependence on the automobile.

4. Develop a high quality, attractive pedestrian and bicycle path network which: a) link schools, parks, community facilities, and shopping with housing; and b) link the Southwest Area to the rest of Santa Rosa (especially the downtown area) as well as an outlying (county) path and trail systems.

5. Preserve the railroad rights-of-way for future public use by transit, bicycles, and/or pedestrians.

6. Preserve rare and endangered plants and other sensitive species and assure a “no net loss” of wetlands within the greater Santa Rosa plains area as a result of development within the City’s ultimate Urban Boundary.
7. Preserve natural creek sections and enhance channelized creek sections, where feasible.

8. Provide public services and facilities to serve the needs of the community.

9. Develop a comprehensive Community Design Program to guide future development.

10. Determine infrastructure needs, phasing, and financing mechanisms appropriate to implement the Plan.

OVERVIEW OF THE PLAN

The body of the Area Plan is comprised of eleven separate chapters including: Land Use, Circulation and Transportation, Natural Resource Conservation, Housing, Historic Preservation, Community Design, Safety, Community Services and Facilities, and Backbone Infrastructure. The Plan also includes a chapter on the 35 Land Use Proposals (made by land owners as part of the Area Plan process) and a discussion on future projects and their relationship to the plan and environmental impact report. Finally, the Implementation chapter addresses the goals, actions, programs, priorities, and financing mechanisms that will be needed to implement the Area Plan.

The Land Use Chapter provides for essentially the same type and mix of land use called for in the General Plan. An important distinction between the General Plan land use diagram and the Area Plan is the specificity of the residential, commercial, industrial, and existing public land use designations. The location of future parks, open spaces, schools, and public facilities are not parcel specific and are therefore, identified with symbols and generalized land use boundaries. These symbolic designations were placed in areas which appeared to be the best locations based upon available information but these designations may float within the vicinity of the designated parcel or area. Another feature of the Area Plan Land Use Diagram are the mixed use designations. These designations allow greater flexibility in achieving General Plan goals while balancing the need to protect natural resources and maintain viable existing uses which provide employment opportunities and services to the community. Finally, the Area Plan Land Use Diagram advances certain goals of the General Plan such as locating homes within walking distance of parks, schools, and commercial services, and promoting public transit through land use planning.

The Circulation and Transportation Chapter emphasizes non-vehicular modes of transportation while providing an adequate framework of roadways to handle community and regional circulation needs. An extensive network of multi-use pathways, bike lanes, and bike routes has been proposed to inter-connect neighborhoods with schools, parks,
commercial shopping areas, the downtown, and outlying county trail systems. The design and character of the street system has also been carefully examined. Street design policies have been developed to minimize “pass-through” traffic in residential neighborhoods while promoting the use of local streets for local trips. By providing a street network of this type, local roads carry their fair share of local traffic and reduce impacts on community and regional serving roads, thereby minimizing the need to make these roads substantially larger than proposed by the Area Plan.

The proposed roadway circulation system identifies improvements to major north-south roads such as Stony Point, Dutton, Fresno, and South Wright and major east-west roads such as Sebastopol, Bellevue, Northpoint Parkway, and Todd. These roads form the framework for collector and local roads that serve the proposed developments.

The Natural Resource Conservation Chapter addresses resources such as wetlands, vernal pools, rare and endangered, and other sensitive species. The chapter outlines existing policies and proposes some additional options for resource preservation. Finally, the chapter seeks to enhance the natural environment through use of native plant materials which provide: improved habitat value; act as transitional elements to the surrounding area; and help define a sense of place.

The Housing Chapter supplements the General Plan Housing Element to insure that a variety and mix of housing are provided in the Southwest. As an area that is expected to accommodate 58% of the City’s future growth, the concepts of “variety” and “mix” of housing types are extremely important to the development of a well balanced community. The Area Plan retains a “Homeless Shelter” designation, although the facility may ultimately be located at another location within the Southwest or the City.

The Historic Preservation Chapter recognizes the diversity of the housing stock within the southwest, as well as planning opportunities for the future. The area is likely to change significantly from its current form. Understanding and preserving key elements of the past will undoubtedly be one of the areas strongest features in the future.

The Community Design Chapter will shape the form of the community for many years to come. While no chapter of the plan should overshadow another, the Community Design chapter will be extremely important in the development of a livable community; one that the City can truly say reflects its motto “The City Designed for Living.” This chapter also provides for: The integration of new buildings with existing developments; Development of City entry statements; Improving the appearance of existing deteriorated areas; Development of new neighborhood and community focal points; Design of streets and public projects; and the enhancement of scenic corridors which form the study area boundaries.
The Safety Chapter addresses some unique issues regarding hazardous materials contamination, drainage, as well as a specific policy related to the renaming of South Dutton Avenue to avoid confusion with Dutton Avenue as it relates to emergency vehicle response times.

The Community Services and Facilities Chapter identifies needed public facilities and services which will result from new development and specifies ways in which these demands can be met. Specifically, one new community park, sixteen neighborhood parks, a new fire station, and a branch of the Sonoma County Library are ultimately necessary to serve the area.

The Backbone Infrastructure Chapter identifies major or "backbone" improvements needed to support the anticipated development. This chapter also strives to coordinate the construction of major infrastructure projects to minimize disturbances and reduce costs.

The Land Use Proposals and Future Projects Chapter discusses each of the 35 land use proposals which came forth as part of the Area Plan process. An important feature of this chapter are the Site Development Objective policies which are described for each site. Additionally, some more general objectives for the future development of the remaining areas are also presented in order to improve the attainment of the Area and General Plan goals.

The Implementation Chapter sets forth goals, actions, programs, priorities, responsibilities, and financing strategies for implementing the Area Plan.
Introduction

BACKGROUND

On July 23, 1991, the Santa Rosa City Council adopted a General Plan to guide the development in Santa Rosa to the year 2010. Realizing that development in the southwest would raise many issues, the Council included a General Plan policy which required the preparation of an Area Plan for the Southwest Area. The goal of this planning effort was expressed in many goals and policies of the General Plan. Specifically, the planning effort was seen as an opportunity to:

1. Comprehensively address issues, opportunities, and constraints unique to the area.

2. Create livable neighborhoods, where services and community needs are met within a short distance of the home.

3. Plan future transportation and circulation systems which meet regional circulation needs while minimizing disturbances to neighborhoods.

4. Provide a basis for infrastructure funding, development timing, and implementation priorities.

The Southwest Area Plan began in October of 1991 with the formation of a Citizens Advisory Committee to work with staff to identify issues, opportunities, constraints and develop a sketch plan and policy statement that would act as a guide in preparing the final plan. This first phase was completed in August of 1992, with the City Council’s choice of the “Selected Alternative” sketch plan as a guide for more detailed analysis prior to formal review and adoption of the plan.

DESCRIPTION OF THE PLANNING AREA

The Study Area encompasses approximately 3,800 acres or nearly six square miles. Figure 1 identifies the context of the Study Area with respect to the region and the City of Santa Rosa.
Figure 2 more accurately defines the study area boundaries as follows: State Highway 12 to the north; U.S. Highway 101 to the east; and the City's **Ultimate Urban Boundary** to the south and west. The Ultimate Urban Boundary within the southwest is more accurately described as follows: Wright Road south to Ludwig Avenue; east on Ludwig to Stony Point Road; south on Stony Point to Bellevue Avenue; east on Bellevue to Juniper Avenue; south along the alignment of Juniper Avenue to Todd Road; and east on Todd to U.S. Highway 101.
Figure 3 identifies the three types of areas or jurisdictions occurring within the Southwest: 1) those areas in the City limits; 2) those areas proposed for annexation; and 3) those areas where no interest in annexation has been currently expressed but which are ultimately expected to be annexed to the City. Of the 3,800 acres, approximately 900 acres are within the City limits. Another 1,400 acres are proposed for annexation (857 of which are proposed for urban type development). The remaining 1,500 acres vary widely in character from the more densely developed Roseland area, to rural residential/agricultural areas located south and southwest of Roseland.

* Note updated copies of this map may be obtained at the Department of Community Development.

** Those unincorporated areas outside of the Urban Boundary are not eligible for annexation to the City of Santa Rosa.
Figure 4 depicts the general location, extent, and types of existing land uses as of June, 1994. Table 1 provides a breakdown of these land uses into various land use categories. The 1990 Census data, 1992-94 Assessor's data, the City's Existing Land Use Survey (1991 + updates), and the City and County building/demolition permit records were used to determine the existing population, number of dwelling units, and the location and extent of existing land uses within the Southwest study area.

The study area contains an estimated population of 14,122 persons within 4,689 dwelling units; approximately 4.6 million square feet of commercial, business park, and industrial development; six schools; two parks; and miscellaneous public/quasi public uses such as the post office, and places of religious worship.

Table 1: Existing Land Use within Study Area

<table>
<thead>
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<tr>
<td>Residential</td>
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<tr>
<td>Single Family</td>
<td>3,078 units</td>
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<tr>
<td>Multiple Family</td>
<td>1,611 units</td>
</tr>
<tr>
<td>Total Residential</td>
<td>4,689 units</td>
</tr>
<tr>
<td>Commercial/Industrial</td>
<td>4,629,400 sq.ft.</td>
</tr>
<tr>
<td>Institutional (6 schools)</td>
<td>481,000 sq.ft.</td>
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<tr>
<td>Parks</td>
<td>25 acres</td>
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<tr>
<td>Vacant</td>
<td>1,740 acres</td>
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General Plan 2010 Framework: Within the southwest study area, the Santa Rosa General Plan projects a potential of 9,550 new dwelling units\(^2\) and a corresponding increase in population of 23,500 persons\(^3\). The General Plan projects that 57% of the housing units will be developed as single family residences with the remaining 43% to be developed as multiple family dwellings.

The Southwest Area Plan: The Southwest Area Plan was developed using the General Plan as a guide, therefore, such assumptions as the number of units, percentages of single and multiple family dwellings, and the time frame of the Area Plan are the same as those for the General Plan.

Although the Southwest Area Plan contains detailed standards and requirements; it is assumed that it will be reviewed periodically, like the General Plan, to evaluate changes in market conditions and community objectives. Additionally, it is assumed that the plan will be reviewed to insure that the major goals of the Plan are being, and continue to be met.

The primary purpose of this Plan is to implement the City’s General Plan. During the preparation of the General Plan it became clear that the land use diagram for the study area was broad and conceptual in nature. It was determined that an Area Plan would be necessary to respond to the uniqueness of the area, as well as to develop new neighborhoods which will be desirable places to live and work. Specifically, the General Plan policies below address these concerns:

- **Policy LUR-2b**, which states: “Prepare area plans for southeast and southwest Santa Rosa, using the General Plan as a guide, to comprehensively address issues unique to each area and refine the land use plan for each area.”

- **Policy LUC-1b-2**, which states: “Developing two community shopping center facilities in southwest Santa Rosa, one in the vicinity of Northpoint Parkway extended west. Both centers shall be specifically located through preparation of the Southwest Area Plan.”

Other General Plan policies speak to a variety of issues and expectations related to new development. The planning effort for the Southwest Area has attempted to ensure that planning and development creates efficient and desirable relationships between land uses, transportation and circulation facilities, and environmental concerns. More specifically, the Southwest Area Plan provides the opportunity to:

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\(^2\) Number of dwelling units is based upon development at the assumed average densities within each residential land use category.

\(^3\) Using a multiplier of 2.46 persons per household (City Average) for the year 2010. Source: Association of Bay Area Governments - Projections ’92.
• Comprehensively address issues unique to the area.

• Create livable neighborhoods where services and community needs are met within a short distance from the home.

• Plan future transportation and circulation systems which meet regional circulation needs while minimizing disturbances to neighborhoods.

• Provide a basis for infrastructure funding, development timing, and implementation priorities.

HOW THE PLAN WAS PREPARED

The Plan was prepared utilizing a two-phase program with an extensive public involvement program. The Public Involvement Program utilized a ten-member Citizens Advisory Committee, appointed by the City Council, to assist staff in the preparation of the plan.

Phase I took approximately nine months and focused on the following items:

1. Working with the Southwest Citizens Advisory Committee to:
   a. Identify opportunities, constraints, and issues;
   b. Review neighborhood and community planning concepts;
   c. Establish a basic Goals & Policies Statement; and
   d. Prepare and review draft sketch plans.
2. Planning Commission review and recommendations.
3. City Council review and selection of a “Selected Alternative” Sketch Plan to be utilized as a framework for the preparation of the final Southwest Area Plan document.

Phase II took approximately 18 months and included the following items:

1. Acceptance and review of land use proposals consistent with the Selected Alternative Sketch Plan.
2. Preparation of a Market Study for retail commercial areas.
3. Preparation of Infrastructure Plans.
6. Preparation of an Implementation Program.
7. Preparation of a Fiscal Analysis.
8. Review and Adoption of the Area Plan document.

RELATIONSHIP OF THE AREA PLAN TO THE GENERAL PLAN

This Area Plan has been prepared to implement the Santa Rosa General Plan 2010. The Southwest Area Plan is a more detailed complement to the City General Plan.

While the Area Plan land use distribution differs from that shown on the present General Plan land use diagram, the types and intensity of land uses within the plan area do not exceed those projected by the General Plan.
Plan. These changes reflect opportunities and constraints identified during the planning process. As a result, the Area Plan contains more specificity with regard to land use designations and a set of Goals, Objectives, and Policies which address issues, promote opportunities, and strive to resolve constraints within the planning area.

As the General Plan was used as a guide, many of the Goals, Objectives, and Policies of the Area Plan may appear somewhat similar. Where this occurs, the Area Plan’s specificity shall be followed. If the Area Plan does not speak to an issue, the direction of the General Plan is to be followed.

It should also be noted that the polices of the Area Plan apply only within the boundaries of the southwest study area, and not to the City as a whole.

The Area Plan Environmental Impact Report (EIR) has been prepared to address cumulative impacts associated with the development of the entire study area. In addition, the EIR has evaluated site specific development impacts associated with 35 land use proposals and several infrastructure projects. The Area Plan is the conclusive environmental document for development of these projects. It should be noted that the EIR is expected to be adequate to cover projects which are somewhat different from the proposals. For instance, the street network and lotting patterns may change in response to other environmental conditions. Alternate layouts, which respect the environmental conditions, and have no different or greater environmental impacts, shall be considered consistent with the Area Plan EIR.

Proposals for development of other sites will be subject to a separate environmental assessment. The cumulative impacts associated with the development of these sites will have been addressed by the EIR, however, site specific impacts will need to be determined on a case by case basis. A separate environmental document, either a Negative Declaration, or EIR, (assuming that the project is not categorically or statutorily exempt from environmental review) will be required for development of these properties to address both site specific issues and any cumulative impact unforeseen by the EIR.

This approach reflects the provisions of the California Environmental Quality Act (CEQA) as it relates to the approval of residential or neighborhood commercial projects in an area for which a Specific Plan or Community Plan has been prepared.4

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4 California Environmental Quality Act Sections 21080.7 and 21083.3. The full text of these sections can be found in the Appendices.
The plan is comprised of eleven chapters including: Land Use, Circulation & Transportation, Natural Resource Conservation, Housing, Historic Preservation, Community Design, Safety, Community Services and Facilities, Backbone Infrastructure, Land Use Proposals and Future Projects, and Implementation. The chapters are organized as follows:

1. Chapter Introduction
2. Relevant Setting
3. Goals, Objectives, & Policies

The Chapter Introduction and the Relevant Setting sections provide an overview and some essential background information for the Goals, Objectives, and Policies section which follows. Within the Goals, Objectives, and Policies section there is additional text which provides more specific details regarding the proposed objective. In some cases this language describes a “vision” for the future. In other instances it provides the rational for the policies which follow.

Several companion documents have been prepared to assist in the preparation of the Area Plan including: an Environmental Impact Report, a Financing Plan, a Fiscal Analysis, a Retail Market Study, and a Conceptual Wetlands Management Plan.

The Environmental Impact Report (EIR) has been prepared pursuant to the provisions of the California Environmental Quality Act. The EIR addresses both cumulative impacts associated with the development of Southwest Area as a whole and the specific environmental impacts related to the 35 land use proposals submitted as part of the Plan.

The Financing Plan has been prepared to address the financing of public facilities such as roads, water lines, storm drainage facilities, and a new fire station and library. The principles, polices, and action plans for financing these improvements are included in the Area Plan Implementation chapter for reference.

The Fiscal Analysis has been prepared so that the City can identify future service and maintenance costs, and evaluate how these needs can be met in the most cost effective manner. The analysis also provides ways in which fiscal deficits can be reduced.

A Retail Market Study was prepared to identify the amount of retail space that can be supported by both existing and proposed development. The study has been utilized to develop Land Use policies related to the development of community and neighborhood centers.

Finally, a Conceptual Wetlands Management Plan has been prepared as an alternative to processing special permits, or possibly as an alternative to the Vernal Pool Preservation Plan (discussed in the Natural Resource and Conservation chapter) if it does not come to be. This Plan is not intended to be the final solution to wetland ecosystem preservation but a
point of departure for future discussions on the issue should special permits or the Vernal Pool Preservation Plan not prove timely or feasible.

The Area Plan, along with the City's related planning documents, will be utilized in the review and approval of all development projects within the southwest study area. It should also be noted that the Area Plan's requirements and standards do not supersede policies of the General Plan but rather supplement them by providing greater level of detail and explanation.

Thus, the General Plan, the Southwest Area Plan, the Design Review Guidelines, Subdivision Guidelines, Zoning Code, and any implementing ordinances, must be utilized in designing and reviewing projects within the southwest study area.

As an additional aid to readers, items which are *bold and italicized* within the text of this document are terms which have been defined in greater detail within the Glossary.
INTRODUCTION

One of the primary goals of the Santa Rosa General Plan is to refine the land use diagram to comprehensively address issues unique to the southwest area. The Southwest Area Plan, through the reorganization of land uses, has provided the opportunity to address many of these issues including: 1) supporting the formation of new neighborhoods and community centers; 2) fostering the development of mixed use projects which make the best use of available land; 3) encouraging the development of uses (such as medical services) which the southwest currently lacks; and 4) recognizing and protecting those existing land uses which contribute to the well being of the southwest area.

The Land Use Diagram (Figure 5) designates land uses within the Southwest Area Plan boundaries. Land use designations for residential, commercial, industrial, and established public uses, (including parks and open space areas) are parcel specific. Future schools, parks, and public/quasi public facilities and open space areas are generally identified. In the instance of future schools, park sites, and a Homeless Shelter, symbolic designations have been used to identify general areas that may be suitable for these uses. Upon the Southwest Area Plan’s adoption by the City Council, the General Plan Land Use Diagram will be updated to reference the land uses shown on the Southwest Area Plan Land Use Diagram. General Plan land use policies, the refined Land Use Diagram, and the specific southwest land use goals, objectives, and policies which follow will be utilized in decision making by City Staff, Boards, Commissions, and the City Council.

LAND USE CLASSIFICATIONS

The land use classifications utilized in the Southwest Area Plan are, for the most part, the same as those existing in the City’s General Plan. Consistent with the direction of the General Plan; “Residential, Country,” “Residential, Very Low Density,” and “Agriculture” designations have
not been utilized in the Southwest Area Plan. The Southwest Area Plan does, however, add some new sub-categories and some combined or **mixed use** categories including: “Residential, Low Density/Open Space,” “Residential, Medium-Low Density,” and Commercial/Residential categories including: “Community Commons,” “Neighborhood Commons,” “Office and/or Residential” and “General Industry/Residential.” These new designations are considered a fine tuning of the General Plan classifications as they relate to the needs of the southwest community. The land use designations utilized in the Southwest Area Plan are described in greater detail below. Modified or refined designations are preceded by an asterisk “*”:

**RESIDENTIAL CATEGORIES**

* **Residential, Low Density/Open Space**: 0.025 - 8 units per acre. Assumed average density is 4 units per acre.

This designation recognizes the potential constraints associated with natural resources (wetlands, sensitive species) as they are generally identified in the southwest planning area. Development in this category can range from 1 dwelling per 40 acres to as many as 8 units per acre. Allowed density is dependent on resolution of natural resource constraints either by avoidance, clustering of development, or by mitigation for loss of resources. In all cases, one dwelling unit per legally existing parcel may be permitted.

**Residential, Low Density**: 2 to 8 units per acre. Assumed average density is 5 units per acre.

* **Residential, Medium-Low Density**: 8 to 13 units per acre. Assumed average density is 10 units per acre.

This density range was created to allow certain types of development which under strict interpretation of the General Plan, might not be permitted. Under the General Plan’s “Residential, Low Density” classification, a maximum of 8 units per acre are possible. Under the next highest density land use classification (Residential, Medium Density) the allowable range is from 8-18 units per acre, however, General Plan Policy [H-3b] requires that projects within the Medium Density classification attain a “mid-point” density of 13 units per acre. This circumstance discourages projects between 8 and 13 units per acre. Many of the more innovative and affordable housing projects, such as attached townhomes, duplexes, small lot subdivisions, and condominium projects fall within this density range.

The Area Plan utilizes the medium-low designation in several instances. Within the Roseland and Moorland Avenue areas, it is used to recognize existing developments and as an infill designation on properties between 5-10 acres in size. The designation is also used in other parts of the Plan to form transitions between higher and lower densities and to improve the overall mix of housing types provided within the Southwest Area.
Residential, Medium Density: 8-18 units per acre. Assumed average density is 12 units per acre.

Development in this density range is required to be at 13 to 18 units per acre unless topography, parcel configuration, heritage trees, historic preservation, or utility constraints make the midpoint impossible to achieve. In these cases, development must achieve a minimum density of 8 units per acre.

Residential, Medium-High Density: 18-30 units per acre. Assumed average density is 25 units per acre.

Development in this density range is required to be at 25 to 30 units per acre unless topography, parcel configuration, heritage trees, historic preservation, or utility constraints make the midpoint impossible to achieve. In these cases development must achieve a minimum density of 18 units per acre.

**COMMERCIAL, OFFICE, AND INDUSTRIAL CATEGORIES**

Retail Business and Service: This designation includes all types of stores and personal service establishments, including commercial strips located on a major arterial and free standing buildings. These areas are not considered shopping centers.

Office: Offices providing professional and business services that are not minor adjuncts to retail, industrial, or residential uses.

Business Park: A planned center for manufacturing with no nuisances (e.g., noise, visual clutter, noxious emissions, etc.); distribution, and research. Offices, business park employee-oriented, low intensity commercial uses, and warehousing (with no outside storage) may be permissible as stipulated in a Business Park Master Plan or Policy Statement.

General Industrial: An area for manufacturing and distribution activities with potential for creating nuisances, along with accessory office and retailing.

**MIXED USE CATEGORIES**

*Commercial/Residential: The Santa Rosa General Plan identifies Neighborhood Convenience Shopping and Community Shopping Centers as subheadings under the umbrella of the "Retail and Business Services" classification. To distinguish these land use classifications from the land use classifications used in the Southwest Area Plan, the term Neighborhood Commons will be used to describe facilities with a neighborhood orientation and Community Commons will be used to describe facilities with a community orientation.

5, 6 General Plan Policy [H-3b] sets forth this requirement.
The definitions for these Commons classifications are also expanded to encompass the requirements for: 1) including public or civic land uses within Community Commons facilities; 2) provision of medium and medium-high density housing in or nearby Community Commons facilities and medium density housing in or adjacent to a Neighborhood Commons; and 3) developing these facilities as focal points for community interaction.

* **Community Commons**: A complex of retail and service enterprises anchored by a supermarket or possibly a super drugstore, or both, and serving a community clientele. Restaurants, theaters, and other similar uses are also appropriate. A Community Commons shall be required to incorporate medium and medium-high density residential components either directly within or nearby the shopping area. Public uses shall also be included. The non-residential portion of the site usually comprises 8-12 acres.

* **Neighborhood Commons**: A place for neighbors to meet, socialize, organize, shop, recreate, and educate. A Neighborhood Commons shall also incorporate medium density residential development as part of the overall design of the facility. Site sizes vary but generally range from 1 to 5 acres.

* **Office and/or Residential**: Encourages development of offices and Residential, Medium Density as a mixed use project but also permits development of either category of land development, if found appropriate in the context of the area.

* **General Industry/Residential**: An area which has viable general industrial uses but for which a residential development may ultimately be appropriate. General Industrial uses for which expansion is proposed must demonstrate appropriate transitions and compatibility with residually designated lands and uses in the vicinity.

This designation also offers the opportunity to explore **Cottage Industry** or live/work types of uses. Such uses could include: architects, artists, dress makers/tailors, photographers, and other uses which are likely to maintain a residential character. Uses such as: carpentry work, dental or medical offices, and automotive repair/body/painting work are not permitted due to their intensity, use of hazardous materials, generation of noise, and other nuisance factors.

**OTHER CATEGORIES**

* **Open Space**: Areas with special environmental conditions or significance, that are subject to wildfire, geologic hazards, or provide watershed or important wildlife or biotic habitat. Residential uses with a minimum parcel size of 40 acres are allowable within the Urban Boundary.

Lands designated as open space within the Southwest Area Plan are so designated to preserve natural resources (particularly wetlands with rare
and endangered species) and are not meant as a "holding zone" for future urban development. The new Residential, Low Density/Open Space designation is utilized in areas where wetlands, vernal pools, rare and endangered plants, and other sensitive species may exist.

**Public/Institutional Facilities:** An area or cluster of governmental or institutional facilities, such as hospitals, schools, utility facilities, government office centers, etc. Minor government offices located in private buildings, places of religious assembly not occupying extensive land areas, and similar facilities are not shown on the Land Use Diagram. New facilities may be appropriate in any land use category (except open space) based upon need and subject to environmental review.
LAND USE GOALS, OBJECTIVES, & POLICIES

GOAL LU-1  ESTABLISH RATIONAL PATTERNS OF POPULATION DENSITIES, TRANSPORTATION, AND SERVICES.

Objective 1.1  Encourage the establishment of neighborhoods as the basic building block of southwest Santa Rosa.

One of the guiding principles of the Southwest Area Plan is the development of integrated, full service neighborhoods, which when combined with one another, will define southwest Santa Rosa. The Area Plan’s land use goals, objectives, and policies strive to support a neighborhood orientation for new developments.

Neighborhoods can vary in size, shape, and general definition. The boundaries of a neighborhood can be defined by natural features such as creeks or open spaces as well as by “created” features such as heavily trafficked streets or fences and walls. The identity or character of a neighborhood can be formed by shared commonalities, such as parks, schools, and other community facilities, as well as the design of homes and the streets that serve them.

The Area Plan promotes the establishment of a unique identity for each neighborhood while recognizing that each neighborhood must be considered part of the overall Southwest Community as well as the City of Santa Rosa. This philosophy is not unlike some of the older neighborhoods in other parts of Santa Rosa, such as the Junior College Neighborhood, the Copperfield Neighborhood, or Burbank Gardens Neighborhood, which have a unique character but are integrated into the larger context of the City.

Policies:

1.1.1  Neighborhoods shall generally be comprised of a mix of residential housing types and neighborhood serving facilities which support one another. Regional serving uses are not permitted within residential neighborhoods.

1.1.2  Utilize the Planned Community Zoning District to advance the concept of neighborhood development on large scale projects. Land Use Proposals 9, 11, 22, 29a, and 30 are especially well suited to this type of zoning.
1.1.3 Consider utilizing the Planned Community Zoning District for clusters of smaller size projects to foster development of integrated and cohesive neighborhoods. Land Use Proposal groups (14, 16, and 19) and (6, 23, 20, 27 and 29b) may lend themselves to this type of zoning.

1.1.4 Assure that smaller individual projects do not isolate themselves from the rest of the neighborhood. Insure appropriate pedestrian and vehicular linkages are preserved and coordinated with surrounding development, both existing and expected.

1.1.5 Require the development of Medium-low, Medium, and Medium-high Density residential projects within the Community Commons designation south of Hearn Avenue and in the vicinity of other Community and Neighborhood Commons areas in accordance with the Land Use Diagram in order to support the development of Neighborhood and Community Commons facilities as focal points for community interaction.

Objective 1.2 Provide for a balance of neighborhood, community, and regional serving retail uses within the southwest and maintain the integrity of Business Parks and General Industrial areas.

Retail Areas Southwest Santa Rosa contains several local, community, and regional serving retail uses. Local serving uses include several corner markets and several freestanding retail stores (particularly along Sebastopol Road). Community serving retail uses include the Roseland Village Center and the smaller stores within the Value Center. Regional serving retail uses include Corby Auto Row and the anchor stores within the Value Center.

The demand for neighborhood and community serving retail space was evaluated in a Retail Market Study prepared for the Southwest Area. The study considered the existing market conditions and evaluated the need for additional space using the Selected Alternative Sketch Plan as a guide. The study recommended that one larger (approximately 250,000 sq. ft.), centrally located, shopping center would be the most feasible. As the General Plan calls for two shopping centers, and as the Area Plan promotes pedestrian orientation and diffusion (rather than concentration) of traffic, an alternative scenario which accommodates two smaller centers was also evaluated. The study concluded that the 2 smaller centers (100-115,000 sq. ft.) could be supported but that it would be more difficult to attract the anchor tenants required to make such centers viable. The study also recognized that a portion of these centers could be devoted to public uses such as a library or child care center.

The study also noted that development of the new retail centers may lead to the demise of the Roseland Village Center. It is not the Area Plan's intention to cause this; in fact, the Area Plan supports a revitalization effort as an

7 Retail Market Study for the Southwest Area Plan, Economic and Planning Systems, December 1992
integral part to the overall strategy for creating desirable neighborhoods. It should be realized, however, that a significant revitalization effort will be needed to maintain the viability of this center over the long term, regardless of whether or not the new centers are developed.

Finally, it should be noted that development of new retail areas within the southwest will depend on a coordinated effort by the City to focus new retail commercial development to the locations identified as “Commons” facilities on the land use diagram. The following policies have been developed to ensure that: 1) new retail developments locate within designated Neighborhood and Community Commons areas; 2) a public meeting room is provided within a Community Commons; and 3) other public uses are included which are supportive of these areas.

Business Service & Industrial Areas

The southwest area contains three major employment areas. These areas are generally defined as: 1) the Corporate Center and Northpoint Business Parks; 2) the Auto Row Area; and 3) the Industry Parks along Dutton and Standish Avenues. Preserving the integrity of these areas is important in that they provide: 1) employment opportunities for area residents; 2) service and maintenance facilities for both local service providers (e.g. Sonoma County Transit and Empire Waste Management) and area residents (e.g. automotive and other services); and 3) areas for storage and distribution, light manufacturing, and research and development activities.

Policies:

Neighborhood Commons 1.2.1 New Neighborhood Commons areas, elementary schools, parks, and other community facilities shall be established as the focal points for neighborhood interaction and shall be oriented to the residential areas they serve. Site planning and design shall ensure that pedestrian accessibility and orientation are achieved from all parts of the neighborhood.

1.2.2 New Neighborhood Commons facilities shall be located as identified on the Land Use Diagram (Figure 5). To maintain the viability of existing neighborhood commercial areas, as well as the new Neighborhood Commons facilities proposed by the plan, the establishment of additional Neighborhood Commons facilities shall be subject to economic studies which demonstrate their viability and any impacts to both existing and planned Neighborhood Commons areas.

Community Commons 1.2.3 Establish two additional “Community Commons” areas to provide for the needs of the southwest community as identified on the Land Use Diagram (Figure 5).

1.2.4 Encourage the revitalization of the Roseland Village Center as a third Community Commons. Work with the Roseland Redevelopment Agency, property owners, and community representatives to revitalize the Roseland Village Center by:
a) Encouraging private improvements;
b) Utilizing Redevelopment funds to assist private and public improvement projects; and
c) Utilizing community organizations and volunteers along with private property owners and community leaders to sponsor community "clean-up" and/or improvement days.

1.2.5 Encourage major anchor tenants that serve both day to day and week to week shopping needs to locate within the Community Commons areas. Examples of appropriate uses for a Community Commons area include: grocery, hardware, drug, craft/hobby, and clothing stores. Anchor tenants shall not be permitted to locate on other lands designated for general retail business and service uses within the southwest. These other areas are reserved for other uses such as service stations, restaurants, regional retail centers and retail stores which sell a single line of products such as an appliance store, or stores which provide a combination of retail sales and services like a bicycle shop.

1.2.6 Encourage commercial recreation (e.g. fitness center) and entertainment (e.g. movie theater) uses to locate within a Community Commons.

1.2.7 Provide a Community Meeting Room large enough to accommodate a minimum of 50 people. In addition to the Community Meeting Room requirement, encourage each Community Commons to devote additional space to public/civic type uses such as child care, a library, or a museum/nature center.

Regional Serving Commercial 1.2.8 Maintain existing regional commercial facilities such as Auto Row and the Value Center as they provide needed services and provide a source of employment for the area.

1.2.9 Locate new regional serving or specialty retail uses on the north side of Sebastopol Road between Stony Point Road and the Roseland Village Center as the area has good access to Highway 12.

Business Service and Industrial 1.2.10 Protect the integrity and long term productivity of Northpoint Parkway/Corporate Center, Industry West/Oak Manor and Auto Row business and industrial areas by maintaining these areas for business and industrial services uses.

1.2.11 Encourage efficient use of the remaining land within the industrial and business park designations, particularly those serviced by the Northwestern Pacific Railroad.
Objective 1.3  Encourage mixed use developments to: a) maximize use of available land; b) reduce vehicular travel; c) promote pedestrian orientation; and d) buffer residential uses from noise sources.

The purpose of allowing mixed use developments is to make better use of the available land inventory. Utilizing the land efficiently will help achieve many of the City's goals, including improvement in the affordability of homes and reductions in traffic impacts.

To promote the mixed use developments, several mixed use subclassifications have been developed. The use and purpose of "Commons" designations has been discussed previously. Additionally, the subclassifications of "Office/Residential," "Commercial/Residential," and "General Industry/Residential" have been utilized in the Southwest Area Plan to: a) promote preservation of existing land uses which are beneficial to the area while also permitting the long term redevelopment with more desirable uses; b) explore the concept of live-work/cottage industry uses; and in the case of the Office/Commercial category, c) shield the residential component of the project from noise and other nuisances.

Policies:

1.3.1  Allow development of residential housing units over a ground floor or behind office or commercial developments in areas designated for Mixed Use development.

1.3.2  Utilize office or commercial development to shield residential units from noise sources and other undesirable nuisances in areas designated for Mixed Use development.

1.3.3  Require the development of residential housing units in coordination with the development of both Neighborhood and Community Commons areas.

1.3.4  Allow the development of live-work/cottage industry units within areas designated as General Industry/Residential.

1.3.5  Encourage mixed use developments with Medium or Medium-High density residential uses within a quarter mile of potential transit stops.

Objective 1.4  Encourage the development of higher density and intensity land uses along the Northwestern Pacific (NWP) railroad corridor.

While the southwest study area represents only a fraction of the length of the Northwestern Pacific railroad corridor, opportunities for rail usage within this area must be developed now or they may be lost for generations to come. Many issues related to the development of a passenger rail line are beyond the ability of the Area Plan to resolve within the scope
and timeframe allotted. Solutions to these issues will also require coordination with outside agencies including the rail system operator.

The policies outlined below (and those in the Circulation chapter) provide the opportunity to implement the vision and allow for the City to take full advantage of this transportation resource.

Policies

1.4.1 Designate the parcel at the northwest corner of Bellevue Avenue and the Northwestern Pacific railroad as the main transit station for the southwest.

1.4.2 Interim use of site(s) designated as future rail transit stations and stops shall be permitted. Uses such as a Park and Ride lot, a bus transfer station, and temporary buildings may be permitted in the interim period until the transit station is needed.

1.4.3 Allow Residential, Medium-high density development in all residential land use categories within 1/4 mile of an established transit stop. Transit stops will be established with the approval of both the City and the operator/owner of the NWP rail line. Additionally, infrastructure must be demonstrated to be adequate to serve the increased intensity without utilizing capacities allotted to other parcels. In the interim, until these issues are resolved, require properties within 1/4 of a mile for a transit stop/station identified on Figure 7A to meet the midpoint of the density range in which they are located. Clustered development on a portion of the site may also be considered appropriate, so that additional development can be accommodated in the future when issues are resolved.

1.4.4 Encourage high intensity business services and industrial uses within 1/4 mile of established transit stops. Additionally, infrastructure must be demonstrated to be adequate to serve the increased intensity without utilizing capacities allotted to other parcels. In the interim, until these issues are resolved, encourage properties which develop to make the most efficient use of land. Developments may be clustered on a portion of the site so that additional development can be accommodated in the future when issues are resolved.

GOAL LU-2

DEVELOPMENT OF A MEDICAL SERVICES CENTER

Objective 2.1 Encourage development of a medical care/services facility within the southwest area to serve the needs of area residents.

During the planning process, residents indicated the need for a medical services facility within the community. With the anticipated population increase, provision of medical services within the community would improve health care for area residents, particularly in minor emergencies, as well as reduce traffic impacts associated with general office visits.
Policies:

2.1.1 Encourage development of a Medical Care facility within the Northpoint-Corporate Center Business Park.

GOAL LU-3 MINIMIZE CONFLICTS BETWEEN EXISTING AND PROPOSED LAND USES.

Objective 3.1 Protect existing and proposed land uses and minimize costs associated with future enforcement activities.

Over the next several years, many existing uses and structures will be annexed to the City. Upon annexation, many of these uses, structures, or both uses and structures, will not be consistent with the long range land use plans and/or zoning regulations. As a result, these uses, structures, or both may be deemed nonconforming. In such instances, the provisions of the Santa Rosa City Code will govern such things as: a) changes in use; b) expansions of use; c) discontinuance of use; d) replacement of damaged or destroyed structures; and e) repairs and/or additions to structures.

The Area Plan has considered many of the instances in which existing use of the land may be deemed nonconforming. Several mixed land use categories and zoning proposals have been proposed to resolve some of these inconsistencies, however, not all uses can be made to conform to the long range goals of the Area Plan. For instance, some of these uses may cause nuisances or be incompatible with surrounding land uses. In particular, nonconforming uses which expand or otherwise enlarge their operation have repeatedly been identified as enforcement problems. Because there are so many existing uses within the area; and because there will likely be conflicts between land uses which require enforcement activities; and because conflict resolution and enforcement activities require a significant amount of staff time; the Area Plan proposes that some additional up-front efforts be made at the time of annexation. These efforts are more precisely described in the following policies.

Policies:

3.1.1 Document and verify the status and intensity of existing uses prior to annexation, for the public record. In the event that such uses intensify and cause nuisances, the public record will provide a basis for abatement.

3.1.2 Utilize the “General Industry/Residential” land use classification and appropriate pre-zoning classifications (such as Planned Industrial or Planned Community) to protect existing legal industrial uses and neighboring homes which are annexed to the City.

3.1.3 Utilize the “Planned Development Combining District (PD)” and other creative zoning classifications to minimize nonconformities related to an existing structure’s physical location, height, lot coverage, and parking
requirements, if these features are not detrimental to the public health, safety, or general welfare and do or will not constitute a nuisance to existing and proposed development.

3.1.4 Recognize that existing legal non-conforming uses have the right to coexist with proposed new uses. Require new project approvals to provide notice to future residents/tenants that these uses have the right to continue their existing operations and may restore and remodel operations those operations subject to approval of the appropriate permits.
Circulation and Transportation

INTRODUCTION

Circulation and Transportation will continue to be one of the most important planning problems during the coming decades. As part of a region that is presently dependent on the automobile for transportation, Santa Rosa will have to contend with further vehicle congestion and the costs and effort of trying to manage that congestion. This chapter of the Southwest Area Plan, in coordination with other chapters such as Land Use, Infrastructure, and Community Services and Facilities, seeks to promote non-auto oriented modes of transportation as a viable alternative while recognizing that the automobile will be with us for some time to come. Furthermore, the Area Plan has provided the opportunity to plan a comprehensive circulation network and develop a conceptual phasing plan to minimize both congestion and the costs associated with its development.

EXISTING CIRCULATION NETWORK

Non-Auto Oriented Circulation: Non-auto oriented circulation facilities amount to a very small percentage of existing circulation system. Presently, only the newer portions of the southwest are provided with pedestrian sidewalks. Bicycle lanes are also sparse with only three bike lanes provided in the vicinity of the Corporate Center/Northpoint Business Parks. Bus services are provided by both the City and the County within the developed areas of the southwest. Finally, commercial or freight rail service is provided along the Northwestern Pacific Railroad corridor in the eastern portion of the study area.

Street System: The Southwest Area is bounded by State Highway 12 to the north and U.S. Highway 101 to the east. Currently, there are six access points along these freeways. The street system within the Southwest Area is formed by a slightly modified grid of arterial county roads which generally connect to the freeway access points. In the developed areas of the southwest, this grid forms a framework which local streets generally
mimic, with the exception that most of the local east-west streets do not directly connect with one another. In other parts of the southwest, the grid framework has not been completed due to the operation of the former Naval Air Station, as well as agricultural uses of the land. Figure 6 depicts the existing street system for the area.

In large part, improvements to the existing circulation network will come as a result of new development. New development will be required to make dedications of right-of-way for both existing and new streets, as well as pay for substantial improvements to these streets. Most new streets will have sidewalks. Bicycle lanes will be incorporated in the design of most major streets in accordance with the City’s Bikeways Master Plan. Additionally, development will be responsible for providing both access and improvements to multi-use pathways along Roseland and Colgan Creek corridors, as well as the Sebastopol-Santa Rosa railroad right-of-way. Furthermore, the potential exists to intensify the use of the Northwestern Pacific Railroad right-of-way for future use by trains, buses, trolley cars, and bicycles or possibly a combination of these.

**Future Street System:** The Area Plan roadway circulation network is organized by function into a hierarchy of highways and streets including: freeways, arterials, collectors, and local streets. U.S. Highway 101 and State Highway 12 form the eastern and northern boundaries of the study area and are classified as freeways. These freeways provide for traffic flow between remote parts of the City, as well as inter-city and inter-region travel. Stony Point Road comes close to fitting this definition but is considered to be a major arterial road. Next in line are other arterial streets such as: Sebastopol Road, Hearn Avenue-Northpoint Parkway, Dutton Avenue, Wright Road, and Bellevue-Ludwig Avenues which provide for intra-City and intra-community circulation. After arterial streets come collector streets. Collector streets include streets like: Burbank, Fresno, Moorland, and South Dutton Avenues. These streets collect traffic from surrounding local streets and developments and convey it to the surrounding arterial streets. Finally, there are local streets. Local streets are streets that handle less than 2,000 Average Daily Trips (ADT). Streets within this category include minor streets such as cul-de-sacs and residential neighborhood streets serving adjacent homes. Examples of local streets include: Giffen, Goodman, and Golden Gate Avenues. Figure 7 depicts the future circulation network for the Southwest Area.
SOUTHWEST AREA PLAN
INFRASTRUCTURE

FUTURE CIRCULATION NETWORK

- Local Roads (conceptual locations)
- Rural Road (2 lanes)
- Improved Collector (2 lanes)
- Improved Arterial (4 lanes)
- Expressway or Freeway (4 lanes)
- Improved Expressway or Freeway (6 lanes)
- Two-Way Left Turn Lane added
- Northwestern Pacific Railroad
- Rail Stations

Note: Additional rail stops may be incorporated in the future (see Figure 7a)

Figure 7

June, 1994

DEPARTMENT OF COMMUNITY DEVELOPMENT
CIRCULATION AND TRANSPORTATION GOALS, OBJECTIVES, & POLICIES

This section is divided into three separate subsections dealing with:
1) pedestrian and bicycle circulation; 2) transit services; and 3) automobile circulation. Each section provides a brief introduction and sets forth goals, objectives, and policies for development of the future circulation system.

During the initial planning process, several principles associated with the future circulation system were developed. In essence, it was realized that the automobile will be the most dominant mode of transportation, yet every effort has been made to include alternate modes of transportation within this plan. Pedestrian, bicycle, bus, and rail circulation and transportation modes have been discussed in great detail so as not to preclude any opportunities for an effective, attractive, and coordinated circulation network. In addition, a significant number of roadway projects are envisioned for the area. These projects have been crafted to meet the demands that will be placed on them by local and regional developments. They have also been designed to minimize impacts to existing and proposed residential neighborhoods.

PEDESTRIAN AND BICYCLE CIRCULATION

As noted in the introduction, the pedestrian and bicycle circulation components are important to the overall circulation network for the southwest. The Area Plan proposes an extensive network of pedestrian walkways and Bicycle Paths, Lanes, and Routes otherwise known as Class I, II, and III Bicycle Facilities. The network has been designed to promote pedestrian and bicycle circulation as a highly effective alternative to vehicular travel as well as provide opportunities for recreational enjoyment. Figure 12 depicts this network.

The Area Plan recognizes the Bikeways Master Plan for the entire City, however, it provides an increased level of detail with regard to Class III Bicycle routes that link community facilities.
GOAL CT-1 DEVELOP AN ATTRACTIVE, SAFE, AND EXTENSIVE NETWORK FOR PEDESTRIAN & BICYCLIST MOVEMENTS.

Development of a high quality pedestrian and bicycle circulation network has been identified as one of the guiding principles of the Area Plan. For this reason, significant emphasis has been given to the development of a network that addresses the many aspects of the pedestrian and bicyclist experience.

Objective 1.1 Develop attractive pedestrian and bicycle routes.

Policies:

1.1.1 Provide a landscape buffer strip between vehicular and pedestrian walkways on streets that do not have a parking lane.

1.1.2 Use special pavement treatments only when feasible and practical. To minimize long term maintenance costs, consider adopting a performance standard which addresses the expectations and usage parameters for special pavement treatments.

1.1.3 Encourage residential developments to design homes that contribute to the pedestrian experience. For example, the front yard should be dominated by porches, windows, and landscaping rather than garage doors and driveways.

1.1.4 Screen parking areas from view. Encourage parking for commercial and industrial developments be located behind the developments. If not feasible, require screening with hedges or hedges and berms.

Objective 1.2 Develop safe pedestrian and bicycle pathways and improve existing conditions wherever feasible.

A basic concern of area residents is the lack of improved pedestrian and bicycle paths, and routes. Currently, vast areas of the southwest have been developed without benefit of such facilities. For example, the only major park, Southwest Community Park, has no pedestrian or bicycle pathways connecting to it. Roadside ditches are also prevalent within the area making pedestrian and bicycle safety an extremely important issue.

Policies:

1.2.1 Encourage school districts to locate new elementary schools so students do not have to cross major streets.

1.2.2 Provide for pedestrian walkways on all major roads and in all highway overcrossing designs.

1.2.3 Develop bikeways in accordance with the Bikeways Master Plan.
1.2.4 Require that a pedestrian/bicycle shoulder lane/path be provided by developers to improve pedestrian and bicycle safety on rural roads which are designated as collector streets on the Future Circulation Network (Figure 7). The shoulder lane/path should be provided for the full length of the street (or at minimum connecting to important local destinations, i.e. schools, parks, and shopping areas).

Objective 1.3 Link pedestrian and bicycle paths to community destinations (such as parks, schools, and shopping areas) and to the surrounding rural countryside trail system and the downtown core area.

Policies:

1.3.1 Require project developers to develop their pedestrian and bicycle circulation system in a broader context than the project itself. The broader context should include neighborhood and community parks, existing and proposed path and trail systems, shopping facilities, schools, clubs, and other community facilities within 1/2 mile.

1.3.2 Develop strong, pedestrian friendly, connections between the neighborhoods in, and around, Community Commons areas. Enhanced connections could be achieved by:
   a) The introduction of a landscaped median strip in major arterials, which would provide a midpoint resting place for pedestrians and would reduce the perception of significant separation;
   b) The development of attractive pedestrian walkways (parkways) which lead or focus pedestrians to appropriate crossings;
   c) The introduction “pedestrian priority” (or shorter phases) for signalized intersections; and
   d) Utilizing a standardized pavement texture called for in policy [CT 1.1.2].

1.3.3 Coordinate with Sonoma County Parks Department regarding potential linkages to the rural countryside. (Also see policy CT-1.4.2).

Objective 1.4 Utilize Colgan and Roseland Creek corridors and the Sebastopol-Santa Rosa railroad corridor for both pedestrian, bicyclist, and possibly equestrian movements.

Policies:

1.4.1 Provide access to the Roseland and Colgan Creek pathways, unless such access is already provided within a reasonable walking distance.

1.4.2 Coordinate with Sonoma County Water Agency and Sonoma County Parks Department to develop use of creek corridors beyond the City’s Urban Boundary.

1.4.3 Extend the Joe Rodota Trail from North Wright Road easterly to Railroad Square. This right-of-way should be considered as a multi-use pathway.
TRANSPORT SERVICES

Existing Transit Services

The Southwest Area is currently served by two transit providers including Santa Rosa's CityBus (Routes 9 & 12) and Sonoma County Transit (Routes 22x and 42). All bus routes converge at the City's Downtown Transit Mall where other routes provide access to other parts of the City and county. Additionally, Golden Gate Transit provides inter-regional service.

In addition to bus services, the southwest area is served by the Northwestern Pacific Railroad which traverses the eastern portion of the study area. The rail line currently provides commercial/freight service.

Future Transit Services

The City maintains both a Long Range and a Short Range Transit Plan. The Short Range Plan is reviewed annually to assure the best level service is provided within the available budget. The Long Range Transit Plan (last updated in 1990) anticipates the need for a bus transfer station within the southwest. Additionally, a more direct route connecting northwest and southwest Santa Rosa is also contemplated. As growth occurs, it is expected that the Transit Plans and the various transit routes will change to provide the best level of service possible, including a transit connection to southeast Santa Rosa.

GOAL CT-2

DEVELOP A TRANSIT NETWORK WHICH SERVES THE SOUTHWEST AND LINKS IT WITH THE REST OF THE CITY, THE COUNTY, AND THE NORTH BAY AREA.

Objective 2.1

Establish a public transit terminal/transfer station within the southwest.

Policies:

2.1.1 Consider locating the public transit terminal/transfer station at the proposed rail transit station discussed in policy CT-3.1.1. Alternatively, the facility may be located within one of the two Community Commons areas identified on the Land Use Diagram.

Objective 2.2

Develop transit routes, and locate transit stops conveniently, to serve the southwest area.

Policies:

2.2.1 Review and update transit routes as part of the City's normal transit review processes to insure the best service possible.

2.2.2 Coordinate transit services with Golden Gate Transit, Sonoma County Transit, the operator of the Northwestern Pacific Railroad, and private transit services such as the airport shuttles and jitney services.
GOAL CT-3 PRESERVE THE NORTHWESTERN PACIFIC RAILROAD CORRIDOR FOR PUBLIC AND COMMERCIAL TRANSPORTATION USES.

Objective 3.1 Utilize the Northwestern Pacific Railroad corridor for public transportation uses and improve its long term viability by designating potential future rail station/stops and intensive land use.

Policies:

3.1.1 Designate a rail transit station at the northwest corner of Bellevue Avenue and the NWP railroad. Additional stops may also be designated as identified on Figure 7A. Precise locations will be determined through the development review process in coordination with the operator of the rail line.

3.1.2 Require a minimum thirty foot setback easement be provided from the centerline of the Northwestern Pacific Railroad right-of-way.

AUTOMOBILE CIRCULATION

While alternate modes of transportation have been discussed in great detail and are an integral part of this plan, it is recognized that automobile transportation will be the primary mode of transport for area residents over the life of the Area Plan.

Extensive efforts have been made to develop a coordinated circulation system which not only protects neighborhoods from undue traffic impacts but also provides for intra-city and to some extent inter-city (e.g. Stony Point Road) circulation needs. It is important to realize that the proposed circulation system is closely tied to the overall land use plan for not only the Southwest Area but also for southeast and northwest Santa Rosa, Rohnert Park, and outlying rural areas.

Existing circulation for the area is framed by Highway 12 to the north, Highway 101 to the east, and the roads which form the Ultimate Urban Boundary to the south and west. Within the study area, north-south arterial streets such as Stony Point Road, Dutton Avenue, and South Wright Road and east-west arterial streets such as Sebastopol Road, Hearn, Bellevue, and Ludwig Avenues, and Todd Road form a grid framework for collector and local streets.

The future circulation network proposes to improve arterial roads and distribute community and regional traffic burdens by extending Northpoint Parkway westerly to S. Wright Road and easterly to the southern section of Dutton Avenue. In addition, two new interchanges, namely: Bellevue/Highway 101 and Fulton-Wright/Highway 12 are proposed to distribute traffic burdens from other interchanges.

In addition to the goals and policies set forth below, the Backbone Infrastructure chapter provides more specific details as to the type and size of
roadway improvements expected to be necessary to serve the area. Furthermore, Appendix B describes a series of intersection improvements that, when combined with the described roadways, will mitigate traffic levels of service to acceptable levels. Phasing of these roadway improvements will also be critical to the overall success of the plan. A Conceptual Roadway Phasing Plan has also been developed and is included within the Backbone Infrastructure chapter (Figure 18).

GOAL CT-4

MINIMIZE TRAFFIC IMPACTS TO RESIDENTIAL NEIGHBORHOODS AND PROVIDE ADEQUATE CIRCULATION FOR BUSINESS AND INDUSTRY NEEDS.

Objective 4.1 Support the timely construction of major roads and circulation improvements (Backbone Circulation Improvements) which minimize impacts to residential neighborhoods and improve vehicular traffic flows to commercial and industrial businesses.

In order protect the integrity of neighborhood streets and to maintain the viability of commercial and industrial areas, timely construction of the major circulation infrastructure improvements will be a necessity. The Future Circulation Network is graphically depicted in Figure 7. An extensive listing of the needed roadway improvements is given in Table 6 of the Backbone Infrastructure chapter. Finally, to assure that these improvements are made within a timely manner a Conceptual Roadway Phasing Plan (Figure 18) and a Financing Plan have also been developed.

Policies:

4.1.1 Coordinate circulation improvements with anticipated development to assure both short and long term impacts to local neighborhood streets are minimized. (Also see Policy BI - 5.1.1)

4.1.2 Develop and maintain the integrity of major circulation routes by minimizing and/or combining access points, and the number of intersections.

4.1.3 Work with local, State, and federal organizations and agencies to facilitate construction of these improvements in conjunction with the needs of the community, City, and region.

Objective 4.2 Require local and minor neighborhood streets to interconnect with one another to provide multiple routes for local traffic.

Most modern day circulation systems are designed and built to convey traffic through a hierarchy of streets. For example, a resident who wishes to go to the neighborhood market leaves their home located on a minor street (possibly a cul-de-sac). From here the resident journeys through local streets to the collector street. The collector street, in turn, leads the resident to an arterial street. The "neighborhood market" is now in sight, however, direct access from the arterial street is not permitted so the resident turns off onto another collector street and then turns into the parking lot serving the "neighborhood market."
This scenario, while laughable, exists in many communities today. It is the product of a suburban automobile society. While the circulation network for the Southwest Area Plan contains a similar hierarchy of streets, there are many differences in the function of the local and minor street network. The Area Plan proposes that these streets will take on a more extensive role in the circulation system. First they will provide for local access to neighborhood and community facilities. Secondly, they will provide multiple routes for local traffic, thereby dispersing it. Finally, the use of local streets for local trips will preserve the integrity of major arterial streets and minimize expenditures for additional lanes that would be necessary if the local traffic burden is added to the regional and community-wide traffic burdens.

Policies:

4.2.1 Utilize street design and layout to protect neighborhoods from through traffic. Introduce design features such as:
   a) Chokers at street intersections and possibly at mid block locations on longer streets;
   b) "T" intersections; and other features as appropriate to the circumstances present or anticipated; and
   c) Utilize undulations (dips and bumps) only when other methods have been unsuccessful.

4.2.2 Minimize use of cul-de-sacs and dead-end streets to distribute the traffic burden throughout the neighborhood rather than concentrating it in just a few locations.
Natural Resource Conservation

INTRODUCTION

The purpose of this chapter is to address the issues related to wetlands and sensitive plants and animals within the area. In particular, the southwest is home to a unique habitat known as a Vernal Pool. A vernal pool occurs when a unique combination of soil, climate, and hydrology are present. Pools form in shallow depressions and gradually dry up during the summer months. These pools provide habitat for three rare and endangered plants, as well as several other plant and animals species of concern. The significance of these resources has become apparent and a national effort is underway to preserve existing habitats, restore modified ones, and attempt to create new ones.

BACKGROUND

The City's General Plan recognizes the need to address the issue of conserving wetlands, vernal pools, and rare plant habitats. The General Plan has specific implementation policies which call for the preparation of a Vernal Pools Master Plan and provide for interim solutions until the Plan is done. The City has coordinated its efforts to prepare the Vernal Pool Master Plan through the Vernal Pool Task Force.

Former U.S. Congressman Frank Riggs convened the Vernal Pool Task Force, a group of federal, state, local agencies (including the City of Santa Rosa), and people representing development, agricultural, and resource conservation interests, for the purpose of preserving vernal pool resources in context of conflicting land uses: urban development, agriculture, and irrigation with reclaimed waste water. The Vernal Pool Task force developed a Memorandum of Understanding which was signed by government agencies involved in the process.

U.S. Congresswoman Lynn Woolsey is continuing the effort. She has pursued federal funding for a preservation plan. The funding will be utilized to collect data and prepare a Vernal Pool Preservation Plan for the greater Santa Rosa plains area.
The objectives of the proposed Vernal Pool Preservation Plan are to:
1. Conserve and protect vernal pools and associated ecosystems;
2. Standardize, to the extent possible and where applicable, development mitigation measures for vernal pools and associated ecosystems; and
3. Integrate, to the extent possible, all applicable legal authorities into one comprehensive program to provide for the long term protection of vernal pools and associated ecosystems.

The Plan would cover an area of the Santa Rosa plain from approximately Windsor to Cotati and from Santa Rosa to Sebastopol. The Southwest Area would be included within the Plan area and would make up approximately 4% of the area to be covered by the Vernal Pool Preservation Plan. The Plan would meet all requirements of a U.S. Army Corps of Engineers general permit issued pursuant to section 404 of the Federal Clean Water Act.

**WETLANDS**

There are approximately 45 acres of wetlands located within 857 acres that make up the 35 land use proposals in the Southwest Area. Of these, approximately 26 acres are proposed to be avoided. The remaining 19 acres represent 2.2% of the land currently proposed for development and are located within 20 different projects. Wetland acreage within these 20 projects range from 0.05 acres on a 3/4 acre site to about 6 acres on a 316 acre site. The project sponsors will have to evaluate whether they wish to:

1. Redesign their projects to avoid wetlands; or
2. Mitigate in accordance with federal and City policies of “no net loss” by seeking permits from the Army Corps of Engineers; and/or
3. Use a combination of avoidance and mitigation.

In addition to the land use proposals discussed above, there are additional 845± acres for which development has not currently been proposed. Development of these areas could increase the acreage of impacted wetlands. Within these 845± acres, approximately 85 acres have been identified as either existing (Broadmoor Acres North) or potential open space (FEMA site) preserve areas.

**SENSITIVE SPECIES**

The Southwest Area is home to two of the three rare and endangered plants listed on December 2, 1991, under the Endangered Species Act⁸. The three plants endemic to seasonal wetlands of the Santa Rosa plain include: Burke’s goldfields (*Lasthenia burkei*), Sonoma sunshine or Baker’s blennosperma (*Blennosperma bakeri*), and Sebastopol meadowfoam (*Limnanthes vinculans*). Two of these species, Sonoma sunshine and Sebastopol meadowfoam have been observed within the Southwest Area. Additionally, two other plants of concern have been observed within the southwest, namely: Douglas’ pogogyne (*Pogogyne douglasii ssp. parviflora*), and Lobb’s aquatic buttercup (*Ranunculus lobbii*).

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⁸ Federal Register, vol. 56, No. 231.
SOUTHWEST AREA PLAN

NATURAL RESOURCE & CONSERVATION

- **Existing Open Space**
- **Potential Open Space** *
- **Additional Areas with Natural Resource Values** *

* Open Space areas shall be further refined through the development review process.

GENERAL LOCATIONS

- **Sebastopol Meadowfoam**
- **Douglas' Pogogyne**
- **Lobb's Aquatic Buttercup**
- **Baker's Blechnopteris "Sonoma Sunshine"**
- **California Tiger Salamander Occurrences**
- **California Linderiella**

Figure 8

June, 1994
No state or federally-listed Threatened or Endangered wildlife species are known to exist within the Southwest Area. Other species, included in various categories of sensitivity, observed within the southwest include: The California lindieriella (Lindieriella occidentalis), California tiger salamander (Ambystoma tigrinum californiense), Great blue heron (Ardea herodias), Great egret (Casmerodius albus), Black shouldered kite (Elanus caerulea), Sharp-shinned hawk (Accipiter striatus), Red-shouldered hawk (Buteo lineatus), Common barn owl (Tyto alba), California gull (Larus californicus), and Loggerhead Shrike (Lanius ludovicianus).

The preceding discussion was not intended to be a comprehensive listing of sensitive species but an overview of the most sensitive species known to exist within the Southwest Area. In fact, many organizations have reported other species of concern within the general vicinity and as such these species could be found within the Southwest Area. Appendices “D” and “E” of the Southwest Area Plan Environmental Impact Report (EIP Associates, April, 1994) provide a more extensive listing of plant and animal species that occur, or are likely to occur, in and around the Southwest Area.

The Natural Resources and Conservation Map (Figure 8) identifies existing and potential open space preserves and general locations for the occurrences of sensitive species.

The following Goals, Objectives, and Policies have been developed to guide development and preservation interests within the southwest.

**NATURAL RESOURCE CONSERVATION GOALS, OBJECTIVES, & POLICIES**

**GOAL NRC-1** PRESERVE, AS PERMANENT OPEN SPACE, AREAS WHICH CONTAIN STATE OR FEDERALLY LISTED RARE AND ENDANGERED SPECIES.

**Objective 1.1** Designate areas with state or federally listed endangered species as permanent open space.

Currently, General Plan Policy [LUR-3d] indicates that the Open Space land use category is a "holding zone" for future development. The discussion states:

"Until a development solution acceptable to all resource protection agencies is determined, the open space designation will minimize development. When the issue is resolved, the City will amend the Land Use Diagram with the appropriate land use classification."

The Area Plan, however, proposes to modify the use of the Open Space designation. Under the Area Plan, areas designated as "open space" will be areas that are to be preserved as such. The new Residential, Low Density/Open Space category fulfills the place of the General Plan Open Space category.
Once final plans have been approved by regulatory agencies, open space designations should be clearly identified on the land use diagram and zoning map. The Area Plan Land Use Diagram currently recognizes approximately 150 acres of open space that have high resource value. Approximately 400 additional acres have been designated as Residential, Low Density/Open Space in recognition of additional resources, of varying degrees of importance, that are present within the southwest.

Policies:

1.1.1 Designate areas with known rare and endangered species as “Open Space” on the Land Use Diagram.

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

1.1.3 Utilize “Open Space” zoning to clearly identify open space preserves on the City zoning map. A specialized Open Space zoning may need to be developed which clearly sets forth the potential uses and/or prohibitions of use within or adjacent to permanent open spaces.

1.1.4 Do not allow permanent open space areas within backyards of proposed new homes. The open space lands should be held by a public agency which has the ability to care and maintain open space lands.

Objective 1.2 **Encourage and assist in the public acquisition of sensitive open space areas.**

*Public control of sensitive open space areas will improve their long term viability by assuring that they are protected and adequately maintained. Development pressures will also be eliminated.*

Policies:

1.2.1 Encourage and assist the Sonoma County Open Space District and/or other entities in obtaining conservation easements or fee title to properties with significant resource value.

1.2.2 Refer development applications, which affect significant open space resources, to the Sonoma County Open Space District and/or other interested entities which may have an interest in purchasing properties or obtaining conservation easements on lands with open space resources.

1.2.3 Encourage voluntary dedications of land to agencies/organizations willing to provide long-term maintenance. Alternatively, secure scenic open space or conservation easements dedicated to the City or another entity with preservation interests.
Objective 1.3 Develop plans for long term maintenance of permanent open spaces.

Open space areas could result in several long term maintenance issues such as removal of high grasses, clean-up of garbage, replacement of protective fencing, and other habitat preservation activities.

Policies:

1.3.1 Assure long term maintenance of open space lands by:
   a) Requiring that an “open space endowment” be established prior to the recordation of a final map; or
   b) Dedicating the remainder property to an agency or organization with the means of maintaining the property.

1.3.2 Disallow “remainder parcels” with wetlands and/or rare and endangered species unless a long range plan for their maintenance is provided.

GOAL NRC-2 CONSERVE WETLAND AREAS

Objective 2.1 Achieve no-net-loss of wetland acreage within the greater Santa Rosa Plain area.

Many of the proposed development sites within the Southwest Area contain relatively marginal, isolated, and small amounts of wetlands without any sensitive species. In many cases, these areas do not provide suitable habitat for rare and endangered or sensitive species because of: a) their small size; b) their isolation from other areas; and c) their marginal quality. As such (and given a reasonable choice) it is likely that project sponsors would choose mitigation over avoidance. In such instances, off-site, in-kind mitigation is usually preferred. Combining the mitigation for these marginal or isolated wetland areas into or adjacent to designated open space preserves could assist in providing more usable habitat for vegetation and wildlife.

Policies:

2.2.1 Utilize existing regulations and procedures, including subdivision, zoning, design review, and environmental regulations to conserve wetlands in accordance with the federal policy of no-net-loss. Mitigation may take the form of: avoidance, clustered development, transfer of development rights, and/or compensatory mitigation such as restoration or creation.

2.2.2 Encourage off-site wetland mitigation be focused within or adjacent to areas identified as open space within the Southwest Area or outside the Urban Boundary where land costs are generally lower.

2.2.3 Continue to work with regulatory agencies in the development of a Vernal Pool Preservation Plan to protect these unique wetland habitats.
GOAL NRC-3  PROTECT BIOLOGICALLY SENSITIVE HABITATS

Objective 3.1  Maintain natural creek sections and where feasible restore modified creeks.

Southwest Santa Rosa contains three creek areas, namely Colgan, Naval, and Roseland Creeks. Colgan Creek is, in large part, an earthen channel. A small reach in the vicinity of Victoria Drive remains within its natural state. Roseland Creek has been enclosed in storm drainage pipes in various sections northeast of McMinn Avenue. Of particular value is a natural reach from McMinn Avenue southwesterly to where the creek has been channelized. The remainder of Roseland Creek is an earthen channel. Naval Creek is a very shallow swale type creek which flows westerly to the Laguna de Santa Rosa. It begins on the Old Naval Air Station property, just west of the southern runway.

Opportunities exist to enhance sections of these creeks. The channelized portion of Roseland Creek southwesterly of Burbank Avenue and Colgan Creek Channel southwesterly of Victoria Drive present the best opportunities for restoration efforts. Enhanced riparian type landscaping and more naturalized creek sections should be considered as development occurs along these channels.

Policies:

3.1.1  Incorporate riparian plant materials in the landscape plans for projects with creek frontage to compliment the natural environment.

3.1.2  Establish the City’s Creekside Setback (Sections 20-05.727-729 of the City Code) as the minimum setback along creeks. Larger setbacks may be appropriate to preserve existing vegetation and wildlife.

3.1.3  Consider restoration efforts with individual projects along the creek or as part of Creeks and Waterways Master Plan proposed under General Plan Policy [OSC-1a].

3.1.4  Continue to stencil storm drain inlets with the message “Don’t Dump/Drains to Creek,” as part of an ongoing volunteer effort.

Objective 3.2  Preserve significant vegetation throughout the southwest.

Policies:

3.2.1  Preserve trees, particularly Oak and other eligible heritage trees, in accordance with the City’s Tree Preservation Ordinance.

3.2.2  Encourage private property owners to request heritage tree designations.

3.2.3  Utilize seed from existing Oak trees in the vicinity as part of the landscaping plans for projects where appropriate.
Objective 3.3  Consider development of a Wetland Habitat Management Plan for Southwest's most valuable and biologically sensitive habitats.

As an alternative to the use of existing procedures, and in the event that the Vernal Pool Preservation Plan does not come to be, consider the development of a local Wetland Habitat Management Plan. A Conceptual Wetlands Management Plan for the Southwest Area\(^9\) has been prepared. This plan identifies areas which can be developed but will result in the loss of wetlands. It also identifies a "Preserve Area" where resource values are generally high and where future mitigation efforts could be focused. New development within the Preserve Area would be very limited. Development rights would be purchased by those mitigating for loss of wetlands in other areas. Another feature of the Plan would be to preserve entire ecosystems rather than just wetlands.

Policies:

3.3.1 Consider working with land owners, and regulatory agencies, in developing a Wetland Habitat Management Plan which results in the best long term solution to preserving both wetlands and their inhabitants.

3.3.2 Encourage compliance with the conceptual approach outlined in the Plan, i.e., focusing off-site wetland mitigation activities to areas within the "Preserve Area" identified in the Conceptual Wetland Habitat Management Plan in the absence of a formally adopted plan.

3.3.3 Consider, as an alternative, working with the Sonoma County Open Space District in acquiring land that could act as both a community separator and as a mitigation bank for wetlands creation.

GOAL NRC-4  ENHANCE THE NATURAL ENVIRONMENT

Objective 4.1  Incorporate native plants into the approval of landscape plans for new development, particularly in areas which are on the fringes of open space areas, along creeks, and along the Ultimate Urban Boundary.

Use of native plant materials will enhance habitat values for wildlife and it will also help improve the relationship between urban development and the surrounding natural environment.

Policies:

4.1.1 Require that the landscape plans for development projects include native plant materials which are well suited to the area.

4.1.2 Establish a list of native plant materials appropriate for the area under varying circumstances and conditions.

\(^9\) Conceptual Wetlands Habitat Management Plan, EIP Associates, September 1993
Housing

INTRODUCTION

The population in southwest Santa Rosa is projected to increase by 24,200 persons. This represents an increase of 171% over the current population. It also represents approximately 58% of the population growth anticipated by the City's General Plan 2010.

Table 2, on the following page, identifies the number and percentage of housing units by density type. The Low Density category represents 56% of the units which are most likely to be developed as single family units. The Medium-Low Density units represent 16% of the total and are likely to be single family attached units such as townhomes, duplexes, triplexes, or very small lot subdivisions. The remaining 28% will be developed as multiple family units. These units will most likely fall into one of two categories, namely, for sale condominiums or rental apartments. It is important to note that this scenario represents the midpoint or assumed average densities within each residential land use category. Additional development could be accommodated particularly within the multiple family categories and within mixed use developments including:

1) Neighborhood and Community Commons areas;
2) Transit stops along the Northwestern Pacific Railroad;
3) Within other land use categories as an auxiliary use (See policy LU-1.3); and
4) Possibly within the Residential, Low Density/Open Space category as a result of clustering development to avoid impacts to natural resources.
Table 2 — Housing units by density type

<table>
<thead>
<tr>
<th></th>
<th>Low Density</th>
<th>Medium-Low Density</th>
<th>Medium Density</th>
<th>Medium High Density</th>
<th>Total DU/Acres</th>
</tr>
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<tbody>
<tr>
<td>DU/Acre (Assumed)</td>
<td>2-8 (5)</td>
<td>8-13 (10)</td>
<td>8-18 (12)</td>
<td>18-30 (25)</td>
<td>N/A</td>
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<tr>
<td>Units</td>
<td>5,376</td>
<td>1,545</td>
<td>1,794</td>
<td>825</td>
<td>9,540</td>
</tr>
<tr>
<td>Acres</td>
<td>887</td>
<td>160</td>
<td>138</td>
<td>23</td>
<td>1,393</td>
</tr>
<tr>
<td>% of Total Units</td>
<td>56%</td>
<td>16%</td>
<td>19%</td>
<td>9%</td>
<td>100%</td>
</tr>
</tbody>
</table>

The Area Plan retains the Homeless Shelter designation identified in the General Plan, however, it should be noted that this type of facility could be located within any land use category (except open space) and possibly could be located in another part of the City. Other residential care facilities could be accommodated as well. These uses, however, are not counted in the overall population assumptions for the area.

The City's Housing Allocation Plan and Growth Management Ordinances will also impact the type of development that will occur within the southwest. The Growth Management Ordinance sets a limit of 1,000 housing units per year. This limit is divided into two reserves. Reserve "A" is for Qualifying Units. Qualifying units are defined as:

1) A for sale, single family, attached or detached dwelling unit on a lot, generally not exceeding 4,000 square feet in area, with
   a) two or fewer bedrooms with a maximum of 900 square feet, or
   b) three bedrooms with a maximum of 1,200 square feet; or
   c) four bedrooms with a maximum of 1,250 square feet, or

2) A multi-family rental unit of any size.

The unused portion of the Reserve "A" units are carried over for use in the next year. Reserve "B" units are market rate units. Any unused Reserve "B" allocations are not carried forward.

The Housing Allocation Ordinance requires that 15% (20% if off site) of the units meet specific low income or "allocated unit" requirements. If 100% Qualifying Units are provided within a project, this requirement is waived. As such, this ordinance encourages the development of Qualifying Units in that provision of these units does not require strict rent or price controls. These units are assumed to be affordable based upon their smaller size.
HOUSING GOALS, OBJECTIVES, & POLICIES

GOAL H-1 DEVELOP A BALANCE OF HOUSING TYPES AND SIZES IN THE SOUTHWEST

Objective 1.1 Encourage integration of different size units, qualifying and market rate units, and different housing types within new developments.

Because the Southwest is expected to accommodate 58% of the City’s future housing growth and because the majority of this development is being directed to meet qualifying unit standards, special attention is needed to assure that a mix of housing types, sizes, and appearances are provided within individual developments.

Policies:

1.1.1 Encourage subdivisions, particularly those over 50 units, to provide homes of varying:
   a) Types: (e.g. both market rate and qualifying);
   b) Mix: (e.g. single family and multiple family). A mix of single family dwellings, duplexes, triplexes, and fourplexes are encouraged, especially within Small Lot Subdivisions;
   c) Sizes: (e.g. different floor plans with different sized units and number of bedrooms); and
   d) Appearances: (e.g. use of more than just a flip-flopped floor plan and different trim color, however, the use of the same floor plan with different building features, e.g. dormers, roof pitches, and siding materials could be acceptable).

1.1.2 Encourage the development of Second Dwelling Units (Granny Units) within new and existing developments in accordance with the City’s Second Dwelling Unit Ordinance.

1.1.3 Utilize the new Medium-low Density land use designation as identified on the Land Use Diagram to improve the overall mix of housing types.

GOAL H-2 ENCOURAGE AFFORDABLE HOUSING UNIT CONSTRUCTION

Objective 2.1 Minimize land costs associated with development of affordable housing.

By allowing housing development within other land use categories such as retail business and service, business park, and office, land costs should be absorbed by the development of these primary land uses. The addition of housing units will serve as an added or bonus land use to a developer. In many instances, parking can be shared and residential uses could serve employees of the business or could be rented or possibly even sold as more affordable units.
Policies:

2.1.1 Encourage the development of housing units as second or third floor uses within other land use categories. These units should be considered as a "bonus intensity" of land use, and therefore, should result in the provision of affordable units.

2.1.2 Require that residential uses be provided in conjunction with the development of Neighborhood and Community Commons areas.

2.1.3 Promote development of affordable housing near transit stations and/or stops that are established along the Northwestern Pacific Railroad corridor.

Objective 2.2  Integrate affordable housing with market rate housing.

The terms "Low-cost" or "Affordable" housing often bring to mind images of sterile, barrack-style development. This image has been exemplified in many projects in the past. Today, there are an increasing number of well designed and thoughtfully conceived affordable housing projects being constructed throughout Sonoma County. Several non-profit organizations which specialize in this type of construction have put forth projects which rival market rate homes in appearance as well as in the development of a sense of neighborhood and community.

Policies:

2.2.1 Integrate affordable units with market rate units. There should be no difference in the exterior appearance of units. Discourage the concentration of rental or affordable units.

2.2.2 Provide a mix of unit sizes within affordable projects to meet the needs of various household sizes.
Historic Preservation

INTRODUCTION

In March of 1991, a Historic Architectural Survey Report was completed for Southwest Santa Rosa\textsuperscript{10}. The survey provides an identification of pre-1946 buildings and structures which included: dating, identification of architectural style, and an evaluation of architectural significance. The information developed from this survey has been incorporated into the City's Cultural Heritage Survey / Historic Properties Inventory for future reference.

The study found 724 properties estimated or known to have been constructed prior to 1946 (approximately 50 years old). Furthermore, the study found that a surprisingly high percentage (53.73\%) of the architectural resources were in excellent or good condition. It was also found that only a small proportion (1.35\%) of the identified resources appear to be individually eligible for the National Register of Historic Places and only 3.36\% of the properties appear to be eligible for any form of historical designation. The study, however, found that a larger number may become individually eligible or eligible as part of a district (5.25\% of all properties, and 13.1\% of all potentially designated properties).

Four districts have already been identified, and nine other districts have been identified as "potentially qualifying" for status as a Historic District. Figure 9 schematically delineates these "identified" and "potential" district locations. Additionally, seven properties are eligible for the National Register of Historic Places and 23 properties are eligible for Local Landmark status. These properties are listed in Tables 2A & 2B. The reader is also referred to the Department of Community Development's Historic Resources Inventory.

\textsuperscript{10} Survey by Dennis El Harris, Ph.D., Consulting Historian and Susan M. Clark, M.A., Research Associate.
### Table 2a

**NATIONAL REGISTER ELIGIBLE PROPERTIES**

<table>
<thead>
<tr>
<th>ADDRESS</th>
<th>ARCHITECTURAL STYLE</th>
<th>APN</th>
<th>YEAR</th>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>980 Dutton Avenue</td>
<td>Queen Anne</td>
<td>125-281-037</td>
<td>1902</td>
<td>Excellent</td>
</tr>
<tr>
<td>983 Dutton Avenue</td>
<td>Queen Anne Farmhouse</td>
<td>125-271-026</td>
<td>1890</td>
<td>Excellent</td>
</tr>
<tr>
<td>107 Sebastopol Road</td>
<td>Queen Anne</td>
<td>010-183-015</td>
<td>1890</td>
<td>Good</td>
</tr>
<tr>
<td>265 Roberts Avenue</td>
<td>Brick Industrial</td>
<td>125-121-011</td>
<td>1921</td>
<td>Good</td>
</tr>
<tr>
<td>1 Sebastopol Road</td>
<td>Feed Mill</td>
<td>010-184-029</td>
<td>1925</td>
<td>Fair</td>
</tr>
<tr>
<td>1558 Sebastopol Road</td>
<td>Craftsman, stone</td>
<td>125-141-001</td>
<td>1939</td>
<td>Good</td>
</tr>
<tr>
<td>1591 Sebastopol Road</td>
<td>Queen Anne</td>
<td>125-081-005</td>
<td>1885</td>
<td>Excellent</td>
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</table>

### Table 2b

**LOCAL LANDMARK ELIGIBLE PROPERTIES**

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<tr>
<th>ADDRESS</th>
<th>ARCHITECTURAL STYLE</th>
<th>APN</th>
<th>YEAR</th>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>523 Avalon Avenue</td>
<td>Minimal Traditional</td>
<td>125-161-013</td>
<td>1940</td>
<td>Good</td>
</tr>
<tr>
<td>126 W. Barham Avenue</td>
<td>Bungalow</td>
<td>125-301-067</td>
<td>1915</td>
<td>Excellent</td>
</tr>
<tr>
<td>55 Barham Avenue</td>
<td>Bungalow</td>
<td>037-101-010</td>
<td>1915</td>
<td>Excellent</td>
</tr>
<tr>
<td>201-3 Barham Avenue</td>
<td>Vernacular Duplex</td>
<td>037-112-023</td>
<td>&lt;1945</td>
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</tr>
<tr>
<td>973 Burbank Avenue</td>
<td>Craftsman Bungalow</td>
<td>125-141-017</td>
<td>1920</td>
<td>Excellent</td>
</tr>
<tr>
<td>1267 Burbank Avenue</td>
<td>Craftsman Bungalow</td>
<td>125-251-001</td>
<td>1920</td>
<td>Good</td>
</tr>
<tr>
<td>228 Carrington Street</td>
<td>Queen Anne w/garage</td>
<td>037-123-008</td>
<td>1915</td>
<td>Excellent</td>
</tr>
<tr>
<td>1084 Dutton Avenue</td>
<td>Queen Anne Farmhouse</td>
<td>125-281-045</td>
<td>1895</td>
<td>Good</td>
</tr>
<tr>
<td>1368 Dutton Avenue</td>
<td>Bungalow</td>
<td>125-600-049</td>
<td>1920</td>
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</tr>
<tr>
<td>2077 Dutton Avenue</td>
<td>Queen Anne</td>
<td>125-493-039</td>
<td>1915</td>
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<td>1917</td>
<td>Excellent</td>
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<td>Bungalow and Barn</td>
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<td>1941</td>
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<td>616 Olive Street</td>
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<td>Good</td>
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<tr>
<td>588 Roseland Avenue</td>
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<td>106 Sebastopol Road</td>
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<td>010-252-039</td>
<td>&lt;1900</td>
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<td>1680 Sebastopol Road</td>
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<td>125-131-011</td>
<td>&lt;1940</td>
<td>Good</td>
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<td>Queen Anne Farmhouse</td>
<td>035-063-004</td>
<td>1910</td>
<td>Excellent</td>
</tr>
<tr>
<td>1760 Stony Point Road</td>
<td>Vernacular residence</td>
<td>125-401-018</td>
<td>1942</td>
<td>Good</td>
</tr>
</tbody>
</table>
HISTORIC PRESERVATION GOALS, OBJECTIVES, & POLICIES

GOAL HP-1  PRESERVE SOUTHWEST SANTA ROSA’S HISTORIC, ARCHITECTURAL, AND CULTURAL HERITAGE.

Objective 1.1  Encourage and assist private property owners in preserving historic and cultural resources.

Once lost, historic and cultural resources can not be replaced. Many of these resources provide unique local ties to the history of Santa Rosa. The opportunities for preserving and protecting Southwest Santa Rosa’s cultural heritage exist and should not be ignored.

Policies:

1.1.1  Utilize the expertise and knowledge of the members of the City’s Cultural Heritage Board in assisting property owners preserve and maintain privately held resources.

1.1.2  Determine if there is interest in designating resources through educational outreach. Work with interested parties in formally designating resources for long term preservation.

1.1.3  Consider the formation of Historic Districts and assure that new development respects significant resources within these districts.

GOAL HP-2  DEVELOP A HISTORICAL MUSEUM AND NATURE CENTER WHICH PRESERVES AND DOCUMENTS THE HISTORY OF THE AREA, IF FINANCIALLY FEASIBLE.

Objective 2.1  Explore and assist interested parties in the development of a Historical Museum/Nature Center.

During the Planning process, the concept of a Museum and Nature Center was discussed in great detail. The Citizens Committee established a vision for such a facility in response to the rapidly changing nature of the area and the significant number of potential resources that could be lost as a result of development. A Museum/Nature Center could provide the opportunities to preserve and educate future generations. The Center could include: 1) a visitor information facility; 2) artifacts, photographs, oral and written accounts of the Old Naval Air Station, Native American and pioneer history and natural resource/environmental history of the area; 3) a “bunker” on the FEMA property; and 4) a “trailhead” for a self-guided history/nature walk. The development of such a facility will take a significant amount of public interest and effort to realize, yet its benefits would be felt for generations to come.
Policies:

2.1.1 Consider locating the Museum and Nature Center within the Community Commons of the Old Naval Air Station, or as part of the new community park in the vicinity of the south runway.

2.1.2 Consider coordinating development of the Museum/Nature Center with a new branch library.

2.1.3 Seek funding for development of the Museum/Nature Center from private sources such as fund raising activities, donations, or possibly from a grant from some institution.
Community Design

INTRODUCTION

The purpose of this chapter is to help determine how southwest Santa Rosa will look in the future; how it will function as a part of the larger community; and ensure that it is an attractive and desirable place to live. Market forces, in conjunction with the thousands of individual development decisions, will affect the appearance of the City's streets, buildings, neighborhoods, and commercial centers, as well as the visual and recreational enjoyment of natural resources such as creeks, vernal pools, and the surrounding hillsides of the Santa Rosa plains.

Community Design goals and objectives will be achieved through established planning and development mechanisms such as zoning, subdivision ordinances, design review, specific design plans, and public facility planning. Each development decision will utilize the General Plan Urban Design Element, the Community Design policies of the Southwest Area Plan, the City's Design Review Guidelines, and the Subdivision Guidelines to make decisions regarding proposed developments. The Community Design Map, Figure 10, illustrates some of the unique areas of concern within southwest Santa Rosa.

The following section provides a brief contextual description of some of the major components of the Area Plan. Special issues related to these components are also described. Following this section are the Goals, Objectives, and Policies which will provide the framework for future decisions regarding the southwest area.

RESIDENTIAL AREAS

Residential land use is the predominant land use under the Area Plan. As such, residential projects will play a major role in determining the visual character of the southwest community. Many factors will influence the design of residential projects, including: 1) affordable housing requirements; 2) zoning and subdivision layout; 3) environmental consid-
erations; 4) integration with surrounding developments; and 5) the desire to both protect existing neighborhoods and create new ones of which the City can be proud. Designing new residential projects which effectively respond to these factors will be especially challenging.

STREETS

The amount of land devoted to streets is second only to the amount of land used for residential development. The importance of streets as integral design elements are nonetheless often overlooked. Streets can serve several purposes besides conveying traffic. Streets can form neighborhood boundaries; define rural and urban edges; and provide a realm for public interaction.

COMMUNITY/NEIGHBORHOOD COMMONS

The General Plan has envisioned the need for two additional community shopping areas and several neighborhood centers. Early in the public review process, the sole purpose of these centers as shopping facilities was questioned. A retail market analysis was also performed. This study indicated that a limited amount of retail space could be accommodated within the southwest. As a result, a broader definition was sought. The terms Community Commons and Neighborhood Commons were developed to reflect a true community/neighborhood nature which was desired for the area. These facilities are expected to include additional uses beyond the traditional retail commercial uses found in many community shopping centers. These “non-traditional” uses include such things as: commercial recreation and entertainment enterprises (theaters, fitness centers, and public/quasi public uses such as a library, child care centers, and community meeting rooms). The definition for these commons facilities is also intended to foster community and neighborhood identity. In addition to the two new Community Commons areas proposed by the Plan, the revitalization of the Roseland Village Center as a third Community Commons is also proposed.

BUSINESS PARK & INDUSTRIAL AREAS

There are several commercial, business, and industrial park areas within the southwest. Many of these areas are largely developed. New development will generally consist of infill projects. In some areas, however, the interface between these uses and residential uses will be an issue.

OPEN SPACES & PARKS

Large areas of open space will likely result in response to the need to protect wetlands and sensitive species that occur within the southwest. The interface of these areas with developed areas will require special attention. Barriers will need to designed which effectively preclude human disruptions, while allowing animals to migrate unobstructed from one open space area to another. Landscaping will be another key element in the transition of open areas to developed areas.

SCENIC ROADWAYS & PARKWAYS

The General Plan identifies both Highway 12 and U.S. Highway 101 as scenic roads. This chapter provides policies which address the visual appearance of these areas as they relate to anticipated developments along them. Additionally, the Plan encourages coordination with CalTrans in the development of a landscape theme appropriate to Highway 12’s designation as the Luther Burbank Memorial Highway.
Within the study area, several landscaped parkways are proposed. These parkways will serve to unify the area and provide a sense of place. The designation of certain street trees on collector and arterial streets is also proposed.

ENTRYWAYS & URBAN EDGES

The Community Design Map identifies the Wright/Fulton-Highway 12 interchange and the Stony Point-Bellevue/Ludwig area as entries to the City. These areas are proposed for special design consideration as they will impact a traveler's perception of the City. A specialized treatment is also proposed along the Urban Boundary to provide an appropriate transition to the Urban Boundary and open countryside as called for by General Plan Policy [UD-1a].

COMMUNITY DESIGN GOALS, OBJECTIVES, & POLICIES

GOAL CD-1 RESPECT THE SCALE AND CHARACTER OF EXISTING NEIGHBORHOODS.

Objective 1.1 All developments should be designed to relate to the design and scale of existing neighborhoods.

The southwest contains many established neighborhoods. Some neighborhoods such as South Olive Park, Hughes/Sunset Area, Dutton Avenue, and Goodman Avenue are of a historic nature in that many of the homes were constructed approximately 50+ years ago. Other neighborhood areas such as the side streets off of West Avenue and areas such as Victoria Drive or West Hearn Avenue share many commonalities such as their age, scale, and to some extent their mature landscaping, which establish their unique character. Preserving the character of existing neighborhoods provides a sense of stability and maintains the identity of the neighborhood. These features are extremely important to the well being of existing neighborhoods.

Policies:

1.1.1 Respect the scale and character of existing development. For example, building height, roof forms, and massing should be similar to existing buildings in the neighborhood.

1.1.2 Utilize the low density infill bonus policy of the General Plan only if the scale and character of the neighborhood is maintained.

1.1.3 Encourage a variety of architecture. The design of new buildings need not mimic existing architectural designs but should be compatible in general mass and form.
Objective 1.2  Integrate all new developments with existing and proposed neighborhoods.

The success of the Southwest Area Plan depends on the integration of existing neighborhoods with newer neighborhoods. The integration concept applies foremost with regard to pedestrian and bicycle connections, but also applies to the use of building massing to achieve transitions from lower density/intensity uses to high density/intensity uses.

Policies:

1.2.1  Minimize the use of "walls" that surround neighborhoods.

1.2.2  Encourage the use of inter-connecting roads within and between projects. Minimize the use of cul-de-sacs and dead-end streets.

1.2.3  Require pedestrian connections to surrounding developments, where feasible and appropriate.

1.2.4  Use proportionate massing to provide appropriate transition between one/two story and three/four story buildings. For example, use smaller building masses near existing smaller massed buildings and locate larger building masses towards the center of the site and away from smaller masses.

*Illustration #1  – Transitional Massing*

![Illustration of Transitional Massing](Image)
GOAL CD-2 PROVIDE FOR AN APPROPRIATE TRANSITION FROM THE COUNTRYSIDE TO THE CITY.

Objective 2.1 Develop appropriate entries or gateways to the City in the locations identified on the Community Design Map.

Defining a sense of place is an important goal of both the City General Plan and the Southwest Area Plan. The General Plan identifies Stony Point Road as an area which should express a strong sense of urban landscape. Fulton/Wright Road at Highway 12 is also identified as a major City entry. Landscaping and special entry treatments are suggested to provide a simple, yet distinguished statement to mark these entries of the City.

Policies:

2.1.1 Utilize landscape materials, low walls, and special lighting to announce entry to the City. The entry concept could be similar to the treatment utilized at the entry to Northpoint Business Park.

2.1.2 Include a landscaped median and a double row of street trees along Stony Point Road from Ludwig Avenue to Northpoint Parkway as part of the southern entry statement. Where residential uses occur along the roadway, utilize a heavily planted berm to minimize height and visibility of the soundwall. Plantings should be sufficient to screen 80% of the soundwall within 5 years.

Illustration #2 - Stony Point Road Section

* The sidewalk and bike lane could be combined into a multi-use ten foot wide pathway behind the planter strip
2.1.3 Work with CalTrans to assure that ample landscaping is included as part of freeway projects. (Also see Policy 6.1.1).

2.1.4 Provide a visually interesting texture/treatment in the design of the Wright/Fulton -Highway 12 interchange. Introduce other features such as landscaping which reduces the perceived scale and overall mass of the bridge structure and enhances the transition from urban Santa Rosa to the rural countryside.

Objective 2.2 Provide an appropriate transition to the Urban Boundary.

The Urban Boundary presents a unique design challenge. General Plan Policy [UD-1a] states:

"Review development projects to ensure: 1) termination of urban development at the Ultimate Urban Boundary; 2) appropriate transition to the Urban Boundary and open countryside; and 3) views and access to the countryside."

The Urban Boundary within the southwest, unlike any other quadrant of the City, is defined by existing roadways. On one side of the road, urban level development is expected, while on the other side a broad variety of uses including businesses, rural residences, and agricultural uses exist. No significant changes are anticipated for the edge which is outside of the urban boundary which severely limits opportunities for visual enhancement. The following policies have been developed to provide an appropriate transition to the countryside.

Policy:

2.2.1 Design the streetscape along the Urban Boundary as complete or integral unit. The streetscape shall provide an appropriate transition between urban development on the inside of the Urban Boundary and the roadway. Views and vistas into open space areas along the Urban Boundary are encouraged. The following streetscape solution is proposed:

a) Use of a standard street tree Red Horse Chestnut (Aesculus Carnea) to unify this edge;
b) Use of a coordinated landscape palette (accent trees, shrubs, and groundcover) which further distinguishes this edge;
c) Establish a minimum 20 foot landscaped setback from inside of the sidewalk or multi-use pathway;
d) Prevent the "walled-off look" by minimizing the use of soundwalls (See Objective CD-7.1) and by assuring that landscaping matures in a reasonable period of time;
e) Maintain views of significant open space areas within the urban boundary by increasing the spacing between street trees or omitting some of the trees;
f) Evaluate the performance of landscape materials and substitute new species should certain species not perform as expected;
g) Do not preclude the lower end of the Residential, Low Density, density range (2 units/acre) as a means of providing an appropriate transition to the countryside and variation in the minimum setback discussed in item “c” above.

Illustration #3 – Streetscape along Urban boundary

GOAL CD-3 PROTECT, AND WHERE FEASIBLE, RESTORE NATURAL VISUAL RESOURCES SUCH AS CREEKS, HERITAGE TREES, AND HISTORIC BUILDINGS.

Objective 3.1 Encourage the preservation of natural site amenities and features, as well as cultural and historic resources on individual parcels and/or projects.

Policies:

3.1.1 Cluster new development to preserve visual resources. Orient new development to take advantage of visual resources.

3.1.2 Utilize the City’s Creekside Setback Ordinance and preserve creeks and their natural vegetation. Enhance the visual appearance of frontages with riparian and other native plantings.

GOAL CD-4 IMPROVE, AND WHERE APPROPRIATE, MAINTAIN THE VISUAL APPEARANCE OF THE EXISTING COMMUNITY.

Objective 4.1 Enhance the visual appearance of the eastern portion of Sebastopol Road.

Revitalization of the Sebastopol Road corridor, including the Roseland Village Shopping Center, is a key element in improving the overall character and perception of Southwest Santa Rosa. It is recognized that hazardous materials contamination within the area has stifled efforts to
improve roads and underground utilities, however, several intermediate steps could be taken in conjunction with the long term efforts anticipated to be necessary for revitalization of the area.

Policies:

4.1.1 Encourage, and where possible assist, the County in completing the public improvements along Sebastopol Road east of Stony Point Road.

4.1.2 Continue the use of the Sycamore tree along Sebastopol Road. Where feasible, incorporate native shrubs and accent trees within the streetscape and “front yard” landscaping.

4.1.3 Encourage the County to develop a sign program which requires sign clustering and smaller more attractive signs. Strictly enforce the adopted sign program.

4.1.4 Screen parking areas from view by ensuring that ample landscaping is provided. Encouraging that large parking areas be divided into smaller lots. These smaller lots could be established through use of landscaping and building locations. Some or all of the parking could be located behind buildings.

4.1.5 Require exterior storage uses to be set back from Sebastopol Road and Highway 12 and that the setback areas be heavily landscaped.

4.1.6 Uses which involve outdoor displays, such as vehicular sales and rental equipment yards, shall be discouraged from locating in this area as they are incompatible with Community Design goals and objectives.

GOAL CD-5: **INSURE THAT NEW DEVELOPMENT HELPS DEFINE A SENSE OF PLACE.**

Objective 5.1 Develop Community and Neighborhood Commons, as well as public facilities (such as schools), as community focal points.

As in other parts of the City, Community and Neighborhood Centers often create a sense of place. Town and Country, Rosewood, and Montgomery Villages are all examples of unique centers which provide a sense of place. In fact, General Plan Policy [UD-1e] envisions the need to establish visual focal points at community centers within the southwest. New development, and possibly redevelopment, provides the opportunity to create new and desirable community focal points for the southwest.

Policy:

5.1.1 Give special attention to the design of community focal points. The overall design should be reflective of its location by providing a unique sense of place and should include the following elements:
a) An overall architectural uniqueness including a superior design and quality building materials. Use of architectural features such as: pitched roof elements, towers, and variety in massing are encouraged.

b) A cohesiveness in the design of the overall project including the integration of pedestrian and bicycle circulation. Features such as: pedestrian arcades, pathways connecting buildings and parking areas; bicycle facilities; and a coordinated signage program are expected.

c) Other design features such as: courtyards, common gathering areas, and other community oriented places are encouraged as part of the overall design for such facilities.

d) Provision of ample, screened, storage space is required for shopping carts, pallets, crates, and boxes (where applicable) and for trash/recycling collection in all cases.

e) Whenever possible, projects should be designed with buildings adjacent to the public right-of-way with parking in back or along side of buildings. In particular, large parking lots between the public right-of-way and buildings are discouraged.

Objective 5.2  Encourage special lighting treatments to establish sense of place and create diversity in the environment.

Policy:

5.2.1 Encourage use of special lighting treatments to create areas of special interest in such places as:

a) City entries;

b) Community and Neighborhood Commons; and

c) On privately maintained streets or developments.

Objective 5.3  Design the landscape of a street and the streetscape, as a complete unit.

The amount of land devoted to streets is second only to the amount of land devoted to single family residential development, yet little attention is given to the overall appearance of streets. Streets, particularly low volume ones, serve not only to convey neighborhood traffic but also serve as places for recreation (e.g. basketball hoops) and neighborhood interaction.

In the past, a few attempts have been made to address the overall appearance of streets. Usually this has been done on major streets (through the selection of street trees and/or parkway treatments); within special areas such as in the Downtown (through a Design Plan); or as part of a Planned Community type zoning (utilized in the Northpoint/Corporate Center Business Parks). In many instances, however, the appearance of City streets are left to chance. The results are predictably mixed, particularly when
development occurs over a number of years. To address this, the Area Plan proposes several policies to improve the overall appearance of streets, promote neighborhood interaction, and improve the livability of neighborhoods.

Policies:

5.3.1 Design all developments in the context of the street(s) on which they are located and the anticipated ultimate configuration of the entire streetscape, e.g., width of street, street tree type, continuity of overall design and transition from one development to the next.

5.3.2 Require that new residential subdivisions implement at least two of the following suggestions, unless it can be demonstrated that other designs achieve the goal of creating a pedestrian-oriented atmosphere:
   a) The provision of a front porch;
   b) The placement of the required covered parking behind the home, or at least behind the entry/living area of the unit. In these instances a reduced front yard setback may be considered appropriate;
   c) Reducing the overall dominance of garages by utilizing single car garage doors and limiting the overall width of the garage to no more than 50% of the lot width; and
   d) The provision of duplexes on corner lots to improve the pedestrian experience on all street frontages.

5.3.3 Consider the use of special pavement texture at important pedestrian crossings, such as those leading to the Neighborhood or Community Commons Areas, schools, or other public buildings. To minimize long term maintenance costs, consider adopting a performance standard which addresses the expectations and usage parameters for special pavement treatments.

5.3.4 Consider the use of chokers at local street intersections and at mid-block locations on collector type streets to provide variety and visual interest in the streetscape and reduce pedestrian crossing distances.

Illustration #4 – Choker
5.3.5 Include landscaped parkway strips and medians in the design of Northpoint Parkway extensions and the southern section of Stony Point Road. Other roads identified as Landscaped Parkways & Street Corridors on Figure 10 (Community Design Map) may also be considered as landscaped parkways, however, long term maintenance costs should be addressed up front through the establishment of a “maintenance endowment”.

5.3.6 Utilize evergreen trees, shrubs, and groundcovers at the intersections along Northpoint Parkway to continue the established design treatment.

5.3.7 Use of an accent or alternate street trees at intersections may also be permitted.

**Illustration #5 – landscaped parkway**

![Image of landscaped parkway]

**Table 3 – Street Trees**

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Tree Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellevue Avenue</td>
<td>Red Horse Chestnut (AESCULUS Carnea)</td>
</tr>
<tr>
<td>Burbank Avenue</td>
<td>Japanese Pagoda Tree (SOPHORA japonica)</td>
</tr>
<tr>
<td>Corporate Center Pkwy.</td>
<td>Sycamore (PLATANUS acerifolia ‘Bloodgood’)</td>
</tr>
<tr>
<td>Dutton Avenue</td>
<td>European Hackberry (CELTIS australis)</td>
</tr>
<tr>
<td>Fresno Avenue</td>
<td>Maple (ACER rubrum ‘Scanlon Red’)</td>
</tr>
<tr>
<td>Hearn Avenue</td>
<td>Chinese Pistache (PISTACIA chinensis)</td>
</tr>
<tr>
<td>Juniper Avenue</td>
<td>Red Horse Chestnut (AESCULUS Carnea)</td>
</tr>
<tr>
<td>Ludwig Avenue</td>
<td>Red Horse Chestnut (AESCULUS Carnea)</td>
</tr>
<tr>
<td>Moorland Avenue</td>
<td>Purple Robe Locust (ROBINIA pseudoacacia ‘Purple Robe')</td>
</tr>
<tr>
<td>Northpoint Parkway</td>
<td>Sycamore (PLATANUS acerifolia ‘Bloodgood’)</td>
</tr>
<tr>
<td>Sebastopol Road</td>
<td>Sycamore (PLATANUS acerifolia ‘Bloodgood’)</td>
</tr>
<tr>
<td>South Dutton Avenue</td>
<td>Goldenrain Tree (KOELREUTERIA paniculata)</td>
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<td>South Wright Road</td>
<td>Red Horse Chestnut (AESCULUS Carnea)</td>
</tr>
<tr>
<td>Stony Point Road</td>
<td>Sycamore (PLATANUS acerifolia ‘Bloodgood’)</td>
</tr>
<tr>
<td>Yuba Drive</td>
<td>Purple Robe Locust (ROBINIA pseudoacacia ‘Purple Robe')</td>
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</tbody>
</table>
5.3.8 Street trees shall be required. New street trees shall be selected from the approved City Street Tree list which corresponds to the type of street (e.g. Minor, Collector, Major) unless a special street tree is designated in Table 3.

Objective 5.4 Provide increased shade cover in parking lots.

Parking lots occupy significant amounts of land. A significant amount of time is spent within them and an even greater amount of energy is spent on cooling cars left in the sun, as well as adjacent to buildings as a result of reflected heat. Shaded parking stalls are always the first to go, unless bird or tree droppings become an issue.

Policies:

5.4.1 Provide enough trees arranged in such a fashion, so that 50% of a parking lot area will be provided with shade after 15 years worth of tree growth.

5.4.2 Select trees which do not drop fruit, have a tendency to drip on cars, or attract large bird populations. Trees should also be pollution tolerant. Work with the Recreation and Parks Department to establish a list of trees which meet these criteria. Periodically, update and revise the tree list based upon local experiences.

GOAL CD-6: MAINTAIN, AND WHERE APPROPRIATE, IMPROVE THE VISUAL QUALITY OF THE HIGHWAY 101 AND HIGHWAY 12 SCENIC CORRIDORS.

The General Plan identifies Highways 12 and 101 as scenic roadways. In the greater context of the county in which these roads exist, their visual form varies widely. Residential, commercial, industrial, and agricultural uses all have frontage along these corridors presenting a unique challenge in dealing with uses along it. Non-residential uses generally desire visibility, however, their appearance tends to be flamboyant to attract attention. Residential uses, on the other hand require shelter from the noise impacts that are generated by vehicular traffic along these corridors. The following policies are intended to provide guidance in the review of new projects or uses along these corridors and result in the need for soundwalls. The overall goal is to improve the visual impression of the City, provide vistas into the City where appropriate, and promote design solutions which provide visually attractive solutions where noise sensitive land uses exist.

Objective 6.1 Develop projects along Highways 12 and 101 in accordance with the following design criteria:

Policies:

6.1.1 Observe a building setback of a minimum of 20 feet minimum from CalTrans property line (edge of right-of-way). The setback shall be
increased based upon a constant ratio defined by a 24 degree line from the property line to a maximum building height of 35 feet at 78 feet from the property line. Figure 11 illustrates this setback requirement.

6.1.2 Landscape the setback with plant materials which enhance the appearance of the scenic corridor and screen areas of development, particularly outside storage uses and sound walls.

6.1.3 Provide an attractive solution to mitigate traffic noise for residential projects. Utilize such features as:
   a) earthen berms;
   b) architecturally pleasing sound walls; and
   c) significant landscaping, including vines for walls.

6.1.4 Avoid the “walled-off-look” and the appearance of a wall of buildings behind the sound wall by encouraging the use of one story homes or homes which appear to be one story as they are seen from the highways.

Objective 6.2 Utilize other creative solutions to enhance the visual appearance of highway corridors.

Policies:

6.2.1 Work with CalTrans to develop State Highway 12 (The Luther Burbank Memorial Highway) with an appropriate landscape theme which recognizes Burbank’s contribution to the community.

6.2.2 Coordinate landscape projects with highway improvements to ensure that highway corridors are attractive.

6.2.3 Provide a visually interesting texture/treatment in the design of the Wright/Fulton -Highway 12 interchange. Introduce other features, such as landscaping, which reduces the perceived scale and overall mass of the structure and enhances the transition from urban Santa Rosa to the rural countryside.
6.2.4 Ensure that soundwalls are attractive in their design. Ensure that landscaping will mature within 5 years. Utilize drought tolerant species and consider planting vines as a deterrent to graffiti.

**GOAL CD-7 PROVIDE ATTRACTIVE NOISE MITIGATION SOLUTIONS.**

The noise section of the Southwest Area Plan Environmental Impact Report (Table 3.2.5-5) identifies noise contours from the centerline of major roadways. In particular, residential uses along these roadways will be impacted.

It is a common misconception that landscaping serves as mitigation for noise impacts. In fact, what really mitigates noise is mass. For this reason, solid objects such as masonry, concrete, and other similar materials are used to build noise barriers. Landscaping, on the other hand, serves a psychological purpose. It hides or blocks view of the noise sources and sometimes those massive barriers we call soundwalls. For this reason, landscaping is a critical component in the overall solution.

The objectives and policies which follow attempt to address two issues, namely: 1) where soundwalls should be avoided; and 2) when they are necessary what should be done to assure that they are not the dominate feature in the landscape.

**Objective 7.1 Avoid the use of soundwalls on collector streets.**

Many collector streets will be subjected to significant traffic flows and resultant noise impacts. The purpose of the following policies is to suggest solutions which will result in minimizing the need for soundwalls along these streets.

**Policy:**

**7.1.1 Utilize a combination of the following features to minimize noise impacts:**

a) Increased setbacks;

b) Berms;

c) Locating sleeping areas, living spaces, and usable outdoor yards as far away from the roadway as feasible; and

d) Locating garages, accessory buildings, and other non living areas of the home as sound buffers for sleeping areas and indoor and outdoor living areas.

**Objective 7.2 Utilize a uniform, well designed treatment to mitigate noise on major traffic corridors where soundwalls will be necessary.**

The use of soundwalls does not have to result in a sterile and unpleasant environment. The following policies are intended to provide assurance that when soundwalls are used that they are: attractive; coordinated with adjacent developments along a roadway corridor; and that they do not set off or isolate neighborhoods.
Policies:

7.2.1 Along major roadway corridors such as: Stony Point Road, Northpoint Parkway (east of Stony Point); and Bellevue Avenue (west of Colgan Creek), where residential uses are proposed, utilize a unified noise mitigation treatment in accordance with the illustration below.

7.2.2 Utilize a standardized landscape treatment along each roadway corridor to provide an attractive and unified appearance.

7.2.3 Develop and utilize a uniform building material, color, and design for each roadway soundwall. Avoid the use of individual or different treatments for each project along the roadway.

Illustration #6 - Noise Treatment Along Major Streets

GOAL CD-8 IMPROVE THE VISUAL APPEARANCE OF THE NORTHWESTERN PACIFIC RAILROAD CORRIDOR.

Objective 8.1 Screen outdoor storage uses. Provide privacy for residential uses and improve the visual experience for passengers along the corridor.

Policies:

8.1.1 Avoid use of soundwalls wherever feasible. If soundwalls are required, ensure that they are attractive and that ample landscaping is provided adjacent to the wall. In particular, vines should be planted to deter graffiti.

8.1.2 Require landscaping along the rail corridor.
INTRODUCTION

The primary purpose of this chapter is to supplement the General Plan Safety Element as it relates to hazardous materials contamination and drainage issues in the southwest area. The provision of police and fire services are addressed within the Community Services and Facilities chapter. Pedestrian safety policies are addressed within the Circulation and Transportation chapter. Finally, this chapter addresses one additional issue described simply as "Eliminating possible confusion between Dutton Avenue and South Dutton Avenue as it relates to emergency vehicle response time".

HAZARDOUS MATERIALS & THE REGULATORY FRAMEWORK

In accordance with the California State Department of Health Services, a hazardous material or waste is defined as a substance or combination of substances that, because of its quantity, concentration, physical, chemical or infectious characteristics, may pose or contribute to an increase in illness or mortality, or create a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of or managed.

Hazardous materials may include, but are not limited to, substances ranging from heavy metals to volatile organics, asbestos to radioactive wastes, alkaline to base solutions, and pesticides to household cleaners.

Since 1986, the Hazardous Materials Section of the Sonoma County Public Health Department has had regulatory authority over underground storage tanks pursuant to the Sonoma County Hazardous Materials Program and State Proposition 65 for reporting of hazardous materials exposure and releases. The County Department of Fire Services (within unincorporated areas) or the City Fire Department (for incorporated areas) has the responsibility for above-ground hazardous materials
storage and submittal of business plans which include an inventory of these substances. The Regional Water Quality Control Board has jurisdiction over water quality which includes incidence of groundwater contamination.

The Goals, objectives, and policies which follow set forth the City's obligations with regard to safety issues within the southwest.

SAFETY GOALS, OBJECTIVES, & POLICIES

GOAL S-1 MINIMIZE HEALTH DANGERS FROM CONTAMINATED OR POTENTIALLY CONTAMINATED GROUNDWATER

As significant portions of the Southwest Area are within zones identified as "Potential Problem Areas" on Figure 3.1.8-4 of the Southwest Santa Rosa Environmental Impact Report, it is appropriate for the Area Plan to address how health risks can be minimized or avoided. The following objectives and policies address the issues of contaminated and potentially contaminated groundwater.

Objective 1.1 Minimize the potential for human health risks associated with the use of groundwater for potable sources.

Policies:

1.1.1 Potable water for all future development in the study area shall be supplied by the municipal water system.

1.1.2 Encourage existing uses to connect to the municipal water system to avoid potential human health risks. Alternatively, existing groundwater users should have their water quality periodically investigated for industrial wastes (chlorinated solvents, petroleum products, and metals, etc... as appropriate) in addition to routine bacteriological analysis.

Objective 1.2 Prevent the spread of groundwater contamination.

Groundwater contamination can spread rapidly along utility trenches and impact previously "clean" areas. This, in turn, can cause the need for additional clean-up efforts as well as increase the cost burdens to the public. By taking certain precautions, even in fringe areas where contamination is currently not found, the spread of groundwater contamination can be prevented.

Policies:

1.2.1 When undergrounding utilities in potential problem areas incorporate measures which reduce, minimize, and ideally prevent, migration of contaminated groundwater. Such measures could include, but are not limited to:

   a) Installation of utilities above ground where feasible;
   b) Replacing excavated soils with soils of a lower permeability;
c) Installation of barriers within utility trenches;
d) Lining storm drains and sanitary sewers to prevent infiltration.

1.2.2 Discourage the construction of new wells which may act to spread or
draw contaminated groundwater.

Objective 1.3 Minimize, and where feasible, avoid exposure of construction crews to
hazardous materials.

Where work will be performed within the City’s jurisdiction and/or supervision it
will be prudent to require the development of safety measures which reduce the
risks associated with potential exposure to hazardous materials as they relate to
construction activities.

Policy:

1.3.1 Develop a Health and Safety Measures Plan tailored to project needs.
Such measures could include but are not limited to:
   a) Health and safety training for all workers and supervisory person-
   nel; and
   b) Use of protective equipment/clothing; and
   c) Dust suppression measures.

GOAL S-2 ELIMINATE EXISTING HAZARDOUS SITES AND PREVENT
NEW HAZARDOUS SITES FROM FORMING.

Objective 2.1 Identify and remediate existing hazardous sites.

While it is not solely the responsibility of the City to identify or remediate
hazardous sites, the City will be involved through the development and environ-
mental review processes. Furthermore, the City can provide assistance by
sharing information with other regulatory agencies, expediting permit approvals
for remediation projects and restricting development on sites, or those portions of
larger sites, which have documented hazardous materials.

Policies:

2.1.1 Continue to work cooperatively with responsible agencies to identify
toxic hazards and establish remediation programs.

2.1.2 Expedite planning and building permit approvals for remediation
projects.

2.1.3 Restrict development on sites with documented hazardous materials,
where such materials present a health risk, until such time as a
remediation plan has been approved by regulatory agencies and funding
for the remediation effort is assured.
Objective 2.2 Prevent the formation of new hazardous sites.

The City can play an important role in preventing the formation of new hazardous sites. For instance, the Fire Department has a responsibility for above-ground hazardous materials storage and submittal of business plans which include an inventory of these substances.

Policies:

2.2.1 Utilize the existing regulatory mechanisms to prevent the formation of new hazards.

2.2.2 Continue to educate and inform the public regarding disposal of household hazardous wastes, and impacts resulting from contamination entering the storm drainage system. Such efforts could include:
   a) Publications identifying proper disposal procedures; and
   b) Identification of appropriate disposal sites; and
   c) Continue efforts in stenciling storm drains; and
   d) Promoting recycling alternatives.

DRAINAGE

In general, the southwest area suffers from poor drainage as a result the low permeability of soils and as a result of significant development without significant drainage improvements. A great deal of development occurred prior to the realization of the cumulative drainage impacts associated with the development. Sonoma County Water Agency (SCWA) has been providing master planning, design, and construction supervision for storm drain channel and conduit improvements for many years.

The City in preparing the Backbone Infrastructure plans for this Plan has taken a cooperative and comprehensive approach to develop a Storm Drainage Master Plan for Southwest. The development community, through their private sector engineers, has assisted by conducting detailed drainage studies to establish base conditions and evaluate long term needs. The Sonoma County Water Agency (SCWA) staff has assisted by reviewing the work submitted by the private sector engineers to assure that the analyses are in keeping with the Agency’ design criteria and meet the needs of the larger tributary area for which the studies were done.

As a result, a series of drainage improvements were compiled. These improvements are described in greater detail on Figure 17 and Table 7. For those areas where private sector engineering resources were available, more detailed projects have been developed. In some areas the SCWA has devised preliminary plans for drainage improvements. In the remaining areas City staff has conceptually identified drainage improvements that will require more detailed engineering to verify precise locations and sizes.
In general, a significant number of improvements are proposed. Most of these improvements will be funded by private developments, while those portions within planned major roadways will be funded by the Backbone Infrastructure Financing Program. Additionally, some Zone 1A funds will be available through SCWA to assist with improvements in existing areas. Finally, it should be noted that in some instances, private projects will intercept drainage flows and improve current “downhill” drainage problems experienced in some areas.

GOAL S-3: MINIMIZE FLOODING AND POOR DRAINAGE

Objective 3.1 Install drainage improvements as needed in coordination with new development and as a retrofit to existing developed areas.

In many cases, improvements made to serve one project will be designed to accommodate additional flows which are currently intercepted by the project site. These flows will be distributed to appropriate downstream facilities. In many cases, these improvements will also improve “downhill” drainage by intercepting flows that would have normally entered “downhill” properties. Natural features such as open space preserves could also be used to reduce down stream flooding during peak flow periods.

Policies:

3.1.1 Utilize open space areas to retain or store storm water run off and prevent down stream flooding as well as flooding of developed areas, where feasible.

3.1.2 Continue to work cooperatively with the Sonoma County Water Agency and the development community in the development of storm drainage improvements.

3.1.3 Insure adequate improvements are in place to convey storm water run off from new development.

EMERGENCY VEHICLE RESPONSES To avoid any possible confusion between Dutton and South Dutton Avenues as it relates to emergency vehicle response time, it is proposed that South Dutton Avenue (located west of Dutton Avenue) be renamed.

GOAL S-4 IMPROVE LONG TERM SAFETY FOR RESIDENTS OF SOUTH DUTTON AVENUE.

Objective 4.1 To avoid any possible confusion with Dutton Avenue (particularly for emergency vehicles) rename South Dutton Avenue upon annexation to the City.
Policy:

4.1.1 Work with area residents and local historians to find a new name for South Dutton Avenue.
Community Services and Facilities

INTRODUCTION

The purpose of this chapter is to plan for a variety of public service needs, including parks and recreation, school facilities, child care, libraries, police and fire protection, garbage removal and recycling services. Water, storm drainage, sanitary sewer, and reclaimed wastewater, as services, are discussed in the Backbone Infrastructure chapter which follows this chapter.

COMMUNITY SERVICES AND FACILITIES GOALS, OBJECTIVES, & POLICIES

RECREATION & PARKS

Currently, southwest Santa Rosa has one Community Park (Southwest Community Park) and one neighborhood park (South Davis Neighborhood Park). A third one acre joint use park has been approved on a portion of the Lawerence Cook School site. These parks provide approximately 21 acres of park land for an estimated population of approximately 14,200 people. This translates into approximately 1.5 acres of park land per thousand residents. The area does contain several schools, however, these facilities do not count towards meeting the park standards established by the City General Plan.

The City General Plan establishes a standard of approximately six acres of park and open space land per 1000 residents over the entire City. The standard also envisions that a neighborhood park will be located within approximately 1/2 mile of all residences and that a Community Park will be located within one mile of all residences.

The Area Plan has utilized the same park standards as the General Plan, however, it should be realized that achieving both the acreage and spacing standards will be difficult because of the large amount of existing development and the lack of additional funding needed to offset the existing deficiencies. The fees charged by the City will be limited to the
cost of acquiring and developing five acres of park land per 1000 residents by a State law known as the Quimby Act. Additional funds from other sources would be needed to meet the General Plan parks standards. Assuming an increase in population of 24,120 persons (based upon the midpoint density buildout) an additional 145 acres of park land could be developed within the southwest. Additionally, a significant amount (150-200 acres) of open space could be set aside to preserve wetlands and sensitive species. Access to these open space areas, however, may only be possible along the fringes, and therefore, may not result in significant usage as a recreational amenity.

Existing and potential park site locations are identified on the Land Use Diagram and on the Parks, Recreation, and Bikeways Plan (Figure 12). It should be noted, however, that park sites will not be limited to those shown on the Land Use Diagram and Figure 12. Alternate sites may be considered where they meet the General Plan standards.

Furthermore, it should be noted that while the Area Plan does not identify any regional or community-wide serving sports facilities (e.g. a large number of playing fields, a golf course, and/or a swim center) as funding for such facilities is uncertain. The Area Plan does not, however, preclude these uses, should funding become available.

Neighborhood parks are envisioned to play a major role in the development of new neighborhoods. The neighborhood parks proposed by the Area Plan fall into two basic categories. The first category includes neighborhood parks which serve Community and Neighborhood Commons areas. These areas are generally areas of higher intensity development and activity. The second category includes parks which take advantage of their surroundings to make them appear larger than they may actually be. Park sites which fall into this category include sites located along the Roseland and Colgan Creeks as well as those adjacent to open space areas and elementary schools. The proposed new Community Park also falls into the latter category as could ultimately be located between or on the fringe of open space preserves.

The placement strategy described above provides several advantages. First it locates neighborhood parks in areas proposed for intense development so as to serve the greatest number of people. Secondly, locating some parks near schools, creeks, and open spaces will allow neighborhood parks to be smaller than the 7-8 acres that the General Plan envisions. In turn, more parks can be developed with the available funds and the spacing standards of the General Plan can be met. Finally, many of the proposed sites could be linked utilizing the creek corridors, open space fringe areas and landscaped parkways. Because these parks will probably be smaller and because they can be linked together, each neighborhood park could offer unique recreation features, rather than a full compliment of features.
GOAL CSF-1 PROVIDE FOR COMMUNITY AND NEIGHBORHOOD PARKS AS WELL AS OTHER RECREATION OPPORTUNITIES IN THE SOUTHWEST.

Objective 1.1 Establish new Community and Neighborhood Parks in accordance with established General Plan standards.

Several neighborhood park sites and one community park site have been tentatively offered in conjunction with the Land Use Proposals. Many of these offers are for lands which may be: 1) Small in size (usually under two acres); 2) Have development constraints such as utility easements or the presence of natural resources; 3) Have limited potential for public access; or 4) Could have the potential for hazardous materials contamination. If such lands are ultimately offered for dedication to the City, in lieu of park fees, an appraisal (financial and environmental) will be necessary to determine the value of the land. Many of these sites, because of these constraints, may be of lesser value than lands without these constraints. Such sites may ultimately be rejected if they do not meet park site selection criteria.

Policies:

1.1.1 Meet the required 6 acres/1000 residents of park and open space land for new development. Strive to meet the 1/2 mile distance to a neighborhood park and one mile distance to a community park by spreading the 145 acres into approximately 16 neighborhood parks, and one 25± acre Community Park.

1.1.2 Allow park sites in the vicinity of those shown on the Land Use Diagram or Figure 12. Actual park sites are subject to acquisition by the City or may be offered for dedication in-lieu of payment of park fees, if acceptable to the City.

1.1.3 Consider designating sites which are awkward in size, shape or accessibility as private parks if they do not meet the City’s park needs and selection criteria.

1.1.4 Consider the acceptance of linear parks, when they provide appropriate connections to facilities such as larger parks, schools, and shopping areas. Landscaped setbacks along parkways do not count towards park land requirements.

1.1.5 Give preference to park sites located adjacent creek corridors, elementary schools, or secured open spaces over other sites.

Objective 1.2 Provide multi-use pathways along creek corridors; along the Sebastopol-Santa Rosa railroad right-of-way; and on the fringes of open space preserves, where feasible and appropriate.
Policy:

1.2.1 Require new projects address these areas with appropriate landscaping, access points, pathways, and fencing as is appropriate to the situation.

1.2.2 Allow sidewalks and Class II bike lanes to be combined as multi-use pathways.

Objective 1.3 Encourage the development of private park and recreation facilities.

Policies:

1.3.1 Encourage large planned developments to incorporate private recreational facilities such as common open areas and community recreation buildings.

1.3.2 Smaller sites, and sites with limited public access may also be considered appropriate private parks.

Objective 1.4 Utilize school sites to complement park and recreation needs.

Locating neighborhood parks next to schools can result in shared facilities such as playing fields that could serve larger groups and organizations. A feeling of openness and an improved sense of buffer can also be developed by placing the facilities next to one another.

Policy:

1.4.1 Acquire and develop park sites adjacent to existing and proposed schools and develop these sites as joint use facilities, where feasible.

Objective 1.5 Acquire park land as a priority. Defer full improvement of park sites to insure that the best locations and needed sites are obtained.

The Southwest Community has many areas which are underserved by parks. To insure that opportunities are not missed, the priority for acquisition of park land has been determined to be the best long term solution to meet needs.

Policy:

1.5.1 Prepare master plans for park layout and design but defer improvements in favor of buying other park sites. In the interim, allow citizens and developers to raise supplementary funds and construct facilities, plant trees, etc... in accordance with the master plan. (Also see CSF-3.4.1)
Objective 1.6  Consider development of citywide recreation facilities within the Southwest Area.

Development of citywide recreational facilities such as: a Sports Complex, a Golf Course, and/or a Community Swim Center, are not precluded by the Area Plan. The City will likely update its Community Facilities Master Plan. The revised master plan may indicate long term un-met needs which could be provided for within the southwest.

Policies:

1.6.1 Allow citywide recreation facilities within any land use category of the Southwest Area Plan.

1.6.2 Encourage the development of facilities which serve area youth as a priority. Passive use facilities (i.e. picnicking, hiking) have also been identified as a community need in a recent survey.\(^1\) (Also see CSF - 3.4.1)

Objective 1.7  Encourage creative park design.

New park designs should be creative. Designs should: 1) Reflect neighborhood needs, 2) Be reflective of the local history of the area; and 3) Be respectful of surrounding neighbors, in order to distinguish each park as a unique feature of the City.

Policies:

1.7.1 Incorporate existing features such as: prominent trees, unique landscape features, existing buildings, unique fences, etc.

1.7.2 Develop each neighborhood park as a unique place within the City. Each neighborhood park may have unique facilities rather than a duplication of the same facilities. This approach should be utilized in particular for neighborhood parks which are linked together by linear parks and/or creek corridors.

1.7.3 Allow creation of mini-parks where development of larger neighborhood parks is not feasible, e.g. in already developed areas, and where appropriate in medium and high density areas where open space is at a premium.

\(^1\) Public Usage, Attitudes, and Priorities for Parks & Recreation Facilities and Programs, Strategy Research Institute, June, 1994.
SCHOOLS

In 1994, Southwest Santa Rosa contained, four elementary schools (three public, and one private), one junior high/middle school, and a senior high school. Additionally, there are four elementary schools just outside the study area which serve southwest students. The table below identifies the school districts and the current and projected school site needs within the southwest:

**Table 4 - SCHOOL DISTRICTS AND ANTICIPATED SCHOOL NEEDS**

<table>
<thead>
<tr>
<th>School District</th>
<th>Existing Schools</th>
<th>Additional Sites Secured</th>
<th>Additional Schools Sites Needed (x)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellevue</td>
<td>Bellevue Union Elementary (O)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Roseland</td>
<td>Roseland Elementary</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Sheppard Elementary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santa Rosa Elementary</td>
<td>Burbank Elementary (O)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Santa Rosa Junior/Senior High</td>
<td>Lawrence Cook Junior High</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Elsie Allen Senior High</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wright</td>
<td>Wright Elementary (O)</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Wilson Elementary (O)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Stevens Elementary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td></td>
<td>1</td>
<td>5</td>
</tr>
</tbody>
</table>

(x) Need applies to sites within the Southwest Study area. Additional sites may be needed in other areas of the City.

(O) School located outside of the Southwest Study area having students living within the study area. Wilson Elementary may not serve southwest residents with the completion of the Robert L. Stevens Elementary school on Giffen Avenue.

The Santa Rosa High School District provides grades 7 through 12 for all elementary school districts. The district plans to shift its current 7-9 and 10-12 grade system to a 7-8 and 9-12 system with the construction of Elsie Allen Senior High School in Southwest Santa Rosa and Maria Carrillo High School in Rincon Valley. This will enable the existing junior high (middle) schools to serve projected enrollment anticipated at buildout of proposed land uses within the City's Ultimate Urban Boundary.

Figure 13 illustrates the elementary school district boundaries and identifies existing and potential schools within each district.
SOUTHWEST AREA PLAN SERVICES

SCHOOLS

- Elementary School District Boundaries
- Existing School
- Proposed School (conceptual vicinity locations)
- Proposed School with district ownership of land

Note: The entire Southwest Area is served by the Santa Rosa Junior/Senior High School District

Figure 13

June, 1994

DEPARTMENT OF COMMUNITY DEVELOPMENT

1500'

SCALE 1:2,000

1500'

1500'
GOAL CSF-2 IMPLEMENT GENERAL PLAN POLICIES RELATED TO SCHOOLS.

Objective 2.1 Continue ongoing efforts to assist the school districts.

The Area Plan has designated general locations which may be appropriate for future school sites. The Area Plan has also included polices which seek to: a) Locate school sites next to park sites (Policy CSF-1.4.1); b) Provide good pedestrian access and linkage to other community facilities (Policies CT-1.2.1 and CT-1.3.1); c) Promote designs which are attractive and contribute to neighborhood identity (Policies CD-5.1.1, CD-5.1.2, CD-5.1.3, and CD-5.1.4).

The City will continue to work closely with school districts in the future in accordance with General Plan policies, particularly in assisting school districts in acquiring needed sites. The key elements of General Plan policy (PSF-5b) are repeated below for reference.

Policies:

2.1.1 Maximize the use of school development fees authorized by State law, as needed for classroom construction.

2.1.2 Consider providing density bonuses and other development bonuses in exchange for school site dedication, where proposed major new residential developments create a need for new school sites.

2.1.3 If the Council deems it appropriate upon consideration of housing needs within the City of Santa Rosa, consider denial of residential development applications which require one or more legislative actions (e.g., zone change, general plan amendment), unless school facilities adequate to serve the proposed development, as determined by the school district(s) having jurisdiction, are available or have been funded and their timely construction scheduled prior to the City Council’s consideration of the required legislative action(s).

OTHER COMMUNITY SERVICES

GOAL CSF-3 PROVIDE COMMUNITY SERVICES AND FACILITIES WHICH SERVE AREA RESIDENTS

POLICE SERVICES The Southwest, Roseland in particular, has one of the highest crime rates within the County. In January 1991 the County Sheriff’s Department opened a substation in Roseland and instituted the Roseland Community Oriented Police (R-COP) program. The program has been successful in building community support and trust as a whole. As a result of police
presence, cooperation, and action, the community has responded by reporting more incidents to the police. In turn, this involvement is expected to result in an overall reduction in crime for the area, over time.

In 1992, the City begun the implementation of a Neighborhood Oriented Policing (NOP) program. The NOP program goals are to have citizens:

1. Directly involved in the Police process;
2. Provide formal and informal input into the police process;
3. Help set police priorities in their neighborhoods and assist in developing creative solutions to complex neighborhood problems; and
4. Become partners with police to improve the community.

In turn, the police goals will be to:

1. Become neighborhood based problem solvers;
2. Be proactive rather than reactive;
3. Be assigned on a semi-permanent basis to a neighborhood; and
4. To be solution driven.

The Neighborhood Oriented Policing program will be evaluated over time and be adjusted as necessary to respond to community needs. The following objectives and policies have been included in response to community concerns over local police services within the southwest.

Objective 3.1 Provide police services appropriate to provide for the safety of Santa Rosa's citizens.

Policies:

3.1.1 Consider the continuation of the R-COP (Roseland Community Oriented Police) program or another program such as the City's Neighborhood Oriented Police program when the Roseland area is annexed to the City.

3.1.2 Consider maintaining a Police "storefront" within the southwest area, if warranted.

3.1.3 As other areas annex to the City introduce the community to the available police services and be proactive in reaching out to the neighborhoods and their needs.

FIRE SERVICES

The Southwest Area is served by the City of Santa Rosa Fire Department (SRFD), The Roseland Fire Protection District (RFPD), and the Rincon Valley (formerly, the Bellevue) Fire Protection District (RVFPD). As areas are annexed to the City they are detached from the other fire protection districts. The City currently has a agreement with the Roseland district to provide services within its boundaries. Another agreement is in place
with the Rincon Valley Fire Protection District which allows the district to keep a parcel’s existing property tax base upon annexation to the City. Increases in the property tax base are then given to the City.

In order to maintain appropriate response times in the future a new, centrally located, fire station will be needed. Figure 14 identifies the current district boundaries and fire stations, both existing and proposed.

Objective 3.2 Provide fire safety for southwest Santa Rosa.

Policies:

3.2.1 Develop a new centrally located fire station facility to serve southwest Santa Rosa.

LIBRARY SERVICES

The Sonoma County Library administration envisions the long term need for an additional regional branch library within southwest Santa Rosa.

Objective 3.3 Assist the Library administration in the development of a branch of the Sonoma County Library within southwest Santa Rosa.

Policy:

3.3.1 Encourage the library facility to locate within a Community Commons or adjacent a Community Park. Other locations, however, are not precluded.

OTHER COMMUNITY BENEFIT PROJECTS

Objective 3.4 Give priority to projects which provide public amenities beyond those normally required by the City.

Policies:

3.4.1 Projects that exceed the minimum standards and provide public amenities such as child care, recreational facilities, enhancement or preservation of biotic resources, etc. will be given priority through the development review process, assuming infrastructure is readily available to support the project and amenities proposed.

3.4.2 Priorities will be determined by referencing a “Community Needs List” adopted by City Council resolution on an annual basis.
**Existing Services:** Currently, refuse is collected by two companies within the southwest area. Within unincorporated areas, West Sonoma County Disposal Services, Inc. provides garbage pickup services. Within incorporated areas of Santa Rosa, this service is currently provided by Empire Waste Management. Upon annexation to the City, those areas serviced by West Sonoma County Disposal Service, Inc. must be transferred to the City’s contractor, Empire Waste Management within five years.

Solid wastes are disposed of at Sonoma County’s Central Landfill located on Mecham Road, near Petaluma. At the present time, this landfill is expected to reach capacity by the year 2005. Plans for expanding this capacity are being considered by the County. It may be possible to expand the existing facility. This could extend the life of the landfill site by approximately 15 years, or the year 2020. Alternative landfill sites are also being considered.

The City, in conjunction with Empire Waste Management, operates a recycling pickup service. Single family homes and projects under 5 units in size are serviced by a curbside recycling program. Multi-family and commercial services are also available. The City has complied with the requirements of Assembly Bill 1327 through the adoption of an ordinance requiring the provision of a ‘Recycling Collection Area’ for all projects except those dwellings serviced by the existing curbside recycling program.

The City and County also sponsor household hazardous waste clean-up days. On certain days each year, collection stations are set up to collect these household wastes. Many are recycled, while others are sent to appropriate disposal sites.

**Future Services:** No new solid waste disposal facilities are planned within the study area. A Joint Powers Agency (JPA) has recently been formed to address the issue of recycling yard wastes. The county and all of its cities are represented on the JPA. The goal of the JPA is to provide for a county-wide composting program to assist in meeting the requirements of Assembly Bill 939. An expansion of the household hazardous waste recovery program is also anticipated in the future. No new policies are proposed as part of the Area Plan.
SOUTHWEST AREA PLAN

SERVICES

FIRE PROTECTION

- Rincon Valley Fire Protection District (formerly Bellevue)
- Santa Rosa Fire Department
- Roseland Fire Protection District (served by Santa Rosa Fire Dept.)
- Fire Station

Note: Districts/Jurisdictions may extend beyond the Area Plan Boundary

Figure 14

June, 1994

DEPARTMENT OF COMMUNITY DEVELOPMENT
Backbone Infrastructure

INTRODUCTION

The purpose of this chapter is to set forth the expected needs for backbone infrastructure within the southwest. Backbone infrastructure can be described as follows:

- Water Mains (12 inches in diameter, or larger)
- Major Storm Drainage Improvements (Channels, Creeks, and major conduits)
- Major Roads and Circulation Improvements (Arterial Streets, Highway improvements e.g. Interchanges, ramps, and overpasses).
- Sanitary Sewer Trunk Lines (15 inches in diameter, or larger)

Backbone infrastructure systems (both existing and proposed) are identified in Figures 7, 15, 16, and 17 and Tables 5, 6, and 7. New infrastructure will be provided by either developers as development occurs, or by the City, County, and local utility companies (e.g. Pacific Bell, P.G. & E., Cable), and State agencies (e.g. CalTrans). Many infrastructure projects will be combined as joint efforts of local government with State and/or federal assistance. Mechanisms for financing these improvements are discussed in the Implementation Program under the Financing section.

The following sections describe existing infrastructure systems and the improvements that will be required if the area builds out at the assumed average densities within each residential land use category and an assumed average Floor Area Ratio of .30 for non-residential land use categories.

Phasing for these improvements has also been discussed. A Conceptual Roadway Phasing Plan (Figure 18) has been prepared for the major road improvements. It should be noted that many of the water, storm drainage and sanitary sewer improvements are located within these major roadways and are therefore, included by reference.
WATER SYSTEM

EXISTING WATER SYSTEM

Water service in the southwest is provided by the City's water distribution system, small community water companies, and private groundwater wells. In the southwest area, the City's municipal water system is supplied with water from the Petaluma Aqueduct and from the West Santa Rosa Transmission Main, via the Cotati Aqueduct. Several local serving water mains provide service to the area from the five distribution points (turnouts) along the Petaluma Aqueduct and from the West Santa Rosa Transmission Main.

REQUIRED IMPROVEMENTS

Much of the study area can be served by simply extending and looping new water lines back to the existing water distribution system. Several new water distribution mains will ultimately be required to provide for adequate fire flow and peak demand usage. Ultimate sizing of these water mains will based upon fire flow and peak usage requirements.

The Sonoma County Water Agency (SCWA) envisions the need for a Water Aqueduct Intertie linking the West Santa Rosa Transmission Main to the Petaluma Aqueduct. Additionally, a booster station, along the intertie, is also contemplated. Construction of this intertie will improve the reliability of the water distribution system and provide additional opportunities to supply water for the area. Completion of the intertie could also reduce the sizing of area-wide water mains.

Figure 15 illustrates the existing and required improvements needed to serve the area. Table 5 describes, in greater detail, these proposed improvements.

PHASING

The southwest is fortunate that it is currently served by two aqueducts. Because these water sources are already interconnected by local water mains most new development will only need to provide a branch loop within the development or upsize water lines to meet fire flow and peak demand usage requirements. The Backbone Water System will, in essence, be constructed incrementally by individual development projects or as part of backbone roadway projects identified in the Conceptual Roadway Phasing Plan. As such, the Conceptual Roadway Phasing Plan (Figure 18) can be used as a guide for phasing of many water infrastructure projects.

In the interim, until backbone roadway projects are funded and executed, water infrastructure will be constructed in conjunction with the development of individual projects. Some projects may be required to oversize water lines in anticipation of additional development in the area. Costs for oversizing water mains will be reimbursed to the developer.

With regard to the Water Aqueduct Intertie, the SCWA anticipates that it will not be needed until approximately the year 2005. This project could be constructed earlier with the cooperation and funding from the development community, however, due to estimated cost of 5.1 million dollars,
<table>
<thead>
<tr>
<th>Location</th>
<th>From - To</th>
<th>Distance feet</th>
<th>Size inches/1/</th>
<th>By</th>
</tr>
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<tr>
<td>Water Aqueduct Interrie</td>
<td>Sebastopol Rd - Hearn Avenue (NWPRR)</td>
<td>18,300</td>
<td>36</td>
<td>SCWA</td>
</tr>
<tr>
<td>Bellevue-Ludwig Connector</td>
<td>Stony Point Rd - Colgan Creek Channel</td>
<td>1,400</td>
<td>12</td>
<td>BI</td>
</tr>
<tr>
<td>Burbank Avenue</td>
<td>Hughes Ave - Hearn Ave</td>
<td>3,900</td>
<td>12</td>
<td>D</td>
</tr>
<tr>
<td>Dutton Avenue Connection</td>
<td>Hearn Avenue to Northpoint Parkway-East</td>
<td>1,900</td>
<td>12</td>
<td>BI</td>
</tr>
<tr>
<td>Fresno Ave</td>
<td>Sebastopol Road - Ludwig Ave</td>
<td>8,400</td>
<td>12</td>
<td>D</td>
</tr>
<tr>
<td>Liana Drive</td>
<td>Burbank Ave - West Ave</td>
<td>1,950</td>
<td>12</td>
<td>D/CIP</td>
</tr>
<tr>
<td>Ludwig Ave</td>
<td>S. Wright Road - Stony Point Rd</td>
<td>7,850</td>
<td>12</td>
<td>BI</td>
</tr>
<tr>
<td>Juniper Avenue</td>
<td>Bellevue Ave - Todd Rd</td>
<td>4,700</td>
<td>12</td>
<td>D</td>
</tr>
<tr>
<td>Northpoint Pkwy - East</td>
<td>Hearn Ave - Lower Dutton Ave</td>
<td>3,100</td>
<td>12</td>
<td>BI</td>
</tr>
<tr>
<td>Northpoint Pkwy - West</td>
<td>South Wright Rd - Corporate Center Pkwy</td>
<td>3,550</td>
<td>12</td>
<td>D</td>
</tr>
<tr>
<td>Sebastopol Rd - East</td>
<td>Stony Point Rd - Olive (Upgrade 3 sections)</td>
<td>4,400</td>
<td>12</td>
<td>CIP</td>
</tr>
<tr>
<td>South Dutton Ave</td>
<td>Northpoint Pkwy - Bellevue Ave</td>
<td>4,000</td>
<td>12</td>
<td>D</td>
</tr>
<tr>
<td>South Wright Road - North</td>
<td>Sebastopol Rd - Northpoint Parkway - West</td>
<td>3,400</td>
<td>12</td>
<td>BI</td>
</tr>
<tr>
<td>South Wright Road - South</td>
<td>Northpoint Parkway - Ludwig Ave</td>
<td>4,200</td>
<td>12</td>
<td>BI</td>
</tr>
<tr>
<td>Stony Point Rd</td>
<td>Lazzini Ave - Marble St</td>
<td>310</td>
<td>12</td>
<td>CIP</td>
</tr>
<tr>
<td>Stony Point Rd</td>
<td>Northpoint Parkway - Bellevue Ave</td>
<td>4,200</td>
<td>12</td>
<td>BI</td>
</tr>
<tr>
<td>Todd Road</td>
<td>Juniper Ave - Standish Ave</td>
<td>1,100</td>
<td>12</td>
<td>D</td>
</tr>
<tr>
<td>Yuba Drive</td>
<td>Stony Point Rd - Potential Elementary School</td>
<td>est 1,000</td>
<td>12</td>
<td>D</td>
</tr>
</tbody>
</table>

Legend:  
BI = Backbone Infrastructure Program  
CIP = Capital Improvement Program  
D = Developer Responsibility  
SCWA = Sonoma County Water Agency Project  
Notes: 1/ Water main sizing is projected based upon the assumption that the SCWA Water Aqueduct Interrie is constructed. In the interim, water mains may need to be upsized to achieve the required fire and peak usage flows.
developers will probably choose to upsize local water mains to achieve fire flow and peak demand usage requirements.

**SANITARY SEWER**

**EXISTING SANITARY SEWER SYSTEM**

The southwest area is currently served by six trunk (main) sewer lines which convey wastewater to the subregional treatment facility on Llano Road. Collection of sanitary sewer wastes within the Southwest area are currently provided by both the City and the South Park Sanitation District. Additionally, there are a significant number of private septic systems.

**REQUIRED IMPROVEMENTS**

For the majority of the study area the existing trunk sewer lines are adequate to serve the anticipated development. There is however, one exception. This exception involves construction of what has been referred to as the "Todd Trunk". The need for this trunk line is somewhat more complicated in that development within its tributary area is currently served by pumping wastewater into the Robles Trunk which lies to the north. While this system is functional for the anticipated build out of the tributary area it presents additional long term maintenance and energy costs. The Todd Trunk could also serve areas on the east side of U.S. Highway 101 and could be extended northerly into the study area to serve potential increased development densities along the Northwestern Pacific Railroad corridor.

Figure 16 identifies the existing and proposed Backbone Sanitary Sewer improvements that would serve the planning area.

**PHASING**

Timing for the Todd Trunk is uncertain. It is unlikely that development within the tributary area that would benefit from this project could afford to finance or build it. With the funding for this project uncertain, the timing is also uncertain. One possible impetus for such a project would be the potential health hazards within the areas south and southeast of the South Park Sanitation District boundaries which could necessitate the need for constructing this improvement. In turn, the area could be eligible for federal financial assistance.
SOUTHWEST AREA PLAN

INFRASTRUCTURE

SANITARY SEWER SYSTEM

- Existing Trunk Sewer Lines
- Trunk Sewer Tributary Area Boundary
- Proposed Trunk Lines
- Future Todd Trunk Tributary Area Boundary
- Additional Area Currently Serviced by Robles Trunk

Notes: Tributary Areas & Sewer lines may extend beyond the Area Plan Boundary

Figure 16
ROADWAY
CIRCULATION

EXISTING
ROADWAY
CIRCULATION
SYSTEM

The existing roadway circulation system is comprised of two freeways forming the northern (State Highway 12) and eastern (U.S. Highway 101) boundaries of the study area. Stony Point Road (a major north-south arterial) street bisects the study area. Dutton Avenue and Wright Road are also major north-south streets. Sebastopol Road, Hearn, Bellevue and Ludwig Avenues, and Todd Road are the major east-west roads serving the area. The streets noted above form a grid framework for the local street network.

Existing roadway conditions are generally poor. Many of the roadways were designed to handle a rural population but are forced to serve an increasingly urban population.

CURRENT
PROJECTS

Many road projects are currently underway. The first is the Stony Point - Highway 12 interchange funded, in large part, by the City's development fees. Additionally, the City is planning to construct a new road connecting Corby Avenue with Dowd Drive. This new road will improve circulation in the vicinity of the Hearn Interchange. Sonoma County is also preparing to improve Stony Point Road, south of Hearn Avenue. This project (roadwork expected to begin in 1995) will improve the roadway, add storm drainage facilities, shoulders, and turning lanes. Finally, the County is working on plans to improve a portion of Sebastopol Road from Stony Point Road to Burbank Avenue. This project is expected to occur within the next year.

REQUIRED
IMPROVEMENTS

Improvements to the roadway circulation system represent the biggest single investment in infrastructure for the southwest. Figure 7 and Table 6 identify and describe the improvements that are expected to be necessary to serve development in the southwest. While all needed improvements are not directly attributable to the projected growth, they contribute the majority of new traffic and create the need for significant improvements which, in many cases, would not be necessary without new development. Similarly, without new development many of these proposed projects would not be feasible.

PHASING

Figure 18 sets forth a Conceptual Roadway Phasing Plan for arterial and collector streets within the southwest area. The phasing plan was developed utilizing existing conditions as a base and then adding ±2000 unit increments of new development. The circulation system was analyzed to determine which improvements would provide the greatest benefit within a budget of approximately 20 million dollars for each increment. (Each increment could be broken into several sub-increments). The Phasing Plan also anticipates that the following improvements will be made:
Currently under construction or pre-development projects:

1. Stony Point/Highway 12 interchange (City project).
2. Corby Avenue/Dowd Drive Connection (City project).
3. Stony Point Road from Hearn Avenue south. These improvements will consist of an improved two lane road with turning pockets at appropriate locations. (County project with federal assistance).

Phases I, II, and III projects:

1. Dowd Drive/Wiljan Court Connection (City Assessment District).
2. Sebastopol Road from Stony Point Road to Dutton Avenue (County, possibly with Roseland Redevelopment Agency assistance).
3. Sebastopol Road from Dutton Avenue to Olive Street (City, possibly with Roseland Redevelopment Agency assistance).

Phases IV, and V projects:

1. Baker Avenue overcrossing, ramps, and local access roads [segment of Corby Avenue] (CalTrans).
2. Modifications to the Todd Road Interchange (CalTrans).
3. Widening of the Stony Point Bridge over Highway 12 (CalTrans).

Additionally, it is assumed that developers will construct or fund construction of improvements to collector streets either as development occurs or as part of a sub-area assessment district.

It should be emphasized that Figure 18 is a Conceptual Phasing Plan. It should also be noted that each phase could be broken into several sub-phases or projects which could be undertaken individually or as a package. Furthermore, it must be acknowledged that beyond the initial phase, many factors could require adjustments to the Phasing Plan. These factors could include:

1. Resolution of environmental impacts;
2. Timing for passenger rail usage along the Northwestern Pacific Railroad;
3. Funding/Financing capabilities; and
4. Negotiations with CalTrans and Sonoma County.

It will be the City's (and possibly the County's) responsibility to incorporate roadway and other infrastructure projects into long range Capital Improvement Programs that set forth priorities for the needed improvements. Alternatively, a developer could request formation of an assessment district to finance construction of infrastructure needed to serve a project in advance of a Capital Improvement Project. The Financing Plan also sets forth the concept of an Benefit Fee Ordinance (similar to the Rincon Valley Area of Benefit Fee) which could be utilized in this area.
<table>
<thead>
<tr>
<th>Project Name (General Location)</th>
<th>Range Description</th>
<th>R-O-W (feet)</th>
<th># of Lanes</th>
<th>By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baker Avenue Overcrossing</td>
<td>Corby Avenue to Santa Rosa Avenue</td>
<td>82-B&amp;SW</td>
<td>4</td>
<td>CT</td>
</tr>
<tr>
<td>Bellevue Avenue</td>
<td>Stony Point Road to Highway 101</td>
<td>90-B</td>
<td>3-4</td>
<td>BIP</td>
</tr>
<tr>
<td>Bellevue Interchange</td>
<td>U.S. Highway 101</td>
<td>82-B&amp;SW</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td>Bellevue-Ludwig Connector</td>
<td>Colgan Creek Channel to Ludwig Avenue</td>
<td>90-B</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td>Burbank Avenue</td>
<td>Sebastopol Rd to Northpoint Pkwy Ext.</td>
<td>52</td>
<td>2</td>
<td>D</td>
</tr>
<tr>
<td>Corby Avenue</td>
<td>Baker Avenue to Hearn Avenue</td>
<td>68+</td>
<td>4</td>
<td>CT</td>
</tr>
<tr>
<td>Dowd-Wiljan Connector</td>
<td>Connect Dowd Drive with Wiljan Court</td>
<td>60</td>
<td>2</td>
<td>CIP</td>
</tr>
<tr>
<td>Dutton Avenue Connection</td>
<td>Hearn Avenue to Northpoint Pkwy-East</td>
<td>90-B</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td>Fresno Avenue -North</td>
<td>Sebastopol Rd to Northpoint Pkwy-West</td>
<td>62-B</td>
<td>3</td>
<td>D</td>
</tr>
<tr>
<td>Fresno Avenue -South</td>
<td>Northpoint Parkway to Ludwig Avenue</td>
<td>52</td>
<td>2-3</td>
<td>D</td>
</tr>
<tr>
<td>Fulton/Wright Interchange</td>
<td>State Highway 12</td>
<td>82+B&amp;SW</td>
<td>4-6</td>
<td>BIP</td>
</tr>
<tr>
<td>Hearn Avenue -West</td>
<td>Stony Point Road to Dutton Ave</td>
<td>52</td>
<td>3</td>
<td>BIP</td>
</tr>
<tr>
<td>Hearn Avenue -East</td>
<td>Dutton Avenue to Highway 101</td>
<td>90-B</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td>Hearn Interchange Dowd/Corby Connection</td>
<td>Dowd Drive to Santa Rosa Avenue</td>
<td>82-B&amp;SW</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td></td>
<td>Connect Corby with Dowd Drive</td>
<td>24</td>
<td>2</td>
<td>CIP</td>
</tr>
<tr>
<td>Highway 12</td>
<td>Stony Point Road to Dutton Avenue</td>
<td>AUX</td>
<td>4+2</td>
<td>CT</td>
</tr>
<tr>
<td>Highway 101</td>
<td>Highway 12 to Wilfred Avenue</td>
<td>HOV+ AUX</td>
<td>6+2</td>
<td>CT</td>
</tr>
<tr>
<td>Juniper Avenue</td>
<td>Bellevue Avenue to Todd Road</td>
<td>52</td>
<td>2</td>
<td>D</td>
</tr>
<tr>
<td>Ludwig Avenue</td>
<td>S. Wright to Stony Point Road</td>
<td>62-B</td>
<td>2-3</td>
<td>D</td>
</tr>
<tr>
<td>Moorland Avenue</td>
<td>Bellevue Avenue to Bellevue Ramps</td>
<td>68+</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td></td>
<td>Bellevue Ramps to Todd Road</td>
<td>52</td>
<td>2</td>
<td>D</td>
</tr>
<tr>
<td>Northpoint Parkway -East</td>
<td>Stony Point Rd to southern Dutton Ave</td>
<td>90-B</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td>Project Name (General Location)</td>
<td>Range Description From - To</td>
<td>R-O-W (feet)</td>
<td># of Lanes</td>
<td>By</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>-----------------------------</td>
<td>--------------</td>
<td>------------</td>
<td>----</td>
</tr>
<tr>
<td>Northpoint Parkway -West</td>
<td>Corporate Center to Fresno Ave / Fresno Avenue to S. Wright Rd</td>
<td>90-B 62-B</td>
<td>4 3</td>
<td>D</td>
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<tr>
<td>Sebastopol Road -East</td>
<td>Stony Point Road to Olive Street</td>
<td>90-B</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td>Sebastopol Road -West</td>
<td>Corporate Center Pkwy to Wright Road</td>
<td>90-B</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td>S. Dutton Avenue</td>
<td>Northpoint Parkway to Bellevue Avenue</td>
<td>52</td>
<td>2</td>
<td>D</td>
</tr>
<tr>
<td>N. Wright Road</td>
<td>Highway 12 to Sebastopol Road</td>
<td>90-B</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td>S. Wright Road - North</td>
<td>Sebastopol Road to Northpoint Parkway</td>
<td>62-B</td>
<td>3</td>
<td>BIP</td>
</tr>
<tr>
<td>S. Wright Road - South</td>
<td>Northpoint Parkway to Ludwig Avenue</td>
<td>62-B 2-3</td>
<td></td>
<td>D</td>
</tr>
<tr>
<td>Stony Point Rd. Interchange</td>
<td>Occidental Rd to Sebastopol Road</td>
<td>94+ B&amp;SW</td>
<td>6</td>
<td>CIP/CT</td>
</tr>
<tr>
<td>Stony Point Road -North</td>
<td>Sebastopol Road to Northpoint Parkway</td>
<td>90-B</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td>Stony Point Road -South</td>
<td>Northpoint Parkway to Bellevue/Ludwig</td>
<td>90-B</td>
<td>5</td>
<td>BIP</td>
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<tr>
<td>Stony Point Rd. Far South</td>
<td>Bellevue/Ludwig to Todd Road</td>
<td>86-B</td>
<td>4</td>
<td>BIP</td>
</tr>
<tr>
<td>Todd Road</td>
<td>Stony Point Road to Standish Ave Standish to U.S. 101</td>
<td>86-B 90-B</td>
<td>4 4</td>
<td>BIP</td>
</tr>
<tr>
<td>Todd Interchange (Partial Cloverleaf)</td>
<td>Moorland Avenue to Santa Rosa Avenue</td>
<td>82+ B&amp;SW</td>
<td>4</td>
<td>CT</td>
</tr>
</tbody>
</table>

**R-O-W (Right-of-Way) LEGEND:**
- AUX Auxiliary Lane
- B Bike Lane
- B&SW Bike Lane and Sidewalk on Overcrossing
- HOV High Occupancy Vehicle Lane
- D Developer

**IMPROVEMENTS BY LEGEND:**
- BIP Backbone Infrastructure Program
- CIP Capital Improvement Program
- CT CalTrans

**RIGHT-OF-WAY REFERENCE STANDARDS:**
- (C-) = Centerline of Road
- TWTL = Two-Way-Left-Turn-Lane

- 52 COLLECTOR
  - 6' Planter + 8' Parking + 12' Travel +C-
- 62-B COLLECTOR
  - 6' Planter + 8' Parking + 5' Bike + 12' Travel +C- or 6' Planter + 6' Bike + 12' Travel +14 TWTL
- 6+ MAJOR
  - 8' Planter + 14' Travel + 12' Travel +C- (No Parking)
- 82+ B&SW OVERCROSSING
  - 6' Sidewalk + 5' Bike + 5'-12' Travel Lanes + 5' Bike + 6' Sidewalk
- 86-B MAJOR
  - 6' Shoulder + 6' Bike + 2-12' Travel + 14' TWTL + 2'-12' Travel + 6' Bike + 6' Shoulder
- 90-B MAJOR
  - 8' Planter + 8' Parking + 5' Bike + 2'-12' Travel +C- or 8' Planter + 5' Bike + 2-12' Travel +14 TWTL
- 94 B&SW OVERCROSSING
  - 6' Sidewalk + 5' Bike + 6'-12' Travel Lanes + 5' Bike + 6' Sidewalk
STORM DRAINAGE

EXISTING STORM DRAINAGE

The southwest area is comprised of six watershed areas. The majority of the area drains through the Colgan, Naval, and Roseland Creek watersheds while two smaller areas in the north and northwest portions of the study area drain to the Santa Rosa Creek watershed and an un-named watershed, respectively. The southern-most portion of the study area drains through the Todd Creek watershed. Each of these watersheds is, in turn, tributary to the Laguna de Santa Rosa and ultimately the Russian River.

There are a number of existing improvements which convey storm water run off to the creeks and drainageways within the watersheds discussed above. These facilities range from natural facilities (such as creeks) to man-made pipes and conduits within developed areas.

REQUIRED IMPROVEMENTS

A number of storm drainage projects will be needed to convey the anticipated increase in water run-off from the area. These projects generally fall within two categories. The first are improvements to existing channels. The second category includes new conduits and drainageway improvements.

Improvements to existing channels include:

1. The need to install a concrete lining within an existing channelized section of Colgan Creek from Corby Avenue to the Northwestern Pacific Railroad. This improvement is needed to accommodate anticipated drainage flows from the greater southeast area; and

2. The potential need to widen the Roseland Creek Channel from the 90 degree bend at the southwest corner of the Northpoint Business Park to Ludwig Avenue. Currently, the Roseland Creek Channel has an overflow conduit to Naval Creek which accepts flows during 100-year storm events. This project is being considered to minimize downstream impacts to the Naval Creek watershed which will experience additional flows as a result of development in the area.

Numerous additional improvements are proposed to drain tributary areas within the various watersheds. These improvements have been identified from various sources including the Sonoma County Water Agency and private sector project engineers.

Figure 17 schematically identifies the storm drainage projects which are anticipated to be necessary to serve the area. Table 7, provides further information regarding projects which have had some preliminary engineering work.
<table>
<thead>
<tr>
<th>Project Name</th>
<th>From - To</th>
<th>Distance feet</th>
<th>Size Inches</th>
<th>By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colgan Creek Channel</td>
<td>Corby Avenue to the NWP Railroad Tracks.</td>
<td>1600-2600</td>
<td>Lining</td>
<td>SE</td>
</tr>
<tr>
<td>Conceptual Area Drainages:</td>
<td>A series of conceptual drainage conduits</td>
<td></td>
<td>U</td>
<td>U</td>
</tr>
<tr>
<td>West Hearn/Yuba/Ludwig Area</td>
<td></td>
<td></td>
<td>U D</td>
<td></td>
</tr>
<tr>
<td>Fresno Avenue Conduits</td>
<td>Several conduits which drain the north-south runway area of the Air Center.</td>
<td>12,500</td>
<td>36-72</td>
<td>D</td>
</tr>
<tr>
<td>Hearn Avenue / Colgan</td>
<td>From Dutton Avenue west along Hearn Avenue to the existing conduit at Elsie Allen High.</td>
<td>6300</td>
<td>18-36</td>
<td>SCWA &amp; D</td>
</tr>
<tr>
<td>Diversion Conduit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moorland Avenue Conduit</td>
<td>From just south of West Robles Avenue to Todd Road, then west to the Moorland Channel.</td>
<td>2900</td>
<td>U</td>
<td>D</td>
</tr>
<tr>
<td>Naval Creek</td>
<td>West of the north-south runway to S. Wright Road, then north to the Naval Creek Channel.</td>
<td>2500</td>
<td>U</td>
<td>D &amp; SCWA</td>
</tr>
<tr>
<td>Naval Creek Channel</td>
<td>West of South Wright Road to Laguna</td>
<td></td>
<td>U</td>
<td>U SCWA/D</td>
</tr>
<tr>
<td>Northpoint Village Conduit</td>
<td>Provides drainage for the Northpoint Village</td>
<td>2600</td>
<td>U</td>
<td>D</td>
</tr>
<tr>
<td>Roseland Creek Channel</td>
<td>From Ludwig Avenue north to the 90 degree bend (SW corner of Northpoint Business Park).</td>
<td>3800</td>
<td>Widen Channel</td>
<td>D</td>
</tr>
<tr>
<td>Sebastopol Road Conduit</td>
<td>Brittain Ln to Sebastopol Rd, west under Hwy 12, to a channel northerly of Occidental Road. Also includes drainage from Golden Gate/Leddy.</td>
<td>8500</td>
<td>18-84</td>
<td>D &amp; SCWA</td>
</tr>
<tr>
<td>South Dutton Avenue Conduit</td>
<td>Hearn Avenue south to Colgan Creek Channel</td>
<td>5000</td>
<td>U</td>
<td>SCWA/D</td>
</tr>
<tr>
<td>South Wright Conduit</td>
<td>Finely Avenue west to S. Wright, south on S. Wright to Naval Creek Channel.</td>
<td>4900</td>
<td>18-60</td>
<td>SCWA</td>
</tr>
<tr>
<td>Springfield Drainages</td>
<td>2 conceptual drainages from the vicinity of Pyle Avenue to Roseland Creek.</td>
<td></td>
<td>U</td>
<td>U</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>D</td>
</tr>
<tr>
<td>Project Name</td>
<td>From – To</td>
<td>Distance feet</td>
<td>Size inches</td>
<td>By</td>
</tr>
<tr>
<td>------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>---------------</td>
<td>-------------</td>
<td>--------</td>
</tr>
<tr>
<td>Stony Point Road Conduit</td>
<td>Hearn Avenue to Colgan Channel</td>
<td>8500</td>
<td>18-60</td>
<td>SCWA</td>
</tr>
<tr>
<td>West Avenue Supplementary</td>
<td>An additional conduit under West Ave to convey drainage from upper Roseland Creek watershed.</td>
<td>60</td>
<td>U</td>
<td>SCWA</td>
</tr>
<tr>
<td>West Robles Conduit</td>
<td>From Dutton Ave to Colgan Creek Channel</td>
<td>4600</td>
<td>48-84</td>
<td>SCWA</td>
</tr>
</tbody>
</table>

**LEGEND:**

D  
SCWA  
SE  
U  
Developer Responsibility  
Sonoma County Water Agency  
Southeast Area Plan Infrastructure Responsibility  
Undetermined

**NOTES:**

1. Distances and sizings are general estimates based upon conceptual alignments and are subject to revision.
2. Many projects could be undertaken as joint efforts of the SCWA and individual developers. SCWA funding is not assured, however.
3. Funding for a portion of these projects is included within the Roadway Infrastructure costs, where drainage conduits coincide with roadway projects. Additional funds may be available through SCWA, Zone 1A funds and other sources.
PHASING

As with the water system, the majority of improvements will be made in conjunction with new development. The Sonoma County Water Agency will undertake some projects when funding becomes available. The majority of the Water Agency projects will be directed to correcting existing drainage problems. Finally, some projects will be constructed along with major roadways. These projects will, therefore, follow the Conceptual Roadway Phasing Plan (Figure 18).

ENERGY

Electricity and natural gas services are provided by Pacific Gas and Electric Company (PG&E). PG&E has indicated that gas and electric supplies are adequate to serve the development proposed by the Area Plan. No new power sources are needed. No new power generating facilities are to be developed within the study area.

INFRASTRUCTURE GOALS, OBJECTIVES, & POLICIES

GOAL BI-1 PROVIDE THE INFRASTRUCTURE IMPROVEMENTS NECESSARY TO SUPPORT DEVELOPMENT OF THE STUDY AREA.

Objective 1.1 Implement the backbone infrastructure phasing and financing plans to insure that adequate infrastructure is in place to serve development proposed by the Area Plan.

A framework for infrastructure phasing and financing has been proposed. Several actions need to be taken to implement these plans. Furthermore, these plans will need to be periodically evaluated and updated to address issues such as market conditions, financing availability, and timeliness of negotiations with other agencies. For example, Phase I improvements could be achieved if market conditions stabilize or improve, financing mechanisms which are within a feasible range are established and several annexations are completed or an inter-jurisdictional agreement for construction of infrastructure improvements is approved by the City and County. Subsequent phases may require reconsideration if development does not proceed as expected or negotiations with other agencies take longer than expected. In these instances, other solutions may be found which provide the same level of service and allow the Plan to move forward.

Policies:

1.1.1 Implement the Financing Plan called for in the Implementation program.

1.1.2 Give priority to processing annexations which allow the City to have jurisdiction over Phase I roadway improvements.

1.1.3 Periodically, evaluate the Conceptual Phasing Plan based upon existing conditions and approved developments. The Conceptual Phasing Plan shall be considered amended by subsequent Capital Improvement Plans approved by either the City or County.
1.1.4 Maximize the use of existing infrastructure systems, thereby avoiding the costs associated with the development of new systems.

1.1.5 Require oversizing of infrastructure as appropriate to fulfill expected needs for the area. Provide for reimbursement of oversized infrastructure through existing methods and proposed financing strategies.

1.1.6 Upgrade existing sanitary sewer collection systems as needed to prevent groundwater infiltration and continue implement General Plan policy PSF-10a (low-flow ordinance) to minimize impacts on the treatment facility.

1.1.7 Encourage the timely development of infrastructure projects which are the responsibility of other agencies such as the Sonoma County Water Agency, Sonoma County Public Works, and CalTrans.

GOAL BI-2

COORDINATE CONSTRUCTION OF INFRASTRUCTURE IMPROVEMENTS

Objective 1.2 Minimize disruptions to neighborhoods and the community and reduce overall costs by coordinating construction of infrastructure projects with the various local, state, and federal agencies involved.

Policies:

1.2.1 Where economically and environmentally feasible, install all infrastructure systems at the same time.

1.2.2 Coordinate infrastructure planning, design, and implementation with local, state, federal agencies.

GOAL BI-3

USE RECLAIMED WASTEWATER AND WATER RECLAIMED FROM GROUNDWATER REMEDIATION PROJECTS WHEREVER FEASIBLE.

Reclaimed water represents a major resource for the City. If reclaimed water can be economically distributed to users it could provide multiple benefits to the community. The southwest area is the closest part of the City to the Llano Treatment Facility and represents an opportunity to utilize reclaimed water for irrigation, fire suppression, and other non-potable uses.

Objective 3.1 Determine the feasibility of using reclaimed wastewater and other sources of treated groundwater.

Policy:

3.1.1 Continue the practice of requiring separate irrigation meters for commercial, industrial, and public projects. In the event reclaimed water distribution lines are constructed, these meters can be connected to the reclaimed water distribution system.
GOAL BI-4 PROVIDE A MINIMUM LEVEL OF CIRCULATION INFRASTRUCTURE WHEN URBAN TYPE DEVELOPMENT OCCURS ON RURAL ROADS.

Objective 4.1 Provide a four to six foot wide shoulder along the length of one side of rural roadways when urban type development is permitted.

Rural roadways are depicted on the Existing Circulation Network (Figure 6). In particular, streets such as Burbank, Moorland, and South Dutton Avenues and Yuba Drive characterize the nature of a rural roadway. The objective is provide a minimum level circulation improvement to provide an additional measure of convenience and safety for pedestrians and bicycles and to promote these modes of transportation as an alternative to the automobile. This concept is particularly important where connectivity between developed and undeveloped parcels along a roadway will not readily occur over a reasonable period of time.

Policies:

4.1.1 Restrict development along rural roadways unless pedestrian and bicycle circulation is provided.

4.1.2 Allow the formation of assessment districts to facilitate installation of these ‘shoulder type’ improvements.

4.1.3 Allow new development on rural roadways, on a case by case basis, only if the development can be made contiguous with existing developments which have the minimum level of improvements. An area wide circulation plan will be required to show how residents will get to local schools, parks and neighborhood facilities. Off-site improvements may be required to achieve such connections, if not in place, at the time development is proposed.

GOAL BI-5 INSURE THAT A PROJECT’S LOCAL INFRASTRUCTURE IMPACTS ARE MITIGATED.

Objective 5.1 Determine local impacts caused by individual development projects and insure that appropriate measures are included in the project to address these impacts.

The Area Plan has looked towards solving cumulative development impacts. In the interim, however, a number of projects will be approved, potentially resulting in some localized impacts. To assure that these impacts are mitigated, and that they are sized properly to meet future needs, some site specific studies may be necessary. The need for these studies will be particularly important if Backbone Infrastructure projects have not been completed. Finally, these studies will assist the City in determining the level of local improvements necessary to accommodate individual projects without severely impacting existing residents.
Policies:

5.1.1 Require specific studies, if needed\(^{12}\), to determine the level of improvement necessary to accommodate individual projects. Such studies could include the following:
   a) A Water System analysis for single family projects of over 100 units, and any multiple family or commercial project. This is a typical study done by the project engineer and reviewed by the City to determine if fire and peak usage water flows will be met;
   b) A Sewer System Analysis (SAM run) for projects over 50 units in size to determine sizing for local sewer collectors and evaluate potential impacts to trunk lines;
   c) A Traffic Impact Study for projects over 50 units to identify the localized circulation improvements needed, particularly in the absence of Backbone Infrastructure improvements; and
   d) A Storm Drainage analysis to evaluate impacts on downstream facilities and provide appropriately sized improvements.

5.1.2 Require oversizing of local infrastructure as necessary to provide for anticipated needs. Allow for reimbursement of costs associated with the oversize requirements.

\(^{12}\) These studies also coincide with the preparation of "plans for services" as required by the Local Agency Formation Commission. (see Appendix D)
SOUTHWEST AREA PLAN

INFRASTRUCTURE

CONCEPTUAL ROADWAY PHASING PLAN

PHASE I
2000 units
- Herr Avenue Improvements
- N. Wright Road
- Sebastopol Road (W. of Corporate Center)
- Stony Point Rd. Widening (North of Herr)

PHASE II
2000 units
- Bellevue Avenue Improvements
- Bellevue Avenue / Highway 101 ramps
- Dutton Avenue Connection
- S. Wright Road (North of Northpoint Phase)

PHASE III
2000 units
- Bellevue Avenue Overcrossing
- Bellevue-Ludwig Connector
- Stony Point Road Widening
  - Herr to Ludwig
  - Sebastopol Rd. to Hwy. 12

PHASE IV
2000 units
- Herr Interchange
- Northpoint Parkway Eastern Extension

PHASE V
1550 units
- S. Wright / Fulton Interchange
- Todd Road / Stony Pt. Rd. to Hwy. 101
- Stony Point Road widening (Ludwig to Todd)

TOTAL
9550 units

Other Improvements
- Improvements by Developer, City, County, Cal Trans

Figure 18

June, 1994

DEPARTMENT OF COMMUNITY DEVELOPMENT
Land Use Proposals & Future Projects

INTRODUCTION

At the onset of Phase II of the Area Plan program, the Department of Community Development solicited development proposals (known as Land Use Proposals) from interested property owners and developers. The Land Use Proposals have served several purposes including:

1. Providing a basis for cumulative analyses contained within the: Environmental Impact Report, Financing Plan, Retail Market Study, and Fiscal Analysis;

2. Providing a basis for backbone infrastructure planning, including circulation improvements;

3. Providing ideas for resolving issues at both a project level of detail and at an Area Plan level of detail; and

4. Providing a pre-application type review of basic land use and circulation concepts prior to submittal of formal applications.

SUMMARY OF LAND USE PROPOSALS

A total of 35 Land Use Proposals (hereinafter "proposals") were received. The proposals account for approximately 857 of the 1,700 vacant acres within the southwest area. Specifically, the proposals include 5,121 dwelling units; 300,000± square feet of commercial space; 43 acres of park land; 62 acres of open space; 1 elementary school; 1 replacement fire station; and other miscellaneous uses. The proposed development represents slightly more than half (54%) of the residential development potential and the majority of community and neighborhood retail commercial development potential in the southwest.

13 Based upon an assumed Floor Area Ratio of 0.30.
14 Assuming properties develop to the average density within each land use category.
FUTURE PROJECTS

In addition to the proposals described above, the southwest retains a vacant land inventory of 845± acres. Vacant and infill parcels will support development of an additional 4830 units, additional commercial and industrial developments, as well as public and open space uses.

The Area Plan Environmental Impact Report (EIR) has been prepared to address cumulative impacts associated with the development of the entire study area. In addition, the EIR has evaluated site specific development impacts associated with 35 land use proposals and several infrastructure projects. The Area Plan is the conclusive environmental document for development of these projects. It should be noted that the EIR is expected to be adequate to cover projects which are somewhat different from the proposals. For instance, the street network and lotting patterns may change in response to other environmental conditions. Alternate layouts, which respect the environmental conditions, and have no different or greater environmental impacts shall be considered consistent with the Area Plan EIR.

Proposals for development of other sites will be subject to a separate environmental assessment. The cumulative impacts associated with the development of these sites will have been addressed by the EIR, however, site specific impacts will need to be determined on a case by case basis. A separate environmental document, either a Negative Declaration, or EIR, (assuming that the project is not categorically or statutorily exempt from environmental review) will be required for development of these properties to address both site specific issues and any cumulative impacts issues unforeseen by the EIR.

This approach reflects the provisions of the California Environmental Quality Act (CEQA) as it relates to the approval of residential or neighborhood commercial projects in an area for which a Specific Plan or Community Plan has been prepared.

REVIEW OF LAND USE PROPOSALS

The following section describes each of the proposals in greater detail. A map (Figure 19) identifies each proposal by number and provides its name and acreage. A second map (Figure 20) schematically identifies the street layout and proposed lotting pattern of these proposals. The discussion section which follows is organized in the following manner:

1. Overview Information on the Proposal;
2. Consistency of the Proposal with the Land Use and Circulation components of the Plan;
3. Site Features;
4. Site Development of Objectives;
5. Unresolved Matters.

It should be noted that the level and detail of information presented in the proposals was left up to the proposal sponsors. As such, the level of review, varies by proposal. The Site Development Objectives listed for
each proposal may include both objectives which the current proposal achieves as well as those which any future project on the site should achieve. This duality serves two purposes. First it tells a prospective developer what the City finds desirable in the proposal and second it lets them know how the proposal can be improved prior to submittal as a formal project.

The Unresolved Matters section identifies the Site Development Objectives which have not been achieved, or which are not clearly defined by the proposal. It also includes other issues which will need resolution during future project review.

Finally, it should be noted that each proposal will formally submitted as a development application for consideration by the City. Public Hearings will be conducted on these projects allowing further public input.
PROPOSAL #1 - DUTTON PLACE

Location: 2334 Dutton Avenue [Annexation SWSR 4-91]

Summary of Proposal:

Designation: Residential, Medium-Low Density (8-13 du/acre)
# of Units: 24
# of Acres: 3.4
Density: 7.16 du/acre

Consistency with Plan:

Land Use: Yes
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Single family dwelling,
- Colgan Creek channel abuts property on the east.
- Grove of mature trees abut the property on the north.

Site Development Objectives:

1.1 Provide vehicular access to neighborhood park site to the north.

1.2 Provide riparian landscaping along the Colgan Creek channel.

Unresolved Matters:

U-1.1 Resolution of Site Development Objectives.
PROPOSAL #2 - WESTMEADOW PARK

Location: 1815 Burbank Avenue [Annexation SWSR 2-91]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre)
# of Units: 36
# of Acres: 4.5
Density: 8 du/acre

Consistency with Plan:

Land Use: Yes
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Two single family dwellings, a barn, and pasture land.
- Valley Oaks near Roseland Creek channel.

Site Development Objectives:

2.1 Provide access to adjacent properties via the development’s circulation system.

2.2 Provide pedestrian and bicycle access to Roseland Creek channel.

2.3 Avoid lots backing up to the creek channel wherever possible. Consider locating the local north-south road (Blue Sky Circle) adjacent to the creek channel to provide pedestrian access and avoid lots backing up onto the channel.

2.4 Provide riparian landscaping along the creek channel.

2.5 Preserve, to the extent possible, larger Valley Oaks. Consider planting additional Valley Oaks along creek channel utilizing seed from existing oaks which are well adapted to the area.

2.6 Work with proposal #7 to align streets accessing Burbank Avenue so they are as far apart as possible.

2.7 Coordinate with other development projects along Burbank Avenue to develop a pedestrian and bicycle shoulder lane along the eastern edge of the existing roadway.

Unresolved Matters:

U-2.1 Resolution of Site Development Objectives 2.2 through 2.7.
PROPOSAL #3 - WESTERN GARDENS

Location: 1320 Hearn Avenue [Annexation SWSR 5-94]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre)
             Residential, Medium Density (8-18 du/acre)

# of Units: +13 single family and +30 multiple family

# of Acres: 3.94

Density: 10.91 du/acre average

Consistency with Plan:

  Land Use: Yes
  Circulation: Yes

Site Features:

- One single family dwelling.

Site Development Objectives:

3.1 Provide a local road south of, and parallel with, Hearn Avenue to separate Low Density and Medium Density housing components. In the interim, until the roadway connects, permit access from Hearn Avenue.

3.2 Orient the medium density component of the project to take full advantage of the neighborhood park site to the east.

Unresolved Matters:

U-3.1 Resolution of Site Development Objective 3.2.
PROPOSAL #4 - FOUCHE VILLAGE (Fouche Gardens)

Location: 2290 Dutton Avenue [Annexation SWSR 4-91]

Summary of Proposal:

Designation: Residential, Medium density (8-18 du/acre)
   Neighborhood Park Site
# of Units: 124-166
Park land: 2.65 acres
# of Acres: 12.2
Density: 7.94 du/acre

Consistency with Plan:

   Land Use: Yes
   Circulation: Yes

Site Features:

   • The site is currently utilized as an auto wrecking yard.
   • Northwestern Pacific Railroad forms the eastern boundary of the site.
   • A grove of mature trees abut the property to the south.

Site Development Objectives:

4.1 Provide public street access to the proposed neighborhood park site.

4.2 Stub a public street to align with proposal #1 to the south.

4.3 Assure that any hazardous materials remaining from the wrecking yard use are cleaned up.

Unresolved Matters:

   U-4.1 Resolution of Site Development Objective 4.3.
PROPOSAL #5 - SOUTH CREEK VILLAGE

Location: 1360-1400 Burbank Avenue [Annexation SWSR 2-91]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre)
Neighborhood Commons

# Units: 124
Commercial: 4,300± sq ft. maximum neighborhood commercial space

# of Acres: 19.3
Density: 7.74 du/acre

Consistency with Plan:

Land Use: Yes
Circulation: Yes

Site Features:

- Two structures. The first is a 1905 bungalow (1730 Burbank Avenue) and the second is a 1931 vernacular structure (1400 Burbank Avenue).
- 1865 Cemetery (T.M. Markham family plot) in northeast corner, south of Roseland Creek.
- Roseland Creek flows through the southern portion of the site.
- Riparian vegetation and young valley oaks along creek, remnant orchard on the remainder.
- Site lies along an unverified trace of the Rogers Creek fault.
- Potential wetland (.08 acres estimated, excluding Roseland Creek = 0.34 acres).

Site Development Objectives:

5.1 Provide the possibility for vehicular access to the south side of Roseland Creek via a bridge. Alternatively, the southern portion of the site would need to obtain access from parcels to the south.

5.2 Provide a stubbed street from the southern-most parcel to the parcel to the south.

5.3 Provide an east-west circulation system connecting McMinn Avenue with Burbank Avenue. Access off of Burbank Avenue should ultimately coincide with the easterly extension of Lazzini Avenue.

5.4 Avoid the cemetery area. Alternatively, seek relocation to an approved cemetery.

5.5 Develop a pedestrian/bicycle pathway along Roseland Creek.

5.6 Provide riparian landscaping along Roseland Creek.

continued
5.7 Encourage the development of residential units over the commercial space.

5.8 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed, either: 1) Avoid them by clustering development; and/or 2) implement mitigation approved by regulatory agencies.

5.9 Coordinate with other development projects along Burbank Avenue to develop a pedestrian and bicycle shoulder lane along the eastern edge of the existing roadway.

5.10 Avoid back-on treatment and minimize driveway cuts on Burbank Avenue by utilizing common driveways alternated between Burbank Avenue and the proposed new internal street which is parallel to Burbank Avenue.

Unresolved Matters:

U-5.1 Resolution of Site Development Objectives 5.5 through 5.10.
U-5.2 Verification of fault trace.
PROPOSAL #6 - BAKER SUBDIVISION

Location: 2875 South Dutton Avenue [Annexation SWSR 5-94]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre) and Residential, Low Density/Open Space (0.025-8 du/acre)
# of Units: 41-46
# of Acres: 5.8
Density: 7.1 to 8.0 du/acre

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives)
Circulation: Yes

Site Features:

• Farmhouse, known as the Dutton House. The house could be eligible for local designation as part of an undetermined Historic District.
• Pasture land.
• Electrical distribution line along the western boundary of the site.
• Potential wetland (0.12 acres estimated).

Site Development Objectives:

6.1 Evaluate the merits of preserving the existing farmhouse.

6.2 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed, either: 1) Avoid them by clustering development; and/or 2) Implement mitigation approved by regulatory agencies.

6.3 Coordinate circulation improvements with adjacent proposals 23, 29a and 29b.

6.4 Assure an appropriate setback from electrical lines.

6.5 Coordinate with other development projects along South Dutton Avenue to develop pedestrian and bicycle shoulder lane along at least one side of the roadway.

Unresolved Matters:

U-6.1 Resolution of Site Development Objectives.
PROPOSAL #7 - BURBANK AVENUE CONDOMINIUMS

Location: 1870 Burbank Avenue [Annexation SWSR 2-91]

Summary of Proposal:

Designation: Residential, Medium-Low Density (8-13 du/acre).
# of Units: 40-65
# of Acres: 5.0
Density: 8-13 du/acre

Consistency with Plan:

Land Use: Yes
Circulation: Maybe (See Site Development Objectives)

Site Features:

- One 1930's tract style house (proposed to remain) and eligible for local designation as part of the Burbank Avenue Historic District.
- Barns and horse boarding facilities.
- Potential wetlands (0.27 acres estimated).

Site Development Objectives:

7.1 Develop a local public north-south street on the eastern half of the site.

7.2 Incorporate the existing house into the design of the project.

7.3 Work with proposal #2 (on west side of Burbank Avenue) to align streets accessing Burbank Avenue so they are as far apart as possible.

7.4 Provide a public street connection from Burbank Avenue easterly to the public north-south street described in site development objective 7.1.

7.5 Coordinate with other development projects along Burbank Avenue to develop a pedestrian and bicycle shoulder lane along the eastern edge of the existing roadway.

Unresolved Matters:

U-7.1 Resolution of Site Development Objectives 7.3 through 7.5.
PROPOSAL #8 - ASH DRIVE SUBDIVISION

Location: 2180 Ash Drive (Presently not within an annexation boundary).

Summary of Proposal:

Designation: Residential, Low Density/Open Space (0.025-8 du/acre).
# of Units: 16
# of Acres: 2.4
Density: 6.78 du/acre

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Yes

Site Features:

- Pasture land.
- Potential wetlands (1.0 acres estimated).
- Valley Oak trees

Site Development Objectives:

8.1 Provide public street access to other properties in the vicinity.

8.2 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed, either: 1) Avoid them by clustering development; and/or 2) Implement mitigation approved by regulatory agencies.

Unresolved Matters:

U-8.1 Resolution of Site Development Objective 8.2.
U-8.2 The site is not currently within an annexation boundary. A logical annexation boundary will be needed in order to facilitate this project.
PROPOSAL #9 - COURTSIDE VILLAGE

Location: 3950 Sebastopol Road [Annexation SWSR 2-94]

Summary of Proposal:


# of Units: 518 units
Commercial: 20,000 square feet Neighborhood Commercial
Rec & Park: Relocation of Courtside Racquet Club- Village Greens
Other: Day Care Center

# of Acres: 68.5
Density: Varies by housing designation, however, the proposal is near the limit the maximum density allowed by the plan (518 proposed/554 possible).

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Yes

Site Features:

- Site straddles Sebastopol Road. Highway 12 is to the north, Golden Gate Avenue to the south, and a portion touches Fresno Avenue on the east.
- Multiple uses including: Several livestock pastures and corrals, a church, Courtside Racquet Club, Blue Star company, and a few open or vacant lots and the following residential buildings.
- A 1925 Hip Roof Farmhouse (3840 Sebastopol Road); a circa 1910 Hip Roof Farmhouse (3897 Sebastopol Road); and a circa 1920 Craftsman Bungalow (3928 Sebastopol Road) which appear to be eligible for local designation as part of an undetermined historic district.
- A circa 1920 Bungalow (3820 Sebastopol Road); a circa 1900 Queen Anne-style house (3825 Sebastopol Road); a 1947 vernacular structure (3841 Sebastopol Road); a 1914 Tudor Revival structure (3900 Sebastopol Road); a pre 1946 Queen Anne-style house (3945 Sebastopol Road); a circa 1940 vernacular structure (3950 Sebastopol Road); and a circa 1945 vernacular structure (3957 Sebastopol Road) which do not appear to meet CEQA criteria as important historic resources.
- Potential wetlands (4.37 acres estimated).
- Scattered oak trees.

continued
Site Development Objectives:

9.1 Provide pedestrian/bicycle access to the proposed Santa Rosa-Sebastopol rail corridor multi-use pathway and improve the pathway along the property frontage.

9.2 Provide vehicular access to other properties east and west of the site.

9.3 Provide a public or private park site for area residents.

9.4 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed, either: 1) Avoid them by clustering development; and/or 2) Implement mitigation approved by regulatory agencies.

9.5 Preserve rare and endangered plant colonies in accordance with the requirements from regulatory agencies.

9.6 Preserve as many large oaks as possible. Utilize seed from these trees within the landscaping plans, possibly along the Sebastopol-Santa Rosa railroad right-of-way.

9.7 Evaluate the preservation of the three structures of historic significance. Possibly, they could be moved to single family lots within the development.

9.8 Assure long term maintenance and preservation any wetland remainder parcels.

Unresolved Matters:

U-9.1 Resolution of Site Development Objectives 9.4 through 9.8.
PROPOSAL #10 - MARTIN HOMELESS HOUSING (WITHDRAWN)

Location: 4025 Sebastopol Road [Annexation SWSR 2-94]

Summary of Proposal:

Designation: Homeless Shelter
Retail Business and Service
Residential, Low Density and Residential, Low Density/Open Space

# of Units: 173 units
Other: 30,900 square feet of office, warehouse, and homeless support services space
# of Acres: 5.2
Density: Residential portion is at 54± du/acre

Consistency with Plan:

Land Use: Yes
Circulation: Yes

Site Features:

- Grass land.
- Evidence of fill material.
- Potential wetland (2.0 acres estimated).
- Highway 12 forms the northern boundary.

Site Development Objectives:

10.1 Provide pedestrian/bicycle access to Santa Rosa-Sebastopol rail corridor multi-use path and improve the pathway along the property frontage.

10.2 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed, either: 1) Avoid them by clustering development; and/or 2) Implement mitigation approved by regulatory agencies.

10.3 Coordinate with transit and other support services if a Homeless Shelter is built on the site.

Unresolved Matters:

U-10.1 Resolution of Site Development Objectives.
U-10.2 Portion of the site previously filled. A Soils investigation will be needed.
PROPOSAL #11 - NORTHPOINT VILLAGE

Location: 2567 Northpoint Parkway [Annexation SWSR 5-89].

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre)
             Residential, Medium-Low Density (8-13 du/acre)
             Residential, Medium Density (8-18 du/acre)
             Open Space
             Parks/Recreation
             Neighborhood Commons

# of Units: 440 (216 single family and duplex, 97 Row House, 7 Shop Front, and 120 Multi-Family.

Commercial: 7 "Shop Front" units.

Open Space: 9.01 acres.

# of Acres: 61.2

Density: Varies by designation (Average density excluding open space 8.43 du/acre).

Consistency with Plan:

Land Use: Yes
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Pasture land.
- 1 acre of wetland (within 18 separate features).
- Sebastopol meadowfoam present within 5 of the wetland features.
- Roseland Creek channel forms the northern boundary.
- 6 mature oak trees on eastern portion of the site.

Site Development Objectives:

11.1 Provide another vehicular, pedestrian, and bicycle access to one of the three cul-de-sacs (Mariner Way, Thunderbolt Court or Kingfisher Way) across Roseland Creek Channel to the north.

11.2 Provide for local vehicular access to W. Hearn Avenue towards the middle of the site. This connection should ultimately connect to other developments south of W. Hearn and provide for local neighborhood access.

11.3 Provide either a public neighborhood park or private park facilities within the project.
11.4  Provide pedestrian and bicycle access to Roseland Creek pathway and improve the pathway along the property frontage.

11.5  Landscape the Roseland Creek channel with riparian plant materials.

11.6  Assure that the remainder open space parcel has a long range maintenance plan which does not burden a future homeowner's association.

11.7  Preserve as many Oak trees as possible. Utilize seed from existing oaks within the project landscaping, particularly along Roseland Creek.

Unresolved Matters:

U-11.1  Resolution of Site Development Objectives.
PROPOSAL #12 - SOLARIUM 2010

Location: 712-718 Brittain Lane [Annexation SWSR 2-94]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre).
# of Units: 5 existing units (4 currently non-conforming under County jurisdiction).
(One additional unit (Solarium 2010) proposed.
Other: Shop building for research and development of "Solarium 2010 - a self contained house of future design" and recycling collection area.
# of Acres: 0.7
Density: 7.5 du/acre existing, 9.0 du/acre with Solarium unit.

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Maybe (See Site Development Objectives).

Site Features:

- 5 existing units consisting of: One single family dwelling (1300 sf), one studio apartment (280 sf), one granny unit (320 sf), one duplex-2 studios (784 sf), two concrete slabs, and one recycling center storage building.
- Oak and other trees.

Site Development Objectives:

12.1 Require provision of sanitary sewer (and possibly water services) prior to approving additional development.

12.2 Assure that the existing units meet Uniform Housing Code requirements.

12.3 Review on-site circulation to assure that emergency vehicles can access units and uses.

12.4 Review the compatibility of proposed uses in greater detail during the development review process. Additional unit may be considered under the General Plan Low Density infill policy (allowing up to 15 du/acre) if it also meets Area Plan policy CD-1.1.2.

Unresolved Matters:

U-12.1 Resolution of Site Development Objectives.
PROPOSAL #13 - MOUNTAINVIEW HOMES

Location: 2722 Stony Point Road [Annexation SWSR 4-94]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre)
# of Units: 12
# of Acres: 1.7
Density: 7.05 du/acre average

Consistency with Plan:

Land Use: Yes
Circulation: Maybe (See Site Development Objectives)

Site Features:

- Two rental units on the front portion of the site.
- Pasture land.

Site Development Objectives:

13.1 Provide local circulation connections to surrounding sites.

Unresolved Matters:

PROPOSAL #14 - LANDS OF KERSH

Location: 2872 Stony Point Road [Annexation SWSR 4-94]

Summary of Proposal:

Designation: Residential, Low Density/Open Space (0.025-8 du/acre).
# Units: 55
# of Acres: 7.0
Density: 7.86 du/acre

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Pasture land.
- Potential wetland (1.02 acres estimated).

Site Development Objectives:

14.1 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed, either: 1) Avoid them by clustering development; and/or 2) Implement mitigation approved by regulatory agencies.

14.2 Provide local street access via the proposed Bellevue-Ludwig connector and connect it to future local roads to the north. Access to this parcel appears to be dependent on adjacent development (either proposal #19 to the south or future development to the north).

14.3 Revise the lotting pattern to improve the overall layout of the project.

Unresolved Matters:

U-14.1 Resolution of Site Development Objectives.
PROPOSAL #15 - GIFFEN ESTATES

Location: 2200 Giffen Avenue [Annexation SWSR 1-94]

Summary of Proposal:

Designation: Residential, Medium-Low Density (8-13 du/acre)
# Units: 61
# of Acres: 5.6
Density: 11 du/acre

Consistency with Plan:

Land Use: Yes
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Pasture land with some sheds.

Site Development Objectives:

15.1 The western-most street should stub to the south and the remaining streets should end in cul-de-sacs to minimize impacts to the higher density (proposal #17) to the north.

15.2 Prohibit direct access to Stony Point Road.

15.3 Develop a lotting pattern.

Unresolved Matters:

U-15.1 Resolution of Site Development Objectives.
PROPOSAL # 16 - LANDS OF WISMER

Location: 2830 Stony Point Road [Annexation SWSR 4-94]

Summary of Proposal:

Designation: Residential, Low Density/Open Space 0.025-8 du/acre
             Residential, Low Density (2-8 du/acre)
             Residential, Medium Density (8-18 du/acre)

# Units: 176 (144 single family and 32 multi-family)
# of Acres: 20.0
Density: 8.8 average du/acre.

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Yes

Site Features:

• One circa 1900 Queen Anne-style Farmhouse, possibly eligible for National Register listing and inclusion in the potential North Stony Point Road Historic District.
• Potential Wetland (0.81 acres estimated).

Site Development Objectives:

16.1 Coordinate circulation with project 29a to the north and future development to the south.

16.2 Prohibit access to Stony Point Road at the time of new development is proposed.

16.3 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed, either: 1) Avoid them by clustering development; and/or 2) Implement mitigation approved by regulatory agencies.

16.4 Evaluate the merits of preserving the farmhouse as part of the proposed project.

Unresolved Matters:

U-16.1 Resolution of Site Development Objectives 16.3 and 16.4.
PROPOSAL #17 - PERO APARTMENTS

Location: 2150 Giffen Avenue [Annexation SWSR 1-94]

Summary of Proposal:

Designation: Residential, Medium Density (8-18 du/acre)
# Units: 28
# of Acres: 1.3
Density: 22.5 du/acre (State Density bonus proposed).

Consistency with Plan:

Land Use: Yes
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Pasture land

Site Development Objectives:

17.1 Prohibit direct access to Stony Point Road.
PROPOSAL #18 - BURBANK HOUSING

Location: 2450 Old Stony Point Road [Annexation SWSR 1-94]

Summary of Proposal:

Designation: Residential, Medium Density (8-18 du/acre)
# Units: 110
Other: Day Care facility.
# of Acres: 6.0
Density: 18 du/acre

Consistency with Plan:

Land Use: Yes
Circulation: Maybe (See Site Development Objectives).

Site Features:

- The Bud J. Peter Farmstead (1923) which may be eligible for the National Register as part of the potential North Stony Point Road Historic District.
- One mobile home.
- Two Little League baseball playing fields.
- Historic location of two family-owned chemical companies

Site Development Objectives:

18.1 Terminate the access to Stony Point Road from Old Stony Point Road upon approval of this project or another development of similar size. Access should come from Hearn Avenue to the south.

18.2 Consider the advantages and disadvantages of providing public streets within the project so access to the potential neighborhood park site and other surrounding sites can be achieved. At minimum, provide a loop street system for the project.

18.3 Assure Ph balance of soils are addressed through the development review process.

18.4 Incorporate the linear park which extends from Elsie Allen High School north to Roseland Creek, bisecting this proposal.

Unresolved Matters:

U-18.1 Resolution of Site Development Objectives.
PROPOSAL # 19 - SKIDMORE ACRES

Location: 2960 Stony Point Road [Annexation SWSR 4-94]

Summary of Proposal:

Designation: Residential, Low Density/Open Space (0.025-8 du/acre)  
Residential, Low Density (2-8 du/acre)

# Units: 40
# of Acres: 7.0
Density: 5.71 du/acre

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Maybe (See Site Development Objectives).

Site Features:

• One mobile home, outbuildings, and barns.
• Potential wetland (0.72 acres estimated).

Site Development Objectives:

19.1 Incorporate right-of-way for the Bellevue-Ludwig connector road within the design of the project.

19.2 Minimize access to major arterials (Bellevue-Ludwig and Stony Point Road). Develop the site so ultimately access can be obtained from the “Old Bellevue Avenue” to the south. If access is provided off of the Bellevue-Ludwig connector it should be coordinated with proposal #14’s access to form a four-way intersection.

19.3 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed, either: 1) Avoid them by clustering development; and/or 2) Implement mitigation approved by regulatory agencies.

Unresolved Matters:

U-19.1 Resolution of Site Development Objectives 19.2 and 19.3
PROPOSAL #20 - SOUTH DUTTON (Weiss/Grossman)

Location: 3000 and 3012 South Dutton Avenue [Annexation SWSR 5-94]

Summary of Proposal:

Designation: Residential, Medium Density (8-18 du/acre)
Parks/Recreation

# Units: 120
Park land: Neighborhood Park site (size unspecified).
# of Acres: 10.0
Density: 12 du/acre

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Maybe (See Site Development Objectives).

Site Features:

- One Single family dwelling (3000 S. Dutton).
- Two historic structures (3012 S. Dutton). One is a 1904 Queen Anne-style farmhouse (George Harbors residence) and the other is a circa 1920 Brick Carriage House.
- Colgan Creek channel forms the site boundary along the southern and eastern sides of the site.
- Potential wetland (0.24 acres estimated).

Site Development Objectives:

20.1 Coordinate local circulation plans with proposal #27 to the north.

20.2 Strive to achieve the midpoint of the Residential, Medium Density range, recognizing that preservation of historic structures may allow the density to go below the midpoint.

20.3 Assure public vehicular and pedestrian access is provided to a neighborhood park site.

20.4 Include riparian-type plant materials in the landscaping plans for areas along Colgan Creek channel.

20.5 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed, either: 1) Avoid them by clustering development; and/or 2) Implement mitigation approved by regulatory agencies.

20.6 Provide pedestrian/bicycle access to Colgan Creek Channel and improve pathway along the property frontages.
20.7 Coordinate with other development projects along South Dutton Avenue to develop pedestrian and bicycle shoulder lane along at least one side of the roadway.

Unresolved Matters:

U-20.1 Resolution of Site Development Objectives.
PROPOSAL #21 - ORCHARD PARK

Location: 3365 Moorland Avenue [Not within an Annexation Boundary]

Summary of Proposal:

Designation: Residential, Medium-Low Density (8-13 du/acre)
Neighborhood Commons
Parks/Recreation

# Units: 62 single family and 12 apartment units.
Commercial: 8,100 sq. ft. of commercial space on 1.02 acres
Park land: 1.7 acres
# of Acres: 10.0
Density: 10.16 du/acre

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Yes

Site Features:

- Remnants of an orchard
- The Northwestern Pacific Railroad forms the western boundary of the site.
- Some Oak trees.

Site Development Objectives:

21.1 Encourage the development of a 5+ acre neighborhood park site at this location as this is one of the only neighborhood park sites left in the vicinity.

21.2 Encourage higher density development or clustered development in accordance with Area Plan objective LU-1.4.

21.3 Preserve a many large oaks as possible. Utilize seed from existing trees within the landscaping of the park site.

Unresolved Matters:

U-21.1 Resolution of Site Development Objectives.
U-21.2 The site is not within an annexation boundary at the present time. As such the development is proceeding through the Utility Certificate process and may be approved prior to completion of the Area Plan. Even if the Area Plan is adopted prior to approval of this project, in its current form. It may not be able to be implemented under the County General Plan.
PROPOSAL # 22 - SPRINGFIELD

Location: Pyle Avenue south of Ludwig Avenue and vicinity [Annexation SWSR 5-88]
One parcel located just east of the Air Center is not within an annexation boundary at the present time.

Summary of Proposal:

Designation: Residential, Low Density/Open Space (0.025-8 du/acre)
Neighborhood Commons
# Units: 417
Commercial: 25,000± square feet
Open Space: 6 ± acres
# of Acres: 75.8
Density: 7.8 du/acre for residential portion

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Multiple dwelling units and out buildings.
- Pasture land, horse boarding facility.
- Potential wetlands (6.0 acres estimated).
- Sebastopol meadowfoam present.
- California Tiger Salamander present.

Site Development Objectives:

22.1 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed, either: 1) Avoid them by clustering development; and/or 2) Implement mitigation approved by regulatory agencies.

22.2 Preserve wetland areas with Sebastopol meadowfoam colonies and avoid, to the extent feasible, wetlands with Tiger Salamander.

22.3 Coordinate the proposed circulation concept with existing development and potential open space preserves.

22.4 Assure long term maintenance and preservation of any wetland remainder parcels.

Unresolved Matters:

U-22.1 Resolution of Site Development Objectives.
U-22.2 Annexation Boundary needs to be modified to include APN 035-211-11.
PROPOSAL #23 - YOUNG’S DUTTON PLACE

Location: 2853 South Dutton Avenue [Annexation SWSR 5-94]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre)
# Units: 34
# of Acres: 5.6
Density: 6.09

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Electrical distribution line along western edge of site.
- Potential Wetland (0.6 acres estimated).

Site Development Objectives:

23.1 Provide a local street system which stubs a street to the north and connects with South Dutton Avenue instead of the new east-west street that will connect or be an extension of Burgess Drive.

23.2 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed either: 1) Avoid them by clustering development; and/or 2) Implementing mitigation approved by regulatory agencies.

23.3 Provide an appropriate setback from the electrical power line.

23.4 Coordinate with other development projects along South Dutton Avenue to develop pedestrian and bicycle shoulder lane along at least one side of the roadway.

Unresolved Matters:

U-23.1 Resolution of Site Development Objectives 23.2 and 23.3.
PROPOSAL #24 - LARA SUBDIVISION

Location: 1119 Burbank Avenue [Annexation SWSR 1-94]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre)
# Units: 22
# of Acres: 4.6
Density: 4.55 du/acre

Consistency with Plan:

Land Use: Yes
Circulation: Yes

Site Features:

- Orchard.
- Some Valley Oaks.
- Site lies along an unverified trace of the Rogers Creek fault.

Site Development Objectives:

24.1 Circulation system should connect Comalli Street with Hughes Avenue.

24.2 Preserve as many large oaks as possible. Utilize seed from existing oaks in landscaping plans.

24.3 Coordinate with other development projects along Burbank Avenue to develop pedestrian and bicycle shoulder lane along at the east side of the roadway.

Unresolved Matters:

U-24.1 Resolution of Site Development Objective 24.2.
U-24.2 Verification of fault trace.
PROPOSAL #25 - PATRICK BRENNAN ACRES

Location: 1830 & 1884 Stony Point Road [Annexation SWSR 1-94]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre)
# Units: 47
# of Acres: 8.7
Density: 5.4 du/acre

Consistency with Plan:

Land Use: Yes
Circulation: Maybe (See Site Development Objective 25.7)

Site Features:

- Electrical distribution line and easement bisects the site.
- Roseland Creek channel forms the eastern boundary of the site.
- Mature 60" Valley Oak.

Site Development Objectives:

25.1 Develop a local circulation system with which provides stubbed streets to parcels north and south of the subject site.

25.2 Provide pedestrian and bicycle access to Roseland Creek channel and improve a pathway along the property frontage.

25.3 Preserve the Large Valley Oak.

25.4 Assure appropriate setback from electrical lines.

25.5 Avoid lots backing up to the creek channel wherever possible.

25.6 Provide riparian landscaping along the creek channel.

25.7 Utilize the electrical power line easement as the most appropriate location for a new local street.

Unresolved Matters:

U-25.1 Resolution of Site Development Objectives 25.2 through 25.7.
PROPOSALS #26 & 32 - BATES INVESTMENT PROPERTIES

Location: 2701 & 2727 Stony Point Road [Annexation SWSR 5-89]

Summary of Proposal:

Designation: Residential, Medium-Low Density (8-13 du/acre)
# Units: 144-235
Open Space: +1 acre
# of Acres: 18.1
Density: 8-13 du/acre average density.

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Pasture land.
- Potential Wetland (1.62 acres estimated).

Site Development Objectives:

26.1 Coordinate access to Stony Point Road with proposals on the east side of Stony Point Road.

26.2 Develop this project's segment of a local north-south circulation route which connects Northpoint Parkway with Ludwig Avenue.

26.3 Develop a secondary vehicular access point (besides the main access to Stony Point Road).

26.4 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed either: 1) Avoid them by clustering development; and /or 2) Implementing mitigation approved by regulatory agencies.

Unresolved Matters:

U-26/32.1 Resolution of Site Development Objectives.
PROPOSAL #27 - LANDS OF PIERRE

Location: 2944 South Dutton Avenue [Annexation SWSR 5-94]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre)
General Industry/Residential Mixed Use
# Units: 90
Other: General Industry
# of Acres: 17.3
Density: 6.2 du/acre

Consistency with Plan:

Land Use: Yes
Circulation: Maybe (See Site Development Objectives).

Site Features:

• 1920’s Italianate-style building (proposed to remain).
• A small industrial area (proposed to remain).
• Hay pasture.
• Colgan Creek channel forms the eastern boundary of the site.

Site Development Objectives:

27.1 Provide pedestrian/bicycle access to Colgan Creek Channel and improve pathway along the property frontage. Consider redesigning the project to provide a local road along the creek channel.

27.2 Include riparian plant materials in the landscaping along Colgan Creek channel.

27.3 Coordinate local circulation with Proposal #20 to the south and potential development to the north.

27.4 Coordinate with other development projects along South Dutton Avenue to develop pedestrian and bicycle shoulder lane along at least one side of the roadway.

Unresolved Matters:

U-27.1 Resolution of Site Development Objectives.
PROPOSAL #28 - VILLAGE STATION (Valena)

Location: 3675 Sebastopol Road [Annexation SWSR 2-94]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre)
Residential, Low Density/Open Space (0.025-8 du/acre)

# Units: 36
# of Acres: 4.7
Density: 7.61 du/acre

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Single family residence.
- Pasture land.
- Potential wetland (2.0 acres estimated).

Site Development Objectives:

28.1 Coordinate local circulation with Proposal # 9 to the west and future development to the east.

28.2 Access to Sebastopol Road from Fresno Avenue needs to be looked at closely. Potential access to Sebastopol Road may be considered if a direct alignment with Fresno Avenue can be achieved. Also temporary access could be considered as an option until the final circulation pattern can be achieved.

28.3 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed either: 1) Avoid them by clustering development; and/or 2) Implementing mitigation approved by regulatory agencies.

28.4 Provide pedestrian/bicycle access to the proposed Santa Rosa-Sebastopol multi-use pathway and improve the pathway along the property frontage.

Unresolved Matters:

U-28.1 Resolution of Site Development Objectives 28.2 through 28.4.
PROPOSAL #29 - BELLEVUE RANCH

Location: "88 Bellevue Ranch Road" [Annexation SWSR 4-94 & 5-94]
The proposal is divided into 3 sub-areas known as: 29a, b, and c.
29a lies between Stony Point Road and South Dutton Avenue, 29b West of
South Dutton Avenue; 29c between South Dutton Avenue and Colgan
Creek Channel.

Summary of Proposal:

Designation: Residential, Low Density/Open Space (0.025-8 du/acre) [29b]
Residential, Low Density (2-8 du/acre) [29a, b, and c]
Residential, Medium Density (8-18 du/acre) [29a and b]
Community Commons [29c]
Neighborhood Commons [29a]
Parks/Recreation [29a, b, and c]

# Units: 700±
Commercial 170,000± sq.ft. (Community and Neighborhood Commons)
Park land: 7 acres of linear park
# of Acres: 126.1
Density: Varies by designation and location.

Consistency with Plan:

Land Use: Yes [29a, and c]. Maybe (See Site Development Objectives [29b]).
Circulation: Yes [29a, and c]. Maybe (See Site Development Objectives [29b]).

Site Features:

- A 1914 Farmstead (2780 Stony Point Road [29a])
- A 1915 Queen Anne-style house (2650 South Dutton Avenue [29c]) which appears eligi-
   ble for local designation as part of an undetermined historic district.
- A 1910 vernacular structure (2893 South Dutton [29a]) and a 1930 vernacular structure
   (2684 South Dutton Avenue [29c]) which do not CEQA criteria as important historic
   resources.
- Hay fields [29a, b, and c].
- Potential Wetland (.06) acres estimated [29b] and .27 acres [29a]
- Electrical distribution line along the western edge of site [29b] and through a portion of
  [29a].

continued
Site Development Objectives:

29.1 Coordinate local circulation with adjacent developments.

29.2 Provide pedestrian linkages to Southwest Community Park and Elsie Allen High School and the Commons facilities.

29.3 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed either: 1) Avoid them by clustering development; and/or 2) Implementing mitigation approved by regulatory agencies.

29.4 Provide riparian plant materials and improve pathway along Colgan Creek frontage.

29.5 Integrate the design of the Community and Neighborhood Commons with adjoining developments.

29.6 Evaluate the merits of preserving existing structures on lots within the proposed development.

29.7 Provide an appropriate setback from electrical power lines.

29.8 Coordinate with other development projects along South Dutton Avenue to develop pedestrian and bicycle shoulder lane along at least one side of the roadway.

Unresolved Matters:

U-29.1 Resolution of Site Development Objective 29.3 through 29.8.
U-29.2 Verification of fault trace [29c].
PROPOSAL #30 - AIR CENTER

Location: 3842 Finley Avenue [Annexation SWSR 5-88]

Summary of Proposal:

Designation: Residential, Low Density/Open Space (0.025-8 du/acre)
Residential, Low Density (2-8 du/acre)
Residential, Medium-Low Density (8-13 du/acre)
Residential: Medium Density (8-18 du/acre)
Residential: Medium-High Density (18-30 du acre)
Community Commons
Parks/Recreation
Open Space
Public/Institutional (Elementary School site)

# Units: 1312
Commercial: 78,400-100,000 square feet (Community Commons)
Park land: +20 acre Community Park site and +7 acre Neighborhood Park site.
Public: 9 acre school site.
Open Space: + 50 acres
# of Acres: 316.7
Density: Varies by designation

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Old Naval Air Station buildings and runways.
- 21.72 acres of verified jurisdictional wetlands within 54 relatively separate features. These include: 9.84 acres of natural wet swales and vernal pools, 3.55 acres of man-made ditches and drainage channels, and 8.33 acres of other shallow, imperfectly drained flats and incidental depressions. The latter category includes one area where ten low excavated sewage effluent oxidation basins (totaling 5.73 acres) were created during or after airport construction.
- Sebastopol meadowfoam occurs within ten of the mapped wetland features.
- California Tiger Salamander observed in five of the wetland features.
- Scattered Oak trees in the south central portion of the site.
- Four known archaeological sites.

Site Development Objectives:

30.1 Develop a collector circulation system which includes extension of Northpoint Parkway west to S. Wright Road and Fresno Avenue south to Ludwig Avenue.

continued
30.2 Coordinate the local circulation system with adjoining properties.

30.3 Preserve Sebastopol meadowfoam colonies.

30.4 Preserve other wetlands which are habitat areas for other sensitive species such as the Tiger Salamander.

30.5 Assure the long term preservation and maintenance of open space areas.

30.6 Document existing structures for historic records, prior to demolition.

30.7 Protect or implement appropriate mitigation for known archaeological resources.

30.8 Assure that any hazardous materials, either known or encountered during the development process, are remediated.

30.9 Use riparian plant materials along Roseland and Naval Creeks. Utilize appropriate plant materials in the landscaping of buffers along open space areas. Utilize seed from existing oaks as part of the planting plan.

30.10 Consider development of a Museum, Nature Center and Library at the time development of the Community Commons and/or Community Park sites.

Unresolved Matters:

U-30.1 Resolution of Site Development Objectives 30.2 through 30.10.
U-30.2 Size of the Community Commons.
PROPOSAL #31 - KEN MARTIN PROPERTY

Location: 2300 West Hearn Avenue [SWSR Annexation 5-89]

Summary of Proposal:

Designation: Residential, Low Density (2-8 du/acre)
Parks/Recreation
# Units: 48
Park land: 1.4 acre neighborhood park site
# of Acres: 7.4
Density: 8 du/acre

Consistency with Plan:

Land Use: Maybe (See Site Development Objectives).
Circulation: Maybe (See Site Development Objectives).

Site Features:

- Pasture land.
- Potential Wetland (0.20 acres estimated). "Old Roseland Creek" traverses the site.

Site Development Objectives:

31.1 Coordinate local circulation and access with proposal #26 to the east.

31.2 Determine if a 1.4 acre neighborhood park site is of adequate size. Also determine what percentage of the land could be used for active uses as a result of potential wetlands and open space buffers.

31.3 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed either: 1) Avoid them by clustering development; and/or 2) Implementing mitigation approved by regulatory agencies.

Unresolved Matters:

U-31.1 Resolution of Site Development Objectives.
PROPOSAL #32 - BATES INVESTMENT PROPERTY

See Proposal #26.

PROPOSAL #33 - BELLEVUE INTERCHANGE

Location: Bellevue Avenue and U.S. Highway 101. Ramp access to Santa Rosa Avenue and Moorland Avenue would occur south of Bellevue Avenue.

Summary of Proposal:

New Freeway Interchange and access ramps.

Designation: Highway Interchange

Consistency with Plan: Yes

Site Features:

- Existing road improvements
- Residences and commercial uses in the vicinity of the ramp access to Highway 101.
- Site is located along an unverified trace of the Rogers Creek fault.

Site Development Objectives:

33.1 Provide access to Southwest and Southeast Santa Rosa.

33.2 Diffuse traffic burdens.

33.3 Include attractive and ample landscaping.

Unresolved Matters:

U-33.1 Resolution of Site Development Objectives
U-33.2 Negotiations with CalTrans on configuration of Highway 101 access points and interchange configurations.
U-33.3 Bellevue Avenue is within the City, however, access ramps south of Bellevue Avenue are not. There are no pending annexations in the area south of the Bellevue Avenue (where the ramps at proposed) at the present time.
U-33.4 Need for trenching to document the existence of the Rogers Creek fault trace. Trenching in the vicinity of Highway 101 would be extremely difficult considering existing traffic flows.
PROPOSAL #34 - SOUTHWEST FIRE STATION

Location: 1955 Northpoint Parkway [In the City]

Summary of Proposal:

Replacement Fire Station for Southwest

Designation: Business Park (Public Uses allowed in any land use designation).
# of Acres: 0.81

Consistency with Plan:

Land Use: Yes
Circulation: Maybe (See Site Development Objectives)

Site Features:

- Potential wetland (0.05 acres estimated), creek/drainageway.
- Grasses, willows, and blackberry bushes.

Site Development Objectives:

34.1 Locate a new fire station in the center of the Southwest Area to serve area residents and provide the most efficient response time.

34.2 Break the landscaped parkway and median for vehicular access to the fire station.

34.3 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed either: 1) Avoid them by clustering development; and/or 2) Implementing mitigation approved by regulatory agencies.

Unresolved Matters:

U-34.1 Resolution of Site Development Objectives 34.2 and 34.3.
PROPOSAL #35 - BELLEVUE ELEMENTARY SCHOOL

Location: 2655 South Dutton Avenue [Annexation SWSR 5-94]

Summary of Proposal:

New Elementary School

Designation: Public/Institutional

# of Acres: 10.7

Consistency with Plan:

Land Use: Yes
Circulation: Yes

Site Features:

- Pasture land.
- Remnant landscaping from a previous homesite.
- Electrical distribution lines along the western side of the site.
- Southwest Community Park forms the western boundary of the site.
- Potential wetland (0.39 acres estimated).

Site Development Objectives:

35.1 Set buildings back from electrical lines along the western property boundary.

35.2 Provide access to Southwest Community Park to the west.

35.3 Obtain a jurisdictional determination from the Army Corps of Engineers. If wetlands are confirmed either: 1) Avoid them by clustering development; and/or 2) Implementing mitigation approved by regulatory agencies.

35.4 Coordinate with other development projects along South Dutton Avenue to develop pedestrian and bicycle shoulder lane along at least one side of the roadway.

35.5 Consider providing the parking lot on the south side of the site so that it can eventually take access from a local street rather than South Dutton Avenue.

Unresolved Matters:

U-35.1 Resolution of Site Development Objectives 35.2 through 35.4
Implementation

INTRODUCTION

The purpose of this chapter is to set forth implementation goals, actions, and programs that will be used to implement the Area Plan and to establish priorities and responsibilities for implementing them. Additionally, the implementation program includes the principles, policies, and actions from the Financing Plan\(^\text{15}\) which will be utilized to govern the funding of backbone infrastructure and public facilities.

Implementation of the Plan began when the City Council adopted this Plan. The implementation program includes, but is not limited to the:

1. Establishment of a cost recovery program to recover the costs of the planning effort;

2. Adoption of prezoning for the annexation areas;

3. Provision of assistance in the development of Public Service Plans required by LAFCO; and

4. Establishment of development fees and assessment districts needed to fund the needed public infrastructure and facilities.

Upon adoption of prezoning for an annexation boundary, the annexation sponsors will file annexation applications with the Local Agency Formation Commission (LAFCO) for their consideration. During this period, development applications will also be reviewed and acted upon by the City. Any approval actions by the City will be subject to final approval of the annexation.

\(^{15}\) Southwest Area Plan Financing Plan, Economic & Planning Systems, Inc., September 1993
Over time, there will be additional annexation requests within the southwest. These annexation requests will follow the steps outlined in the following flow chart entitled "Annexation Process" (Figure 21).

IMPLEMENTATION GOALS AND OBJECTIVES

The following goals and objectives have been developed to describe the actions and programs which are necessary to implement the Southwest Area Plan. The goals and objectives have been divided into four categories including:

1. General Goals
2. Short Term Goals
3. Mid to Long Term Goals
4. Ongoing Goals

GENERAL GOALS

GOAL IMP-1 TAKE AN ACTIVE LEADERSHIP ROLE IN ASSURING THE IMPLEMENTATION OF THE SOUTHWEST AREA PLAN PROGRAMS.

Implementation of the Southwest Area Plan will be challenging. Numerous decisions will need to be made and several actions will need to be carried out in order to implement the plan. Implementation will also require close work and cooperation with Sonoma County and the various service districts that exist within the southwest. The goals which follow this section provide an overview of the other implementation actions needed to implement the Plan.

GOAL IMP-2 ENCOURAGE PUBLIC REVIEW AND PARTICIPATION IN ALL ASPECTS OF THE IMPLEMENTATION PROCESS.

Public participation is an important component of the Area Plan implementation program. As noted previously, many actions will be required to implement the Plan. Some actions will effect existing residents, others will effect developers and future homeowners. To insure the long term implementation of the Plan, the community must understand and support the implementation process.
Annexation Process *

1. Application Submitted to Annexation Officer
2. Application Reviewed
3. City Council Sets Boundaries
4. City Processing Fee Paid
5. Environmental Assessment
6. Environmental Impact Report OR Exemption OR Negative Declaration
7. Staff May Meet with Residents of Area
8. Planning Commission Prezones (Public Hearing)
9. City Council Prezones & Certifies Environmental Decision (Public Hearing)
10. Maps and Legal Descriptions Prepared by Applicant
11. LAFCO Hearing (1st Thursday of Each Month)
12. Final Resolution (Council Acceptance)
13. Applicant Files with State Board of Equalization and Pays associated fees to City
14. LAFCO Files Annexation Map with County Recorder
15. City Clerk distributes Recorded Map

*An update of this process is contemplated during 1994. Consult the Dept. of Community Development for current process chart.
SHORT TERM GOALS

ADOPT COST RECOVERY PROGRAM FOR THE SOUTHWEST PLANNING EFFORT.

GOAL IMP-3

General Plan policy [LUR-2b] requires that the cost of preparing the Southwest Area Plan be recovered. Such costs include both staff assigned to prepare the plan and consultants which assisted in the preparation of technical analyses and reports. The cost associated with the preparation of the Environmental Impact Report has been paid for by property owners and developers who submitted Land Use Proposals at the onset of Phase II of the Area Plan program.

General Plan policy [LUR-2b] had envisioned that an ordinance would be adopted at the onset of the planning effort, however, adoption of a cost recovery program was delayed as the total cost for completing the plan could not be determined at the onset. As such, upon adoption of the Area Plan, costs will be formalized and a Cost Recovery Program can proceed through the review and adoption process.

PREZONE ANNEXATION BOUNDARIES AND ASSIST ANNEXATION SPONSORS IN THE DEVELOPMENT OF "PUBLIC SERVICE PLANS".

GOAL IMP-4

The Southwest Area currently has eleven separate annexation boundaries (Figure 3). These annexation boundaries were set by the City Council as far back as 1986. As such, the sentiments within and surrounding these boundaries may have changed. To reduce costs associated with staff time, and to incorporate current annexation sentiments, the annexation boundaries may need to be revised. Additionally, there will likely be requests to create additional annexation boundaries.

Upon confirmation of annexation boundaries, Community Development staff will prepare prezoning recommendations for consideration by the Planning Commission and City Council. Public hearings will be conducted on the prezoning actions at both the Planning Commission and City Council.

Annexation sponsors will need some assistance from City staff in the preparation of "Public Service Plans" required by the Local Agency Formation Commission (LAFCO). LAFCO has recently updated their application forms to address issues related to the provision of public services. The LAFCO application is included for reference as Appendix D. Section 4 of this application requires detailed information on public services including: Sewage Disposal, Water Supply, Fire Protection, Police Protection, Schools, Flood Control, and Transportation.
MID TO LONG TERM GOALS

GOAL IMP-5 TRANSFER COUNTY PLANNING AND BUILDING PROCESSES TO THE CITY AND EQUALIZE DEVELOPMENT FEES FOR THE AREA TO ASSURE UNIFORM AND EQUITABLE IMPLEMENTATION OF THE SOUTHWEST AREA PLAN.

Objective 5.1 Request that the County adopt the Southwest Area Plan.

As the first step towards assuring the equitable and uniform implementation of the Southwest Area Plan, request that the County adopt the Southwest Area Plan as their statement of policy regarding future development in the area. By adopting the same plan, developers and property owners will be provided with a clearer understanding of the future plans for the area and will avoid unnecessary costs and time delays in coordinating their development plans between the two jurisdictions.

Objective 5.2 Request that the County defer land planning and building permit and inspection responsibilities to the City within the southwest area.

Additional steps can be taken to: a) Streamline government regulation; b) Eliminate duplication of efforts; and c) Save taxpayer dollars. To achieve this objective, planning and building processes should become the responsibility of one jurisdiction. As the area is ultimately expected to be within the City, these functions logically fall to the City. An example of this arrangement exists between the City of Eugene and Lane County in the State of Oregon. In this example all permits within the City of Eugene’s Ultimate Growth Boundary are processed by the City.

Objective 5.3 Work with County officials to equalize the fee structure for new development within the southwest.

An important component to the overall success of the Area Plan will be the implementation of public infrastructure improvements and development of needed public facilities to serve the area residents. In order to assure that these improvements can be made and that affordable homes can be produced, all new development will be required to contribute its fair share of the total cost. If development proceeds under current practices and polices, new development will cause service levels to deteriorate to the point where new development will never be able to make up for existing deficiencies in public infrastructure improvements or public facility needs.

Objective 5.4 Prohibit further provision of City services to parcels outside of the City limits except in areas where current agreements are in place or a health hazard has been certified to exist by the County Health Department.

In the past, the City has agreed to provide City services outside of the...
City limits with the understanding that these properties will eventually be annexed to the City. It has been the City's experience that once such services are provided that there is no desire on the part of the property owners to annex to the City. As such, it is the intent of the City to restrict provision of new services until the time of annexation. Existing agreements made by the City will continue to be honored, however, new agreements are not permitted without annexation.

Policy:

5.4.1 Require annexation to the City of Santa Rosa prior to the provision of new or additional City services. The City will continue to honor past agreements for services and may consider permitting extensions of water and/or sanitary sewer services for existing uses with certified health hazards.

GOAL IMP-6 ESTABLISH FINANCING MECHANISMS APPROPRIATE TO IMPLEMENT THE AREA PLAN.

The financing principles, policies, and actions, needed to implement the Southwest Area Plan, have been included in the following section of this document. These principles, policies, and actions have been excerpted from the Financing Plan to provide the reader with an overview of these financing issues as well as the financing methods that may be utilized to pay for public infrastructure and facilities. For a more detailed overview and background on the financing aspects of this project, the reader is referred to the Southwest Area Plan Financing Plan.

GOAL IMP-7 REQUEST RECONSIDERATION OF THE CITY'S SPHERE OF INFLUENCE FOR THE AREA WEST OF WRIGHT ROAD.

In October 1992, the City requested consideration of thirteen changes to the City’s Sphere of Influence to make the sphere consistent with the City’s Ultimate Urban Boundary. One of these requests was for a retraction of the City’s Sphere of influence for the area west of Wright Road. At that time LAFCO found that the City had several service obligations which were at issue. LAFCO denied the request without prejudice stating that the request could be made again after the Southwest Area Plan was completed and after the continued provision of certain existing services was guaranteed. The City has amended it’s General Plan (specifically policies [GM-1a] and [PSF-12a]) to address these issues. As service issues have been resolved and the Area Plan’s relationship to this area has been determined, the City should request the retraction of the Sphere of Influence to coincide with the Ultimate Urban Boundary.
ONGOING GOALS

GOAL IMP-8 MAINTAIN AND PERIODICALLY REVISE AND UPDATE THE SOUTHWEST AREA PLAN AS A CURRENT STATEMENT OF COMMUNITY GOALS, OBJECTIVES, AND POLICIES.

Objective 8.1 Develop and review (on an annual basis thereafter) a list of community needs for the area. The list will be utilized in conjunction with Community Facilities and Services objective CSF-3.4.2 which gives priority to projects which provide needed facilities and services.

Providing clear direction to the development community can result in the acceleration of community goals and objectives. As such, identifying these needs, and providing incentives to meet these needs can provide significant benefits for the City’s residents. The first annual Community Needs List is included as Appendix C.

GOAL IMP-9 REVIEW DEVELOPMENT APPLICATIONS AND ENCOURAGE DEVELOPMENT CONSISTENT WITH THE PLAN.

GOAL IMP-10 IMPLEMENT ENVIRONMENTAL MITIGATION PROGRAMS.

Objective 10.1 Review on an annual basis the Mitigation Monitoring Program to: a) Ensure compliance with the California Environmental Quality Act; b) Evaluate the success of environmental mitigation measures; and c) Consider revisions to mitigation measures which have not proven successful.

GOAL IMP-11 EVALUATE PHASING OF BACKBONE INFRASTRUCTURE AND PUBLIC FACILITY IMPROVEMENTS.

Periodically, the phasing plans for backbone infrastructure and public facilities will need to be reviewed and adjusted to meet changes in circumstances. Factors that could require adjustments to the Phasing Plan include: a) Resolution of environmental impacts; b) Timing for passenger rail along the NWP railroad; c) Funding and/or financing capabilities; d) Negotiations with CalTrans and Sonoma County; and e) Market conditions and local economy.

GOAL IMP-12 IMPLEMENT OTHER AREA PLAN PROGRAMS

A series of other implementation programs and tasks have been referenced in the goals, objectives, and policies of the Area Plan. Table 8 identifies the implementation goals listed above as well as the other programs needed to implement the Plan.
IMPLEMENTATION PROGRAM PRIORITIES & RESPONSIBILITIES

The purpose of this section is to:

1. Provide an easy-to-use overview of the Southwest Area Plan implementation programs; and
2. Establish priorities for each program; and
3. Identify the department(s) responsible for their implementation; and
4. Estimate the amount of time that it will take to prepare the program for consideration by decision makers.

The subsequent information is presented to provide an understanding of the information summarized in Table 8.

<table>
<thead>
<tr>
<th>PROGRAM/TASK AND GOAL</th>
<th>These columns of the table identify the Program or Task to be completed and the companion goal, objective, and/or policy of the Area Plan which relies upon it. As appropriate, General Plan policies are also referenced.</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRIORITIES</td>
<td>Priorities have been assigned to fiscal years\textsuperscript{16} following adoption of the Plan. As such a ‘Priority 1 project’ will begin sometime between adoption of the Area Plan and the end of the 1994-'95 fiscal year. A ‘Priority 2 project’ would begin in fiscal year 1995-'96 and a ‘Priority 3 project’ would begin in or beyond fiscal 1996-'97. Additionally, certain programs are part of the normal operations. These items are noted as “ongoing”. Finally, there are items which require yearly review. These items are noted as “annual”.</td>
</tr>
</tbody>
</table>

The listing of program priorities is intended to set forth the City’s best effort for completing the actions described. It must be recognized that each of these programs must be evaluated within the overall context of City budget decisions which are made each year with adoption of the Capital Budget and are projected for four additional years in the City’s Capital Improvement Program. Finally, it should be noted, that the City will evaluate the Southwest Area Plan on an annual basis which will allow the following table to be updated to reflect current needs and funding availability.

| RESPONSIBLE DEPARTMENT(S) | Responsible Department(s) have been identified for carrying out the implementation programs identified in Table 8. Other City departments, Boards, Commissions, outside agencies, and individuals may be called upon to assist in the development of the program as well. |
| PREPARATION TIME | This final column indicates the amount of time anticipated to be necessary to prepare the item for review and adoption by the appropriate Board, Commission and/or City Council. |

\textsuperscript{16} The City fiscal year runs from July 1 to June 30
<table>
<thead>
<tr>
<th>Program/Task</th>
<th>Related Goal/Policy</th>
<th>Priority</th>
<th>Responsible Department</th>
<th>Preparation Time (Months)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adopt a Cost Recovery Program</td>
<td>IMP-3 &amp; GP [LUR-2b]</td>
<td>1</td>
<td>CA/CD-P</td>
<td>2</td>
</tr>
<tr>
<td>Prezone Annexation Boundaries</td>
<td>IMP-4</td>
<td>1</td>
<td>CD-P</td>
<td>3-6</td>
</tr>
<tr>
<td>Assist in the preparation of a 'Public Service Plan' as required by LAFCO</td>
<td>IMP-4</td>
<td>Ongoing</td>
<td>CD-P</td>
<td>1-3</td>
</tr>
<tr>
<td>County Adoption of Area Plan</td>
<td>IMP-5.1</td>
<td>2</td>
<td>CM/CD-P</td>
<td>6-8</td>
</tr>
<tr>
<td>County Deferral of Planning Processes</td>
<td>IMP-5.2</td>
<td>2-3</td>
<td>CD-P</td>
<td>8-10</td>
</tr>
<tr>
<td>County Deferral of Building Processes</td>
<td>IMP-5.2</td>
<td>2-3</td>
<td>CD-B</td>
<td>8-10</td>
</tr>
<tr>
<td>Equalization of Fee Structures</td>
<td>IMP-5.3</td>
<td>2</td>
<td>CD-P</td>
<td>12</td>
</tr>
<tr>
<td>Establish Financing Mechanisms</td>
<td>IMP-6 &amp; BI-1.1.1</td>
<td>1</td>
<td>AS</td>
<td>6-8</td>
</tr>
<tr>
<td>Review Ultimate Urban Boundary w/LAFCO</td>
<td>IMP-7</td>
<td>2</td>
<td>CD-P</td>
<td>3</td>
</tr>
<tr>
<td>Annual Review of Plan</td>
<td>IMP-8</td>
<td>Annual</td>
<td>CD-P</td>
<td>1-2</td>
</tr>
<tr>
<td>Review of Mitigation Monitoring Plan</td>
<td>IMP-10</td>
<td>Annual</td>
<td>CD-P</td>
<td>1-2</td>
</tr>
<tr>
<td>Update Community Needs List</td>
<td>IMP-8 &amp; CSF-3.4.2</td>
<td>Annual</td>
<td>CD-P</td>
<td>1-2</td>
</tr>
<tr>
<td>Sebastopol Road-Roseland Village Revitalization</td>
<td>LU-1.2.4</td>
<td>Ongoing</td>
<td>RRA/CD-P</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td>CD-4.1.1</td>
<td>Ongoing</td>
<td>PW/U</td>
<td>Ongoing</td>
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<tr>
<td>Development of a Medical Services Center</td>
<td>LU-2.1.1</td>
<td>2-3</td>
<td>CM/CD-P</td>
<td>Ongoing</td>
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<tr>
<td>Documentation of Existing Uses and Intensities of Use Upon Annexation</td>
<td>LU-3.1.1</td>
<td>Ongoing</td>
<td>CD-P &amp; CD-B</td>
<td>Ongoing</td>
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<tr>
<td>Utilization of Creek Corridors</td>
<td>CT-1.3.3 &amp; CT-1.4.2</td>
<td>2</td>
<td>CD-P, RP &amp; TP</td>
<td>4-8</td>
</tr>
<tr>
<td>Program/Task</td>
<td>Related Goal/Policy</td>
<td>Priority</td>
<td>Responsible Department</td>
<td>Preparation Time (Months)</td>
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<td>-------------------------------------------------------</td>
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<tr>
<td>Establish a Transit Transfer Terminal</td>
<td>CT-2.1</td>
<td>2-3</td>
<td>TP</td>
<td>12</td>
</tr>
<tr>
<td>Update Transit Routes</td>
<td>CT-2.2.1 &amp; 2</td>
<td>Ongoing</td>
<td>TP</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Facilitate Circulation &amp; Transportation Improvements</td>
<td>CT-4.1.3 &amp; BI-2.2.2</td>
<td>Ongoing</td>
<td>PW &amp; TP</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Develop Open Space Zoning</td>
<td>NRC-1.1.1</td>
<td>1</td>
<td>CD-P</td>
<td>4-5</td>
</tr>
<tr>
<td>Complete the Vernal Pool Master Plan</td>
<td>NRC-2.2.3 &amp; GP(OSC-2a)</td>
<td>1</td>
<td>CD-P</td>
<td>24-30</td>
</tr>
<tr>
<td>Creek Restoration Efforts</td>
<td>NRC-3.1.3 &amp; GP(OSC-1a)</td>
<td>1</td>
<td>CD-P</td>
<td>Ongoing</td>
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<tr>
<td>Storm Drain Stenciling Project</td>
<td>NRC-3.1.4</td>
<td>Ongoing</td>
<td>CM/PW</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Conceptual Wetlands Habitat Management Plan (See Vernal Pool Master Plan).</td>
<td>NRC-3.3.1</td>
<td>2</td>
<td>CD-P</td>
<td>18-24</td>
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<tr>
<td>Develop a list of Native Plants</td>
<td>NRC-4.1.2</td>
<td>2</td>
<td>CD-P &amp; RP</td>
<td>6</td>
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<tr>
<td>Freeway Landscaping</td>
<td>CD-2.1.3</td>
<td>2</td>
<td>CD-P &amp; PW</td>
<td>Ongoing</td>
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<tr>
<td>Develop Specialized Pavement Standards</td>
<td>CD-5.3.1</td>
<td>1</td>
<td>CD-P &amp; PW</td>
<td>6</td>
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<tr>
<td>Develop a Tree list for Parking Lots</td>
<td>CD-5.4.2</td>
<td>2</td>
<td>CD-P/RP/PW</td>
<td>3</td>
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<tr>
<td>Luther Burbank Highway Landscaping</td>
<td>CD-6.2.1</td>
<td>3</td>
<td>CD-P &amp; RP</td>
<td>12-18</td>
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<tr>
<td>Utilization of Potable Water</td>
<td>S-1.1.1</td>
<td>Ongoing</td>
<td>CD-E &amp; U</td>
<td>Ongoing</td>
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<td>Prevent Spread of Groundwater Contamination</td>
<td>S-1.2.1</td>
<td>Ongoing</td>
<td>PW &amp; U</td>
<td>Ongoing</td>
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<tr>
<td>Minimize Exposure to Workers</td>
<td>S-1.3.1</td>
<td>Ongoing</td>
<td>PW &amp; U</td>
<td>Ongoing</td>
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<tr>
<td>Expedite Permits for Remediation Projects</td>
<td>S-2.1.2</td>
<td>Ongoing</td>
<td>CD</td>
<td>Ongoing</td>
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<tr>
<td>Program/Task</td>
<td>Related Goal/Policy</td>
<td>Priority</td>
<td>Responsible Department</td>
<td>Preparation Time (Months)</td>
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<td>--------------------------------------</td>
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<td>------------------------</td>
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</tr>
<tr>
<td>Prevent formation of new hazards</td>
<td>S-2.2.1 &amp; 2</td>
<td>Ongoing</td>
<td>F</td>
<td>Ongoing</td>
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<tr>
<td>Implement Storm Drainage Improvements</td>
<td>S-3.1.3</td>
<td>Ongoing</td>
<td>CD-E &amp; PW</td>
<td>Ongoing</td>
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<tr>
<td>Rename South Dutton Avenue</td>
<td>S-4.1.1</td>
<td>1</td>
<td>CD-P</td>
<td>3-4</td>
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<tr>
<td>Prepared Park Design Plans</td>
<td>CSF-1.5.1</td>
<td>Ongoing</td>
<td>RP</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Assist School Districts</td>
<td>CSF-2.1</td>
<td>Ongoing</td>
<td>CM</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Introduce Police Services</td>
<td>CSF-3.1.3</td>
<td>Ongoing</td>
<td>P</td>
<td>1-2</td>
</tr>
<tr>
<td>Develop New Fire Station</td>
<td>CSF-3.2.1</td>
<td>2-3</td>
<td>F</td>
<td>12-24</td>
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<tr>
<td>Develop New Library</td>
<td>CSF-3.3.1</td>
<td>3</td>
<td>CM/CD-P</td>
<td>12-24</td>
</tr>
<tr>
<td>Evaluate Phasing Plans</td>
<td>BI-1.1.3</td>
<td>Annual</td>
<td>CD-P</td>
<td>1-2</td>
</tr>
<tr>
<td>Use of Reclaimed Water</td>
<td>BI-3.1</td>
<td>Ongoing</td>
<td>U</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

Department/Agency Legend:

AS  Administrative Services
CA  City Attorney
CD-P Community Development-Planning Division
CD-E Community Development-Engineering Division
CD-B Community Development-Building Division
CM  City Manager's Office
F   Fire
P   Police
PW  Public Works
RRA Roseland Redevelopment Agency
RP  Recreation & Parks
TP  Transit & Parking
U   Utilities
FINANCING INTRODUCTION

The Southwest Area Plan Financing Plan sets forth the framework for financing public facilities and infrastructure. An extensive effort was made to identify needed public facilities and infrastructure improvements that would serve the planning area. The following sections provide an overview and summarize the important principles, policies, and implementation actions addressed in the Financing Plan. The reader is referred to the Financing Plan for background information, major conclusions, and key assumptions utilized in formulating the Plan.

FINANCING MECHANISMS

Chapter V of the Financing Plan provides an overview of the financing mechanisms including:

- Area of Benefit Fees
- Dedications and Exactions
- Development Agreement Exactions
- Special Assessment Districts (1911, 1913, 1915 Acts)
- Mello-Roos Community Facilities Districts
- Landscape and Lighting Maintenance Districts
- Impact Fees and Connection Charges
- Federal and State Grants

The Financing Plan concludes that a variety of financing mechanisms will likely be used within the southwest. In general, however, the Financing Plan finds that in addition to current financing mechanisms use of Special Assessment Districts; Area of Benefit Fees; and Development Agreements should be expected.

FINANCING PRINCIPLES AND POLICIES

The following principles and policies have been excerpted from the Financing Plan for ease of reference. These principles and policies will be used to guide staff and City Council decisions regarding annexation, formation of financing entities or mechanisms, and project approvals.

Principle F-1: THE FINANCING PLAN SHOULD BE CONSISTENT WITH AND SERVE TO IMPLEMENT THE SOUTHWEST AREA PLAN.

Policy:

1.1 Apply land use regulations and financing mechanisms that encourage full development of the southwest consistent with the General and Area Plans.
Principle F-2: FUTURE DEVELOPMENT WITHIN THE AREA PLAN SHOULD PAY THE FULL COSTS OF INFRASTRUCTURE NEEDED TO SERVE THE AREA, EXCEPT WHERE OTHER FUNDING SOURCES ARE APPROPRIATE AND AVAILABLE.

Policies:

2.1 Existing landowners and residents should not be burdened with assessments or taxes to pay for new public facilities if no benefit is received.

2.2 Properties outside the Area Plan that benefit from infrastructure provided by the Plan should be included in the financing to the extent possible.

Principle F-3: TOTAL INFRASTRUCTURE AND FINANCING COSTS IN THE SOUTHWEST AREA SHOULD BE MINIMIZED, AND TOTAL COSTS SHOULD NOT EXCEED INDUSTRY STANDARDS OF FINANCIAL FEASIBILITY.

Policies:

3.1 Encourage measures that minimize the infrastructure costs borne by new development in the Southwest Area. Such measures could include construction and buy back agreements with developers.

3.2 Evaluate the use of Public Facility Impact Fee (PFIF) revenues generated by new development for Citywide projects such as Bellevue, Hearn, and Fulton/Wright interchanges. These improvements benefit the City as a whole and use of these revenues could reduce the overall financial burdens within the Southwest Area Plan.

3.3 Actively pursue outside funding for infrastructure improvements within the Southwest Area, e.g., Southeast Area developers, State, and federal funding sources, etc...

3.4 Develop an infrastructure phasing schedule that links the timing of infrastructure construction to the timing of new Southwest Area Plan residential, commercial, and industrial development to the extent possible.

3.5 Use pay-as-you-go financing approach to the extent possible. Limit debt financing to circumstances where other methods are unavailable or inappropriate for infrastructure financing, e.g., construction of Phase 1 infrastructure.
Principle F-4: Future development within the area plan should pay the costs of mitigating impacts on existing facilities and infrastructure in the city.

Policy:

4.1 Development will be required to pay existing city-wide impact fees and additional off site mitigation as specified by the Area Plan EIR.

Principle F-5: Infrastructure costs should be allocated among area plan and surrounding properties based on the principle of benefit received.

Policy:

5.1 Adopt an Area of Benefit Ordinance that establishes a fair-share cost allocation for required backbone infrastructure to be borne by all benefiting new development within and adjoining the Southwest Area.

Principle F-6: The city should facilitate southwest area infrastructure financing through allocation of city funding sources (where appropriate and available) and establishment of necessary financing entities and arrangements (e.g., an assessment district).

Policies:

6.1 The City of Santa Rosa will assume responsibility for coordinating landowners and developers in the establishment of the appropriate Southwest Area financing mechanisms. This policy should be interpreted broadly to include such actions as the establishment of joint-exercise-of-powers entities with other jurisdictions (such as Sonoma County) and agencies (such as the South Park Sanitation District and affected Southwest Area school districts).

6.2 To ensure timely funding of infrastructure development, enter into standardized, single purpose development agreements, consistent with existing City ordinances, and as necessary to enable the establishment of needed infrastructure financing mechanisms.

6.3 Initiate negotiations with the County (regarding annexation) and with school districts (regarding school facility requirements) and seek outcomes that facilitate timely development consistent with the Southwest Area Plan.

6.4 Establish a financing district or districts (e.g., assessment districts) to provide necessary land-secured debt financing.
6.5 Develop and tailor a Southwest Area annexation strategy consistent with the final Southwest Area Plan.

6.6 Actively pursue arrangements with affected agencies and jurisdictions to create a coordinated development impact fee structure for development in the Southwest Area but outside of Santa Rosa’s existing City limits.

Principle F-7: IF A LANDOWNER IS REQUIRED TO DEDICATE LAND OR MAKE IMPROVEMENTS (E.G., OVERSIZING INFRASTRUCTURE) WITH A HIGHER VALUE THAN THE BENEFITS THAT LANDOWNER RECEIVES, THE EXCESS VALUE SHOULD BE REIMBURSED FROM OTHER BENEFITING PROPERTIES AND/OR CITY FUNDING SOURCES.

Policies:

7.1 Require dedication of land for road improvements and construction of public improvements consistent with City policies.

7.2 Require development projects in the Area Plan to fund or support financing for oversizing of facilities if required by the City.

7.3 Establish mechanisms for future development to reimburse developers who oversize infrastructure or dedicate excess land, possibly as part of the creation of an Area of Benefit Ordinance.

Principle F-8: THE FINANCING PLAN SHOULD CREATE INCENTIVES FOR PROPERTIES IN THE AREA PLAN TO DEVELOP AT THE DESIGNATED USES AND DENSITIES.

Policies:

8.1 Fee burdens and assessments should be calculated upon midpoint densities to promote consistency with the Plan and as a dis-incentive to under utilization. Per-unit burdens would increase to the extent that density fell below a preferred target.

8.2 The financing plan should be coordinated with the annexation process to limit the potential for inconsistent City/County policies, which could cause under-funding of facilities or sub-optimization of development potential.
FINANCING ACTION PLAN

The following Action Plan is a work program that can be followed to implement the proposed financing principles, policies and strategy. The Action Plan has been designed to respond to varying circumstances, including variations in the infrastructure financed under the Plan and the intensity of Area Plan development. The Action Plan has also been designed to work within the overall Area Plan implementation program (See Implementation Goal 7). The recommended Action steps are presented according to their sequence and relative importance.

ACTION STEPS

FA-1

FINALIZING COST AND PHASING ASSUMPTIONS

Action 1.1 Identify final set of facilities

Before a Financing Plan can be implemented, the City must provide direction concerning the backbone infrastructure and facilities to be financed as part of the Southwest Area Plan. A decision regarding the inclusion of one facility or another may have significant consequences for the financial feasibility of development in the Southwest Area as a whole and for the potential to provide other needed facilities in the Southwest Area.

Action 1.2 Formulate final cost estimates

The City of Santa Rosa must establish a final set of infrastructure costs that will be financed within the Area Plan. The cost estimates included in this report must be considered preliminary and for planning purposes only. The City should assemble a Public Improvement Report, based upon the specific improvements listed in the Financing Plan, but reflecting more detailed cost estimates that become available over time.

Action 1.3 Establish infrastructure phasing based upon development priorities.

This task serves to ensure that a financially feasible and acceptable Financing Plan can be created to support development in the Southwest Area.

Action 1.4 Solicit input from developers, landowners and other interested parties.

Opinions regarding the infrastructure costs, cost allocation, and proposed phasing should be solicited from landowners, developers, and other public agencies. These parties have been involved in the planning process that has occurred to date. Such consultation with interested parties will help secure necessary funding and equity. An understanding of basic financing issues and options will also make subsequent implementation
FA-2

steps (e.g., formation of assessment district) take place more efficiently.

APPROVING A FINANCING STRATEGY

Action 2.1

Establish extent of City and other agency funding commitments.

The City should determine to what extent it will be able to contribute Citywide funds to the financing of new infrastructure in the Southwest Area. In particular, the City should determine which funds are available including State and federal grants, City impact fee funds (e.g., PFIF), and how the redevelopment agency may be involved.

Action 2.2

Consider and assemble financing mechanisms.

The Proposed Financing Strategy provides a framework for this task. The overall logic and premise of the Strategy should be considered and tested to assure that it is sound and feasible, given the perspective of the involved parties including the City, landowners, developers, and other agencies.

Action 2.3

Determine the magnitude and timing of funding needed.

The timing and magnitude of costs will determine to what extent bonding is required and the degree to which it will be possible to fund improvements on a pay-as-you-go basis.

Action 2.4

Adopt preferred financing strategy.

Based on the outcomes of the previous steps, the City should select a preferred financing strategy. Selection of the preferred strategy should be based upon additional financial feasibility analysis and include the input of Southwest Area developers who will be affected by the strategy.

FA-3

ESTABLISHING AN INSTITUTIONAL FRAMEWORK TO GUIDE STRATEGY IMPLEMENTATION

Implementing the Financing Plan within the context of overall Area Plan implementation will require that the City set in motion annexation proceedings, establish financing districts, and negotiate funding arrangements with other agencies (e.g., the school districts). A strategic approach to these institutional arrangements is recommended wherein individual activities and negotiations are coordinated to assure the most advantageous outcome for the community and landowners/developers in the Southwest Area.

Action 3.1

Establish a comprehensive approach to annexation within the Southwest Area. Begin early consultations with Sonoma County to assure that key negotiation items (e.g., property tax-sharing) are identified and terms of an agreement defined. This should be followed by formation of a reorganization committee representing the diverse interests and government
agencies serving the Area. Because there will be more than one Southwest Area annexation, the City should establish a two-track annexation process. The first track should involve the formation of a joint-authority between the City and County. This authority would establish a standard set of fees, assessments, and/or development agreements that would be the same for properties in the City as for properties in the County. The formation of this joint authority would establish administrative consistency, and would prevent developers from exploiting differences in cost burdens that might otherwise exist. The second track should involve issues more typically associated with annexations, such as property tax sharing agreements.

**Action 3.2**

Begin negotiations with other jurisdictions serving the Southwest Area including the school districts, the fire districts, and the Water Agency to assure that the Financing Plan is consistent and responsive to their needs. These negotiations may lead to formation of a joint exercise of powers agreement or agreements.

**Action 3.3**

Prepare LAFCO Sphere of Influence and annexation documents consistent with overall annexation strategy and inter-jurisdictional agreements.

**Action 3.4**

Prepare and adopt an ordinance for the Southwest Santa Rosa Benefit Fee Area.

**Action 3.5**

Prepare and establish the Southwest Santa Rosa Assessment District.

**Action 3.6**

Prepare a standard Southwest Santa Rosa Development Agreement. The standard development agreement would be offered to all developers in the Southwest Area and modified to meet each developer's particular circumstances. The development agreement is viewed to be necessary to convey development program entitlements commensurate with the Area Plan, in trade for the financial commitments that will be asked of the developers (including participation in the assessment district and acceptance of the area of benefit fees).
AFFORDABLE HOUSING
Housing capable of being purchased or rented by a household with very low or low income, based upon a household’s ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

ANNEX, V.
To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

AVERAGE DAILY TRIPS (ADT)
The average number of trips both coming and going from a particular location.

BACKBONE INFRASTRUCTURE
The major infrastructure improvements need to accommodate the anticipated build out of the area. Included within this definition are water Mains (usually 12 inches in diameter, or larger); Major Storm Drainage Improvements (Channels, Creeks, and major conduits); Major Roads and Circulation Improvements (Arterial Streets, Highway improvements e.g. Interchanges, ramps, and overpasses); and Sanitary Sewer Trunk Lines (15 inches in diameter, or larger).

BICYCLE PATH (CLASS I FACILITY)
A paved route not on a street or roadway and expressly reserved for bicycles. Bicycle paths may parallel roads but typically are separated from them by landscaping.
BICYCLE LANE (CLASS II FACILITY)
A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

BICYCLE ROUTE (CLASS III FACILITY)
A facility shared with motorists and identified by signs. A bicycle route has no pavement markings or lane stripes.

BIKEWAYS
A term that encompasses bicycle lanes, bicycle paths and bicycle routes.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for an adverse environmental impact an Environmental Impact Report (EIR) must be prepared.

CALTRANS
California Department of Transportation.

CHOKER
A street design feature also referred to a “necking”. In essence it is a narrowing of the street. Chokers are generally utilized at intersections but can also be used at mid-block locations. There purpose is to reduce pedestrian crossing distances, enhance the appearance of the street and discourage high speed traffic.

CITY
City with a capital “C” generally refers to the government or administration of a city. City with a lower case “c” may mean any city or may refer to the geographical area of a city (e.g., the city bikeway system.)

CLUSTERED DEVELOPMENT
Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining open space area.

COMMONS, COMMUNITY
A place for community wide services and activities. It includes a complex of retail and service enterprises anchored by a supermarket or possibly a super drugstore, and serving a community clientele. Restaurants, theaters and other similar uses are also appropriate. A Community Commons is required to incorporate medium and medium-high density residential components either directly within or nearby the shopping area and a community meeting room which can accommodate a minimum of 50 people. Other public uses are also encouraged. The non-residential portion of the site usually comprises 8-12 acres.
COMMONS, NEIGHBORHOOD
A place for neighbors to meet, socialize, organize, shop, recreate, and educate. It is a smaller version of the Community Commons and by including uses which serve the neighborhood instead of the larger community. A Neighborhood Commons area is required to incorporate medium density residential development as part of the overall design of the facility. Sites vary in size, but generally range from 1 to 5 acres.

COMMUNITY PARK
Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

COMMUNITY SEPARATOR
Largely open, natural areas with low intensity development between cities and communities in Sonoma County.

COTTAGE INDUSTRY
Live/Work environments which allow light industrial/manufacturing uses as home occupations. Such uses include Architects, Photographers, Seamstresses, Tailors, and other uses which are more likely to remain consistent with the residential character of the area. Uses such as: carpentry work, dental or medical offices, and automotive repairs, body or painting works are examples of uses which are not permitted due to their intensity, use of hazardous materials, generation of noise, and general incompatibility with residential uses.

DENSITY OF USE
The number of residential dwelling units per acre of land. Densities specified in the Area Plan are expressed in units per gross acre or net developable acres.

DEVELOPABLE ACRES, NET
The portion of the site that is used for density calculations. Density is based upon gross acreage minus existing public or private road rights-of-way. Deductions that would be made as part of the development application are not deducted from the site for purposes of density calculations.

DWELLING UNIT
A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.
FLOOR AREA RATIO (FAR)
A measure of intensity of development of non-residential structures. The FAR is calculated as the total gross building square footage divided by the project land area owned in fee. FAR’s do not include adjacent public streets.

Example 1: A one story 3,000 square foot building on a 10,000 square foot parcel. FAR= 0.30.

Example 2: The same building except that it now has two stories (1,500 square feet on each floor) on the same 10,000 square foot parcel. FAR= 0.30.

ENVIRONMENTAL IMPACT REPORT (EIR)
A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See “California Environmental Quality Act.”)

HABITAT
The physical location or type of environment in which an organism or biological population lives or occurs.

HAZARDOUS MATERIAL
Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

HIGH INTENSITY
As used by this plan advocates Floor Area Ratios above .30. And use of two to three story buildings to maximize available land inventory to support transit uses. Maximum intensity shall be determined by building height, lot coverage, and other zoning code requirements.

INFRASTRUCTURE
See Backbone Infrastructure.

INTENSITY OF USE
As used in the Plan applies to the amount of non-residential development allowed on a parcel of land. Floor Area Ratios (FAR’s) are the common measure of non-residential building intensity.

LAND USE PROPOSAL
A suggested use of a property or properties for the purpose of evaluating cumulative effects of development; identifying issues;
proposing solutions to issues; and obtaining a pre-application review of potential projects.

LOCAL AGENCY FORMATION COMMISSION (LAFCO)
A five member commission that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCO members generally include two county supervisors, town city council members, and one member representing the general public.

MEDICAL CARE/SERVICES FACILITY
Not a specialized clinic like a drug rehab facility but a full service type facility with doctors which provide General Practitioner services.

MITIGATE
To ameliorate, alleviate, or avoid to the extent reasonably feasible. According to CEQA, mitigations include: a) Avoiding an impact by not taking a certain action or parts of an action; b) Minimizing an impact by limiting the degree or magnitude of the action and its implementation; c) Rectifying an impact by repairing, rehabilitating, or restoring the environment affected; d) Reducing or eliminating an impact by preserving and maintaining operations during the life of the action; e) Compensating for an impact by replacing or providing substitute resources or environments.

MIXED-USE
Properties on which various uses, such as office, commercial, institutional (and in the case of the Area Plan, cottage industrial and light industrial), and residential are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

NEIGHBORHOOD PARK
City- or County-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

RARE OR ENDANGERED SPECIES
A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.
REMAINDER PARCEL
A parcel of land remaining after a subdivision of land has been approved which no development will be permitted, e.g. open space. In the southwest 'remainder parcel' refers to land which contains natural resources such as wetlands, sensitive plants and/or sensitive animals.

SENSITIVE SPECIES
As used in the Southwest Area Plan includes: Rare, Endangered, and Threatened Species as well as other species which are listed as candidates for listing and those that are of special concern to agencies and organizations.

SHOULD
As used in this Area Plan, use of the word “should” indicates an action which must be taken, unless overriding considerations make this impossible. Divergence from this definition is only at the discretion of the City.

SPHERE OF INFLUENCE
The probable ultimate physical boundaries and service area of Santa Rosa as determined by the Sonoma County Local Agency Formation Commission (LAFCO).

STREET SYSTEM CLASSIFICATIONS
Freeway: These routes serve regional and intercity traffic with long trips and are designed to carry large traffic volumes at high speeds, 55 miles per hour (mph) and above. Within urban areas such as Santa Rosa, the freeways also carry local traffic. Access is controlled, street crossings are grade separated and medians are used to separate lanes moving in opposite directions. Freeways are usually four to eight lanes wide. Within this plan, only four-to six-lane freeways are envisioned.

Expressway: Roads designated as expressways are designed to carry heavy traffic volumes at moderate speeds (40 to 55 mph). Expressways generally serve longer intra-city trips as well as link Santa Rosa with nearby urbanized areas. Access is limited and controlled, street crossings are generally at grade and signalized. Parking is not allowed and a median separates lanes moving in opposite directions. Expressways are four to six lanes wide.

Arterial: Streets designed to carry heavy traffic volumes at lower speeds (30-45 mph) than expressways. Some arterials have medians to control cross traffic. Separate lanes for left turns, and sometimes right turns, are usually provided, and major intersections may be signalized. On street parking may be restricted and in general, an arterial street would not have primary residential frontages along them. Arterials can be from two to six lanes wide, however, they are usually four lanes wide.
Collector: Streets designed to move traffic between local streets and the arterial street system, and to handle trips within or between neighborhoods. Speeds are relatively low, usually 25-35 mph. Collector streets normally have two lanes, curb parking may be permitted. The intersections of major cross streets may be signalized and may have turning lanes.

Local: Streets which provide access to destinations within residential or business districts. These streets are designed to handle carry low traffic volumes for short distances. Local streets are usually two lanes wide and are designed for low speeds, usually 25 mph, or less in special areas such as school zones. Parking may be permitted on one or both sides of the street.

ULTIMATE URBAN BOUNDARY
A parcel specific boundary designated in the City's General Plan marking the limit beyond which the City will not annex or expand. Procedures for changing the Urban Boundary are found in the Municipal Code Section 17-28.010.

VERNAL POOL
A shallow depression occurring in grassland habitats. These depressions fill with water from winter rains and slowly dry up during the late spring and summer. Vernal Pools are found throughout California where soil conditions are favorable to their formation. Vernal Pools provide the ingredients for a unique system of vegetation and wildlife. In the Southwest Vernal Pools are home to the rare and endangered Sebastopol meadowfoam and Sonoma Sunshine plants as well as such candidate species of wildlife as the California Tiger Salamander.

WETLANDS
Transitional area between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a “unified” methodology now used by the federal agencies, wetlands are defined as “those areas meeting certain criteria for hydrology, vegetation, and soils.”

ZONING
The division of the City or County by legislative regulations into areas (zones) which specify allowable uses for real property and size restrictions for buildings within these areas. Zoning is utilized as a tool to implement the General Plan, and in this case, the Area Plan.
APPENDIX A

Public resources
Code Section
21080.7

Housing or Neighborhood Commercial Facilities

(a) No environmental impact report or negative declaration shall be required for any project involving the construction of housing or neighborhood commercial facilities in an urbanized area if the lead agency does all of the following:

(1) Finds, after giving notice pursuant to subdivision (b) or (c) of Section 21092 and following the procedure prescribed by law or regulation which would be necessary to make a determination pursuant to Section 21080.1, all of the following:
   (i) That the project is consistent with a specific plan which has been adopted pursuant to Article 8 (commencing with Section 65450), of Chapter 3 of Title 7 of the Government Code, or in the coastal zone, a local coastal program certified pursuant to Article 2 (commencing with Section 30510) of Chapter 6 of Division 20.
   (ii) That the plan or program was adopted pursuant to the procedure established by Article 8 (commencing with Section 65450) of Chapter 3 of Title 7 of the Government Code not more than five years prior to the finding made pursuant to this section.
   (iii) That the plan or program has been the subject of an environmental impact report.
   (iv) That the environmental impact report is sufficiently detailed so that the significant adverse effects of the project on the environment and measures necessary to mitigate or avoid any such effects can be determined, including significant physical effects on existing structures and neighborhoods of historical or aesthetic significance if any exist in the area covered by the plan or program, and measures necessary to mitigate those effects.

(2) Makes one or more of the findings as required pursuant to Section 21081.
(3) Files a notice of the decision on the proposed activity with the county clerk. Those notices shall be available for public inspection, and a list of the notices shall be posted on a weekly basis in the office of the county clerk. Each list shall remain posted for a period of 30 days.

(b) As used in this section:

(1) "Neighborhood commercial facilities" means those commercial facilities which are an integral part of a project involving the construction of housing and which will serve the residents of the housing.

(2) "Urbanized area" means a central city or cities and surrounding closely settled territory, as defined by the United States Department of Commerce Bureau of the Census in the Federal Register, Volume 39, Number 85, for Wednesday, May 1, 1974, at pages 15202-15203 and as periodically updated.

(Amended: Chapter 1009, Statutes of 1984)
Public resources
Code Section
21083.3

(a) If a parcel has been zoned to accommodate a particular density of residential development or has been designated in a community plan to accommodate a particular density of residential development and an environmental impact report was certified for that zoning or planning action, the application of this division to the approval of any subdivision map or other project that is consistent with the zoning or community plan shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report. If a residential development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to that general plan, the application of this division to the approval of that residential development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report. Nothing in this section affects any requirement to analyze potentially significant offsite impacts and cumulative impacts of the project not discussed in the prior environmental impact report with respect to the general plan. However, all public agencies with authority to mitigate the significant effects shall undertake or require the undertaking of any feasible mitigation measures specified in the prior environmental impact report relevant to a significant effect which the project will have on the environment or, if not, then the provisions of this section shall have no application to that effect. The lead agency shall make a finding, at a public hearing, as to whether those mitigation measures will be undertaken. An effect of a project upon the environment shall not be considered peculiar to the parcel or to the project, for purposes of this subdivision, if uniformly applied development policies or standards have been previously adopted by the city or county, with a finding based upon substantial evidence, which need not include an environmental impact report, that the development policies or standards will substantially mitigate that environmental effect when applied to future projects.

Where a community plan is the basis for application of this section, any rezoning action consistent with the community plan shall be a project subject to exemption from this division in accordance with the provisions of this subdivision.

(b) As used in subdivision (a), "community plan" means a part of the general plan of a city or county which (1) applies to a defined geographic portion of the total area included in the general plan, (2) complies with Article 5 (commencing with Section 65300) of Chapter 3 of Division 1 of Title 7 of the Government Code by including or referencing each of the mandatory elements specified in Section 65302 of the Government Code, and (3) contains specific development policies adopted for the area included in the community plan and identifies measures to implement those policies, so that the policies which will apply to each parcel can be determined.

(c) No person shall have standing to bring an action or proceeding to attack, review, set aside, void, or annul a finding of a public agency made at a public hearing pursuant to subdivision (a) with respect to the conformity of the project to the mitigation measures identified in the prior environmental impact report for the zoning or planning action, unless he or she has participated in that public hearing. However, this subdivision shall not be applicable if the local agency failed to give public notice of the hearing as required by law. For purposes of this subdivision, a person has participated in the public hearing if he or she has either submitted oral or written testimony regarding the proposed determination, finding, or decision prior to the close of the hearing.

(d) Any community plan adopted prior to January 1, 1982, which does not comply with the definitional criteria specified in subdivision (b) may be amended to comply with that criteria, in which case, the plan shall be deemed a "community plan" within the meaning of subdivision (b); provided that (1) an environmental impact report was certified for adoption of the plan and (2) at the time of the conforming amendment, the environmental impact report has not been held inadequate by a court of this state, and the environmental impact report is not the subject of pending litigation challenging its adequacy.

(Amended: Chapter 440, Statutes of 1984)
APPENDIX B

Intersection and Lane Geometrics

1. Stony Point Rd. and Highway 12
2. Stony Point / Highway 12 Interchange

3. North Point Pkwy. / Stony Point Rd.
4. Sebastopol Rd. / Stony Point Rd.

5. Hearn Ave. / Stony Point Rd.
6. Bellevue Ave. / Stony Point Rd.

7. Hwy. 12 / Dutton Ave. EB Ramps
8. Hwy. 12 / Dutton Ave. WB Ramps

SOUTHWEST AREA PLAN
Dowling Associates

Figure 3.1.4 - 10a
EXISTING & MITIGATED INTERSECTION LANE GEOMETRICS

Not to Scale


11. Dutton Ave. / Bellevue Ave.


13. Todd Rd. / Stony Point Rd.

14. Wright Rd. / Sebastopol Rd.

15. Hwy. 12 / S. Wright-Fulton Rd.


**Southwest Area Plan**

Dowling Associates

- Existing Lane
- Proposed Lane

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**Figure 3.1.4 - 10b**

EXISTING & MITIGATED INTERSECTION LANE GEOMETRICS
APPENDIX C

Community Needs for Southwest Santa Rosa

This list is to be utilized in conjunction with Southwest Area Plan Objective CSF-3.4 which encourages developers to provide public amenities beyond those normally required by the City. The following list will be reviewed and updated on an annual basis to assure that it reflects the needs of the Community.

CN-1 Recreation facilities for area youth. Facilities such as basketball courts, baseball diamonds, and soccer/football playing fields are desired. (This does not include tot lots.)

CN-2 Child Care Facilities.

CN-3 Community Activity Center

CN-4 Fire Station

CN-5 Medical Services Facility as described in Area Plan goal LU-2

CN-6 Museum/Nature Center.
APPENDIX D

Sonoma County
Local Agency
Formation
Commission
(LAFCO)
Application
APPLICATION AND LANDOWNER PETITION
TO THE SONOMA COUNTY LOCAL AGENCY FORMATION COMMISSION
(LAFCO)
575 Administration Drive, Room 104A
Santa Rosa, CA 95403-2888
(707) 527-2577 FAX (707) 527-3778

TITLE OF PROPOSAL

This proposal is made pursuant to Sections 56000 and following of the California Government Code under the Cortese/Knox Local Government Reorganization Act of 1985. (LAFCO or city can assist with title.)

1. PROJECT DESCRIPTION

Annexation to

and

Detachment from

and

2. LOCATION (also state the nearest cross streets):

3. DESCRIPTION AND JUSTIFICATION

A. Development Plans

1. Is the subject territory to be developed at this time?

2. If yes, generally describe the anticipated development (building types, facilities, number of units).

3. If no development is planned at this time, will approval of the proposed jurisdictional change increase the development potential of the property?
   (If so, please indicate in terms of allowable uses, and number of units.)

4. If development is not planned at this time, when is development of the area anticipated?

5. In as much detail as possible, please explain why this proposal is necessary at this time (e.g. an approved development or an existing structure requires service not currently provided or available).
B. General Information

1. Please describe the general location and physical features of the territory which is the subject of this proposal. Refer to major highways, roads, watercourses and topographical features.

2. How many acres of territory are included in this proposal?

3. How many people live within the subject territory?

C. Land Use Information

For general plan and zoning information call the city or county planning department.

1. County
   a. What is the County General Plan land use designation?
   b. What is the existing County zoning?
   c. Is the subject territory within the “Urban Service Boundary” of the Sonoma County General Plan?

2. City
   a. What is the city’s general plan land use designation?
   b. How is the subject territory zoned or prezoned?

3. How is the territory presently used? Please be specific.

4. How are the adjacent lands used?
   North
   East
   South
   West

5. Does any portion of the subject territory contain any of the following?
   Agricultural Land Uses
   Open Space Easement
   Community Separator
   Agricultural Preserve
   Open Space Easement
   Public Lands
6. Should the annexation or detachment provide for any special conditions? _____ What are the special conditions that should be applied?

4. PUBLIC SERVICES INVENTORY

A. Sewage Disposal

1. Public Sewer System (If a septic system is intended)

   a.  Is the subject territory within a district or city that provides public sewer service? If so, what agency?

   b.  Is annexation for sewer service necessary?

   c.  What is the distance for connection to the agency(ies) existing sewer system?

   d.  Has the affected agency indicated that they will provide sewer? ____________ If yes, provide a copy of their confirmation.

   e.  Will the agency be prepared to furnish service immediately? If not, please explain.

   f.  Is the territory in a sewer moratorium area?

   g.  Specify any improvements (on and off-site) that will be necessary to connect and serve the anticipated development. Indicate the total cost of these improvements and the method of financing (e.g. general property tax, assessment district, landowner or developer fees).

h. Capacity of Treatment Facility:

   (1) What is the physical design capacity of the sewage treatment plant which will serve the annexation area? __________ MGD.

   (2) What is the current average daily sewage treatment volume of wastewater being treated at the plant? __________ MGD.

   (3) Does the affected agency currently have sufficient capacity to service the territory? If not, what plan does the agency have to increase its capacity?

   (4) How will the increased capacity be financed?

i. Capacity of Transmission Lines:

   (1) What is the physical design capacity of the affected sewer main (transmission line or pipeline) which conveys wastewater to the treatment facility? __________ MGD.
(2) What is the current load rating of the sewer main? _________ MGD.

(3) Does the affected agency currently have sufficient capacity in its sewer system main to serve the territory? _______. If not, what plan does the agency have to increase its capacity?

(4) How is the increased capacity to be financed?

2. Septic System

   a. Is a septic system(s) currently used on the property?

   b. Will the septic system(s) be used upon annexation and development of the property?

   c. Is the existing septic system(s) failing?

B. Water Supply

   1. Is the subject territory within a district or city that provides water service?

      a. If so, what district or city?

   2. Is annexation for water service necessary?

      a. If so, what district or city?

   3. Is the agency prepared to immediately furnish the necessary service? _________. If not please explain.

   4. Is water service currently provided to the territory?

      a. If so, what is the current water demand? _________ MGD. For what purpose?

   5. Will the project be connected to an existing water line?

      a. Distance to tie-in: ____________

      b. When will service be extended to the territory?

      c. The total anticipated water demand will be:

         (1) Residential use _________ MGD.

         (2) Industrial/Commercial use _________ MGD.

         (3) Agricultural use _________ MGD.
6. Specify any improvements (on and off-site) that will be necessary to connect and serve the anticipated development. Indicate the total cost of these improvements and methods of financing (e.g., general property tax, assessment district, landowner or development fees).

C. Fire Protection

1. Is the territory currently within a fire district or city?
   a. If so, which one?

2. If not, is annexation for protection part of this application?

D. Police Protection

1. What police agency currently serves this territory?

2. What police agency would serve this territory if this jurisdictional change is approved?

E. Schools

1. Will development of the territory generate any school age children? ________ How many?
   a. Grades K - 6 ________.
   b. Grades 7 - 9 ________.
   c. Grades 10 - 12 ________.

2. The subject territory is within which school district(s)?

3. Are any elementary or secondary schools serving the subject territory operating above design capacity? ________ If so, which schools or districts?

4. How will increase in capacity be financed?

F. Flood Control

1. Describe the major drainage area within which the subject territory is located:

2. Are there existing flood control facilities within the subject territory? ________ If so, please describe:
3. If this territory is annexed to a city, has the city planned for improvements to provide for flood control in the area (on/off-site)?

G. Transportation

1. Designate the names and types of roads which the project will use for primary and secondary access (include direct access streets from the project site to the nearest freeway):

<table>
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<tr>
<th>Street Name</th>
<th>Type (Right-of-Way Width)</th>
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2. Is widening of an existing street necessary?

3. Is the project served by County-maintained roads?

4. Is construction of new access streets necessary?


6. Are any roads and/or access rights-of-way bounding the subject territory to be annexed as a part of this project?

5. SPHERES OF INFLUENCE

A. Is the territory to be annexed or reorganized located within the sphere of influence of the city/district to which it is proposed to be annexed?

B. Will a sphere of influence amendment for any affected agency be required? Which agency(ies)?

6. LANDOWNER/REGISTERED VOTER SENTIMENT

A. Have all landowners for all parcels within the area proposed to be annexed or detached signed this application and petition?

   Number of parcels ____ Number of Landowners ____ Number Signed ____

B. If not all landowners or registered voters within the affected territory have signed the attached petition, has a sentiment survey of landowners or registered voters been taken for the area affected by this proposal? _________. Please include a copy of the survey and survey results, if applicable.
A. Does the city/district have current plans to establish any new assessment districts which would include this area, in order to pay for new or extended services? Please detail.

B. Does the affected territory contain existing commercial/industrial activities?

C. Will the area assume any existing bonded indebtedness upon annexation to city/district? Please explain, and indicate taxpayer cost.

D. Will the territory be subject to any new or additional special taxes, benefit charges, or fees? Please outline.

E. Which service(s) to be provided to the annexing area by your city/district are presently being provided by another local agency? (please list each service and current provider)

City/District Representative  
(signature)  

Title  

Phone number
8. CHIEF PETITIONER(S)/AGENT(S)

A. It is hereby requested that proceedings be taken for the annexation, detachment, or reorganization herein proposed as per Section 56700 of the Government Code of the State of California. A maximum of three petitioners may be designated. All chief petitioners must also sign the landowner petition.

Chief petitioner signature
__________________________________________

Print or type full name here
__________________________________________

Mailing address
__________________________________________

Daytime phone #: ____________________________
__________________________________________

Chief petitioner signature
__________________________________________

Print or type full name here
__________________________________________

mailing address
__________________________________________

Daytime phone #: ____________________________

B. List any agent(s) filing this application for you.

__________________________________________

__________________________________________

__________________________________________

Daytime phone #: ____________________________

__________________________________________

Daytime phone #: ____________________________

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9. LANDOWNER PETITION

A. The following is to be completed by landowners within the subject territory. Applications submitted to an affected governmental agency must attach their resolutions of application containing the elements as required by the Cortese-Knox Local Government Reorganization Act of 1985, Division 3, commencing with Section 56000 of the California Government Code. Additionally, applications submitted by a city shall include a plan for providing services as required by Government Code Section 56653.

<table>
<thead>
<tr>
<th>Signature of Petitioners</th>
<th>Date</th>
<th>Print Name</th>
<th>APN</th>
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Note: The minimum requirement is the signature(s) of landowner(s) representing 5% of the total land in the proposal and 5% of the total assessed evaluation of land. Only one signature is necessary for multiple ownership but there should be a signature for each Assessor's Parcel Number (APN) above. If the signature represents a change in ownership since the last tax bill (assessment roll) send documentation of change of ownership (i.e. copy of deed of transfer). If signature represents assigned agent to property owner, send document signed by the landowner that the agent is to sign in lieu of the property owner for this proposal. You may attach as many signatures as you wish using the above format. (Use additional pages if necessary.)

If you wish to file with LAFCO by Resident-Voter Petition, contact the LAFCO Office for the appropriate form.

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