

# SANTA ROSA

## GENERAL PLAN

2035



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## SANTA ROSA GENERAL PLAN 2035

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# 1

# INTRODUCTION

This chapter provides the vision of Santa Rosa in 2035, as identified through preparation of the General Plan. State planning requirements, guidelines developed by the city's General Plan Program Management Team (PMT), the citizen participation process, and plan format are all described.

## 1-1 VISION

---

In 2035, Santa Rosa is a vibrant community featuring a diverse range of housing and employment opportunities. Urban development is focused within the city's Urban Growth Boundary (UGB), and job growth is balanced with the availability of housing. Infill development is designed to maintain the local quality of life through compatibility with adjacent land uses, provision of parks and open spaces, and connection between neighborhoods and activity centers. Safe, livable residential neighborhoods provide a variety of housing types for households of all income levels. Neighborhood-scale retail and service uses, schools, and recreational facilities are connected by bicycle and pedestrian paths.

Downtown serves as the heart of the community. Historic structures and districts surrounding downtown are preserved, lending character to the city's center. Commercial and multifamily development has occurred along regional/arterial corridors that provide access to downtown, including Santa Rosa Avenue and Sebastopol Road. Community and regional retailers have invested in these areas, and many of the streets have acquired a "boulevard" character, with street trees, medians, bicycle lanes, and sidewalks. A range of higher density housing opportunities exists within walking distance of these regional/arterial streets, providing residents with convenient access to services and transit without use of a car. Public art is displayed at major activity centers and public spaces.

Santa Rosa is now a regional leader in environmental stewardship by actively pursuing programs of resource conservation, energy efficiency and greenhouse gas (GHG) emission reductions. Santa Rosa reduced its GHG emissions for city operations to 20 percent below 2000 levels by 2010 and facilitated community-wide reductions of 25 percent below 1990 levels in 2015.

## INTRODUCTION

A wide range of transportation alternatives is available to Santa Rosa residents, including car, bus, rail, bicycle, and foot. The city's circulation network accommodates bicyclists, motorists, pedestrians, public transportation users, children, seniors, and persons with disabilities. The majority of the city's vehicle fleet is composed of alternative fueled and hybrid vehicles while many residents of the community are also utilizing sustainable fuel technologies for transportation. Transit systems provide timed transfers and convenient routes, while bicycle facilities are provided at large employment centers, shopping areas, and transfer stations. Major entries to the city's UGB feature distinct landscaping and signage, while scenic roadways within the city preserve views of significant natural and cultural features. Reduced traffic congestion and improved levels of service have contributed to better air quality.

Neighborhood and community parks are distributed throughout the city, and offer a variety of passive and active recreational opportunities. Citywide Parks and Special Purpose Parks and Facilities, containing facilities such as community centers and aquatic facilities are also located in different parts of the city, for convenience and accessibility. Creeks and wetland areas are preserved for their biological resources and wildlife habitat, as well as their contribution to the regional storm water system. Multi use paths have been constructed along creek corridors to provide linkages between different parts of the city.

Educational facilities needed to serve Santa Rosa residents are located throughout the community. Elementary and middle school facilities are accessible by bicycle and foot from most neighborhoods. After-school youth programs feature continuing education, music and dance, sports, culture and arts. Santa Rosa Junior College provides adult education opportunities, including training programs for technical skills desired by local employers.

Expansion of water supply, sewer treatment, and solid waste collection systems have been timed with the growth of housing and employment uses, and conservation has helped the city to do more with less. Police and fire response capabilities match the distribution and needs of land uses. Development is located away from hazardous areas, and incorporates safety considerations. New development and reuse projects have considered geologic and seismic hazards during construction. Noise sensitive uses are located in the quieter parts of the city and attenuation programs are in place to reduce noise levels in structures adjacent to the highways and regional/arterial streets. New developments utilize natural drainage systems, and where appropriate, capacity of the storm water system has been increased with new development so that flooding does not pose risks to persons or property.

Santa Rosa is a safe, livable community in which to both live and work. Provision of housing, transportation, employment, recreation, and entertainment opportunities result in a high quality of life for residents of all ages. Preservation of natural and cultural features throughout the city contributes to the city's identity and character. The city remains a regional leader in sustainable practices, resource conservation, and efficient operations with limited GHG emissions.

## **1-2     ROLE AND PURPOSE**

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State law requires each California city and county to prepare a general plan. A general plan is defined as “a comprehensive, long-term plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency’s judgment bears relation to its planning.” State requirements call for general plans that “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.” State law further requires each jurisdiction to comply with the adopted GHG emission reduction strategies. The City of Santa Rosa is able to do so as a result of General Plan policies found throughout this document as well as specific programs such as the City’s Greenhouse Gas Reduction Program and Climate Action Plan. Users of Santa Rosa’s General Plan will note that policies related to GHG emission reductions are designated by a leaf.  All greenhouse gas related goals and policies are listed in an appendix at the end of this general plan.

The Santa Rosa General Plan addresses issues related to physical development, growth management, transportation services, public facilities, community design, energy efficiency, greenhouse gas reduction strategies, and conservation of resources in the Planning Area. The General Plan:

- Outlines a vision of long-range physical and economic development that reflects the aspirations of the community, and provides specific implementing policies that will allow this vision to be accomplished;
- Establishes a basis for judging whether specific development proposals and public projects are in harmony with said vision;
- Allows city departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve and enhance critical environmental resources, and minimize hazards; and
- Provides the basis for establishing and setting priorities for detailed plans and implementing programs such as the Zoning Code, specific and area plans, and the Capital Improvement Program.

## **GENERAL PLAN REQUIREMENTS**

A city’s general plan has been described as its constitution for development – the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment must be made. California’s tradition of allowing local authority over land use decisions means that the state’s cities have considerable flexibility in preparing their general plans.

## INTRODUCTION

While they allow considerable flexibility, state planning laws do establish some requirements for the issues that general plans must address:

- *The General Plan Must Be Comprehensive.* The general plan must be geographically comprehensive – that is, it must apply throughout the entire incorporated area and include other areas that the city determines are relevant to its planning. Also, the general plan must address the full range of issues that affects the city's physical development.
- *The General Plan Must Be Internally Consistent.* The General Plan must fully integrate its separate parts and relate them to each other without conflict. “Horizontal” consistency applies to figures and diagrams, background text, data and analysis, and policies. All adopted portions of the general plan, whether required by state law or not, have equal legal weight.
- *The General Plan Must Be Long Range.* Because anticipated development will affect the city and the people who live and work there for years to come, state law requires every general plan to take a long-term perspective.



Twelve neighborhood meetings, and numerous Program Management Team workshops were held as part of the General Plan update process.

State law also requires that the city provide an annual report on the status of the plan and progress in its implementation. The Planning Commission and City Council hold a joint study session each March to review the General Plan annual report.

### **1-3 PUBLIC PARTICIPATION**

Santa Rosa 2035 depends largely on the extensive public participation program conducted for its predecessor General Plan, *Santa Rosa 2020*, since the revision process to develop Santa Rosa 2035 was focused on updating the Housing Element, incorporating policies from recently adopted planning efforts, and including policies related to climate protection. Public participation efforts were centered on the Housing Element and are described in greater detail there. In response to testimony at Planning Commission public hearings held regarding Santa Rosa 2035, commissioners reviewed the General Plan element by element to facilitate increased public participation, and dialogue between stakeholders.

Public participation in preparation of the 2020 General Plan occurred in a variety of ways. An oversight committee - the General Plan Program Management Team (PMT) - was formed of elected and appointed officials and members of the public. The PMT met throughout 2000

and in early 2001, discussing existing conditions and planning issues related to land use, housing, public services, transportation, open space and resources, downtown, economics, and neighborhood livability. Additionally, the PMT reviewed two alternative land use plans, and provided direction on population, employment growth, and development patterns for the General Plan.

Twelve community meetings, hosted by the PMT, were held to allow citizens an opportunity to comment on General Plan related issues. Three community meetings were held in each quadrant of the city to encourage discussion of neighborhood-specific, as well as citywide, planning issues. At these meetings, Santa Rosa residents were asked to brainstorm issues and opportunities for the city, quadrants, and neighborhoods. The community meetings were advertised through the community cable channel, the Press Democrat, the city's quarterly Update newsletter, the city's website, and flyers distributed throughout the community.

#### **1-4 GUIDING PRINCIPLES**

After all of the community meetings were held and planning issues identified, the PMT developed a set of Guiding Principles. Drafted in August 2000, the Guiding Principles describe the most important directions which were to be followed in drafting the General Plan. Additionally, the Guiding Principles were used in conceptualizing two sketch plan alternatives. The Guiding Principles are advisory only and do not represent General Plan policy.

*Santa Rosa is a special place set in an agricultural county with an inviting climate, superior natural beauty, desirable residential neighborhoods, and a strong, diversified economy. As the area accepts its share of the region's growth, these characteristics must not be sacrificed. Instead, the growth must protect the positive qualities which make the city attractive and build new features which provide enduring value and beauty and further improve the quality of life. It is our duty to assure that, twenty years from now, Santa Rosa is an even more desirable city than it is today.*



*Guiding Principles call for linkages, increased pedestrian and bicycle movement, and high quality design.*

## INTRODUCTION

1. Because the remaining land within the Santa Rosa Urban Boundary is limited, all new development must be of high quality, add to the quality of life within the city and substantially further adopted city objectives.
2. No new development shall be allowed until the infrastructure necessary to serve it is either in place or will be provided as a part of the development itself.
3. Match employment growth to housing availability.
4. Reduce dependence on the automobile by improving pedestrian, bicycle, and transit alternatives and by locating essential commercial services in proximity to housing.
5. Development must be done in a way such that there is the appearance of openness and respect for the site's natural assets.
6. Downtown is the heart of the city and uses added will provide a high level of urban activity and a strong identity.
7. Streets shall be designed and modified to reduce speeding and provide safe and inviting bicycle and pedestrian elements. Pedestrians=cars=bikes on all streets in Santa Rosa.
8. New, high quality development shall be used to improve the areas of Santa Rosa which have undergone deterioration or require increased vitality. Building and zoning codes shall be enforced.
9. The natural assets of Santa Rosa, such as creeks, mature trees and skylines, shall be conserved, restored, and showcased.
10. The entire spectrum of housing needs of community residents shall be anticipated and addressed with each new residential development and the rehabilitation of existing residences. In addition, all new non-residential development will participate in meeting local housing needs.
11. Higher density residential development will be sited to reduce unit costs and provide more efficient transportation alternatives and neighborhood amenities.



Protection of Santa Rosa's natural assets and reinforcement of downtown are key Guiding Principles.

12. Excellent facilities and programs shall be provided for leisure time opportunities for our youth, reflecting their diversity and mix of interests.
13. The city shall continually maintain an advance planning function whose purpose is to provide a comprehensive planning view and assure that short term decisions reflect long term goals and vision.
14. Connectivity shall be provided between the east and west parts of town through linkages for pedestrians, bicycles, and automobiles that are free flowing and unobtrusive to the neighborhoods.
15. In addition to neighborhood, community, and citywide parks suitable to active recreation, a number of small public plazas and gathering places shall be located to promote social interaction among residents, provide neighborhood recreational opportunities, and improve connectivity to pathways, trails, and commercial centers.
16. Downtown development shall contain a mix of uses, including residential. Residential uses are required in new commercial developments on parcels outside of downtown.
17. The city shall commit itself to sustainable development practices.
18. Focus employment development strategies to retain and expand existing businesses and welcome new businesses which reinforce the community identity, exhibit sustainable business practices and which have a long term, vested interest in Santa Rosa.
19. Promote development of scenic streetscapes and preserve scenic roads.
20. Reduce land devoted to parking.
21. Expand art and culture in the community.



Guiding principles call for providing a wide spectrum of housing types.

## INTRODUCTION

### **1-5 GENERAL PLAN FORMAT**

State law requires that a general plan address seven mandatory elements - land use, circulation, conservation, open space, safety, noise, and housing. Specific topic areas are prescribed for each mandatory element. The Santa Rosa General Plan is organized as shown in Table 1-1, addressing each of the mandatory elements and several optional elements.

**Table 1-1: Organization of General Plan Elements**

| <b><i>General Plan Element</i></b> | <b><i>Topics Addressed by Element</i></b>   | <b><i>Required by State Law</i></b> | <b><i>How General Plan Addresses Mandated Topics</i></b>  |
|------------------------------------|---|-------------------------------------|---|
| 2: Land Use and Livability         | This element includes proposed use classifications, distribution of land uses via the General Plan Diagram, buildup projections, and land use policies.   | Land Use                            | Location of public facilities is addressed in Chapter 6: Public Services and Facilities, and areas subject to flooding hazards are defined in Chapter 12: Noise and Safety. Timber production does not occur within Santa Rosa, and is therefore not addressed. |
| 3: Urban Design                    | Downtown development, key corridors, city entries, neighborhood design, and hillside preservation are all addressed in this element.  |                                     |   |
| 4: Housing                         | This element consists of an update to demographic trends, housing characteristics, housing costs, development potential, constraints, and special housing needs. The city's 2002 Housing Element policies are reviewed, and accomplishments noted. Housing opportunity sites are identified, in addition to a discussion of quantified objectives. Housing policies address rehabilitation, affordable housing, conversion, homeless shelters, and energy efficiency. | Housing                             |   |
| 5: Transportation                  | This element includes existing and proposed location of the roadway network, transit systems, bikeways and pedestrian paths, as well as scenic roadways.  | Circulation                         |   |
| 6: Public Services and Facilities  | Parks and recreation, public schools, water supply and conservation, sewer collection, solid waste, and fire and police protection are all addressed in this element.   |                                     |   |

**Table 1-1: Organization of General Plan Elements**

| <b>General Plan Element</b>    | <b>Topics Addressed by Element</b>  | <b>Required by State Law</b> | <b>How General Plan Addresses Mandated Topics</b>   |
|--------------------------------|---|------------------------------|---|
| 7: Open Space and Conservation | This element includes analysis of open space, agricultural resources, biological resources, and air quality.  | Conservation; Open Space     | Stormwater management and water supply are discussed in Chapter 6: Public Services and Facilities. Policies requiring open space for health and safety are contained within Chapter 12: Noise and Safety. |
| 8: Growth Management           | This element addresses the city's Growth Management Program, including limits on residential development. Santa Rosa's Urban Growth Boundary (UGB) is also discussed.   |                              |   |
| 9: Youth and Family            | This element addresses youth programs and childcare facilities.   |                              |   |
| 10: Economic Vitality          | Economic and employment trends, redevelopment activities, and economic development strategies are presented in this element.  |                              |   |
| 11: Historic Preservation      | This element identifies historic structures and preservation districts within the city. Goals and policies are presented to ensure conservation, rehabilitation and reuse, as appropriate.  |                              |   |
| 12: Noise and Safety           | Noise, geology and seismicity, flooding, hazardous materials, and wildfires are all addressed in this element. Geologic, seismic, and flooding hazards are mapped. Discussion of noise includes noise sources, projected contours, and mitigation policies. | Safety; Noise                | Fire protection and water supply are addressed in Chapter 6: Public Services and Facilities.  |
| 13: Arts and Culture           | Public displays of art and cultural facilities are addressed in this element.   |                              |   |

## GOALS AND POLICIES

Each element of the General Plan is organized to provide a short statement of existing conditions and vision, followed by goals and policies. In some instances, commentary is also included.

- *Goals* present broad policy direction; a larger end-state the city is hoping to achieve.
- *Policies* provide more specific direction on how to achieve goals. Policies outline actions, procedures, programs, or techniques to attain the goals. Some policies include quantitative statements that can be implemented by city staff.
- *Commentary* below some policies simply provides further discussion of and potential implementation for the policy statement.

## **1-6 RELATIONSHIP TO OTHER DOCUMENTS**

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Santa Rosa 2035 incorporates significant policy direction from other plans. Policy references from the following plans are included in this document:

- Bicycle and Pedestrian Master Plan
- Citywide Creek Master Plan
- Downtown Station Area Specific Plan
- North Santa Rosa Station Area Specific Plan
- Roseland Area/Sebastopol Road Specific Plan
- Economic Sustainability Strategy
- Northern Downtown Pedestrian Linkages Study
- Recreation and Parks Business and Strategic Plan
- Sebastopol Road Urban Vision and Corridor Plan
- Southeast Area Plan
- Southwest Area Plan
- Climate Action Plan

The Southeast and Southwest Area Plans are superseded with the adoption of this plan. The remainder of above-noted plans are in full effect and should be consulted for additional goals, policies, and information.

The Climate Action Plan was adopted in 2012 in recognition that climate change poses a threat to Santa Rosa and the larger environment. Activities taking place within the City have an impact on global warming and climate change. The Climate Action Plan provides specific measures regarding how the City plans to reduce greenhouse gas emissions and outlines the effects of community wide actions on climate change.

In preparation of the prior general plan, *Santa Rosa 2020*, various background reports were prepared. These reports may be reviewed at the City of Santa Rosa's Department of Community Development.

## **1-7 CHANGING THE GENERAL PLAN**

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As the city's premier policy document, the General Plan is not changed without good cause. The City Council, Planning Commission, or staff, in reviewing the General Plan, may find that certain portions should be changed due to circumstances which arise within the community. Amendment of the General Plan may be necessary due to changing policies of the City Council or if it is found through periodic review that certain portions of the Plan are inadequate or do not meet the needs of the community.

The General Plan Land Use Diagram or the text of any element may be amended. General Plan Amendment applications may be filed by individual applicants or may be initiated by the Community Development Director, Planning Commission or City Council. Concurrent processing of General Plan Amendments with other land use applications is permitted.

Applications for General Plan Amendment must address why an amendment is warranted, describe events which have rendered the General Plan inadequate or unattainable, and describe any studies which have brought policies or portions of the plan into question.

The General Plan may be amended three times per year. The Planning Commission shall conduct hearings regarding General Plan Amendment applications in February, June and October of each year. The City Council shall conduct hearings after consideration of the Planning Commission, in March, July and November. To meet this hearing schedule, the following application deadlines are established: February 1 for hearing in June; June 1 for hearing in October; and October 1 for hearing in February. When the first day of the month falls on a weekend, the following Monday is the final day for submittal.

# 2

## LAND USE AND LIVABILITY

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

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

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

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

### 2-1 VISION

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

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

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

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

## **2-2 EXISTING LAND USES**

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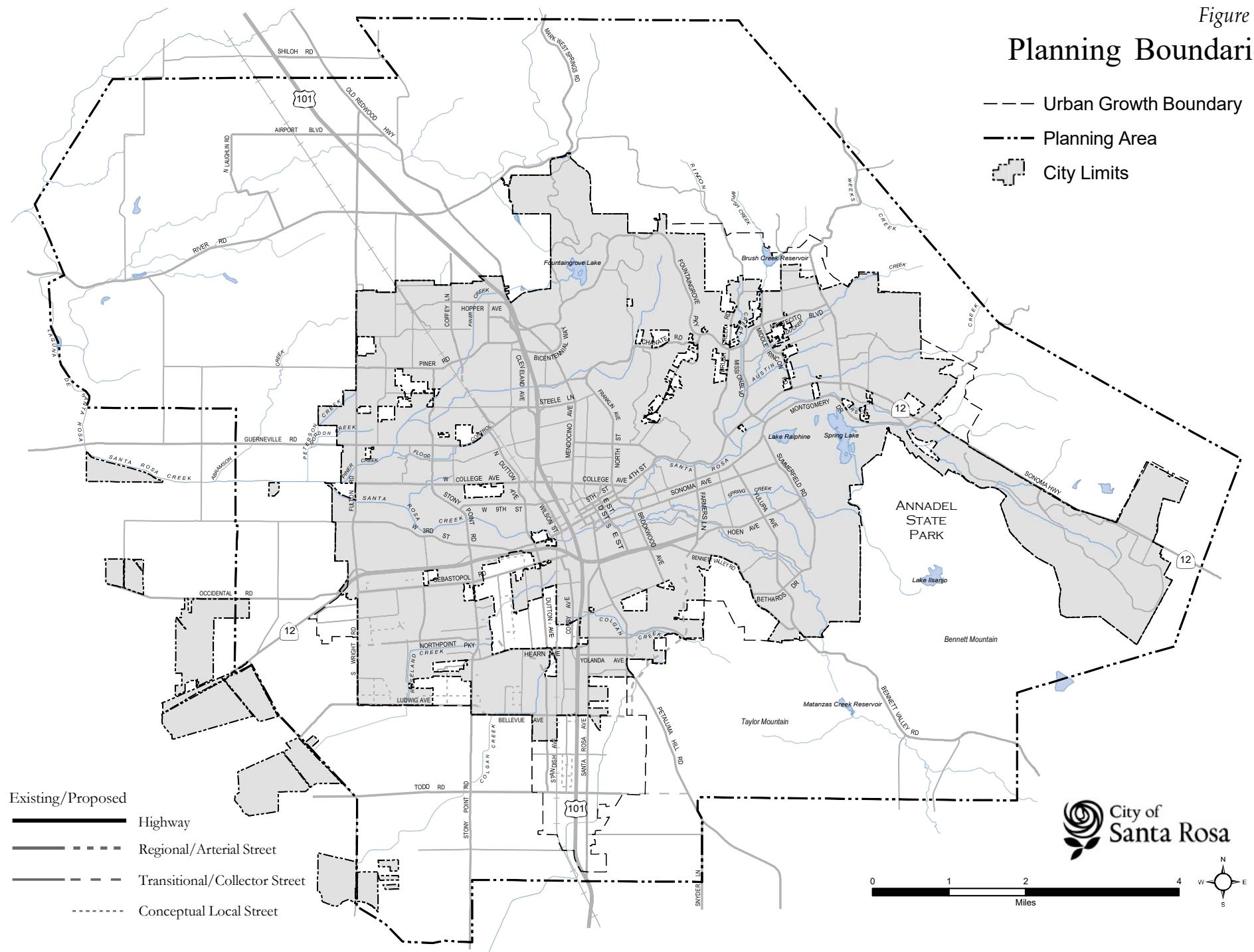
Since its incorporation in 1868, with an area of about one square mile and 900 residents, Santa Rosa has evolved into the commercial, financial, medical, and industrial center of the North Bay. Santa Rosa is also the largest city between San Francisco and Eugene, Oregon. Santa Rosa voters approved a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

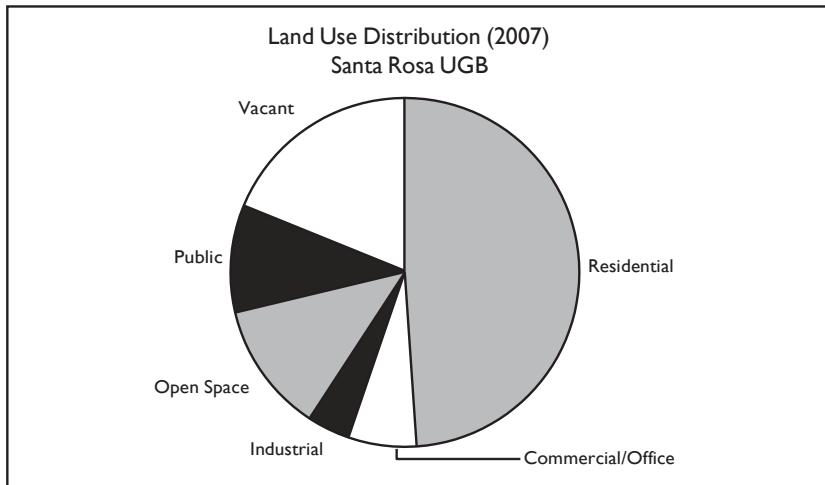
Santa Rosa has a traditional downtown, which, together with the nearby Santa Rosa Junior College (JC) area, holds approximately one-quarter of the 16.5 million square feet of commercial/office space within the UGB. About half of the city's commercial acreage (660 acres of a total of 1,370 acres) is in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

Figure 2-1

## Planning Boundaries

- Urban Growth Boundary
- Planning Area
-  City Limits





Source: City of Santa Rosa

## 2-3 **LIVABILITY**

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

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

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

## GREEN BUILDING REQUIREMENTS

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

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

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

## 2-4 LAND USE CLASSIFICATIONS

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

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

## LAND USE AND LIVABILITY

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

| <i>Land Use</i>              | <i>Residential Density<br/>(housing units/gross acre)</i> | <i>Residential Den-<br/>sity Mid-Point (housing<br/>units/gross acre)</i> | <i>Square Feet per<br/>Employee</i> |
|------------------------------|---|---|-------------------------------------|
| <b>Residential</b>           |   |   |                                     |
| Country                      | 0.05-0.2  | —   | —                                   |
| Very Low Density             | 0.2-2.0   | 1.0   | —                                   |
| Low Density/Open Space       | 2.0-8.0   | 4.0   | —                                   |
| Low Density                  | 2.0-8.0   | 5.0   | —                                   |
| Medium Low Density           | 8.0-13.0  | 10.0  | —                                   |
| Medium Density               | 8.0-18.0  | 13.0  | —                                   |
| Medium High Density          | 18.0-30.0   | 24.0  | —                                   |
| Mobile Home Parks            | 4.0-18.0  | 10.0  | —                                   |
| Neighborhood Mixed Use       | —   | —   | —                                   |
| Transit Village Medium       | 25.0-40.0   | —   | 300                                 |
| Transit Village Mixed Use    | 40.0 minimum  | —   | 300                                 |
| Core Mixed Use               | No maximum  | —   | —                                   |
| Station Mixed Use            | —   | —   | —                                   |
| Maker Mixed Use              | —   | —   | —                                   |
| <b>Commercial</b>            |   |   |                                     |
| Retail and Business Services | —   | —   | 300                                 |
| Office                       | —   | —   | 250                                 |
| Business Park                | —   | —   | 350                                 |
| <b>Industrial</b>            |   |   |                                     |
| Light Industry               | —   | —   | 400                                 |
| General Industry             | —   | —   | 400                                 |
| Public/Institutional         | —   | —   | 300                                 |

Notes: 1. Density bonuses granted for provision of affordable housing or public amenities, up to 25 percent greater than maximum.

2. Density/Intensity standards not included for Parks and Recreation, Open Space and Agriculture land use classifications.

3. Density and Intensity in the Core Mixed Use, Station Mixed Use, Maker Mixed Use, and Neighborhood Mixed Use Areas are controlled by the Floor Area Ratio shown in Figure 2-3, except for when density maximums are established in the Core Mixed Use land use designation as shown in the table above.

Figure 2-2  
Downtown Land Uses

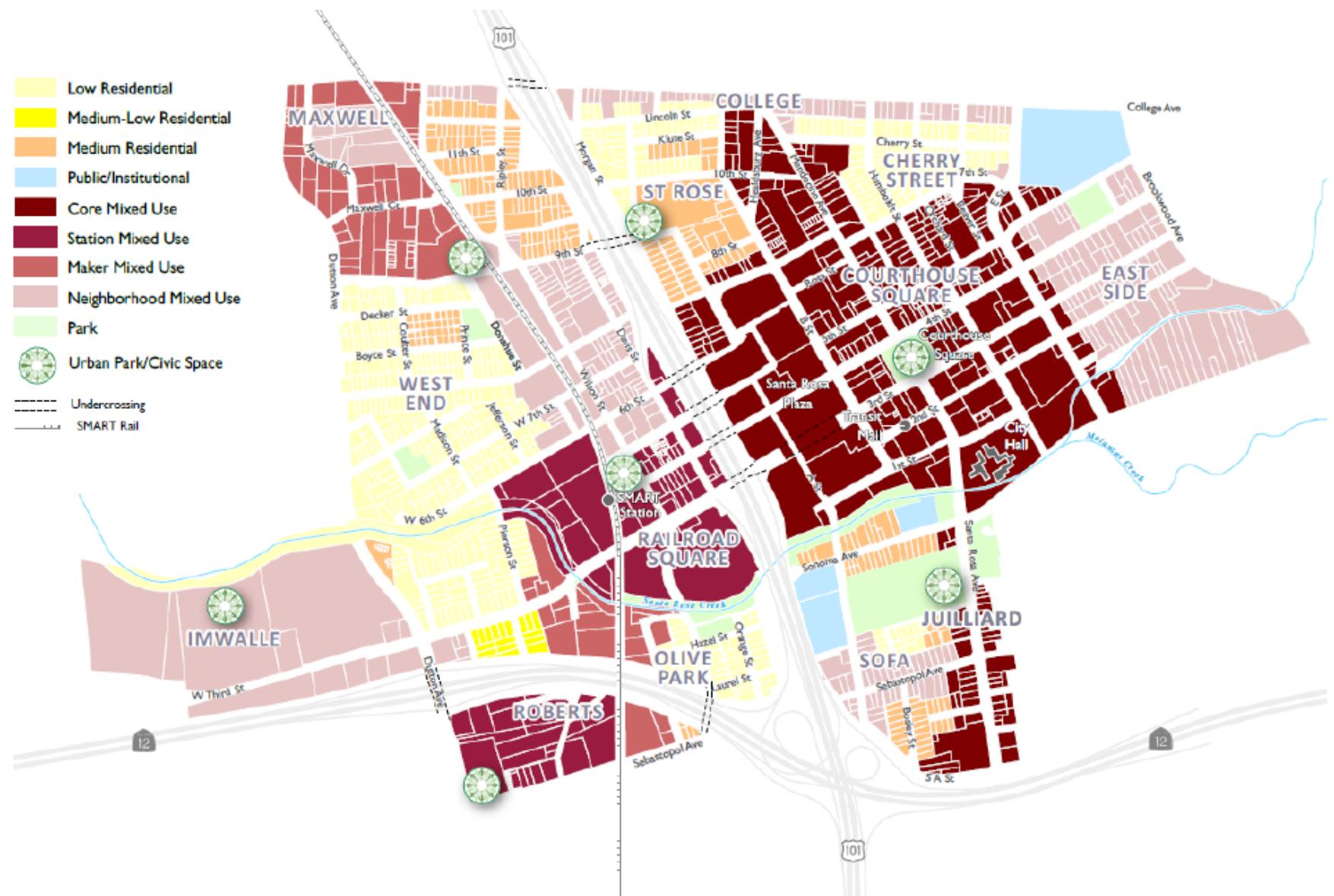
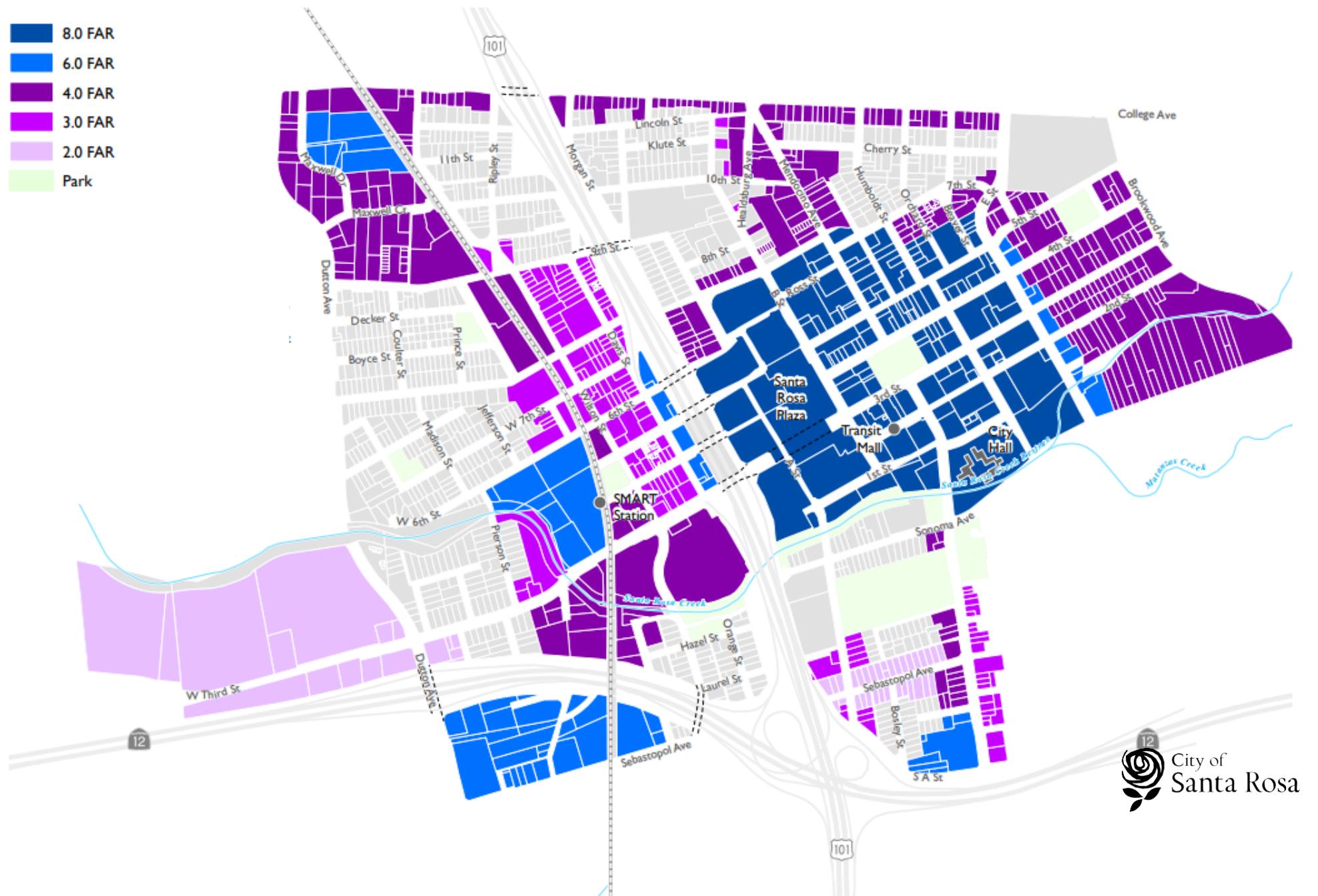


Figure 2-3

## Maximum Base Floor Area Ratio





## RESIDENTIAL

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

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

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

### ***Country Residential***

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

### ***Very Low Density***

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

### ***Low Density/Open Space***

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

### ***Low Density***

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

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

***Medium Low Density***

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

***Medium Density***

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

***Medium High Density***

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

***Mobile Home Parks***

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

**MIXED USE SITES AND CENTERS**

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

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

### ***Transit Village Medium***

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



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

### ***Transit Village Mixed Use***

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

### ***Core Mixed Use***

This classification is intended to foster a vital mix of residential, retail, office, governmental, entertainment, cultural, educational, and hotel uses to activate the greater Courthouse Square area and key transit corridors. The principal objectives of the CMU designation are to strengthen the role of this area as a business, governmental, retail, and entertainment hub for the region, and accommodate significant new residential development that will extend the hours of activity and create a built-in market for retail, service, and entertainment uses. High-rise development in all-residential or mixed-use buildings is envisioned in a walkable, bikeable environment with public gathering places such as plazas, courtyards, or parks and easy access to public transit. The Core Mixed Use designation has a maximum FAR range of 3.0-8.0 except for 12 contributor properties on B, 7th and 10th Streets; refer to Figure 2-3 for allowable FAR. Specified height and density maximums apply to the 12 contributor properties where there is no FAR expressed.

### ***Station Mixed Use***

This classification is intended to provide for a range of visitor-serving uses, including retail, restaurants, entertainment, cultural amenities, and hotels in proximity to the Downtown SMART station. While commercial uses are emphasized, new multi-family housing will also be allowed to support the daytime and evening vitality of the Downtown Station Area. New development will be required to respect the historic character of the Railroad Square area, adding to the mix of uses and enhancing the walkable, pedestrian-oriented streets and public spaces that attract local residents, SMART train riders, and visitors from the wider region. The Station Mixed Use designation has a maximum FAR range of 3.0-6.0; refer to Figure 2-3 for allowable FAR.

### ***Maker Mixed Use***

This classification emphasizes a balanced mix of residential, creative, and maker-oriented uses,

including artisan shops, studios, media production, printing and publishing, distilleries and micro-breweries, cannabis, tech start-ups, research and development facilities, limited light industrial uses, and home-based businesses. Multi-family residential units are encouraged in all-residential or mixed-use buildings, as are live/work units. Supportive uses that contribute to a vibrant village atmosphere, such as bodegas, specialty food stores, cafes, coffee shops, performing arts venues, theatres, restaurants, schools, and educational facilities are also permitted. The Maker Mixed Use designation has a maximum FAR range of 3.0-6.0 FAR; refer to Figure 2-3 for allowable FAR.

#### ***Neighborhood Mixed Use***

This classification allows for new multi-family residential development in all-residential or mixed-use buildings, together with a broad mix of uses that primarily serve local residents, including professional office, retail, entertainment, service, and other neighborhood-scale supporting uses. Housing development will include low- and mid-rise apartments and condominiums, as well as small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes). Live-work spaces and maker-oriented uses are permitted subject to performance standards. Street design that integrates "Complete Streets" concepts for accommodating all roadway users and incorporates traffic-calming features will be required with on-street parking where appropriate. The Neighborhood Mixed Use designation has a maximum FAR range of 2.0-6.0; refer to Figure 2-3 for allowable FAR.

#### ***Community Shopping Center***

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

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

#### ***Neighborhood Shopping Center***

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

## COMMERCIAL

### *Retail and Business Services*

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

## OFFICE

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

## BUSINESS PARK

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

## INDUSTRIAL

### *Light Industry*

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

### *General Industry*

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

## PUBLIC/INSTITUTIONAL

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

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

## PARKS AND RECREATION

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

### ***Neighborhood Parks***

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

### ***Community Parks***

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

### ***Citywide Parks***

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

### ***Special Purpose Parks and Facilities***

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

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

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

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

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

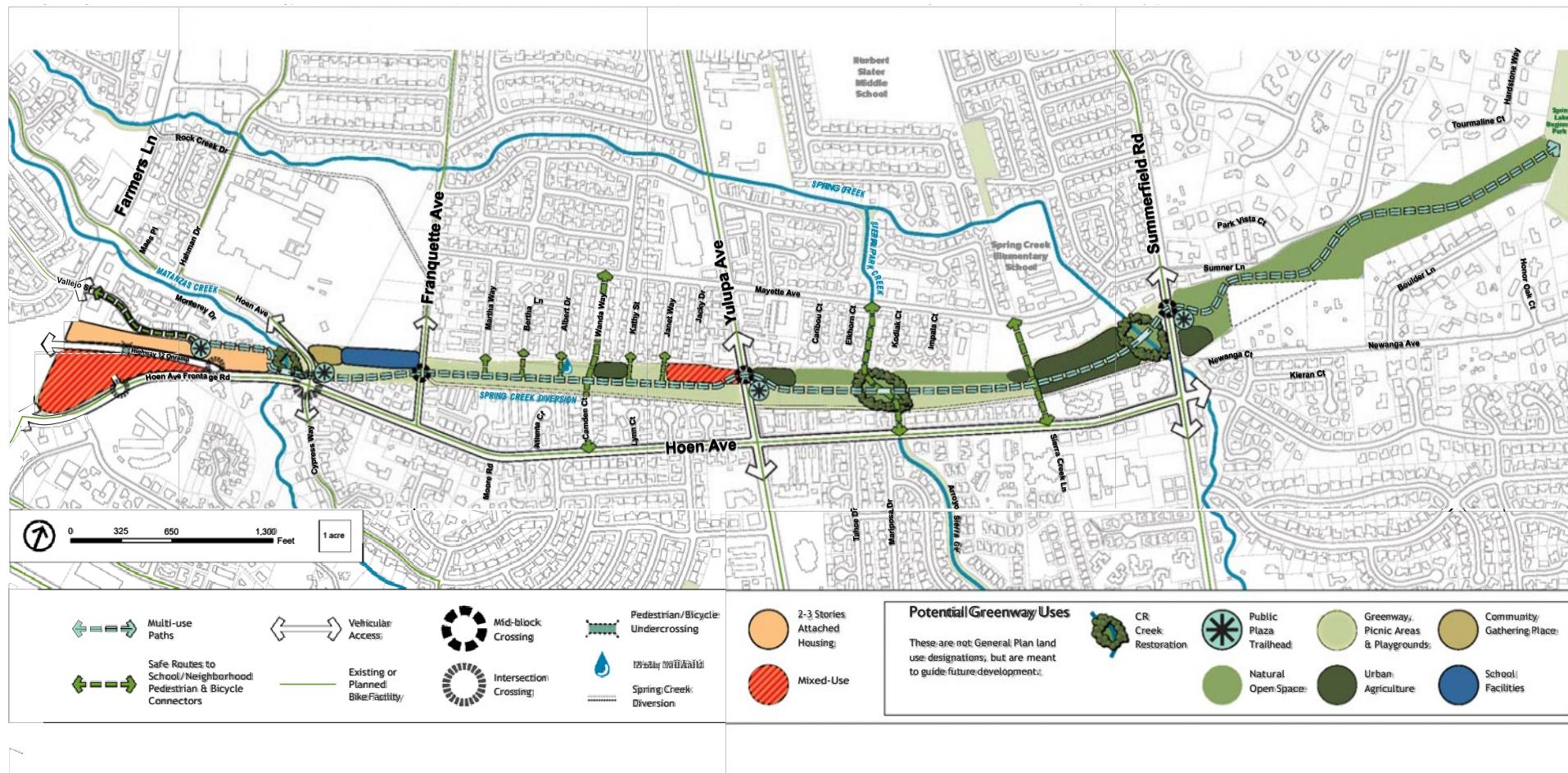
## SOUTHEAST GREENWAY

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

## LAND USE AND LIVABILITY

Figure 2-4

### Southeast Greenway Illustrative Map





## OPEN SPACE

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

## AGRICULTURE

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

## **2-5 POPULATION AND EMPLOYMENT**

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

### POPULATION

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

**Table 2-2: Projected Housing and Population at Buildout**

|                | <i>Existing (2007)<br/>Housing Units</i> | <i>Additional Hous-<br/>ing Units</i> | <i>Housing Units<br/>at Buildout</i> | <i>Household<br/>Population at<br/>Buildout</i> | <i>Total Popula-<br/>tion at Buildout</i> | <i>Employed<br/>Residents at<br/>Buildout</i> |
|----------------|--|---------------------------------------|--------------------------------------|---|---|---|
| Santa Rosa UGB | 71,070                                   | 25,225                                | 96,295                               | 232,360   | 237,000                                   | 125,180                                       |

## EMPLOYMENT

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

**Table 2-3: Projected Employment at Buildout**

|                | <i>Existing (2007)<br/>Employment</i> | <i>Additional<br/>Employment</i> | <i>Employment<br/>at Buildout</i> |
|----------------|---------------------------------------|----------------------------------|-----------------------------------|
| Santa Rosa UGB | 97,980                                | 34,120                           | 132,100                           |

## 2-6 GOALS AND POLICIES



### LUL-A

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



#### LUL-A-1

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

#### LUL-A-2

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

#### LUL-A-3

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

#### LUL-A-4

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

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

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

- LUL-B-1 Promote and participate in cooperative planning efforts with Sonoma County and its cities, especially related to countywide and sub-regional issues such as transportation, waste management, and affordable housing.
- LUL-B-2 Review the General Plan annually and assess the implementation of its goals and policies.
- LUL-B-3 Conduct regular meetings of Santa Rosa and Sonoma County staff and Planning Commissions to coordinate land use issues of mutual concern within the Urban Growth Boundary.

**DOWNTOWN**

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

- LUL-C-1 Promote downtown as the center of the business, residential, social, and civic life of Santa Rosa by directing high intensity office uses, government, residential, and entertainment uses to locate downtown.
-  LUL-C-2 Review parking regulations downtown to consider its role as a pedestrian- and transit-friendly center.

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

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



*Downtown serves as the region's major employment center.*

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

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

- LUL-C-6 Encourage a new grocery store in the downtown area.
- LUL-C-7 Permit residential uses in all land use categories within downtown.
- LUL-C-8 Preserve and protect the character of older established residential neighborhoods within and adjacent to downtown. Promote the retention of existing housing units when possible, especially those located in structures of architectural or historic interest and significance through a “no net housing loss policy.” Permit developments that will result in net loss of housing units only with findings that such loss would be unavoidable and that new development would provide greater public benefits.

**LUL-D** *Foster compact, vibrant, and activity-generating uses at the center of downtown.*

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

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

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

## RESIDENTIAL

-  LUL-E *Promote livable neighborhoods by requiring compliance with green building programs to ensure that new construction meets high standards of energy efficiency and sustainable material use. Ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents.*
- LUL-E-1 Provide new neighborhood parks and recreation facilities, elementary schools, and convenience shopping in accordance with the General Plan Land Use

Diagram and Table 2-4 below:

**Table 2-4: Proposed Neighborhood Improvements**

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

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

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



- **Streets.** Street design, traffic calming, and landscaping can make great contributions to the creation of successful neighborhoods. Neighborhood streets should be quiet, safe, and accommodate pedestrians and bicyclists.



- **Connections.** Neighborhoods should be well connected to local shops and services, public plazas and gathering places, park lands, downtown, schools, and recreation by adequate and safe streets, bike lanes, public pathways, trails, general infrastructure (e.g., sidewalks and crosswalks), and transit.



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

- **Public Spaces.** Downtown serves as the most important public place in the city. Developments in the area should further this by incorporating natural features and bicycle/pedestrian connections, to encourage use and social interaction.

- **Neighborhood Character.** Each neighborhood should maintain a distinct identity, such as the historic preservation districts featuring Victorian cottages and California bungalows.

- **Diversity and Choice.** Neighborhoods should provide choices for residents

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

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

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

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

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

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

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

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

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

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

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

 **LUL-F-4**

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

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

## MIXED USE SITES AND CENTERS

 **LUL-G**

*Promote mixed use sites and centers.*

 **LUL-G-1**

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

*Community Shopping Centers:*

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

 **LUL-G-2**

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

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

 **LUL-G-3**

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

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

 **LUL-H**

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

 **LUL-H-1**

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



 **LUL-H-2**

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

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

**LUL-H-3**

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

## **COMMERCIAL, OFFICE, AND INDUSTRIAL**

**LUL-I**

*Maintain vibrant, convenient, and attractive commercial centers.*

**LUL-I-1**

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

**LUL-I-2**

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

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



LUL-I-3

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



*High quality architecture contributes to and enhances community identity.*

*Residential developments which are not*



*within walking distance of convenience shopping are encouraged to provide small centers envisioned by this policy.*

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

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

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

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

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

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

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

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

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

Diagram is Office or Business Park.

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

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

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

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

## DOWNTOWN STATION AREA SPECIFIC PLAN



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



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



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



## LAND USE AND LIVABILITY

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

-  **LUL-L-3** Create pedestrian friendly environments and provide convenient connections to the transit facility for all modes of transportation.
-  **LUL-M** *Ensure new development and streetscape projects provide pedestrian and bicycle circulation improvements.*
-  **LUL-M-1** Coordinate with SMART to implement the regional pedestrian/bicycle pathway along the rail right-of-way.
-  **LUL-M-2** Require dedication of right-of-way for improvement and/or expansion of pedestrian and bicycle facilities where insufficient right-of-way currently exists.
-  **LUL-M-3** Within the specific plan area, strengthen east-west connections to better link Railroad Square and Courthouse Square. Give priority to pedestrian and bicycle improvements to and to promote use of these travel modes.
- LUL-N** *Provide funding for public services and utilities in the plan area.*
- LUL-N-1** Ensure private development provides its fair share of funding for necessary improvements to public services and utilities in the plan area.
- LUL-N-2** At such time as a citywide Community Facilities District is created and a requirement that all new development annex to that district, apply a similar requirement in the specific plan area.
- LUL-O** *Provide recreational and cultural facilities for visitors and residents of the specific plan area.*
- LUL-O-1** Allow park fees paid on new residential units within the specific plan area to be used for development and improvement of cultural facilities in the downtown area.

## NORTHERN DOWNTOWN PEDESTRIAN LINKAGES STUDY

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

focus on:

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

 **LUL-P-2** Develop designs and locational criteria for installation of features that identify gateway areas and historic districts within the downtown area.

 **LUL-P-4** Use techniques such as special lighting, public art, and widened sidewalks to make the highway underpasses at Third, Fourth, Fifth, Sixth, and Olive Streets more attractive and comfortable for the pedestrian to use.

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

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

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

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

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

## SOUTHWEST AREA PLAN

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

-  **LUL-R-1** Require that neighborhoods be comprised of a mix of residential housing types and neighborhood serving facilities which support one another. Regional serving uses are not permitted within residential neighborhoods.
-  **LUL-S** *Develop an attractive, safe, and extensive network for pedestrian and bicyclist movements.*
- LUL-S-1** Use special pavement treatments to minimize long term maintenance costs, and consider adopting a performance standard which addresses the expectations and usage parameter for special pavement treatments.
-  **LUL-S-2** Provide for pedestrian walkways on all major roads and in all highway over-crossing designs.
-  **LUL-S-3** Link pedestrian and bicycle paths to community destinations (parks, etc.), the surrounding rural countryside trail system, and the downtown area.
-  **LUL-S-4** Coordinate with the Sonoma County Parks Department regarding potential linkages to the rural countryside.
-  **LUL-T** *Preserve the Northwestern Pacific Railroad corridor for public and commercial transportation uses.*
-  **LUL-T-1** Utilize the Northwestern Pacific corridor for public transportation uses and improve its long term viability by designating potential future rail stations/stops and intensive land use.
- LUL-U** *Preserve, as permanent open space, areas which contain state or federally listed rare and endangered species.*
- LUL-U-1** Designate areas with state or federally listed endangered species as permanent open space.
- LUL-U-2** Utilize the Residential, Low Density/Open Space land use category as a “holding zone” for areas where the ultimate disposition of resources has not yet been determined.

Figure 2-5

## Area Plan Boundaries



## LAND USE AND LIVABILITY

- LUL-U-3 Develop plans for long term maintenance of permanent open space.
- LUL-U-4 Protect biologically sensitive habitats and incorporate riparian plant materials in the landscape plans for projects.

### SOUTHEAST AREA PLAN

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

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

- LUL-W-1 Provide a human scale environment at the community and neighborhood shopping centers.
- LUL-W-2 Provide distinctive, high quality architectural and landscaping treatments in the design of the neighborhood center which promote social activity.

### SEBASTOPOL ROAD URBAN VISION AND CORRIDOR PLAN

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

- LUL-X-1 Require a one acre plaza facing Sebastopol Road including landscaping, a water feature and serving as a gathering place, to be incorporated into the design of the new center.
- LUL-X-2 Pursue development of an International Marketplace offering crafts, food and wares of the many ethnic groups residing in Roseland.
-  **LUL-X-3** Require new buildings fronting Sebastopol Road to be located adjacent to the sidewalk to ensure an interactive relationship between the public realm and ground floor uses.
-  **LUL-X-4** Include strong pedestrian and bicycle connections from the shopping center and its plaza to the Joe Rodota Trail.

-  LUL-X-5 Prohibit expansion of auto-oriented uses and require new development to be pedestrian-oriented. Require development along Sebastopol Road to have a majority of building frontage with zero setbacks and on-street parking to support merchants.
-  LUL-X-6 Ensure that parking lots on adjacent developments provide pedestrian connections.
-  **LUL-Y** *Create a pedestrian friendly streetscape with a distinctive ambiance on Sebastopol Road from Stony Point Road to Olive Street.*
-  LUL-Y-1 Widen sidewalks as specified in the Sebastopol Road Urban Vision and Corridor Plan to ensure a safe, pleasant pedestrian environment.
-  LUL-Y-2 Incorporate bicycle lanes and a landscaped median along the corridor.
- LUL-Y-3 Install landscaping and new street furniture to tie the corridor together and make it a more lush and inviting street.
- LUL-Y-4 Require new development be oriented to the street and pedestrian friendly.
-  LUL-Y-5 Require new development along the Joe Rodota Trail to be oriented to the trail, and where appropriate, to the proposed neighborhood park.

#### NORTH SANTA ROSA STATION AREA SPECIFIC PLAN

-  **LUL-Z** *Provide for a comprehensive mix of transit-supportive land uses.*
-  LUL-Z-1 Support future transit improvements and ridership, and provide a significant number of new residential units, through intensified land uses and increased residential densities.
-  LUL-Z-2 Support transit-oriented development in the project area by allowing adequate intensity of use and requiring pedestrian-oriented development (e.g., buildings along sidewalk, parking lots minimized).
-  **LUL-AA** *Provide multimodal connections throughout the project area.*
-  LUL-AA-1 Improve connections in the project area by creating new streets or extensions of existing streets, as identified in the Plan.

## LAND USE AND LIVABILITY

-  LUL-AA-2 Prioritize pedestrian and bicycle circulation improvements to promote use of these travel modes by those living and/or working in proximity to the SMART station.
-  LUL-AA-3 Improve connectivity throughout the project area by creating new public or private streets that follow a grid pattern and by establishing maximum block lengths of no more than 500 feet, where feasible.
-  **LUL-BB** *Enhance quality of life in the project area by providing parks, trails, and recreational and cultural opportunities.*
-  LUL-BB-1 Require that new development provide pedestrian connections and public open spaces.
- LUL-BB-2 Promote youth and cultural activities within the Plan area.
-  **LUL-CC** *Promote economic activity that creates jobs and supports the transit-oriented environment.*
-  LUL-CC-1 Expand local-serving retail and personal services uses to accommodate daily needs of station area users, visitors, employees, and residents within easy walking distance of residential areas and the SMART station.
- LUL-CC-2 Encourage unique local retail and service businesses to locate within the Plan area.
-  LUL-CC-3 Encourage the development of new jobs in the Plan area, including “green-tech” jobs.
-  **LUL-DD** *Create active, pleasant streetscapes and public spaces.*
-  LUL-DD-1 Promote activity-generating retail establishments, such as cafés, coffee shops, and newsstands, near the SMART station and on the ground floor of any parking garages developed on the site.
-  LUL-DD-2 Provide pedestrian amenities, such as lighting, benches and canopy trees, with a consistent visual appearance throughout the project area to encourage walking, identify pathways, and make the station area a comfortable and easy place to pass through or visit.

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

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

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

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

## ROSELAND AREA/SEBASTOPOL ROAD SPECIFIC PLAN

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

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

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

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

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

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

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

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

- LUL-II-1      Support location/operation of healthy food purveyors such as full-service grocery stores, ethnic food markets, farm stands, community gardens, edible schoolyards, and farmers' markets.
- LUL-II-2      Support development of small-scale neighborhood nodes that provide a range of neighborhood-serving retail, public amenities, and services to residents within walking distance of their homes.
- LUL-JJ**      *Improve connectivity and traffic flow in the Roseland Area/S Sebastopol Road Specific Plan area.*
- LUL-JJ-1      Improve east/west connections by creating new streets or extensions of existing streets, including the realignment of Hearn Avenue to Stony Point Road.
- LUL-JJ-2      Enhance existing intersections along major arterials to improve traffic flow through use of coordinated or adaptive signal timing and/or dedicated turn pockets.
- LUL-JJ-3      Support the planned construction of a new US Highway 101 overpass at Bellevue Avenue and a widened overpass at Hearn Avenue to improve east-west multimodel connectivity to and from the Roseland area.
- LUL-KK**      *Maintain the rural quality of Burbank Avenue.*
- LUL-KK-2      Balance the desire to maintain rural character with pedestrian and bicycle safety along Burbank Avenue.
-  **LUL-LL**      *Establish a complete network of paths for pedestrians and bicyclists to conveniently navigate through the plan area and beyond.*
-  LUL-LL-1      Identify gaps and build sidewalks to complete the pedestrian network in neighborhoods.
-  LUL-LL-2      Develop a system to prioritize bicycle and pedestrian improvements for future funding opportunities.
-  LUL-LL-3      Develop and install wayfinding signage to the downtown Sonoma Marin Area Rail Transit (SMART) station, SMART multi-use path, Sebastopol Road commercial district, and other key destinations. Wayfinding should be designed to help create a sense of place and strengthen project area identity.

- LUL-MM** *Provide new social and cultural services and amenities to meet the needs of the Roseland Area/Sebastopol Road Specific Plan area and the larger community.*
- LUL-MM-1 Encourage new uses, such as a teen center or senior community center, to locate along Hearn Avenue adjacent to Southwest Community Park to create a new and centrally located community focus of civic uses. Encourage residential and senior housing units above ground-floor uses to provide more opportunities for area residents to live near parks, services and transit.
- LUL-MM-2 Encourage the location of a pool in southwest Santa Rosa, which would serve plan area residents.
- LUL-MM-3 Encourage the Sonoma County Library and the Sonoma County Community Development Commission to develop a new library facility at the Roseland Village Neighborhood Center on Sebastopol Road.

## SOUTHEAST GREENWAY

- LUL-NN** *Develop the Southeast Greenway sustainably to enhance and protect wetlands, wildlife habitat, groundwater and air quality.*
- LUL-NN-1 Restore or enhance the areas around the three creeks that cross the Southeast Greenway: Matanzas Creek, Sierra Park Creek and Spring Creek, consistent with the Citywide Creek Master Plan.
- LUL-NN-2 Maximize open space and native plantings in the Southeast Greenway to provide a wildlife corridor to the greatest extent possible and reduce maintenance costs with the use of self-sustaining plant species.
- LUL-NN-3 Improve stormwater management to increase infiltration and groundwater recharge, reduce flood risk, and/or enhance the environment.
- LUL-OO** *Develop the Southeast Greenway to support a walkable, livable neighborhood, promote economic vitality, and encourage social equity.*
- LUL-OO-1 Develop the site between Hoen Avenue Frontage Road and the Highway 12 onramp with a mix of residential and commercial development. Residential uses are required on this site and should be maximized. Lodging uses are allowed. Development of the site will require provision of pedestrian and bicycle access to the Southeast Greenway trails to the north.

- LUL-OO-2 Create a Southeast Greenway gateway on the western edge of the Greenway that offers a prominently visible entrance to the open space and increases visitor awareness of the amenity.
- LUL-OO-3 During the next General Plan update, consider a future planning effort for the area south of the Southeast Greenway between Franquette Avenue and Summerfield Road to identify land uses which would enable these properties to redevelop to improve the interface with the Greenway.
- LUL-PP** *Design uses on the Southeast Greenway to maximize the Greenway's safety, accessibility and respect for adjacent neighborhoods.*
- LUL-PP-1 Require all new development on or abutting the Southeast Greenway to front the Greenway with windows and entries, and limit fencing height and material to ensure views from private property into the Greenway that enhance public safety.
- LUL-PP-2 Locate new residential uses at select locations along the Southeast Greenway where they can access existing streets and infrastructure. These new uses should be sensitively designed to consider the scale of neighboring residential areas, maintain public views of the hills, and limit shade on the Greenway's recreation areas.
- LUL-PP-3 Require design of all structures, utilities and access roads in the Southeast Greenway to maximize public safety, ease of access, attractiveness and compatibility with other uses in the Greenway and surrounding neighborhood.
- LUL-PP-4 In future design phases of the project, minimize parking impacts on surrounding neighborhoods by providing parking on the Southeast Greenway and seeking opportunities to share parking with adjacent non-residential uses, such as Montgomery High School and Spring Lake Regional Park.

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

# 3

## URBAN DESIGN

This element addresses the visual quality and character of the built environment of Santa Rosa as well as ways of making the city more comfortable and usable for residents. An important role of the Urban Design Element is to identify those qualities that make Santa Rosa a special place. The major topics addressed by urban design policies include downtown, major city entries, neighborhood design, and hillside development. “Livable streets,” which is also an important aspect of urban design (design and integration of alternative modes), are addressed in the Transportation Element.

Established in 1973, the Design Review Board is responsible for review of public and private development proposals, with an emphasis on the architectural, aesthetic, and site planning features of changes to the built environment. The Design Review Board uses the *Design Guidelines: City of Santa Rosa 2002* to review site and building design in commercial and residential projects. Those, together with the development standards in the Zoning Code, should be consulted prior to project design.

### **3-1 VISION**

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Santa Rosa’s downtown is the heart of the city in 2035. The scale of downtown relates to the pedestrian through ground-floor commercial uses, wide sidewalks, benches, street trees, and trash and recycling bins. Entertainment uses, offices, and restaurants provide a vibrant economic base for the downtown, which draws residents and visitors both in the daytime and in the evening.

The city also features safe, livable neighborhoods. Residents are able to walk and bike comfortably from their homes to local markets and convenience services. Neighborhood parks provide youth and adults with varied recreational options. The physical form of a neighborhood – the character and pattern of streets, the land use pattern, the quality of public spaces, the landscape and natural features, and the massing of materials of its built form – contributes significantly to its livability and long term success as a neighborhood.

Santa Rosa also features districts that build on their unique natural and historical features to achieve identity. Newer neighborhoods feature distinct architectural identities, while street and path connections provide linkages between different areas. New development respects the city's natural setting, located between the Sonoma Mountains and Laguna de Santa Rosa, and builds on its landscape qualities.

### **3-2 DOWNTOWN**

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Downtown Santa Rosa is generally bound by College Avenue on the north, Brookwood Avenue on the east, Sonoma Avenue and Sebastopol Road on the south, and Dutton Avenue and Imwalle Gardens area on the west. Mixed office and retail uses are focused within the downtown core, surrounding Old Courthouse Square, and extending both east and west along Third and Fourth Streets. Santa Rosa Plaza, an indoor mall, is located between Old Courthouse Square and Highway 101. Railroad Square, west of Highway 101, features retail, services, and hotel uses.



*Wide sidewalks and other amenities promote pedestrian activity along Fourth Street in downtown Santa Rosa.*

### **3-3 CITY ENTRIES AND CORRIDORS**

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Major highway and regional/arterial entries into the city are visually strengthened to announce entry into Santa Rosa. Major corridors connecting various parts of the city to downtown are also emphasized to clarify the structure of the city and to provide a more pleasing visual experience while moving through the community. The following list summarizes each of Santa Rosa's city entries:

- *Highway 101.* The major north-south highway through Santa Rosa, carrying local and regional traffic throughout the northern Bay Area. City entries occur at the northern (i.e. Old Redwood Highway) and southern (i.e. Santa Rosa Avenue interchange) edges of the Urban Growth Boundary (UGB).
- *Highway 12.* An east-west highway through western Santa Rosa, Highway 12 is also known as Sonoma Highway (a regional/arterial street) east of Farmers Lane. City entries occur at the UGB in the east (i.e. North Melita Road intersection) and west (i.e. Fulton Road).
- *Mendocino Avenue/Old Redwood Highway-Fulton Road-Calistoga Road.* Regional/arterial streets that carry traffic from the northern edge of the UGB into the city. City entries occur at the UGB, generally north of Hopper Avenue for Old Redwood Highway and Fulton Road.

- *Guerneville Road-Piner Road-Hall Road/West Third Street.* Regional/arterial streets that carry regional traffic into Santa Rosa from the west. City entries along these roadways occur at the UGB, which is generally located at Fulton Road.
- *Santa Rosa Avenue-Stony Point Road-Petaluma Hill Road.* Regional/arterial streets that mark the southern entries into Santa Rosa. City entries occur at the UGB: Highway 101 for Santa Rosa Avenue; Bellevue Avenue for Stony Point Road; and Yolanda Avenue for Petaluma Hill Road.
- *Bennett Valley Road.* A rural regional/arterial street that carries traffic between Taylor and Bennett Mountains into Santa Rosa from the southeast.

### **3-4 PUBLIC SPACES**

Santa Rosa has many fine public open spaces that vary in scale and type, from the formal Old Courthouse Square, to natural spaces such as the network of creeks and large regional parks. Policies seek to improve the distribution and variety of public open spaces so that all districts of the city are well served. Creek corridors will be expanded throughout the city and small public plazas and gathering places of diverse character created. Policies also promote access to open spaces by integrating all parks and creek corridors into a citywide network of pedestrian and bicycle paths.

#### **OLD COURTHOUSE SQUARE**

Courthouse Square is the vibrant core of Santa Rosa and is the focal point of downtown. Its Civic Spaces, plazas, paseos, rooftop gardens, and other public spaces provide for a range of activities, performances, and entertainment right in the heart of downtown. It attracts business activity and patrons, retail facilities and shoppers, and performers and audiences. It is a distinctive place that residents can take pride in identifying as the center of their hometown.

### **3-5 NEIGHBORHOOD DESIGN**

Santa Rosa's diverse neighborhoods offer an array of housing choices. Historic neighborhoods of Victorian cottages and California bungalows contrast dramatically with recent large-scale master planned developments. Some of the most fragile neighborhoods are the rural enclaves with farmhouses, fields, barns, and outbuildings. Urban Design policies attempt to preserve the special character of older neighborhoods while ensuring that new development establishes a sense of neighborhood.



Narrow tree-lined streets, such as Beaver Street, create a distinct neighborhood environment.

General Plan policies also ensure that neighborhoods are well-connected by streets and pathways to local shops and services, schools, and cultural and recreational activities. Land use patterns and development guidelines support local centers and assure their contribution to the local neighborhood environment. Neighborhood and site design policies promote walkability and use of the local street as part of the living environment.

### **3-6 HILLSIDE DEVELOPMENT**

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Santa Rosa is framed by the Sonoma Mountain foothills that are prominently visible from many locations in the flatland areas of the city. Such views need to be retained and the natural character of the unbuilt hills protected by regulating development that might occur on them. Due to potential visual impacts of hillside development, General Plan policies seek to preserve remaining public views.



*Views of Santa Rosa's hillsides should be preserved.*

### **3-7 GOALS AND POLICIES**

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#### **IMAGE AND CHARACTER**

**UD-A**      *Preserve and enhance Santa Rosa's scenic character, including its natural waterways, hillsides, and distinctive districts.*

UD-A-1      Maintain view corridors to natural ridgelines and landmarks, such as Taylor Mountain and Bennett Mountain.

UD-A-2      Strengthen and emphasize community focal points, visual landmarks, and features that contribute to the identity of Santa Rosa using design concepts and standards implemented through the Zoning Code, Design Guidelines, Preservation District Plans, Scenic Roads policies, the Downtown Station Area Specific Plan, and the Citywide Creek Master Plan.

*Examples of landmarks and community focal points are Old Courthouse Square, De Turk Round Barn, Railroad Square water tower, St. Rose School, Hotel La Rose, Santa Rosa Creek, Luther Burbank Home and Gardens, and views to the hills.*

UD-A-3      Use changes in tree species, scale, color and spacing to define neighborhoods and to differentiate street types. Update the Master Street Tree Planting Plan to accomplish this.

*Street trees should relate to scale, function, and visual importance of the street, as well as the character of the neighborhood or district in which they are located.*

- UD-A-4 In new developments, minimize overall grading by limiting site grading to the minimum necessary for driveways, parking areas, and understructure areas.
- UD-A-5 Require superior site and architectural design of new development projects to improve visual quality in the city.
- UD-A-6 Review and revise the Master Street Tree Planting Plan to enhance the city's streets in accordance with the goals and policies in this General Plan.
- UD-A-7 Continue the city's program of utility undergrounding.
- UD-A-8 Maintain hillsides in the city as a scenic backdrop to urban development.
- UD-A-9 Prohibit development on hillsides and ridgelines where structures would interrupt the skyline.
-  UD-A-10 Relate landscape design to the natural setting. Require that graded areas within new development be revegetated.
-  UD-A-11 Require structures within new developments to step with the slope of the site. Absorb site topography through use of split-level designs.
-  UD-A-12 Promote green building design and low impact development projects.
-  UD-A-13 Review guidelines for parking lots trees to ensure adequate summertime shading.



*DeTurk Round Barn serves as a distinct landmark, representing Santa Rosa's history.*

## DOWNTOWN

- UD-B** *Preserve and strengthen downtown as a vital and attractive place.*

- UD-B-1 Maintain and enhance downtown's position as the main civic, entertainment, commercial, and office hub of Santa Rosa and the region.

-  UD-B-2 Encourage, promote, and assist in the development of housing units within downtown for a mix of income levels and housing types, including integrating housing into existing buildings as mixed use.
- UD-B-3 Maintain Old Courthouse Square as the major downtown focal point and gathering place by not creating other large new public spaces that would detract from it, and by programming it with public activities throughout the year.
- UD-B-4 Respect and relate the scale and character of development at the edges of downtown to the surrounding Preservation Districts.
-  UD-B-5 Promote street life in the downtown through attractive building designs with street level activity and façade windows, public art, trees, fountains, and other landscaping elements that are pedestrian friendly. Discourage blank parking garage or office block frontage. Implement this policy through development review and the city's Capital Improvement and Downtown Programs.
- UD-B-6 Require design review for all new structures and alterations to existing structures within downtown to the extent such requirements are consistent with State housing law.
-  UD-B-7 Strengthen and enhance transportation linkages in downtown, particularly the Fourth Street link reestablishing the connection between Old Courthouse Square and Railroad Square.
-  UD-B-8 Orient buildings along Santa Rosa Creek within downtown toward the creek to enhance pedestrian and bicycle activity.
- UD-B-9 Seek opportunities to develop small public spaces throughout downtown that will provide for the comfort of pedestrians, enhance street life, and provide protection from sun and rain.



*Sidewalk cafés within downtown enhance the pedestrian environment.*

## CITY ENTRIES AND CORRIDORS

**UD-C** *Enhance and strengthen the visual quality of major entry routes into the city, as well as major corridors that link neighborhoods with downtown.*

UD-C-1 Enhance the appearance of the city's major entries through special design criteria and streetscape improvements. City entries, which occur at the Urban Growth Boundary, are shown in Figure 3-1: City Entries and Corridors:

- Highway 101;
- Highway 12;
- Mendocino Avenue/Old Redwood Highway;
- Fulton Road;
- Calistoga Road;
- Guerneville Road;
- Piner Road;
- Hall Road/West Third Street;
- Santa Rosa Avenue;
- Stony Point Road;
- Petaluma Hill Road; and
- Bennett Valley Road.

*Major corridors can be improved as entries to the city through unified planting of street trees, appropriately scaled lighting, public art, framing of landmarks, sign controls, and pedestrian and bicycle amenities. Additional policy recommendations include:*

- *Landscaping to provide continuity, focal elements, and to screen unsightly development;*
- *Clear expression of the community separators as natural open space at the north, south, west, and east entries; and*
- *Framing of key views of downtown and landmarks along the routes.*

UD-C-2 Pursue permanent preservation of Community Separator open space areas adjacent to city entries, as shown on Figure 7-1: Open Space and Community Separators.

UD-C-3      Screen views of development from Highway 101, south of Hearn Avenue, with dense landscape treatments, allowing only glimpses or short breaks to points of interest. North of Hearn Avenue along Highway 101, allow openings in the buffer to views of downtown.



UD-C-4      Work with CalTrans to beautify Highway 101 and Highway 12. Encourage CalTrans to incorporate more landscaping, planting of trees, and soundwall mitigation into any improvements planned for these highways. Lessen the impact of new soundwalls through the use of vegetation.



*Fulton Road, which serves as a major city entry in northwestern Santa Rosa, should include entry features.*

*Specific to Highway 12 (west of Highway 101), there are many places where the median is large enough to safely plant trees and make other significant landscaping improvements to enhance the scenic qualities of this roadway.*

UD-C-5      Work with the County of Sonoma to retain and improve the scenic qualities of Highway 101 and Highway 12, including the planting of trees in the back of developments and along the edge of the CalTrans rights-of-way.

UD-C-6      Require that buildings, sound walls, and other structures highly visible from Highway 101 or Highway 12 and adjoining neighborhoods be designed to enhance and improve scenic character.

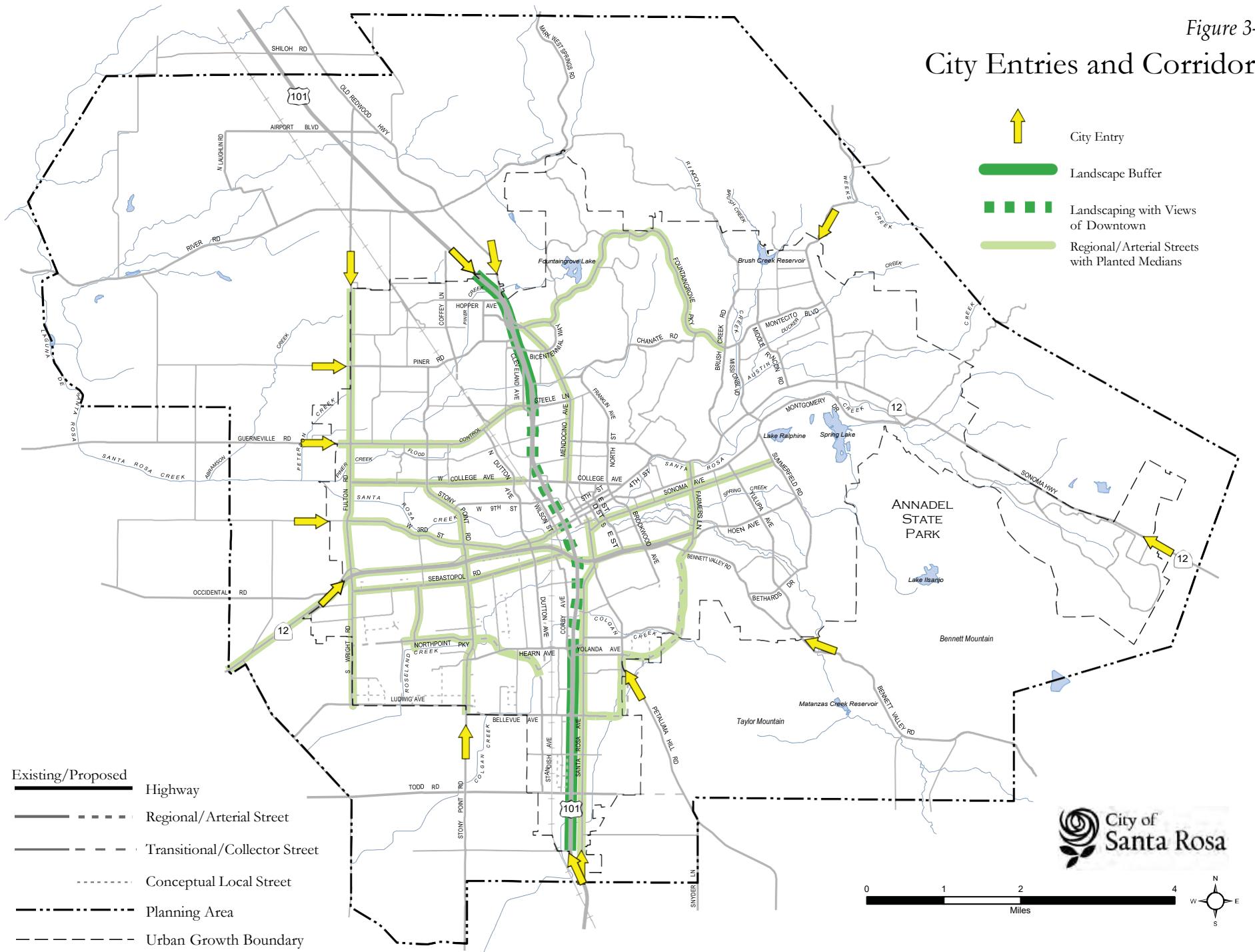


UD-C-7      Install planted medians on wide regional/arterial streets to make them more pedestrian friendly. Regional/arterial streets requiring landscaped medians include:

- Corporate Center Parkway;
- Fulton Road;
- Guerneville Road;
- Stony Point Road;
- Northpoint Parkway;
- Sebastopol Road;
- Santa Rosa Avenue;

Figure 3-1

## City Entries and Corridors





- Mendocino Avenue;
- Sonoma Avenue;
- Farmers Lane;
- Fountaingrove Parkway; and
- West Third Street.



**UD-D** *Avoid strip patterns of commercial development. Improve the appearance and functioning of existing commercial strip corridors, such as Santa Rosa Avenue and Sebastopol Road.*

*Landscaped medians, such as the one shown here on Santa Rosa Avenue, are planned along major regional/arterial streets.*

 UD-D-1

Restructure existing strip developments to cluster commercial uses in neighborhood nodes, with higher density housing included where possible. Residential, office, or institutional uses that generate less traffic should be located between the nodes.

UD-D-2 Maintain a uniform setback of structures from the street. Require parking areas to be placed to the side or rear of structures, not in front.

UD-D-3 Minimize curb cuts through shared access and width reduction.

*Excessive curb cuts reduce or completely eliminate pedestrian space and the possibility of curbside parking.*

 UD-D-4

Provide continuous sidewalks and bicycle lanes on both sides of major regional/arterial streets.

 UD-D-5

Provide planting strips with large canopy trees between the road and sidewalk to buffer pedestrians from traffic, and help define the street space along commercial streets. Install pedestrian amenities in the planting strip such as:

- Street lighting;
- Seating;
- Bus stop shelters;
- Bicycle racks; and
- Mail boxes.

## PUBLIC SPACES

**UD-E** *Create a framework of public spaces at the neighborhood, city, and regional scale.*



UD-E-1

Provide for new open space opportunities throughout the city, especially in neighborhoods that have less access to open spaces.



*Old Courthouse Square serves as the downtown's primary public space.*

*This includes exploring potential for creek corridors, bicycle and pedestrian ways, as well as new public plazas, gathering places, and conservation areas.*



UD-E-2

Provide an open space network that is linked by pedestrian and bicycle paths, and that preserves and enhances Santa Rosa's significant visual and natural resources.



UD-E-3

Restore Santa Rosa Creek as a linear park throughout the city for pedestrians and cyclists.



UD-E-4

Enhance pedestrian activity and safety by designing streets, buildings, pathways, and trails to provide a visual connection with public spaces such as parks and Santa Rosa Creek. Review and revise the Zoning Code and Subdivision Guidelines to support this policy.

## NEIGHBORHOOD DESIGN

**UD-F** *Maintain and enhance the diverse character of Santa Rosa's neighborhoods. Promote the creation of neighborhoods - not subdivisions - in areas of new development.*



UD-F-1

Encourage the sensitive rehabilitation of older structures in neighborhoods to preserve the city's history, improve energy efficiency with consideration to the principles of life cycle costs, and to allow for diversity of architectural styles.



UD-F-2

Protect natural topographic features such as hillsides, ridgelines and mature trees and stands of trees. Minimize grading of natural contours in new development.



UD-F-3

Encourage creative subdivision design that avoids walling off neighborhoods abutting regional/arterial streets with long monotonous stretches of fencing or walls.

*Streets along edges of new residential neighborhoods should have active fronting uses such as multifamily housing, local commercial uses, institutional uses, or parks.*

- UD-F-4 Provide visual interest in building, site, and landscape design that avoids the sense of a monotonous tract development.

*Visual interest can be created in many ways: varied massing and roof types, floor plans, detailed planting design, or color and materials. Overall harmony should be maintained while providing smaller scale variety.*



#### UD-G

***Design residential neighborhoods to be safe, human-scaled, and livable by addressing compact development, multi-modal connectivity and reducing energy use.***

*Colgan Creek path provides an example of how pedestrian and bicycle linkages can be used to showcase natural amenities.*

- UD-G-1 Establish a defined center – such as a park, school, neighborhood shopping center, or a transit stop – at the core of large residential projects.

#### UD-G-2

Locate higher density residential uses adjacent to transit facilities, shopping, and employment centers, and link these areas with bicycle and pedestrian paths.

#### UD-G-3

Design new residential streets to be in scale with the adjacent structures and uses, and appropriate to their intended purpose. Neighborhood streets should be scaled for slow moving traffic, pedestrian and bicycle access, and children's play.

*Pedestrian and bicyclist needs should receive as much design attention as the automobile. Residential neighborhoods that have been successful for decades such as the "streetcar suburbs" of many cities typically have streets that are relatively narrow and are no wider than needed for the type of use.*

#### UD-G-4

Provide through-connections for pedestrians and bicyclists in new developments. Avoid cul-de-sac streets, unless public pedestrian/bikeways interconnect them.

#### UD-G-5

To promote walkability and connectivity, limit the perimeter length of new residential blocks to no more than 1,600 feet. Very Low Density Residential development is excepted.

- UD-G-6 To promote social interaction, houses in new developments should contain porches, front gardens, and windows overlooking front yards and sidewalks.
- UD-G-7 Ensure that garages do not dominate streetscapes by setting them back from the front of houses, locating them at the rear of the site, accessed by an alleyway, or clustering them on shared driveways.
- UD-G-8 Promote personal safety in project design, particularly in multifamily development, by locating windows and walkways to assure visual access to common areas. Locate children's play space within view of the nearest units, and discourage designs with unutilized open space.
-  UD-G-9 Encourage pedestrian-oriented village character, rather than strip malls, in neighborhood centers for local shops and services. Shops should front on streets rather than parking lots. Parking areas should be located in less visible locations behind buildings and away from the street edge.



*Residential uses along Brown Street provide a hospitable street environment, with front porches and walkways.*

## HILLSIDE DEVELOPMENT

- UD-H** *Design hillside development to be sensitive to existing terrain, views, and significant natural landforms or features.*
- UD-H-1 Minimize the visual prominence of hillside development by taking advantage of existing site features for screening, such as tree clusters, depressions in topography, setback hillside plateau areas, and other natural features.
- UD-H-2 Align and construct streets along natural grades. Minimize visibility of streets from other areas within the city.
- UD-H-3 Prohibit grading of slopes that are greater than 25 percent. During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.

*Extensive grading of hillsides has the potential to destroy their irregular character and increase risk of geologic and landslide hazards. Encourage developers to grade only building pads, and to blend the graded area with adjacent hillside properties.*

UD-H-4 Avoid large areas of flat pads in hillside areas. Instead, building forms should be “stepped” to conform to site topography.

UD-H-5 Allow creative lot layouts such as clustering, flexible setbacks, or flag lots if such approaches help to preserve contours and other natural features.



UD-H-6 Minimize vegetation removal in hillside areas, and preserve large trees that partially screen development or help blend new development into views.

***UD-I Respect natural features in the design and construction of hillside development.***

UD-I-1 Require mapping of all natural features as part of development applications, including landforms, mature tree stands, rock outcroppings, creek ways, and ridgelines. During development review, ensure that site layout is sensitive to such mapped features.

UD-I-2 Encourage architectural design that reflects the undulating forms of the hillside setting, such as breaking building masses and rooflines into several smaller components.



UD-I-3 Reflect the predominant colors and textures within the surrounding landscape in selection of building materials for hillside development. Roof colors should tend toward earth tones, so that they are less visible from adjacent or upslope properties. Allow darker roofs when they meet cool roof standards.



UD-I-4 Use irregular planting on graded slopes to achieve a natural appearance. Maximize water conservation, fire resistance, and erosion control in landscape design through use of sturdy, native species.

*Allow creative lot layouts, such as flexible setbacks and flag lots to preserve natural contours.*

*Please note: Additional policies addressing the livability of Santa Rosa streets and neighborhoods are contained within Chapter 2: Land Use and Livability, Chapter 4: Housing, and Chapter 5: Transportation. Slopes and ridgelines are identified on Figure 7-3 in Chapter 7: Open Space and Conservation.*



# 4

# HOUSING

This element presents a summary of the demographic and housing characteristics of Santa Rosa, an overview of available resources and potential constraints to housing development, a review of housing accomplishments (housing programs implemented since the adoption of the last Housing Element), and housing goals and policies for the current planning period (2015 to 2023).

This Housing Element is primarily a technical update to the 2009 Housing Element, which was prepared as part of a focused update to the General Plan. This Housing Element is internally consistent with the rest of the plan, and any amendment proposed to the General Plan during the Housing Element period will be reviewed to ensure it does not compromise the plan's internal consistency.

## 4-1 VISION

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A diversity of housing options is available to Santa Rosans in 2035—a variety of housing sizes and types, such as single-family, townhomes, and multifamily units—in different parts of the city at varied prices. Adequate housing is available to very low- and low-income families as well as to those in need of group housing facilities, such as seniors and persons of extremely low income. Existing affordable units have been maintained below market rate, and construction of new affordable housing has occurred throughout the city.



*Santa Rosa seeks to provide housing in a variety of sizes and styles, affordable to residents a wide range of income levels. Colgan Meadows, located in southwest Santa Rosa, is pictured above.*

Local and regional programs support the city's residents in locating, purchasing, and maintaining their homes. Santa Rosa's homeless population and others with special housing needs, including seniors, disabled persons, single parents, and farmworkers, are provided for within the local housing supply. Nonprofit housing developers work cooperatively with the City to find appropriate sites for affordable and special needs units in areas of the city that offer transportation alternatives, child care, shopping, and daily services.

## 4-2 HOUSING NEEDS ANALYSIS

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This section evaluates existing and future housing needs in Santa Rosa, including special housing needs that exist for segments of the city's population. The purpose of this assessment is to evaluate demographic and housing trends to provide general direction and focus for future housing initiatives.

### POPULATION

The City of Santa Rosa experienced population growth from 2000 to 2010. As illustrated in Table 4-1, the city's population grew from 147,595 in 2000 to 167,815 in 2010, an increase of approximately 14 percent. This represents an annual average growth rate of approximately 1 percent over the decade. By comparison, the City of Petaluma, the Town of Windsor, and Sonoma County grew 6, 18, and 6 percent, respectively, between 2000 and 2010, according to the US Census. The population of the nearby City of Rohnert Park decreased approximately 3 percent for the same period. The California Department of Finance estimated Santa Rosa's 2013 population at 170,093.

The Association of Bay Area Governments (ABAG) projects that the Santa Rosa population will continue to grow through 2040, although at a slower pace than in previous decades, as shown in Table 4-2. The ABAG projections, prepared in 2013, call for population increases of 10 percent for the next three decades, bringing the city's population to 221,800 by 2040.

**Table 4-1: Population Characteristics**

|                  | 2000    |            | 2010    |            | Percentage Change |
|------------------|---------|------------|---------|------------|-------------------|
|                  | Number  | Percentage | Number  | Percentage |                   |
| Total Population | 147,595 |            | 167,815 |            | 14%               |
| Male             | 72,078  | 49%        | 81,846  | 49%        | 14%               |
| Female           | 75,517  | 51%        | 85,969  | 51%        | 14%               |
| <i>Age</i>       |         |            |         |            |                   |
| Under 5          | 9,606   | 6%         | 11,432  | 7%         | 19%               |
| 5 to 9           | 10,072  | 7%         | 10,817  | 6%         | 7%                |
| 10 to 14         | 9,969   | 7%         | 10,460  | 6%         | 5%                |
| 15 to 19         | 10,139  | 7%         | 11,835  | 7%         | 17%               |
| 20 to 24         | 10,046  | 7%         | 10,655  | 6%         | 6%                |
| 25 to 34         | 21,096  | 14%        | 25,093  | 15%        | 19%               |
| 35 to 44         | 23,216  | 16%        | 21,512  | 13%        | -7%               |
| 45 to 54         | 21,286  | 14%        | 23,126  | 14%        | 9%                |
| 55 to 64         | 11,589  | 8%         | 20,205  | 12%        | 74%               |
| 65 to 74         | 8,745   | 6%         | 10,683  | 6%         | 22%               |
| 75 to 84         | 8,434   | 6%         | 7,343   | 4%         | -13%              |
| 85 and older     | 3,397   | 2%         | 4,654   | 3%         | 37%               |

Source: 2000 and 2010 US Census (ABAG Housing Element Data Profiles and Projections 2013)

**Table 4-2: Population Trends and Projections**

| <i>Year</i> | <i>Population</i> | <i>Percentage Increase</i> | <i>Average Annual Percentage Increase</i> |
|-------------|-------------------|----------------------------|---|
| 1960        | 31,027            | —                          | —   |
| 1970        | 50,006            | 61%                        | 6%  |
| 1980        | 82,658            | 65%                        | 7%  |
| 1990        | 113,313           | 37%                        | 4%  |
| 2000        | 147,595           | 30%                        | 3%  |
| 2010        | 167,815           | 14%                        | 1%  |
| 2020*       | 184,100           | 10%                        | 1%  |
| 2030*       | 201,800           | 10%                        | 1%  |
| 2040*       | 221,800           | 10%                        | 1%  |

Sources: 1960–2010 US Census (from the California Department of Finance); ABAG 2013 Projections

\* ABAG projection

As shown in Table 4-1, the age makeup of the Santa Rosa population generally remained stable from 2000 to 2010. The median age increased slightly from 36.2 to 36.7. The median age in Sonoma County increased from 37.5 to 39.9 for the same period. Approximately 54 percent of Santa Rosans were between the ages of 25 and 64 in 2010, an increase from 52 percent in 2000. Children and youth up to 24 years of age constituted 33 percent of Santa Rosa's population, while seniors age 65 and greater made up 14 percent of the population.

The racial diversity of Santa Rosa's population is representative of the wider Sonoma County population. According to the 2010 Census, 71 percent of Santa Rosans were White, 5 percent were Asian or Pacific Islander, 5 percent were two or more races, 2 percent were Black or African American, and 2 percent were American Indian or Alaska Native. Additionally, 29 percent of Santa Rosa's population was Hispanic or Latino.

### ***Households***

Table 4-3 illustrates household growth trends and projections from 2000 to 2040. The number of households increased approximately 13 percent from 2000 to 2010 and is expected to grow steadily by just under 10 percent per decade through 2040. The average household size increased during the decade from 2.56 to 2.59 persons per household. ABAG projects a continued increase in household size through 2040, when the average is expected to be 2.69 persons per household. The increase may be attributed to an increase in the number of children or additional multigenerational households.

## HOUSING

**Table 4-3: Household Trends**

| Year  | Total Households |                   | Household Population |                   | Average Household Size |
|-------|------------------|-------------------|----------------------|-------------------|------------------------|
|       | Number           | Percentage Change | Number               | Percentage Change |                        |
| 2000  | 56,036           | -                 | 143,789              | -                 | 2.56                   |
| 2010  | 63,591           | 13%               | 164,406              | 14%               | 2.59                   |
| 2020* | 69,230           | 9%                | 180,300              | 10%               | 2.6                    |
| 2030* | 74,880           | 8%                | 197,400              | 9%                | 2.64                   |
| 2040* | 80,580           | 8%                | 216,600              | 10%               | 2.69                   |

Source: 2000 US Census; ABAG Housing Element Data Profiles and Projections 2013

\*ABAG projection

According to the 2007–2011 American Community Survey (ACS), the largest percentage of households in Santa Rosa were families, approximately 62 percent. Among family households, a little over half were families with children. For purposes of the US Census and ACS, a family is defined as a group of two or more people related by birth, marriage, or adoption residing together. As shown in Table 4-4, approximately 29 percent of households were single persons who lived alone and the remaining 9 percent were multi-person non-family households.

**Table 4-4: Household Types in Santa Rosa, 2011**

| Household Type               | Number of Households | Percentage  |
|------------------------------|----------------------|-------------|
| Single Person (living alone) | 17,943               | 29%         |
| Family                       | 38,550               | 62%         |
| No children                  | 17,965               | 47%         |
| With children                | 20,585               | 53%         |
| Multi-Person, Non-Family     | 5,597                | 9%          |
| <b>Total Households</b>      | <b>62,090</b>        | <b>100%</b> |

Source: 2007–2011 ACS (ABAG Housing Element Data Profiles)

Note: Because the survey sample size is different in the ACS and US Census, the number of total households varies from table to table in this analysis.

Table 4-5 shows the rate of homeownership in Santa Rosa (referred to as housing tenure). According to the 2010 Census, approximately 54 percent of households were homeowners, while 46 percent rented their homes. While the number of homeowner households increased from 2000 to 2010, the percentage of Santa Rosa households that own their home decreased from 59 to 54 percent. The number of renter households increased to a greater rate, approximately 25 percent. This increase in renter households has contributed to low rental vacancy rates and increased rental prices in the city. Refer to the Income and Housing Costs subsection for further discussion and analysis regarding rental availability and affordability in Santa Rosa.

**Table 4-5: Household Tenure in Santa Rosa, 2000 and 2010**

|                 | 2000   |            | 2010   |            | Percentage Change |
|-----------------|--------|------------|--------|------------|-------------------|
|                 | Number | Percentage | Number | Percentage |                   |
| Households      | 56,036 |            | 63,590 |            | 13%               |
| Owner Occupied  | 32,798 | 59%        | 34,427 | 54%        | 5%                |
| Renter Occupied | 23,238 | 41%        | 29,163 | 46%        | 25%               |

Source: 2000 and 2010 US Census

## EMPLOYMENT

ABAG estimated that Santa Rosa had 75,460 jobs in 2010. The city continues to be the employment center for Sonoma County and ranks first among all North Bay cities in the total number of jobs. As the seat of Sonoma County government and a center of commerce, Santa Rosa will continue to be the hub of medical, government, banking, and other services for the county.

Table 4-6 illustrates the employed residents by industry in Santa Rosa according to the 2000 Census and 2007–2011 ACS (this information was not collected in the 2010 Census). While some changes from 2000 to 2011 may be attributable to the change in data sources (the ACS has a high margin of error), data shows growth in several industries including agriculture, forestry, fishing and hunting, and arts, entertainment, recreation, accommodation, and food services. There were reductions in the number of Santa Rosa residents employed in the transportation and warehousing and utilities industry and the manufacturing industry. Major employers in Santa Rosa include Agilent Technologies, Amy's Kitchen, the City of Santa Rosa, the County of Sonoma, Kaiser Permanente, Medtronic Cardiovascular, Santa Rosa City Schools, Santa Rosa Junior College, St. Joseph Health System, and Sutter Medical Center (according to the North Bay Business Journal Book of Lists 2009 via the City of Santa Rosa Economic Profile).

**Table 4-6: Employed Residents by Industry, 2000 and 2011**

| <i>Industry</i>   | <i>2000</i>   |                   | <i>2011*</i>  |                   | <i>Percentage Change</i> |
|---|---------------|-------------------|---------------|-------------------|--------------------------|
|   | <i>Number</i> | <i>Percentage</i> | <i>Number</i> | <i>Percentage</i> |                          |
| Agriculture, forestry, fishing and hunting  | 790           | 1%                | 1,478         | 2%                | 87%                      |
| Construction  | 5,099         | 7%                | 5,493         | 7%                | 8%                       |
| Manufacturing   | 10,402        | 14%               | 8,398         | 11%               | -19%                     |
| Wholesale trade   | 2,339         | 3%                | 2,186         | 3%                | -7%                      |
| Retail trade  | 8,955         | 12%               | 10,970        | 14%               | 23%                      |
| Transportation and warehousing, and utilities                                       | 2,904         | 4%                | 2,132         | 3%                | -27%                     |
| Information   | 1,788         | 2%                | 1,626         | 2%                | -9%                      |
| Finance, insurance, real estate, and rental and leasing                             | 5,881         | 8%                | 5,102         | 7%                | -13%                     |
| Professional, scientific, management, administrative, and waste management services | 7,685         | 11%               | 8,740         | 11%               | 14%                      |
| Education, health, and social services  | 13,922        | 19%               | 16,148        | 21%               | 16%                      |
| Arts, entertainment, recreation, accommodation, and food services                   | 5,850         | 8%                | 7,609         | 10%               | 30%                      |
| Other services (except public administration)                                       | 4,123         | 6%                | 4,819         | 6%                | 17%                      |
| Public administration   | 2,775         | 4%                | 3,202         | 4%                | 15%                      |
| <b>Total</b>  | <b>72,513</b> | <b>100%</b>       | <b>77,903</b> | <b>100%</b>       | <b>7%</b>                |

Sources: 2000 US Census; 2007–2011 American Community Survey (ABAG Housing Element Data Profiles 2013)

\* ACS data has a high margin of error but is the only source available for this data as the 2010 Census did not include a long form.

Employment trends indicate a need for a range of housing types to support Santa Rosa residents who are employed in a wide range of industries. A particular need for moderate- and lower-income housing units exists to support workers in retail and manufacturing trades since these jobs often do not provide the income needed to acquire safe and adequate housing.

Table 4-7 shows job and employment projections for Santa Rosa through 2040. Projections indicate that Santa Rosa will add 28,480 jobs between 2010 and 2040. This is a significant increase given that economic growth has been tempered over the last few years by the nationwide economic downturn that began in 2007.

**Table 4-7: Employment Trends**

| Year  | Jobs    |                   | Employed Residents |                   |
|-------|---------|-------------------|--------------------|-------------------|
|       | Number  | Percentage Change | Number             | Percentage Change |
| 2010  | 75,460  | -                 | 71,890             | -                 |
| 2020* | 89,480  | 19%               | 85,360             | 19%               |
| 2030* | 95,410  | 7%                | 90,180             | 6%                |
| 2040* | 103,940 | 9%                | 97,170             | 8%                |

*Source: ABAG Housing Element Data Profiles and Projections 2013*

\*ABAG projection

### ***Jobs/Employed Residents Ratio***

The jobs/employed residents ratio compares the number of jobs available in the city to the total number of employed residents. As shown in Table 4-7, Santa Rosa has more jobs than employed residents and experiences net in-commuting. Projections indicate that this will not change over the next three decades. Santa Rosa's jobs/employed residents ratio is projected to be 1.07 in 2040.

## **INCOME AND HOUSING COSTS**

According to the 2007–2011 ACS, the median household income in Santa Rosa was \$60,850. While this is a numeric increase from the 2000 median of \$50,931 (US Census), when the 2000 median is adjusted to 2011 dollars to account for inflation, resulting in an adjusted median of \$68,757, the median was actually less in 2011 than in 2000.

Table 4-8 shows the number and percentage of Santa Rosa households by annual income. Please note that 2000 figures in this table have not been adjusted to account for inflation. In both 2000 and 2011, approximately 29 percent of households had an annual income of \$75,000 or more. The percentage of households earning \$100,000 or more increased from 16 percent to 25 percent. The percentage of households earning less than \$50,000 decreased from approximately 48 percent in 2000 to 41 percent in 2011.

In 2000, the poverty rate in Santa Rosa was approximately 9 percent. The poverty rate increased to 13 percent in 2011. The poverty rate in Santa Rosa is slightly higher than that of Sonoma County as a whole, which had poverty rates of approximately 8 percent in 2000 and 11 percent in 2011.

**Table 4-8: Household Income Trends in Santa Rosa, 2000 to 2011**

| <b>Annual Income</b> | <b>2000</b>                 |                   | <b>2011</b>                 |                   |
|----------------------|-----------------------------|-------------------|-----------------------------|-------------------|
|                      | <b>Number of Households</b> | <b>Percentage</b> | <b>Number of Households</b> | <b>Percentage</b> |
| Less than \$24,999   | 11,418                      | 20%               | 12,059                      | 19%               |
| \$25,000 to \$49,999 | 15,943                      | 28%               | 13,539                      | 22%               |
| \$50,000 to \$74,999 | 12,478                      | 22%               | 12,155                      | 20%               |
| \$75,000 to \$99,999 | 7,390                       | 13%               | 8,584                       | 14%               |
| \$100,000 or more    | 8,837                       | 16%               | 15,753                      | 25%               |
| <b>Total</b>         | <b>56,066</b>               | <b>100%</b>       | <b>62,090</b>               | <b>100%</b>       |

Sources: 2000 US Census; 2007–2011 American Community Survey (ABAG Data Profiles for Housing Elements)

Note: Numbers have not been adjusted to account for inflation.

### ***Housing Affordability***

Household incomes have not kept pace with the escalating costs of housing. Federal regulations and guidelines define the maximum annual amount that each household can feasibly spend on housing costs (e.g., mortgage, rent, utilities) as 30 percent of gross household annual income.

The income categories, as defined by the California Department of Housing and Community Development for a four-person household pursuant to the Health and Safety Code, are as follows:

- Extremely low – households with income less than 30 percent of the county’s area median income
- Very low – households with income between 30 and 50 percent of the county’s area median income
- Low – households with income between 51 and 80 percent of the county’s area median income
- Moderate – households with income between 81 and 120 percent of the county’s area median income
- Above moderate – households with income above 120 percent of the county’s area median income

Table 4-9 provides an estimate of the number and percentage of Santa Rosa households according to these income categories. Note that data is not provided specifically for the extremely low-income category in this set. For analysis of households in this income category, please see the Extremely Low-Income Households subsection below. In this analysis, households at the extremely low-income level are included in the very low-income figures. Among all households, approximately 25 percent were considered very low income, 18 percent low income, 20 percent moderate income, and 37 percent above moderate income. The difference between the

percentage of households in the various income categories is most pronounced in the very low-income and above moderate-income categories. Significantly more renters have incomes that are considered very low, and significantly more homeowner households have incomes in the above moderate category.

**Table 4-9: Households by Income Category and Tenure, 2010**

| Income Category | Renter               |             | Homeowner            |             | Total                |             |
|-----------------|----------------------|-------------|----------------------|-------------|----------------------|-------------|
|                 | Number of Households | Percentage  | Number of Households | Percentage  | Number of Households | Percentage  |
| Very Low        | 10,685               | 39%         | 5,105                | 15%         | 15,790               | 25%         |
| Low             | 6,050                | 22%         | 5,360                | 15%         | 11,410               | 18%         |
| Moderate        | 5,640                | 21%         | 6,855                | 19%         | 12,495               | 20%         |
| Above Moderate  | 5,025                | 18%         | 17,845               | 51%         | 22,870               | 37%         |
| <b>Total</b>    | <b>27,400</b>        | <b>100%</b> | <b>35,165</b>        | <b>100%</b> | <b>62,565</b>        | <b>100%</b> |

*Source: Comprehensive Housing Affordability Strategy (CHAS) based on 2006–2010 ACS (ABAG Data Profiles for Housing Elements)*

Using the affordability benchmark of spending no more than 30 percent of household income on housing costs, Table 4-10 shows the maximum affordable monthly rent and maximum home purchase price by income category for Sonoma County. According to the California Department of Housing and Community Development (HCD), the median household income in Sonoma County for a family of four was \$82,600 in 2013. The maximum affordable monthly rent for a moderate-income household is \$2,065. Low-income households, earning between \$41,301 and \$65,000 annually, can afford to spend up to \$1,625 per month for housing.

**Table 4-10: Maximum Affordable Housing Costs by Income Category, 2013**

| Income Category | Percentage of Median | Maximum Rent | Maximum Sales Price |
|-----------------|----------------------|--------------|---------------------|
| Extremely Low   | <30%                 | \$620        | \$79,566            |
| Very Low        | 30-50%               | \$1,033      | \$132,659           |
| Low             | 51-80%               | \$1,625      | \$215,505           |
| Moderate        | 81-120%              | \$2,065      | \$345,276           |

*Sources: HCD Income Limits, 2013; Zillow.com affordability calculator*

*Notes: Sales prices assume 5.5% interest, a 30-year loan, 30% of monthly income spent for housing (including private mortgage insurance and taxes), and a down payment of \$5,000 for extremely low- and very low-income households, \$10,000 for low-income households, and \$20,000 for moderate-income households. Annual income is based on 2013 Sonoma County median income of \$82,600 according to the California Department of Housing and Community Development.*

### ***Extremely Low-Income Households***

According to HUD's Comprehensive Housing Affordability Strategy (CHAS), in 2010 there were 8,185 households in Santa Rosa which were of extremely low incomes (those earning less than 30 percent of the area median income). Extremely low-income households represented 13 percent of all Santa Rosa households.

**Table 4-11: Extremely Low-Income Households, 2010**

|  | Renter               |                                | Owner                |                                | Total                |                                |
|--|----------------------|--------------------------------|----------------------|--------------------------------|----------------------|--------------------------------|
|  | Number of Households | Percentage of Total Households | Number of Households | Percentage of Total Households | Number of Households | Percentage of Total Households |
| Extremely Low-Income Households                    | 6,025                | 10%                            | 2,160                | 3%                             | 8,185                | 13%                            |
| With housing cost burden (paying 30-50% of income) | 325                  | 1%                             | 175                  | <1%                            | 500                  | 1%                             |
| With severe housing cost burden (>50% of income)   | 4,310                | 7%                             | 1500                 | 2%                             | 5,810                | 9%                             |
| <b>Total Households (all income categories)</b>    | <b>27,385</b>        | <b>44%</b>                     | <b>35,175</b>        | <b>56%</b>                     | <b>62,560</b>        | <b>100%</b>                    |

*Source: CHAS based on 2006–2010 ACS (ABAG Data Profiles for Housing Elements)*

Table 4-11 illustrates these households by tenure. The majority, approximately 74 percent of extremely-low income households, were renters. Extremely low-income renter households represented approximately 10 percent of the total household population, and extremely low-income homeowner households made up approximately 3 percent of all Santa Rosa households.

Extremely low-income households often have a variety of housing issues and needs. For example, most families and individuals receiving public assistance, such as social security insurance or disability insurance, are considered extremely low-income households. Many minimum wage workers would also be considered extremely low-income households. As shown in Table 4-11, many extremely low-income households pay a large percentage of their income toward housing costs. Approximately 77 percent of extremely low-income households overpaid for housing (paying more than 30 percent of their total income toward housing costs) and approximately 71 percent severely overpaid (paying more than 50 percent of their total income toward housing costs).

The City has a single-room occupancy ordinance, the implementation of which would provide housing opportunities for residents with extremely low incomes. The Zoning Code also includes provisions for boardinghouses, an option for lower-income households. Transitional or supportive housing with services can assist extremely low-income residents with special needs.

The City has made significant efforts in addressing the need for housing for residents with extremely low incomes in supported new developments, having helped subsidize the development of approximately 131 units from 2007 to 2012. Policies H-C-8 and H-C-12 commit the City to continuing to support and fund the development of units affordable to extremely low-income households. In addition, the City will continue to encourage single-room occupancy housing and other special housing arrangements (Policy H-D-5) and fund and support emergency shelter and homeless support services (Policies H-D-8, H-D-9, and H-D10).



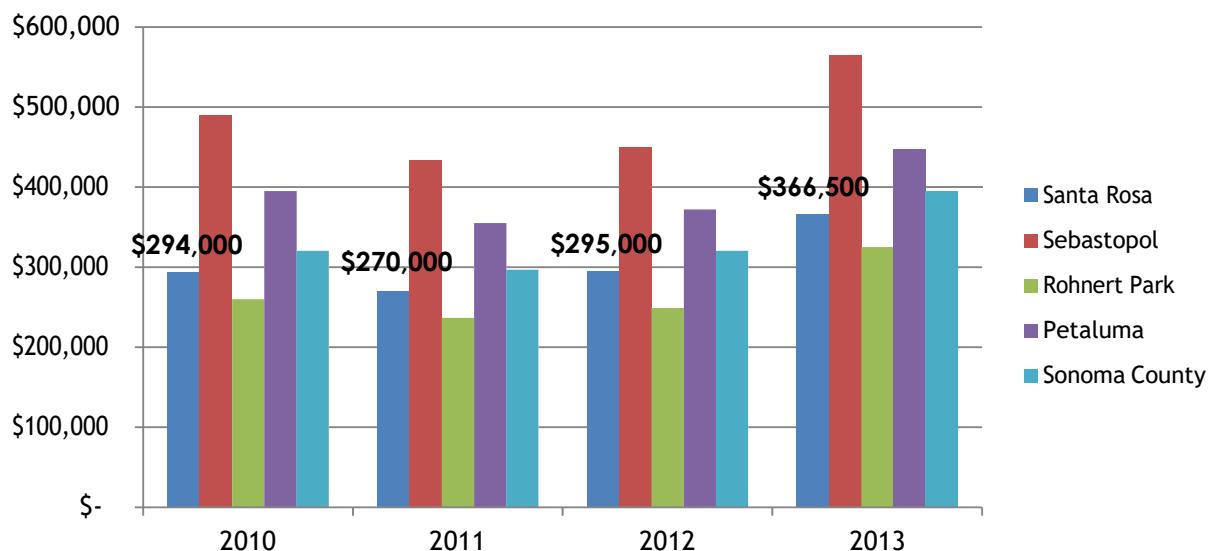
*Attached single-family housing can provide a more affordable alternative to detached homes. Alderbrook Heights in southeast Santa Rosa is pictured above.*

### ***Housing Costs***

According to DataQuick ([www.DQNews.com](http://www.DQNews.com)), the median home sales price in Santa Rosa was \$366,500 in 2013. As shown in Chart 4-1, median home prices in Santa Rosa followed countywide trends, decreasing from 2010 to 2011, increasing from 2011 to 2012, and rising dramatically from 2012 to 2013. The Santa Rosa median sales price increased approximately 24 percent from 2012 to 2013. The countywide median increased approximately 23 percent for the same period, and the cities of Sebastopol, Rohnert Park, and Petaluma saw increases of 26, 31, and 20 percent, respectively. The rise in sales prices is a result of growing demand based on consumer confidence and the improving economy, historically low interest rates, a low vacancy rate, and a limited supply of new housing on the market. While there has been an uptick in building permit activity in the city, market conditions in the short term may continue to result in increasing sales prices.

The median sales price in Santa Rosa varied greatly by area (reported by zip code), with 2013 medians ranging from \$290,000 in southwest Santa Rosa (95407) to \$440,000 in the northeast area of the city (95404). Based on the 2013 median income, only households in the above moderate-income category, making more than \$99,100 annually, could afford a home at the citywide median price in Santa Rosa (assuming no more than 30 percent of monthly income is spent on housing). Additional income is needed for homeowner costs such as utilities and maintenance. A moderate-income household could afford a median-priced home in some areas of the city; however, securing a down payment may be difficult. Financing may also be difficult given the tightening of the lending market with the economic downturn which began in 2007.

Chart 4-1: Median Home Sales Prices, 2010 to 2013



Source: DataQuick, [www.DQNews.com](http://www.DQNews.com)

According to the fall 2013 Sonoma County Rental Survey conducted by Cassidy Turley North Bay, Santa Rosa offers a wide range of rental opportunities and prices. Studio apartments average \$803 per month, one-bedroom units average \$1,038 per month, two-bedroom one-bath units average \$1,200 per month, two-bedroom two-bath units average \$1,682 per month, and three-bedroom two-bath units average \$1,795 per month. A review of rental advertisements on Craigslist in October 2013 found one-bedroom units ranging from \$875 to \$2,012 per month, two-bedroom units ranging from \$975 to \$2,700 per month, and three-bedroom units ranging from \$1,350 to \$3,800 per month. Santa Rosa's rental rates are generally consistent with or lower than comparable rental units located in other communities in Sonoma County.

Based on these rents, some affordable options may be available for very low- and low-income renters, and the rental market is generally affordable for households earning moderate incomes. However, lower-income families may be limited to smaller units that result in overcrowded living conditions.

At public outreach events, in direct correspondence with the City, and through an online survey (refer to the Public Participation section for more information on the survey), members of the Santa Rosa community cited difficulties in finding affordable housing in the current market, particularly rental housing. They expressed concerns that working families are being forced out of the city. Organizations that assist persons with special needs are unable to locate affordable rental opportunities for their clients in this market. As described in the constraints analysis, the City is offering deferred payment of development fees in an attempt to spark new housing starts. Additionally, the City has committed to Policies H-A-1 and H-A-2 to ensure that adequate sites are available for housing at a wide range of densities.

### ***Overpayment***

Overpayment is defined as paying more than 30 percent of monthly household income for housing costs. Severe overpayment is defined as paying more than 50 percent of monthly household income for housing costs. CHAS (based on 2006–2010 ACS data) estimated that 28,140 Santa Rosa households, or 45 percent of all households, overpaid for housing. The percentage of overpaying households was split almost equally between homeowners (51 percent of overpaying households) and renters (49 percent).

Table 4-12 illustrates households paying 30 to 50 percent and more than 50 percent of monthly household income for housing. Lower-income renter households pay a greater percentage of monthly income for housing, while higher-income owner-occupied households are more cost burdened than lower-income owner-occupied households. Among renters, the percentage of households overpaying for housing generally increases as household incomes decrease. Approximately 88 percent of renter households overpaying for housing had incomes in the very low- and low-income categories. Among owner-occupied households, more moderate- and above moderate-income households overpaid for housing, approximately 55 percent. However, a larger share of owner-occupied households that severely overpaid for housing were very low- and low-income households.

**Table 4-12: Overpayment for Housing Costs, 2010**

| <i>Income Category</i> | <i>Owners</i>               |             |                             |             | <i>Renters</i>              |             |                             |             |
|------------------------|-----------------------------|-------------|-----------------------------|-------------|-----------------------------|-------------|-----------------------------|-------------|
|                        | <i>Paying 30–50%</i>        |             | <i>Paying 50% or More</i>   |             | <i>Paying 30–50%</i>        |             | <i>Paying 50% or More</i>   |             |
|                        | <i>Number of Households</i> | <i>%</i>    |
| Very Low               | 970                         | 12%         | 2,475                       | 40%         | 2,220                       | 33%         | 6,425                       | 90%         |
| Low                    | 1,165                       | 14%         | 1,780                       | 29%         | 3,170                       | 47%         | 465                         | 7%          |
| Moderate               | 2,075                       | 26%         | 1,280                       | 21%         | 1,295                       | 19%         | 170                         | 2%          |
| Above Moderate         | 3,850                       | 48%         | 645                         | 10%         | 95                          | 1%          | 60                          | 1%          |
| <b>Total</b>           | <b>8,060</b>                | <b>100%</b> | <b>6,180</b>                | <b>100%</b> | <b>6,780</b>                | <b>100%</b> | <b>7,120</b>                | <b>100%</b> |

*Source: CHAS based on 2006–2010 ACS (ABAG Data Profile for Housing Elements)*

### **LOCAL HOUSING SUPPLY**

Santa Rosa's housing supply increased by approximately 18 percent (more than 10,000 units) from 2000 to 2013, according to the US Census and the California Department of Finance. As discussed in the households analysis and shown in Table 4-5, the percentage of owner-occupied units decreased over the decade, from 59 percent in 2000 to 54 percent in 2010. Santa Rosa's overall housing vacancy rate was 5.6 percent in 2013, according to the California Department of Finance.

### ***Age and Condition***

While the majority of Santa Rosa's housing units were built since 1970, nearly 21,000, or 31 percent, were built in 1969 or before. Over 7,500 units (11 percent of Santa Rosa's housing stock) were built prior to 1950. Older units are generally in greater need of repair than newer housing stock. Additionally, many of these units could benefit from energy efficiency improvements to reduce energy usage and related greenhouse gas emissions.

Another measure of substandard housing conditions is the presence of kitchen and plumbing facilities. The 2007–2011 ACS estimated that 969 of Santa Rosa's dwelling units lack complete plumbing facilities and 1,168 lack complete kitchen facilities. These numbers represent approximately 1 and 2 percent, respectively, of Santa Rosa's total housing stock.

The City inspects approximately 2,000 units per year as part of the City's Neighborhood Revitalization Program. Among units inspected, approximately 20 percent are in need of rehabilitation and, among those, 1 to 2 percent are severely deteriorated.

Policy H-B-1 directs the City to continue efforts to improve living conditions and quality of life in deteriorating neighborhoods through the Neighborhood Revitalization Program and the Housing Quality Standard Code Compliance Program of the Section 8 Rental Assistance Program. Through the Neighborhood Revitalization Program, units in need of improvements are assisted through correction of code enforcement issues and rehabilitation loans. More information on the Neighborhood Revitalization Program is provided in the Affordable Housing Programs section of this element.

### ***Unit Type***

Table 4-13 shows the distribution of housing units by type of structure in Santa Rosa in 2000 and 2013. In both 2000 and 2013, a majority of all housing units were single-family detached structures (approximately 69 percent). Single-family attached structures constituted 9 percent of the housing stock. As of 2013, multifamily structures (two or more units per structure) made up 27 percent of Santa Rosa's housing units. Approximately 4 percent of the housing units in Santa Rosa were mobile homes, RVs, or other housing types.

**Table 4-13: Housing Units by Type, 2000 and 2013**

| <b>Unit Size/Type</b>         | <b>2000</b>            |                   | <b>2013</b>            |                   | <b>Percentage Change</b> |
|-------------------------------|------------------------|-------------------|------------------------|-------------------|--------------------------|
|                               | <b>Number of Units</b> | <b>Percentage</b> | <b>Number of Units</b> | <b>Percentage</b> |                          |
| Single-Family                 | 39,731                 | 69%               | 46,623                 | 69%               | 17%                      |
| Detached                      | 34,120                 | 59%               | 40,712                 | 60%               | 19%                      |
| Attached (townhome)           | 5,611                  | 10%               | 5,911                  | 9%                | 5%                       |
| 2-4 Units                     | 4,728                  | 8%                | 6,028                  | 9%                | 27%                      |
| 5+ Units                      | 10,389                 | 18%               | 12,378                 | 18%               | 19%                      |
| Other (Mobile Home, RV, etc.) | 2,666                  | 5%                | 2,877                  | 4%                | 8%                       |
| <b>Total</b>                  | <b>57,514</b>          | <b>100%</b>       | <b>67,906</b>          | <b>100%</b>       | <b>18%</b>               |

Sources: 2000 US Census; California Department of Finance E-5 Report 2011–2013 with 2010 Census Benchmark

### ***Overcrowding***

Overcrowding reflects the inability of families to afford homes that are large enough to accommodate the size of their household. Overcrowding is defined as more than one person per room, while severe overcrowding is defined as more than 1.5 persons per room. According to the 2006–2010 American Community Survey, approximately 4 percent of Santa Rosa housing units were overcrowded. As shown in Table 4-14, while the number of overcrowded units increased from 2000 to 2010, the percentage of the housing stock remained steady. Approximately 1 percent of housing units were severely overcrowded, down from an estimated 4 percent in 2000. Overcrowding is most common among renter households. Approximately 78 percent of households in overcrowded units were renters and 76 percent of households in severely overcrowded households were renters.

**Table 4-14: Overcrowding in Santa Rosa, 2000 and 2010**

| <i>Tenure/Condition</i>     | 2000                   |                   | 2010                   |                   |
|-----------------------------|------------------------|-------------------|------------------------|-------------------|
|                             | <i>Number of Units</i> | <i>Percentage</i> | <i>Number of Units</i> | <i>Percentage</i> |
| Overcrowded                 | 1,965                  | 4%                | 2,545                  | 4%                |
| <i>Owner occupied</i>       | 749                    | 38%               | 555                    | 22%               |
| <i>Renter occupied</i>      | 1,216                  | 62%               | 1,990                  | 78%               |
| Severely Overcrowded        | 2,468                  | 4%                | 880                    | 1%                |
| <i>Owner occupied</i>       | 570                    | 23%               | 210                    | 24%               |
| <i>Renter occupied</i>      | 1,898                  | 77%               | 670                    | 76%               |
| <b>Total Occupied Units</b> | <b>56,063</b>          | —                 | <b>62,825</b>          | —                 |

Sources: 2000 US Census; CHAS based on 2006–2010 ACS (ABAG Data Profiles for Housing Elements)

The City recognizes that lower-income large families need rentals with a greater number of bedrooms. The City assisted with the development of 126 affordable units with three or more bedrooms in four affordable family projects during the 2007 to 2014 planning period.

### ***Vacancy Rates***

The 2010 US Census estimated that approximately 6 percent of Santa Rosa housing units were vacant in 2010. Of these vacant units, many were for rent or for sale (60 percent), used as a vacation or seasonal home (11 percent), or classified as “other vacant” (21 percent).

**Table 4-15: Vacancy Rates, 2010**

|                              | <i>Number of Units</i> | <i>Percentage</i> |
|------------------------------|------------------------|-------------------|
| <b>Total Units</b>           | <b>67,396</b>          |                   |
| Occupied                     | 63,590                 | 94%               |
| Vacant                       | 3,806                  | 6%                |
| Vacancy Status               |                        |                   |
| For rent                     | 1,555                  | 41%               |
| For sale                     | 716                    | 19%               |
| Rented or sold, not occupied | 321                    | 8%                |
| For seasonal use             | 412                    | 11%               |
| For migrant workers          | 0                      | 0%                |
| Other vacant                 | 802                    | 21%               |
| <b>Total</b>                 | <b>3,806</b>           | <b>100%</b>       |

*Source: 2010 US Census*

January 2013 data from the California Department of Finance showed Santa Rosa's vacancy rate at 5.6 percent for all unit types. According to Cassidy Turley North Bay's Sonoma County Apartment Market Rent Survey, Santa Rosa's multifamily vacancy rate was 1.3 percent in fall 2013. A lower vacancy rate indicates high demand with a limited supply and can result in increased rent and sales prices.

## SPECIAL NEEDS GROUPS

To provide adequate housing for all people, the City must consider the housing needs of disabled persons, developmentally disabled persons, female-headed households, large families, elderly persons, the homeless, and farmworkers. The shelter requirements for these special needs groups may point to the need for accessible, larger or smaller, secure, and/or affordable housing. High housing costs and low vacancy rates (as described in the Housing Costs subsection) are especially problematic for those with special needs. Members of the Santa Rosa community, including housing and service providers, cited numerous examples in which persons with unusual or special circumstances were passed over by landlords and property managers in applying for rental housing in favor of those with more traditional income sources, credit histories, and references/rental histories.

### ***Persons with Disabilities***

Disabilities vary in type and severity and can have a significant impact on a household's housing needs and ability to pay for appropriate housing. Persons with disabilities may have difficulty caring for themselves, going outside the home, or working. Disabilities can be permanent, such as blindness, or may be temporary due to injury or illness.

The ACS surveys the following disability types (definitions from ACS):

- Hearing – deaf or having serious difficulty hearing
- Vision – blind or having serious difficulty seeing, even when wearing glasses
- Cognitive – because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions
- Ambulatory – having serious difficulty walking or climbing stairs
- Self-care – having difficulty bathing or dressing
- Independent living – because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor’s office or shopping

Table 4-16 outlines the number of Santa Rosa residents with these specific disabilities. As shown in the table, approximately 5 percent of the Santa Rosa population had an ambulatory difficulty, 4 percent of residents had a cognitive difficulty, and 4 percent had an independent living difficulty.

**Table 4-16: Persons with Disabilities by Age Group, 2012**

| Type of Difficulty | Under 18 Years of Age | Age 18 to 64 | Age 65 and Older | Total | Percentage of Total Population* |
|--------------------|-----------------------|--------------|------------------|-------|---------------------------------|
| Hearing            | 342                   | 2,060        | 3,253            | 5,655 | 3%                              |
| Vision             | 444                   | 1,844        | 1,217            | 3,505 | 2%                              |
| Cognitive          | 717                   | 4,591        | 2,056            | 7,364 | 4%                              |
| Ambulatory         | 135                   | 4,421        | 4,423            | 8,979 | 5%                              |
| Self-care          | 165                   | 1,757        | 1,988            | 3,910 | 2%                              |
| Independent living | n/a                   | 3,512        | 3,495            | 7,007 | 4%                              |

Source: 2012 American Community Survey (5-year estimate)

\*The 2012 ACS estimates the total population at 168,850.

Many disabled persons in Santa Rosa live in community care facilities or group homes, occupied by a small number of residents who live together and receive care from a live-in caretaker. Group homes are designed to accommodate a particular group such as the elderly, mentally ill, physically disabled persons, or alcohol- or drug-addicted persons. Room and board may include assistance with the activities of daily living, nursing services, and/or counseling, depending on the general nature of the residence.

Policies H-D-1 through H-D-4 describe efforts the City will take to address the housing needs of persons and households with disabilities. The City will continue to provide funding and support for developments and services that serve disabled households (Policy H-D-1), evaluate issues of “visitability” (Policy H-D-3), and consider the incorporation of universal design features in residential design (Policy H-D-4).

### ***Persons with Developmental Disabilities***

Senate Bill (SB) 812 requires that the City include an analysis of the special housing needs of persons with a developmental disability within the community. According to Section 4512 of the Welfare and Institutions Code, “developmental disability” means a disability that originates before an individual attains age 18 years, continues or can be expected to continue indefinitely, and constitutes a substantial disability for that individual, which includes mental retardation, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but does not include other handicapping conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently in a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person’s living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services (DDS) provides community-based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The North Bay Regional Center (NBRC) is one of 21 regional centers in California that provide a point of entry to services for people with developmental disabilities. The NBRC has a field office in Santa Rosa, which provides services to all of Sonoma County. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

According to the NBRC, in 2013, the Santa Rosa field office served 1,685 developmentally disabled residents in the City of Santa Rosa. Table 4-17 provides an estimate of the number of developmentally disabled residents by age and zip code in Santa Rosa (includes only those served by the NBRC). Approximately 52 percent of NBRC clients are aged 22 years or younger.

**Table 4-17: Persons with Developmental Disabilities by Age Group and Zip Code**

| <i>Zip Code</i> | <i>14 Years and Younger</i> | <i>15 to 22 Years</i> | <i>23 to 54 Years</i> | <i>55 to 65 Years</i> | <i>65 Years and Older</i> |
|-----------------|-----------------------------|-----------------------|-----------------------|-----------------------|---------------------------|
| 95401           | 118                         | 53                    | 115                   | 24                    | 17                        |
| 95403           | 118                         | 65                    | 155                   | 38                    | 22                        |
| 95404           | 97                          | 47                    | 98                    | 22                    | 17                        |
| 95405           | 59                          | 20                    | 62                    | 29                    | 15                        |
| 95407           | 152                         | 67                    | 134                   | 35                    | 14                        |
| 95409           | 49                          | 24                    | 0                     | 10                    | 9                         |
| <b>Total</b>    | <b>593</b>                  | <b>276</b>            | <b>564</b>            | <b>158</b>            | <b>94</b>                 |

*Source: North Bay Regional Center, January 2014*

A variety of housing types are appropriate for people living with a developmental disability: rent-subsidized homes, supportive homes, Section 8 vouchers, homes purchased through assistance programs, HUD housing, and community care facilities. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this special needs group. Special consideration should be given to the affordability of housing, as people with disabilities may be living on a fixed income. Incorporating barrier-free design in all new multifamily housing (as required by California and federal fair housing laws) is especially important to provide the widest range of choices for disabled residents.

To improve access to housing for those with developmental disabilities, this Housing Element includes Policies H-D-3 and H-D-4, which direct the City to evaluate and address issues of “visitability” and universal design in residential building design. As stated in Policies H-C-4 and H-D-1, the City will support and fund (when funds are available) services and developments targeted for developmentally disabled persons and households.

While the NBRC and its service partners typically promote and work toward a scattered-site housing model in which persons with developmental disabilities reside in housing units that are incorporated into the community, group facilities remain an option for some clients with more severe medical needs. Sonoma County is home to the Sonoma Developmental Center, one of four remaining large group care facilities in California. The center is home to over 400 persons with developmental disabilities.

While plans and a specific time frame have not yet been finalized, the State is slated to close the Sonoma Developmental Center. The closure will result in a need for new housing sites for center residents. Policy H-D-13 directs the City to monitor the potential closing of the Sonoma Developmental Center and work with the NBRC, relevant agencies, other local jurisdictions, and housing and service providers to provide support and assistance, as appropriate.

### ***Female-Headed Households***

According to the 2010 US Census, approximately 20 percent of Santa Rosa families were headed by female householders, up slightly from 18 percent in 2000. Table 4-18 illustrates that the percentage of female-headed households with children has remained relatively stable since 2000. Female-headed households are considered a special needs group because of the higher incidence of poverty in these households compared with that in all families.

This is evidenced by the large percentage of female-headed households in poverty in Santa Rosa. According to the 2007–2011 ACS, approximately 23 percent of female-headed households were below the poverty level and 26 percent of female-headed households with children under 18 were living below the poverty level.

Homeownership is unlikely for most female-headed households, especially those in poverty. Female-headed households are likely to seek housing affordable to lower-income households, particularly affordable rental units. Access to transit, schools, child care, parks, and daily services is important for these families. At public outreach events, representatives of local service organizations noted that young single mothers and young women coming out of the foster system experience particular difficulties in finding appropriate and affordable housing in the city.

To support housing opportunities for these households, the City will encourage the provision of affordable housing for former foster youth and young mothers (Policy H-D-12), continue existing programs for persons with special needs, including single-parent households (Policy H-D-1), encourage new affordable housing developments to include amenities such as day care and after-school care (Policy H-C-15), and promote higher-density development in sites located near transit and services (Policy H-C-6).

**Table 4-18: Female-Headed Families, 2000 and 2010**

|                        | <i>2000</i>   |                   | <i>2010</i>   |                   | <i>Change</i> |                   |
|------------------------|---------------|-------------------|---------------|-------------------|---------------|-------------------|
|                        | <i>Number</i> | <i>Percentage</i> | <i>Number</i> | <i>Percentage</i> | <i>Number</i> | <i>Percentage</i> |
| Total Families         | 35,117        | -                 | 39,231        | -                 | 4,114         | 12%               |
| Female-headed families | 6,189         | 18%               | 7,663         | 20%               | 1,474         | 24%               |
| With children under 18 | 4,200         | 12%               | 4,950         | 13%               | 750           | 18%               |
| No children under 18   | 1,989         | 6%                | 2,713         | 7%                | 724           | 36%               |

Source: 2000 and 2010 US Census (ABAG Data Packet for Housing Elements)

### ***Large Families***

Large family households, or those with five or more persons, made up 11 percent of all Santa Rosa families in 2012. Of these households, 44 percent lived in owner-occupied units, while 56 percent lived in renter-occupied units. By comparison, 55 percent of smaller households owned their homes. Table 4-19 provides more detail and offers a comparison to 2000. According to the 2012 American Community Survey, 4 percent of households were large and were considered extremely low, very low, or low income.

Finding rental housing with a higher than average number of bedrooms is a typical problem for large families, particularly those with lower income levels. In Santa Rosa, fewer than 4 percent of rental units had four or more bedrooms. Census data does not differentiate whether these units are multifamily or single-family units. Approximately 23 percent of owner-occupied units had four or more bedrooms. While there are more large units available than large households, not all large households live in such units. Larger units are more expensive to buy or rent; therefore, some larger family households, particularly those of lower incomes, live in overcrowded housing situations. To address this issue, Policy H-C-13 directs the City to encourage the development of units with three or more bedrooms in affordable housing projects.

**Table 4-19: Large Households by Tenure, 2000 and 2012**

|                  | <i>Households of 4 or Fewer</i> |                   | <i>Households of 5 or More</i> |                   |
|------------------|---------------------------------|-------------------|--------------------------------|-------------------|
|                  | <i>Number</i>                   | <i>Percentage</i> | <i>Number</i>                  | <i>Percentage</i> |
| <b>2000</b>      |                                 |                   |                                |                   |
| Total Households | 50,063                          | 89%               | 5,973                          | 11%               |
| Owner occupied   | 29,646                          | 59%               | 3,152                          | 53%               |
| Renter occupied  | 20,417                          | 41%               | 2,821                          | 47%               |
| <b>2012</b>      |                                 |                   |                                |                   |
| Total Households | 56,166                          | 89%               | 6,659                          | 11%               |
| Owner occupied   | 30,669                          | 55%               | 2,907                          | 44%               |
| Renter occupied  | 25,497                          | 45%               | 3,752                          | 56%               |

Sources: 2000 US Census; 2012 American Community Survey

### ***Elderly***

According to the 2010 US Census, 14 percent of Santa Rosa's population was age 65 or older, which is unchanged from the percentage in 2000. Seniors often live on a limited fixed income and suffer disproportionately from poverty. Seniors may also have special needs relating to accessibility.

As shown in Table 4-20, the 2012 American Community Survey estimated that approximately 23 percent of all households in Santa Rosa were headed by a senior. Seventy-three percent of these senior households owned homes and 27 percent rented. In comparison, a much greater proportion of non-senior households rented their homes. However, low-income, fixed-income seniors are severely affected by the shortage of affordable rentals, both subsidized and open

market; by the number of low-income rental units at risk of converting to market rate; and by steep increases in mobile home lot rents.

In 2010, there were 9,040 households with one or more persons over the age of 62 considered to be extremely low, very low, or low income. These senior households constituted 32 percent of all households considered to be extremely low income in Santa Rosa, typically due to limited or negative incomes.



*Mobile homes can provide an important source of affordable housing, particularly for elderly households.*

**Table 4-20: Elderly Households by Tenure**

|                  | <i>Householder 15–64 Years</i> |                   | <i>Householder 65+</i> |                   |
|------------------|--------------------------------|-------------------|------------------------|-------------------|
|                  | <i>Number</i>                  | <i>Percentage</i> | <i>Number</i>          | <i>Percentage</i> |
| <b>2000</b>      |                                |                   |                        |                   |
| Total Households | 42,720                         | 76%               | 13,320                 | 24%               |
| Owner occupied   | 22,920                         | 54%               | 9,880                  | 74%               |
| Renter occupied  | 19,800                         | 46%               | 3,440                  | 26%               |
| <b>2012</b>      |                                |                   |                        |                   |
| Total Households | 47,177                         | 77%               | 15,648                 | 23%               |
| Owner occupied   | 22,173                         | 47%               | 11,403                 | 73%               |
| Renter occupied  | 25,004                         | 53%               | 4,245                  | 27%               |

Sources: 2000 US Census; 2012 American Community Survey

There are over 1,000 units in affordable senior complexes in Santa Rosa. Many of Santa Rosa's senior housing units are in mobile home parks, which are protected by the Mobilehome Rent Control Program.

The Council on Aging, a local nonprofit, provides services to support the independence and well-being of older residents. It provides services such as financial counselors, meals on wheels, legal assistance, and senior day activities, among others. The City of Santa Rosa offers classes and daily events at the Bennett Valley Senior Center and the recently completed Person Senior Wing of the Finley Community Center (opened in 2012). The Redwood Empire Food Bank provides supplemental groceries to maintain seniors' health and independence.

The City will continue to support services that encourage the development of affordable housing for the elderly, particularly for those in need of assisted housing and skilled care (Policies H-D-1 and H-D-11). Additionally, the City will promote the incorporation of universal design features in new residential development to improve access for the elderly (Policy H-D-4).

### ***Homeless***

The very nature of homelessness makes it difficult to count persons with no permanent shelter. The Sonoma County Continuum of Care Planning Group oversees the county's assessment of homeless persons and conducts point-in-time homeless counts as required by the US Department of Housing and Urban Development (HUD). The 2013 point-in-time count, conducted in January 2013, found 4,280 homeless persons countywide, 77 percent of whom were unsheltered. More than half of persons counted were located in the Santa Rosa area, with 2,309 in central Santa Rosa. Table 4-21 provides detail about the homeless population in Santa Rosa and Sonoma County.

**Table 4-21: Homeless Population, Santa Rosa and Sonoma County**

|               | <i>Unsheltered</i> |             | <i>Sheltered</i> |             | <i>Total</i> |             |               |
|---------------|--------------------|-------------|------------------|-------------|--------------|-------------|---------------|
|               | <i>2011</i>        | <i>2013</i> | <i>2011</i>      | <i>2013</i> | <i>2011</i>  | <i>2013</i> | <i>Change</i> |
| Santa Rosa    | 1,715              | 1,681       | 704              | 628         | 2,419        | 2,309       | -110          |
| Sonoma County | 3,366              | 3,309       | 1,173            | 971         | 4,539        | 4,280       | -259          |

*Source: Applied Survey Research 2013, Sonoma County Homeless Census*

Countywide, 36 percent of homeless persons counted had a substance abuse disorder (alcohol or drug), 30 percent suffered from chronic depression, 21 percent had post-traumatic stress disorder, 18 percent had a chronic physical illness, and 18 percent had a mental illness. Based on individuals' and families' circumstances, some need emergency or short-term assistance, some require transitional housing in a sober living environment, some need permanent, supportive housing, and others need a very low-income dwelling unit.

Homeless persons most frequently cited a lack of income or a job as an obstacle to securing permanent housing (61 percent). Additional obstacles included an inability to afford rent (53 percent), no money for moving costs (32 percent), lack of housing availability (21 percent), and bad credit (18 percent). The top causes of becoming homeless (during the current episode) were a lost job (32 percent), argument with family or friend who asked the person to leave (19 percent), alcohol or drug use (16 percent), eviction (9 percent), divorce/separation/break-up (6 percent), and incarceration (6 percent).

As shown in Table 4-22, there were over 500 year-round beds in emergency shelters in Santa Rosa as of January 2014. The point-in-time count, by its nature, does not include information regarding seasonal fluctuations in the number of homeless persons in Santa Rosa. No seasonal counts or estimates are known to exist. Information from homeless service providers suggests there is some variation during winter when the weather turns cold and wet or when there is a severe weather event, such as flooding. Homeless persons who live outside or camp will often seek emergency shelter during the rainy season. For this reason, additional capacity is available at the Samuel Jones shelter from October through April. The local focus has traditionally been on developing year-round shelter to better provide an opportunity for homeless persons to connect with service providers who can assist in the goal of ending long-term homelessness.

## **SANTA ROSA GENERAL PLAN**

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Over 350 beds are available in transitional housing settings. The 2007 Continuum of Care Application indicated that another 385 dwelling units of permanent, supportive housing units are available in Santa Rosa. Two additional facilities converted from transitional to permanent supportive housing in 2013.

## HOUSING

**Table 4-22: Homeless Facilities in Santa Rosa**

| Name  | Operator                       | Location                 | Capacity   |
|---|--------------------------------|--------------------------|------------|
| <b><i>Emergency Shelters</i></b>              |                                |                          |            |
| Family Support Center                         | Catholic Charities             | 465 A Street             | 138*       |
| Redwood Gospel - Men's Shelter                | Redwood Gospel Mission         | 101 Sixth Street         | 50         |
| Redwood Gospel - Women and Children           | Redwood Gospel Mission         | 1048 Wild Rose           | 34         |
| Sloane House (women)                          | Community Action Partnership   | 3438 Chanate Road        | 22         |
| Dr. Coffee Teen Shelter                       | Social Advocates for Youth     | 1243 Ripley Street       | 6          |
| Opportunity House                             | Community Support Network      | 634 Pressley Street      | 13         |
| Homeless Services Center                      | Catholic Charities             | 600 Morgan Street        | 5          |
| Sonoma Co. Russell Avenue Shelter             | -                              | 691, 695, 699 Russell    | 30*        |
| Samuel Jones Hall                             | Catholic Charities             | 4020 Finley Avenue       | 120*       |
| Women's Recovery Services                     | -                              | -                        | 32         |
| YWCA Domestic Violence Safe House             | YWCA                           | -                        | 54         |
| <b>Subtotal</b>                               |                                |                          | <b>504</b> |
| <b><i>Transitional Housing Facilities</i></b> |                                |                          |            |
| Acacia I and II                               | InterFaith Shelter Network     | -                        | 12         |
| Athena House                                  | California Human Development   | 1539 Humboldt Street     | 15         |
| Barnett I and II                              | InterFaith Shelter Network     | Barnett Avenue           | 10         |
| Becker House                                  | Community Support Network      | 913 Grand Avenue         | 6          |
| Caronella House                               | InterFaith Shelter Network     | 913 Stewart Street       | 8          |
| DeMeo House                                   | Catholic Charities             | 310 Ridgway              | 10         |
| DeTurk Transitional Training                  | Community Support Network      | -                        | 9          |
| Dutton House                                  | Community Support Network      | 1552 N. Dutton Avenue    | 10         |
| Elsa House                                    | InterFaith Shelter Network     | -                        | 10         |
| Giffen House                                  | Community Action Partnership   | 1300 North Dutton Avenue | 28         |
| Housing Options                               | Catholic Charities             | -                        | 18         |
| Manna Home                                    | Redwood Gospel Mission         | 2032 Dennis Lane         | 16         |
| New Life Program                              | Redwood Gospel Mission         | -                        | -          |
| Nightingale at Brookwood Health Center        | Catholic Charities             | -                        | 13         |
| Perinatal Housing Program                     | Catholic Charities             | 465 A Street             | 8          |
| Tamayo Village                                | Social Advocates for Youth     | 1700 Yulupa Avenue       | 20         |
| South E                                       | Community Support Network      | 201 South E Street       | 7          |
| Turning Point                                 | Drug Abuse Alternatives Center | -                        | 3          |
| Homeless Services Center                      | Catholic Charities             | 600 Morgan Street        | 10         |
| Soroptimist House                             | InterFaith Shelter Network     | -                        | 8          |
| R House (7 sites)                             | R House                        | -                        | 53         |
| Redwood Gospel Mission - Men                  | Redwood Gospel Mission         | 101 Sixth Street         | 30         |
| Redwood Gospel Mission - Master's             | Redwood Gospel Mission         | Sixth and Davis          | 15         |
| SR Transitional Housing                       | Salvation Army                 | 93 Stony Circle          | 15         |
| Vietnam Veterans T-House                      | -                              | 520 Franquette Avenue    | 9          |
| Unique Place - Women's Recovery               | -                              | -                        | 3          |
| Women's Recovery Services                     | -                              | -                        | 32         |
| <b>Subtotal</b>                               |                                |                          | <b>351</b> |
| <b>Total</b>                                  |                                |                          | <b>855</b> |

Source: City of Santa Rosa Department of Economic Development and Housing 2013

\* Offers additional beds during the winter season

Note: Addresses are not provided for some facilities to protect the privacy of clients/residents.

Homeless outreach activities are provided by Catholic Charities, the InterFaith Shelter Network, Redwood Gospel Mission, Sonoma County Health Services, Mental Health Division, Community Action Partnership of Sonoma County, Community Support Network, and other service-providing agencies.

As of January 2014, two new projects to assist with homeless needs are planned. On January 28, 2014, the Sonoma County Board of Supervisors approved a temporary plan for a safe vehicle parking program that will allow homeless people to sleep overnight in their cars in a parking lot at the Sonoma County Fairgrounds in Santa Rosa between February 1 and April 30, 2014. Up to 50 vehicles will be allowed to park on the site from 8 p.m. to 8 a.m. The program will be operated by Catholic Charities and will include private security, a morning meal, shower and sanitation facilities, and propane heaters.

In addition, Social Advocates for Youth is developing a transitional housing and emergency shelter project that would serve up to 63 young adults (ages 18 to 24). The project was approved by the City Council in March 2014.

Emergency shelters are allowed with a Conditional Use Permit in every Santa Rosa zoning district and are, as of January 2011, allowed by right (without a discretionary permit) in the General Commercial (CG) district. New emergency shelters are subject to the same district requirements as other development projects in the same zone.

It was determined that the General Commercial zone would be the most conducive to provision of an emergency homeless shelter by right. Since many homeless persons do not own cars, it would be advantageous to locate new emergency shelters in areas with services and transit nearby. Areas designated Retail Business Service and zoned General Commercial (CG) are the most likely to offer convenience services such as groceries, pharmacies, and shops. In addition, transit service is most accessible in these areas since the majority of Retail and CG designations are located along arterial streets where buses run. There are approximately 34 acres of vacant land zoned General Commercial in the city, comprising 26 sites ranging in size from 0.50 to 3.78 acres.

In January 2011, the City's Zoning Code was amended to specify that transitional and supportive housing facilities are treated as residential uses, subject only to the same regulations as other residential uses of the same type in the same district.

In addition to continuing to implement these zoning regulations, the City will continue to provide funding and support to groups providing shelter and services to the homeless (Policies H-D-1, H-D-8, and H-D-9) and explore new models for providing temporary housing solutions (Policy H-D-10).

### Farmworkers

Sonoma County is an agricultural county, with a need for housing for agricultural workers. According to the Sonoma County Agricultural Commissioner, the county's value of agricultural production was more than \$821 million in 2012. The top five crops, by value, include wine grapes, milk, livestock and poultry, cattle and calves, and nursery ornamentals. While the majority of farmworker employment is in unincorporated Sonoma County, some workers in agricultural jobs will seek housing in Santa Rosa.

According to the 2007 Census conducted by the United States Department of Agriculture, there were 13,799 farmworkers in Sonoma County. Of these, 5,458 were permanent, year-round employees, while 8,341 were seasonal workers, working less than 150 days per year. Table 4-23 presents this data. The total number of farmworkers has declined in Sonoma County, with the Department of Agriculture reporting 15,476 workers in 2002 and 15,995 in 1997.

**Table 4-23: Farm Operations in Sonoma County, 2007**

|   | <i>Farmworkers</i> | <i>Farms</i> |
|---|--------------------|--------------|
| Farm operations with less than 10 employees |                    |              |
| Permanent                                   | 1,576              | 567          |
| Seasonal*                                   | 2,037              | 693          |
| <b>Total</b>                                | <b>3,613</b>       | <b>1,260</b> |
| Farm operations with 10 or more employees   |                    |              |
| Permanent                                   | 3,882              | 143          |
| Seasonal*                                   | 6,304              | 257          |
| <b>Total</b>                                | <b>10,186</b>      | <b>400</b>   |

*Source: United States Department of Agriculture 2007 Census*

*\* Less than 150 days per year*

The agricultural census does not provide estimates of farmworkers living or seeking housing in Santa Rosa. There is not a definitive source to determine how many of Sonoma County's farmworkers live or seek housing in Santa Rosa. The ACS (2007–2011 estimate) indicates that 1,478 persons in Santa Rosa were employed in the agriculture, forestry, fishing and hunting industries as of 2011. It can be reasonably assumed that at least this number of persons may seek housing in Santa Rosa. The ACS total does not indicate whether employees in this industry are seasonal or year-round residents.

According to estimates from the Santa Rosa Regional Office of the Butte County Office of Education, which administers the Migrant Education Program, there were 1,266 students from migrant families enrolled in schools located within Santa Rosa or schools that feed in to Santa Rosa schools as of the 2012-2013 school year. The count includes students enrolled in pre-school through 12<sup>th</sup> grade. Migrant children are defined as those who have moved in the preceding 3 years to accompany a family member or guardian in order to obtain temporary or seasonal employment in agricultural, fishing, or logging (except lumber mills) work. The Migrant Education program addresses the special needs of migrant children whose learning is impacted by frequent mobility, poverty, and limited English skills.

Because migrant families may have one child, multiple children or no children, this data can not be used to determine the number of farmworker households in Santa Rosa, however, this data, along with the estimates from the Agricultural Census and ACS confirm the need for farmworker housing and resources in Santa Rosa. Specifically, this data confirms the need for affordable family housing.

Many farmworkers do not have access to decent, safe, and affordable housing. Many may live in overcrowded or substandard units or may be homeless. Farmworkers seeking housing in Santa Rosa need housing that is affordable to lower-income households, such as a subsidized apartment or single-family unit.

Seasonal and year-round opportunities are needed for farmworkers in the Santa Rosa area. Most farmworkers seek and find housing situations that are not specifically for farmworkers. In Santa Rosa, permanent rental housing is the most likely housing option for farmworkers. Locations identified for multifamily residential would provide sites for this group. California Human Development, a nonprofit organization that serves farmworkers and immigrant and low-income households, emphasized the importance of providing a continuum of housing resources, from options for homeless, unaccompanied workers during peak harvest season, to home ownership.

Housing specifically for farmworkers is allowed in Santa Rosa, consistent with a site's General Plan land use designation and policy direction. The City amended the Zoning Code in January 2011 to allow agricultural employee housing for six or fewer residents as a permitted use in residential zoning districts. Additionally, all residential zoning districts in Santa Rosa allow boardinghouses as a permitted use. Boardinghouses are a housing alternative that could offer reasonably priced lodging for farmworkers.

To further facilitate the provision of housing for farmworkers, the City will continue to coordinate with Sonoma County to identify opportunities and issues (Policy H-A-4), provide support and funding for existing programs (Policy H-D-1), and support the development of rental housing for seasonal and permanent farmworkers (Policy H-D-7).

### ***Disadvantaged Unincorporated Communities***

Senate Bill 244 (2012) requires that jurisdictions identify and analyze the housing and infrastructure needs of disadvantaged unincorporated communities, which are inhabited areas of 10 or more dwellings located adjacent to or in close proximity to one another in which the median household income is 80 percent or less than the statewide median income (\$49,306 according to the 2010 American Community Survey). The Sonoma County Local Agency Formation Commission (LAFCO) identified seven disadvantaged communities in Sonoma County, none of which are located within or adjacent to the Santa Rosa sphere of influence.

### ENERGY CONSERVATION

In Santa Rosa, electricity and natural gas are used to light, heat, and cool structures, public buildings, and home appliances. Fossil fuels are used to move people and products along the city's transportation corridors. Most of the energy consumed in Santa Rosa is produced from traditional sources and delivered to the city through established distribution networks. Pacific Gas and Electric Company (PG&E) provides electrical services and natural gas within the Urban Growth Boundary, and gasoline and other petroleum products are sold through private retailers throughout the city.

The City has made strides in reducing greenhouse gases and utilizing green energy sources. In 2003, the Geysers Recharge Project became operational. This project pumps 11 million gallons of treated wastewater from Santa Rosa's Laguna Treatment Plant, through 41 miles of pipeline, to the Geysers steamfield. There, it is used to generate electricity for 85,000 households in Sonoma County and the North Bay area.

In 2004, the City of Santa Rosa adopted a voluntary green building program, Santa Rosa-Build It Green (SR-BIG), which promotes building and remodeling homes in a way that reduces energy demands, releases fewer pollutants into the atmosphere, conserves water, and reduces construction waste. The City also committed to utilizing guidelines set by Build It Green when constructing or renovating municipal buildings.

In August 2005, the City Council adopted a resolution establishing greenhouse gas (GHG) emissions reduction targets for Santa Rosa City operations of 20 percent below 2000 levels by 2010 and resolved to help with a community-wide emissions reduction of 25 percent below 1990 levels by 2015. The City has been implementing this objective by utilizing solar, biomass, wind, and alternative fuels into everyday City operations.

The City has installed photovoltaic systems on some of its facilities to produce electricity. In addition, cogeneration is planned at some City facilities. Algae ponds have been constructed at the Laguna Treatment Plant to potentially produce renewable energy and remove nutrients from wastewater.

In 2009, Sonoma County launched the Sonoma County Energy Independence Program (SCEIP) to provide information, financing options, and incentives for energy efficiency, water conservation, and renewable energy projects for county residents and businesses. Since the 2009 launch, the Economic Development Board of Sonoma County estimates that the SCEIP program has financed nearly \$52.7 million in projects for local contractors, resulting in more than 2,500 completed projects countywide. The SCEIP program not only serves as an important economic driver of the local economy but also aims to reduce energy and utility costs for households.

In 2010, the City adopted CALGreen Tier 1 standards, which exceed the basic level of requirements of the CALGreen Building Code. This program supports the City's efforts to reduce greenhouse gases to reach the local, regional, and state targets outlined in the City's Climate Action Plan.

The City adopted a Community Climate Action Plan (CCAP) in 2012 and a Municipal Climate Action Plan (MCAP) in 2013. The CCAP examines community-wide sources of GHG emissions and outlines strategies for reducing these emissions. The MCAP addresses greenhouse gas emissions from the City's municipal operations.

The opportunity to utilize solar energy to heat water and generate power is great. Santa Rosa has an average of over 200 days of sunshine per year and has a favorable climate for photovoltaic and thermal generation. The City will continue to work toward greater energy efficiency, reduced water usage, and more sustainable building practices in residential development. Policies H-G-1 through H-G-8 describe these specific efforts.

### 4-3      CONSTRAINTS AND RESOURCES

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#### GOVERNMENTAL CONSTRAINTS

Governmental regulations can act to constrain housing production if the regulations increase costs or limit opportunities for housing development. Potential constraints to housing development in Santa Rosa vary by area, but generally may include infrastructure, residential development fees, land use controls, development standards, development and building permit application processing times, and resource preservation.

#### INFRASTRUCTURE

Wastewater treatment, reuse, and disposal capacity are not expected to constrain housing development during the Housing Element planning period. Wastewater collection capacity throughout the city is generally sufficient to meet anticipated housing development levels through the planning period. Wastewater from Santa Rosa is treated at the Laguna Subregional Wastewater Treatment Plant (LTP) and is reclaimed in the Santa Rosa Subregional Water Reclamation System. The City's adopted Capital Improvement Program calls for various improvements to the LTP and reclamation system in order to maintain adequate capacity to treat and reclaim wastewater volumes anticipated by the General Plan. The current system's rated capacity is 21.34 million gallons per day, which is adequate to service expected growth through 2035. Planning and environmental work has been completed for improvement projects that will be implemented as growth occurs. The planned improvements would expand the system to 25.9 million gallons per day, which will meet the General Plan projections of Santa Rosa and other subregional partners.

Water supply is not expected to constrain housing development during the Housing Element planning period. The City is currently under contract with the Sonoma County Water Agency for the delivery of up to 56.6 million gallons of water per day on average and up to 29,100 acre-feet of water annually. The City has two active groundwater wells that can produce up to 2,300 acre-feet per year, and the City is the owner and operator of the Subregional Water Reclamation System, which produces approximately 410 acre-feet per year of recycled water for irrigation and other approved uses within the Urban Growth Boundary (UGB).

The City of Santa Rosa implements an aggressive water conservation program that save an additional 4,500 acre-feet per year. The total existing water supply available to the City is approximately 31,810 acre-feet per year. Santa Rosa's highest water use to date was in 2001 when 24,300 acre-feet were used.

The availability of urban facilities and services will not be a long-term constraint to residential development, but the phasing of infrastructure expansion to meet the requirements of new growth will require continued planning efforts. The City has adopted policies to ensure that projects with affordable housing units will receive priority sewer and water service should capacity be limited.

## DEVELOPMENT FEES

Payment of development fees is typically a requirement of development approvals. Fees are also charged to process development applications. Fees are tied to the City service provided, such as application processing and plan checking, and are based on the average time to complete the service. Table 4-24 outlines planning fees for a subdivision and an annexation.

In 2013, the City conducted a detailed study to examine fees and develop a new planning and building fee schedule that would allow the City to recoup a larger portion of actual costs expended in the processing of development applications. After consultations with building industry representatives and feedback from the public at hearings, the City Council adopted the new fee schedule in January 2014. The new fees will be implemented over the course of five years. The updated fees are considered reasonable since they cover a portion of the City's costs to process these development applications. Santa Rosa's planning fees for a single-family dwelling unit in a small subdivision range from \$4,361 to \$5,715 per unit.

**Table 4-24: Planning Fees (Effective March 21, 2014)**

| <i>Typical 6-Lot Residential Subdivision</i>                      |                                |
|---|--------------------------------|
| Application fee   | \$18,101                       |
| Public hearing (Planning Commission)                              | \$1,747                        |
| Environmental review  | \$6,320                        |
| <b>Subtotal</b>   | <b>\$26,168 (\$4,361/unit)</b> |
| If rezoning is required   | \$7,042                        |
| Public hearing (City Council)                                     | \$1,080                        |
| <b>Total</b>  | <b>\$34,290 (\$5,715/unit)</b> |
| <i>Typical 11-Acre Annexation</i>                                 |                                |
| City annexation/prezoning fees                                    | \$8,023                        |
| Public hearings   | \$2,827                        |
| Environmental assessment  | \$6,320                        |
| Maps and legal descriptions (estimate) (private engineer)         | \$3,000                        |
| LAFCO (with 100% landowner consent)                               | \$4,500                        |
| LAFCO environmental document review (environmental impact report) | \$1,800                        |
| State Board of Equalization fee (collected by LAFCO)              | \$800                          |
| <b>Total</b>  | <b>\$27,270</b>                |

Source: Santa Rosa Fee Schedule, 2014

### *Development Fees for Single-Family Dwellings*

The fees shown in Table 4-25 are estimates for an average single-family unit in three different areas of Santa Rosa. This sample unit is located in a subdivision, is 1,800 square feet, and has an attached garage of 440 square feet on a 6,000-square-foot lot. The parcel is designated Low Density Residential by the General Plan.

**Table 4-25: Single-Family Development Fees (Effective March 21, 2014)**

|                        | <i>Southwest Area Plan</i> | <i>Southeast Area Plan</i> | <i>Other Areas of the City</i> |
|------------------------|----------------------------|----------------------------|--------------------------------|
| Plan check             | \$1,138                    | \$1,138                    | \$1,138                        |
| Building inspection    | \$1,716                    | \$1,716                    | \$1,716                        |
| Misc. building fees    | \$194                      | \$194                      | \$194                          |
| Wastewater demand      | \$11,034                   | \$11,034                   | \$11,034                       |
| Water demand           | \$6,353                    | \$6,353                    | \$6,353                        |
| Meter fees             | \$360                      | \$360                      | \$360                          |
| School impact          | \$5,760                    | \$5,760                    | \$5,760                        |
| Housing impact fee     | \$11,250                   | \$11,250                   | \$11,250                       |
| Capital facilities fee | \$5,520                    | \$5,520                    | \$5,123                        |
| Park fee               | \$7,101                    | \$7,491                    | \$7,387                        |
| SW Area Impact Fee     | \$12,195                   | \$0                        | \$0                            |
| SE Area Impact Fee     | \$0                        | \$12,608                   | \$0                            |
| <b>Total by Area</b>   | <b>\$62,621</b>            | <b>\$63,424</b>            | <b>\$50,315</b>                |

Source: Santa Rosa Fee Schedule, 2014

Notes:

- *Miscellaneous building fees include Energy Efficiency Standards Permit Fee, Micrographics Fee, Strong Motion Instrument Fee, and CBSC Fee.*
- *School fees vary by location and by school district. The Wright District (southwest), the Bellevue District (southeast), and the Santa Rosa City School District (other areas) currently charge a statutory fee. If a school mitigation agreement has been executed, school fees will be higher. The figure provided above is an estimate (\$3.20/sf) and is included for example purposes only. For fee information for a specific site, contact the school district directly.*
- *The housing impact fee for for-sale units is 2.5% of the sales price. Based on 2012 sales prices in Santa Rosa, the estimate is based on a price of \$450,000.*
- *Fees for the Southwest and Southeast areas apply within boundaries established by the Southwest and Southeast Area Plans. These fees are adjusted annually.*
- *Park fees vary by area. Park fee for "other areas" is based on fee for northwest Santa Rosa.*
- *The valuation for the dwelling unit includes fire sprinkler system but does not include air conditioning.*
- *If the dwelling is in a Wildland-Urban Interface (WUI) zone, then it will also be charged fire plan check (\$730), fire inspection (\$730), fire micrographics (\$36), and fire technology (\$36) fees.*
- *Plan check fee includes NPDES fee and application processing fee.*
- *When landscape plans are required, water conservation (EDS review) fees are \$125 for review and \$45 for inspection.*

### ***Development Fees for Multifamily Development***

The fees shown in Table 4-26 are estimates for an average multiple-family unit in three different areas of Santa Rosa. This sample unit is part of a larger apartment project, is 800 square feet, and has a covered carport. The site on which the apartment project is located is designated Medium Density Residential by the General Plan. The apartment complex will have a separate meter for landscape irrigation.

**Table 4-26: Multifamily Development Fees**

|                            | <i>Southwest Area Plan</i> | <i>Southeast Area Plan</i> | <i>Other Areas of the City</i> |
|----------------------------|----------------------------|----------------------------|--------------------------------|
| Plan check                 | \$3,993                    | \$3,993                    | \$3,993                        |
| Building inspection        | \$2,062                    | \$2,062                    | \$2,062                        |
| Misc. building fees        | \$97                       | \$97                       | \$97                           |
| Fire plan check/inspection | \$461                      | \$461                      | \$461                          |
| Wastewater demand          | \$11,034                   | \$11,034                   | \$11,034                       |
| Water demand               | \$6,353                    | \$6,353                    | \$6,353                        |
| Meter fees                 | \$570                      | \$570                      | \$570                          |
| School impact              | \$2,560                    | \$2,560                    | \$2,560                        |
| Housing impact fee         | \$800                      | \$800                      | \$800                          |
| Capital facilities fee     | \$4,502                    | \$4,502                    | \$4,502                        |
| Park fee                   | \$5,222                    | \$5,508                    | \$6,461                        |
| SW area impact fee         | \$9,343                    | \$0                        | \$0                            |
| SE area impact fee         | \$0                        | \$10,106                   | \$0                            |
| <b>Total by Area</b>       | <b>\$46,997</b>            | <b>\$48,046</b>            | <b>\$38,893</b>                |

Source: Santa Rosa Fee Schedule, 2014

Notes:

- *Miscellaneous building fees include Energy Efficiency Standards Permit Fee, Micrographics Fee, Strong Motion Instrument Fee, and CBSC Fee.*
- *School fees vary by location and by school district. The Wright District (southwest), the Bellevue District (southeast), and the Santa Rosa City School District (other areas) currently charge a statutory fee. If a school mitigation agreement has been executed, school fees will be higher. The figure provided above is an estimate (\$3.20/sf) and is included for example purposes only. For fee information for a specific site, contact the school district directly.*
- *Fees for the Southwest and Southeast areas apply within boundaries established by the Southwest and Southeast Area Plans. These fees are adjusted annually.*
- *Park fees vary by area. Park fee for "other areas" is based on fee for northwest Santa Rosa.*
- *The valuation for the dwelling unit includes fire sprinkler system but does not include air conditioning.*
- *If the dwelling is in a Wildland-Urban Interface (WUI) zone, then it will also be charged fire plan check (\$730), fire inspection (\$730), fire micrographics (\$36) and fire technology (\$36) fees.*
- *Plan check fee includes NPDES fee and application processing fee.*
- *When landscape plans are required, water conservation (EDS review) fees are \$125 for review and \$45 for inspection.*

The development impact fees were adopted following nexus studies completed in accordance with state law. These fees are indexed annually and can increase or decrease based on construction cost indices. Impact fees are collected at the time of building permit issuance, unless fees are deferred by the City Council.

The development fees for single-family units amount to 13 to 16 percent of total construction costs (not including land) as outlined in the Land Costs, Construction, and Financing section of this element. If land costs are included, the percentage of cost attributable to fees decreases.

Development fees for multifamily units account for 12 to 15 percent of construction costs based on the construction cost estimated in the Land Costs, Construction, and Financing section.

While fees represent a significant portion of residential construction costs, the City finds that these fees are necessary to provide adequate public facilities. Additionally, Santa Rosa's fees are generally comparable to the fees of other Sonoma County communities.

The City Council recognizes that fees can affect the cost of construction and of affordable housing in the community. The City has long offered fee deferrals for affordable housing projects, and the Council recently instituted a program to also offer deferred fee payments for market-rate residential projects to incentivize development in a difficult economic climate. The Housing Authority of the City of Santa Rosa also has provided assistance with development fees for affordable projects.

### ***Processing***

The City is committed to efficient development application processing, and it has an adopted policy related to application review and processing. The development review process has been streamlined in accordance with the Council-adopted Development Process Review report (1993), which set forth processing time objectives. These include limiting processing time to no more than 120 days from the date of application submittal to the first action by a decision-making body, with 30 days between sequential actions, 42 days for the first plan check, and 15 days for each subsequent check. The City Council has also initiated implementation of a Two Plan Check Process for engineering plans and requirements for neighborhood meetings prior to formal application submittal to streamline the development review process.

Two recently constructed projects, Amorosa Village and Humboldt Street Apartments, illustrate the City's commitment to expediting the permitting process. The Amorosa Village project included a Tentative Map, Conditional Use Permit, and Design Review. In 2008, the project requested and received fast track processing. The project was approved 83 days after its development application was submitted. While this project was appealed, its approval was upheld 130 days after application submittal. The Humboldt Street Apartments project, which involved Design Review and a Minor Conditional Use Permit, was filed in late 2009 and received all entitlements 59 days after application submittal. The project has been completed and provides 52 units including 8 for very low-income households, 43 for low-income households, and 1 manager's unit.

## **LAND USE CONTROLS**

Residential land use control mechanisms used by the City of Santa Rosa include the General Plan, Zoning Code, Design Review, Building Code, Growth Management Program, and Housing Allocation Plan.

## General Plan

The Land Use Element of the Santa Rosa General Plan 2035, adopted in 2009, sets forth policies for residential development. Table 4-27 lists General Plan land use categories in which residential development is envisioned, the allowed density, the density mid-point, and a description of the types of residential development that are permitted. Development at the mid-point or higher end of the density range is required in the Medium Density and Medium High Density Residential categories (except where topography, parcel configuration, heritage trees, historic preservation, or utility constraints make achieving the mid-point density impossible).



*Single-family detached housing is one of the many types of housing available and envisioned in Santa Rosa.*

**Table 4-27: General Plan Residential Land Use Categories**

| Land Use                  | Density<br>(gross units/acre) | Mid-Point<br>Density | Mid-Point<br>FAR | Description   |
|---------------------------|-------------------------------|----------------------|------------------|---|
| Very Low Density          | 0.2-2.0                       | 1.0                  | N/A              | Accommodates rural and hillside developments; intended for single-family detached units, but cluster single-family and multifamily may be permitted.  |
| Low Density/Open Space    | 2.0-8.0                       | 4.0                  | N/A              | Primarily intended for detached single-family dwellings, but attached single-family and multiple-family units may be permitted.   |
| Low Density               | 2.0-8.0                       | 4.0                  | N/A              | Primarily intended for detached single-family dwellings, but attached single-family and multiple-family units may be permitted.   |
| Medium Low Density        | 8.0-13.0                      | 10.0                 | N/A              | Intended for single-family residential development, but single family detached housing and multifamily development may be permitted. Development at the mid-point of the density range is desirable but not required.   |
| Medium Density            | 8.0-18.0                      | 13.0                 | N/A              | Permits a range of housing types, including single-family attached and multifamily developments, and is intended for specific areas where higher density is appropriate. New single family detached housing is not permitted except in historic preservation districts and historic neighborhoods where single family detached units are allowed. |
| Medium High Density       | 18.0-30.0                     | 24.0                 | N/A              | Permits a range of housing types, including single-family attached and multifamily developments, and is intended for specific areas where higher density is appropriate. Single-family detached housing is not permitted.   |
| Mobile Home Park          | 4.0-18.0                      | 10.0                 | N/A              | Mobile homes are the only allowed housing type.   |
| Transit Village Medium    | 25.0-40.0                     | -                    | N/A              | Intended to accommodate mixed-use development within approximately one-half mile of a transit facility. Residential uses are required, and ground-floor neighborhood-serving retail and live-work uses are encouraged.  |
| Transit Village Mixed Use | 40.0 min<br>(no max)          | -                    | N/A              | Intended to accommodate a well-integrated mix of higher intensity residential, office, and commercial uses within one quarter mile of a transit facility. Development is designed and oriented to create a central node of activity at or near the transit facility.  |

## HOUSING

|                        |        |     |         |  |
|------------------------|--------|-----|---------|--|
| Core Mixed Use         | No max | N/A | 1.5-4.0 | Intended to foster a vital mix of residential, retail, office, governmental, entertainment, cultural, educational, and hotel uses to activate the greater Courthouse Square area and key transit corridors. The principal objectives of the CMU designation are to strengthen the role of this area as a business, governmental, retail, and entertainment hub for the region, and accommodate significant new residential development that will extend the hours of activity and create a built-in market for retail, service, and entertainment uses. High-rise development in all-residential or mixed-use buildings is envisioned in a walkable, bikeable environment with public gathering places such as plazas, courtyards, or parks and easy access to public transit. |
| Station Mixed Use      | No max | N/A | 1.5-3.0 | Intended to provide for a range of visitor-serving uses, including retail, restaurants, entertainment, cultural amenities, and hotels in proximity to the Downtown SMART station. While commercial uses are emphasized, new multi-family housing will also be allowed to support the daytime and evening vitality of the Downtown Station Area.  |
| Maker Mixed Use        | No max | N/A | 1.5-3.0 | Intended to accommodate a balanced mix of residential, creative, and maker-oriented uses, including artisan shops, studios, media production, printing and publishing, distilleries and micro-breweries, cannabis, tech start-ups, research and development facilities, limited light industrial uses, and home-based businesses. Multi-family residential units are encouraged in all-residential or mixed-use buildings, as are live/work units.   |
| Neighborhood Mixed Use | No max | N/A | 1.0-3.0 | Intended to encourage new multi-family residential development in all-residential or mixed-use buildings, together with a broad mix of uses that primarily serve local residents, including professional office, retail, entertainment, service, and other neighborhood-scale supporting uses. Housing development will include low- and mid-rise apartments and condominiums, as well as small-lot single-family attached dwellings (e.g., duplexes, triplexes, townhomes). Live-work spaces and maker-oriented uses are permitted subject to performance standards.  |

Source: Santa Rosa General Plan 2035 Land Use Element

### Zoning Code

The Santa Rosa Zoning Code implements the General Plan. It describes the type of residential uses allowed in each zoning district as well as the building standards such as required setbacks, maximum height, and parking requirements. The code includes no unusual or onerous provisions that impede the production of housing, either as a whole or for any particular population group, as proven by the consistent production of new housing in the community.

## Permit Requirements and Procedures

The Zoning Code outlines residential development permitted by right (P) or permitted with a Minor Use Permit (MUP) or upon approval of a Conditional Use Permit (CUP). Table 4-28 illustrates permitting requirements by zone for various residential uses in Santa Rosa.

**Table 4-28: Housing Types Permitted by Zoning District**

| Residential Use                  | RR  | R-1 | R-2 | R-3 | MH  | TV-R |
|----------------------------------|-----|-----|-----|-----|-----|------|
| Agricultural Employee Housing <6 | P   | P   | P   | P   | P   | P    |
| Agricultural Employee Housing 7+ | MUP | MUP | MUP | MUP | MUP | MUP  |
| Community Care <6                | P   | P   | P   | P   | P   | P    |
| Community Care 7+                | MUP | MUP | MUP | MUP | MUP | MUP  |
| Emergency Shelter                | CUP | CUP | CUP | CUP | CUP | CUP  |
| Mobile Home Park                 | CUP | CUP | CUP | CUP | CUP | -    |
| Mobile Home Unit                 | P   | P   | P   | P   | P   | P    |
| Multifamily Dwelling             | MUP | MUP | P   | P   | -   | P    |
| Residential Mixed Use            | MUP | MUP | MUP | MUP | MUP | P    |
| Res. Boardinghouse               | P   | P   | P   | P   | -   | P    |
| Second Dwelling Unit             | S   | S   | S   | S   | -   | S    |
| Single-Family Dwelling           | P   | P   | P*  | P*  | -   | P*   |
| Supportive Housing               | P** | P** | P   | P   | P   | P    |
| Transitional Housing             | P** | P** | P   | P   | P   | P    |

*Source: City of Santa Rosa Zoning Code, 2013*

\*Single-family dwellings allowed only as attached units.

\*\*A Minor Use Permit is required for the construction of new multifamily supportive and transitional housing units in an RR or R-1-6 zoning district, similar to construction of a new traditional multifamily unit in an RR or R-1-6 zone. A new supportive or transitional housing use occupying an existing multifamily residence in an RR or R-1-6 zoning district is a permitted use requiring only a Zoning Clearance.

Single-family and multifamily developments are permitted by right (without discretionary approval) in several zones, consistent with General Plan policies and density ranges. Single-family uses are allowed by right in the Rural Residential (RR) and Single-Family Residential (R-1) districts. Multifamily and single-family attached uses are allowed by right in the Medium Density Multi-Family (R-2), Multi-Family (R-3), and Transit Village-Residential (TV-R) districts, subject to Design Review only.

Second dwelling units are allowed on any parcel which allows a single-family dwelling. An application for a second dwelling unit must accompany a building permit, which is issued without a public hearing if the proposed unit meets development standards outlined in the Zoning Code.

Larger community care facilities, multifamily units in single-family zones, and the residential component of mixed-use projects generally require a Minor Use Permit. These permits are decided by the City's Zoning Administrator, and a public hearing is held only if requested by a member of the public.

In 2011, the City amended the Zoning Code to allow emergency shelters with 50 beds or less by right (without a use permit) in the General Commercial (CG) district. In all other zones, emergency shelters require Conditional Use Permits. Requests for such permits are noticed and considered by the Planning Commission at a public hearing. Transitional and supportive housing requires a Minor Use Permit in the RR and R-1 zones (a Minor Use Permit is also required for traditional multifamily developments in these zones) and is permitted by right in the R-2, R-3, Mobile Home Park (MH), and TV-R zones.

The City allows single-room occupancy facilities in the Downtown Commercial, General Commercial, and Community Shopping Center zoning districts. Single-room occupancy facilities can assist extremely low-income persons and farmworkers. Housing for farmworkers could also include multifamily rentals as described above and boardinghouses, which are allowed by right in all residential zoning districts.

The Zoning Code includes a provision allowing agricultural employee housing for six or fewer residents as a permitted residential use in all residential zoning districts to make it easier to provide farmworker housing. This provision is similar to that of community care facilities in Santa Rosa, which, with six or fewer residents, are permitted by right in all residential districts.

The Zoning Code allows manufactured housing in all residential zoning districts by right, subject to the same development standards as on-site construction. The City has established design criteria for manufactured housing consistent with state law.

### ***Development Standards***

Zoning regulations for residential zones are shown in Table 4-29. Standard zoning requires varying setback and building height requirements, depending on the zone. Multifamily zones, particularly the TV-R zone, allow limited setbacks and building heights of 45 feet or four stories to accommodate high-density residential projects. For affordable housing projects, the City may waive certain zoning standards to improve the feasibility of the project.

## SANTA ROSA GENERAL PLAN

**Table 4-29: Residential District Regulations**

| District  | R-2                 | R-3-10              | R-3-15              | R-3-18              | R-3-30              | R-3-HD                 | TV-R                    |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|------------------------|-------------------------|
| A. Min. lot size (sq ft)  |                     |                     |                     |                     |                     |                        |                         |
| Exterior lots   | 7,000               | 7,000               | 7,000               | 7,000               | 7,000               | 7,000                  | 0                       |
| Interior lots   | 6,000               | 6,000               | 6,000               | 6,000               | 6,000               | 6,000                  | 0                       |
| B. Min. width of lot (ft)   |                     |                     |                     |                     |                     |                        |                         |
| Interior lot at front setback   | 60                  | 60                  | 60                  | 80                  | 80                  | 80                     | 0                       |
| Exterior lot at front setback line  | 70                  | 70                  | 70                  | 90                  | 90                  | 90                     | 0                       |
| C. Max. density   | 1 unit per 3,000 sf | 1 unit per 4,300 sf | 1 unit per 2,900 sf | 1 unit per 2,400 sf | 1 unit per 1,450 sf | Determined by CUP      | 25 to 40 units per acre |
| D. Min. setback requirements for main structure(s): (ft)  |                     |                     |                     |                     |                     |                        |                         |
| (1) Front Yard <sup>1</sup>   | 10                  | 10                  | 10                  | 10                  | 10                  | 10                     | 0 <sup>1</sup>          |
| (2) Rear Yard   | 15                  | 15                  | 15                  | 15                  | 15                  | 15                     | 0 <sup>1</sup>          |
| a. When abuts an R-3 District   | 15                  | 0                   | 0                   | 0                   | 0                   | 0                      | 0 <sup>1</sup>          |
| b. When abuts an R-R or R-1 District  | 20                  | 20                  | 20                  | 20                  | 20                  | 20                     | 0 <sup>1</sup>          |
| (3) Side Yard   |                     |                     |                     |                     |                     |                        |                         |
| a. Interior Side Yard <sup>2</sup>  |                     |                     |                     |                     |                     |                        |                         |
| 1-story portion   | 5                   | 5                   | 5                   | 5                   | 5                   | 5                      | 0 <sup>1</sup>          |
| 2-story portion   | 10                  | 10                  | 10                  | 10                  | 10                  | 10                     | 0 <sup>1</sup>          |
| 3-story portion   | 15                  | 15                  | 15                  | 15                  | 15                  | 15                     | 0 <sup>1</sup>          |
| b. Exterior side yard <sup>1</sup>  | 10                  | 10                  | 10                  | 10                  | 10                  | 10                     | 0 <sup>1</sup>          |
| (4) Accessory structures  |                     |                     |                     |                     |                     |                        |                         |
| a. Front  | 20                  | 20                  | 20                  | 20                  | 20                  | 20                     | 0 <sup>1</sup>          |
| b. Rear   | 5                   | 5                   | 5                   | 5                   | 5                   | 5                      | 0 <sup>1</sup>          |
| c. Interior side  | 5                   | 5                   | 5                   | 5                   | 5                   | 5                      | 0 <sup>1</sup>          |
| d. Exterior side  | 15                  | 15                  | 15                  | 15                  | 15                  | 15                     | 0 <sup>1</sup>          |
| (5) A garage door/carport entrance facing a street shall be set back 19 ft from the rear of the sidewalk, street property line or street plan line, whichever is greater. A garage facing an alley shall be set back 3 to 5 ft, or 19 ft from the alley, back of curb, sidewalk or pavement edge, whichever is greater. | Yes                 | Yes                 | Yes                 | Yes                 | Yes                 | Yes                    | Yes                     |
| E. Max. Heights: (ft)   |                     |                     |                     |                     |                     |                        |                         |
| (1) Main building   | 35                  | 35                  | 35                  | 45                  | 45                  | 4 stories <sup>3</sup> | 4 stories <sup>3</sup>  |
| (2) Accessory structure:  | 16                  | 16                  | 16                  | 16                  | 16                  | 16                     | 16                      |
| F. Max. area of lot that may be covered by structures   | 50%                 | 50%                 | 55%                 | 60%                 | 65%                 | 75%                    | 100%                    |

Source: City of Santa Rosa Zoning Code, 2013

Note: This table is for reference only. See Santa Rosa Zoning Code for additional information.

1 A one-story portion may project 6 feet and stairs and landings may project 10 feet into setback.

2 Where abutting an R-3 district, setbacks are reduced from 0 to 10 feet, depending on zoning district.

3 Except for properties that abut residential and historic residential uses and zoning districts, maximum height shall transition down to a maximum of 3 stories adjacent to the residential property.

## HOUSING

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Parking standards are another component of the Zoning Code that can affect the affordability of housing. Table 4-30 identifies the minimum automobile and parking requirements for new residential dwellings.

**Table 4-30: Residential Parking Requirements**

| <i>Dwelling Type</i>   | <i>Automobile Spaces</i>   | <i>Bicycle Spaces</i>                  |
|--|--|--|
| Accessory Dwelling Unit  | 1 per unit, unless the accessory dwelling unit: is 750 square feet or less in area, or a studio unit, is located within one-half mile walking distance of public transit, is located within a historic preservation district, is part of the existing primary residence or an existing accessory structure, when on-street parking permits are required but not offered to the occupant of an accessory dwelling unit, or when there is a car share vehicle located within one block of the accessory dwelling unit. | None required                          |
| Downtown residential units   | No parking space minimum   | <u>1 per 4 units*</u>                  |
| Duplex, multifamily dwelling, rowhouse, condominium and other attached dwellings, including multifamily in a small-lot subdivision | Studio and 1-bedroom: 1 covered plus 0.5 visitor space per unit.<br>2 or more bedroom: 1 covered plus 1.5 visitor spaces per unit.<br>Visitor spaces may be in tandem with spaces for the unit or on street abutting the site, except on a street identified by the General Plan as a regional street.   | <u>1 per 4 units*</u>                  |
| Emergency shelter  | 1 for every 10 beds provided, plus 1 for each staff person on duty.  | None required                          |
| Group quarters   | 1.5 per sleeping room or 1 space for each 100 sf of common sleeping area.  | 1 per room                             |
| Junior accessory dwelling units  | None required  | None required                          |
| Live/work and work/live units  | 2 per unit. The review authority may modify this requirement for the reuse of an existing structure with limited parking.  | <u>1 per 4 units*</u>                  |
| Mobile home parks  | 1.75 per unit, which may be in tandem, one of which must be covered. At least one-third of the total spaces required shall be distributed throughout the mobile home park and available for guest parking.   | 0.5 per unit                           |
| Multifamily affordable housing project   | Studio/1 bedroom unit: 1 space per unit.<br>2 or more bedrooms: 2 spaces per unit.   | <u>1 per 4 units*</u><br>None required |

|   |   |                |
|---|---|----------------|
| Senior housing project  | 1 per unit with 0.5 of the spaces covered, plus 1 guest parking for each 10 units.  | 1 per 8 units* |
| Senior affordable housing project                                       | 1 per unit  | 1 per 8 units* |
| Single-family dwellings   | Standard lot: 4 per unit, 1 of which must be on-site, covered, and outside setbacks. The remaining 3 spaces may be on-site (in the driveway and tandem) or on a public or private street when directly fronting the lot.<br>Flag lot: 2 per unit, 1 of which must be covered, both of which must be located outside the required setback area plus 2 on-site, paved guest spaces located outside the required setbacks and which may be tandem. | None required  |
| Single-room occupancy facilities  | 0.5 per unit  | None required  |
| Supportive housing  | No minimum parking requirements for units occupied by supportive housing residents within 1/2 mile of a public transit stop. Otherwise, subject to the same parking requirements as other residential uses.   | None required  |
| Transitional housing  | Subject to the same parking requirements as other residential uses  | None required  |
| Senior housing project<br>(occupancy restricted to persons 55 or older) | 0.5 reserved space per unit   | 1 per 8 units* |
| North Santa Rosa Station Area Specific Plan                             |   |                |
| Multifamily attached residential  | 1.5 spaces per unit, minimum  | 1 per 4 units* |
| Affordable multifamily attached residential                             | 1.5 spaces per unit, minimum  | 1 per 4 units* |
| Senior multifamily attached residential                                 | 1.5 spaces per unit, minimum  | 1 per 4 units* |

Source: City of Santa Rosa Zoning Code, 2020

\* If units do not have a private garage or private storage space for bike storage.

The City has found these requirements to be sufficient but not excessive. Parking reductions of up to 25 percent may be granted if the review authority finds that special circumstances exist and that the proposed number of spaces is sufficient for the safe, convenient, and efficient operation of the use. Parking requirements are further reduced within the North Santa Rosa Station Area and are eliminated in the Downtown Station Area.

Street widths are not viewed as a constraint to housing development. Minor streets, which typically serve single-family and duplex development, may vary from 24 feet (no parking) to 30 feet (parking on one side) to 36 feet (parking on both sides). Avenues range from 24 feet (no parking) to 36 feet (parking on both sides). Regional boulevards range from 48 feet (no parking) to 64 feet (parking on both sides). Variations are allowed for each street type.

City landscape requirements, with an emphasis on drought-tolerant plants, are designed to ensure residential developments are pleasant, livable, and attractive. All site development is required to include landscaping. Foreground landscaping, street trees, and parking area landscaping are required for all development projects.

Requirements of on- and off-site improvements vary with the project and the site. On-site improvements typically include grading, storm drainage, curb, gutter, and sidewalk. Off-site improvements can include street widening or construction or traffic light installation.

### ***Design Review***

General Plan policy requires that all new architectural and site design be of superior quality to improve and add to Santa Rosa's attractiveness. Santa Rosa has design guidelines that implement the design objectives of the General Plan.

Design review guidelines were first adopted in 1973, and revised guidelines were most recently adopted in 2012. The City requires project consistency with adopted design policies. General design policies require proposals to be compatible and sensitive to surrounding land uses, offer a complete design concept where architecture, materials, and landscaping are of an appropriate scale, and provide human interest. New proposals are not subject to unusual or especially restrictive conditions.

Amorosa Village, a 150-unit affordable housing project, and Humboldt Street Apartments, a 52-unit affordable housing project, both underwent Design Review. The Design Review process did not delay approval for either project—Amorosa Village was entitled 83 days after application submittal and the Humboldt Street Apartments project was entitled in 59 days.

### ***Building Codes***

Santa Rosa uses the California Building Code, which is based on the International Building Code. This code is used statewide and does not impose any unusual or unique constraints on housing. Santa Rosa requires that all new buildings comply with the Tier 1 standards of the California Green Building Code to minimize the use of energy and water resources. Sonoma County and most nearby jurisdictions, including the Cities of Rohnert Park and Petaluma, also require Tier 1 compliance. The enforcement of Tier 1 standards is not unusual for the area and is unlikely to deter residential development in Santa Rosa.

The City operates the Neighborhood Revitalization Program to improve building safety and appearance in targeted areas. The City is currently focusing on five neighborhoods, which are benefiting from proactive code enforcement, and enhancing the safety of local dwellings.

## **SANTA ROSA GENERAL PLAN**

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The City provides general code compliance citywide. This program is complaint-based; staff does not actively seek code violations. Staff contacts the person against whom a complaint was filed to request an inspection to assess whether a code violation does exist. City staff works with individuals to correct violations, with corrections including improvement of substandard housing conditions and blight as well as neighborhood safety. The code compliance program does not impose unusual constraints on housing.

### ***Housing for Persons with Disabilities***

In Santa Rosa, community care facilities are allowed in all residential and commercial land use designations and zoning districts, with the exception of the Motor Vehicle Sales District.

Facilities of six or fewer persons are allowed by right since they are considered a single-family use. Facilities of seven or more require review of a Minor Use Permit by the City.

The City adopted a Reasonable Accommodation Ordinance in 2002, providing persons with disabilities a procedure to seek equal access to housing under the federal Fair Housing Act and the California Fair Employment and Housing Act in the application of zoning laws and other land use regulations. The procedures are included in the Zoning Code, and they allow for modification or exception to the standards for siting, development, and use of housing which would eliminate regulatory barriers and provide disabled persons with equal housing opportunities.

The City follows state and federal regulations that require that any new residential construction of three or more apartments or four or more condominium units be accessible and/or adaptable to disabled persons. The City applies standard conditions of approval to residential development projects reflecting this mandate. The North Santa Rosa Station Area Specific Plan, adopted in 2012, builds on this standard and requires that a minimum of 10 percent of new units in townhome projects be designed to be habitable by persons with disabilities (Specific Plan Policy AH-3.2).

The City has adopted the California Building Code. Amendments made to the code have not diminished the ability to accommodate persons with disabilities. The City has not adopted universal design elements as of 2013, but a program to adopt such an ordinance is included as a policy in this Housing Element (Policy H-D-4).

Lastly, the Downtown Station Area Specific Plan and this Housing Element include policies that call for development of a program which would evaluate issues of “visitability” in residential building design (Policy H-D-3). Visitability is an inclusive design approach that integrates basic accessibility features into newly constructed residential units. Such a program would help make more structures accessible to disabled persons who are not necessarily residents of the structures.

### ***Growth Management***

The City’s Growth Management Program places a limit on the number of allotments that can be granted annually. The allotment allows the issuance of a building permit. For the period 2014 to

2020, 850 allotments are available annually. From 2021 to 2022, 800 allotments are available annually. The annual allotments exceed the City's average annual Regional Housing Needs Allocation (RHNA) of 548 units per year from 2014 to 2022.

The allotments are split evenly into two types: Reserve A and Reserve B. Reserve A allotments are reserved for small units on small lots, multifamily units, for-sale single-family attached units in projects of 10 units per acre or more, units in mixed-use projects, and affordable units. Reserve A was established to promote housing affordability and variety through the Growth Management Program. Reserve B allotments are for most other units, typically unrestricted single-family units.

To give priority to Reserve A type units, the Growth Management Ordinance allows unused Reserve A allotments to be added to the following year's allotments. Unused Reserve B allotments are added to a bank of allotments that are used for projects meeting City objectives. In 2012, 238 residential building permits were issued—66 were Reserve A, 92 were Reserve B—and 80 were exempt from the Growth Management Ordinance.

Growth management allotments are granted by the Director of Community Development at the time of a project's final discretionary approval. The allotments are granted in the year requested by the project developer if they are available. If no allotments are available, the allotments are issued in the next year they are available, and the developer receives allotments in the desired year when they become available. To ensure allotments for many projects, single-family projects may receive no more than 75 allotments per year; the multifamily maximum is 200 per year.

Santa Rosa's Growth Management Program has not prevented a developer from building a project in the desired year. Given the above-noted number of allotments available, it is clear that the housing need can be accommodated with the Growth Management Program in effect. A slowing in the number of new units built annually as a result of market conditions may be a greater factor in meeting housing needs.

Santa Rosa has an Urban Growth Boundary (UGB), which is in effect through 2035. The City's first voter-approved UGB, a five-year boundary, was ratified in 1990. A 20-year boundary was effected by Santa Rosa voters in 1996 and extended in 2012.

It does not appear that growth management or a fixed UGB has significantly affected housing prices in Santa Rosa. In 1989, the average home price in Santa Rosa was \$180,000. In 1991, when the General Plan Growth Management Element was adopted, the average housing price in Santa Rosa was \$174,250. In 1995, the average housing price was \$187,900. In the early 1990s, development slowed due to an economic downturn, and housing prices fell. In the later 1990s, housing prices increased significantly, mirroring regional housing increases. In 2007, housing prices leveled and dropped for the first time since the early 1990s, with the median housing price at around \$485,000. In 2013, the median home price in Santa Rosa was \$366,500. Home prices in Santa Rosa tend to be lower than countywide prices (refer to the home sales price analysis in the Needs Assessment) and follow trends comparable to nearby communities and the Bay Area as a whole. Housing price changes in Santa Rosa cannot be attributed to the City's Growth Management Program or UGB.

### ***Housing Allocation Plan***

The Housing Allocation Plan (HAP) was adopted by the City Council in 1992 to promote the development of affordable housing in Santa Rosa. The HAP applies to all residential development in the city. As directed by Policy H-C-1 of the 2009 Housing Element, the HAP was amended in 2012. Fee payment to support the development of affordable housing is now the primary method of compliance. Applicants may choose to provide on-site affordable rental units. Applicants proposing projects of 70 units or more are required to discuss the on-site option with staff.

While the housing impact fee or provision of on-site units does add to the cost of new development, the fees are essential to the provision and funding of affordable housing in the city.

### **NATURAL RESOURCES**

Natural resources, such as rare and endangered plant and animal species and habitats, coincide geographically with areas that are designated for housing development, particularly in the northwest and southwest areas of Santa Rosa. Most of these areas are designated for lower densities or low density/open space, recognizing the location of natural resources. These land use designations do not typically accommodate affordable housing projects.

To balance the preservation of natural resources while allowing urban growth, a Vernal Pool Task Force was formed in the early 1990s to bring together government agencies, landowners, and local land use interests. The task force developed the Santa Rosa Plain Vernal Pool Ecosystem Preservation Plan, which identified goals and objectives for preserving natural resources, incentives for mitigation banks and conservation easements, and outlined a streamlined regulatory process to speed authorization for filling low quality wetlands. Criteria were developed for mitigation banking, and this process is common to the development review process in Santa Rosa today.

The California tiger salamander (CTS) and its habitat were listed as endangered in 2003. This habitat generally corresponds to the location of vernal pools and wetlands in northwest and southwest Santa Rosa. Since the listing, the City has sought ways to preserve the salamander and its habitat while allowing development to occur. The Santa Rosa Plain Conservation Strategy Team, comprising state and federal agencies, the environmental and development communities, and city and county representatives, published the Santa Rosa Plain Conservation Strategy to address this issue. The strategy, adopted in December 2005, provides the biological framework for conservation of the endangered California tiger salamander and four rare plant species found in conjunction with wetland habitat on the Santa Rosa Plain. It identifies conservation areas and mitigation requirements for development projects that will impact the habitat of these protected species. In fall 2007, the County of Sonoma, the Cities of Santa Rosa, Rohnert Park, and Cotati, and the Town of Windsor adopted the Santa Rosa Plain Conservation Strategy Planning Agreement, which supports the conservation approach set forth in the strategy. The main purpose of the planning agreement is to establish a process and timeline for the local jurisdictions to finalize and develop an implementation program for the conservation strategy. This included the

creation of the Santa Rosa Plain Conservation Strategy Implementation Committee to guide this effort. Funding has not yet been identified for environmental work. As illustrated, the City of Santa Rosa is working to address this development constraint.

Higher elevations and steeper slopes are located in the foothills in northeast Santa Rosa. Such areas have higher potential for landslide and soil slump hazards. The Noise and Safety Element discusses and illustrates those lands subject to geologic hazards, such as ground shaking amplification and liquefaction.

### LAND AVAILABILITY

Land availability will not prevent the City from meeting its housing needs. The city limits contain sufficient land for future housing development.

### NON-GOVERNMENTAL CONSTRAINTS

Housing purchase prices, financing costs, cost of land and improvements, construction costs, property taxes, profit, and rent rates continue to be the biggest constraints to housing access for households with lower and moderate incomes. Housing costs will continue to be a factor in accessibility to housing, especially for people in the extremely low-, very low-, and low-income groups. As recommended in the policies of this Housing Element, the City of Santa Rosa will continue all possible efforts to conserve existing affordable housing stock and to increase the number of affordable units. The larger factors of construction and financing are beyond the City's direct influence.

#### *Land Costs, Construction, and Financing*

Land, construction, and financing costs represent a significant constraint to residential development. Land costs are high and construction costs have increased, with the cost of materials growing.

Land value for vacant residential parcels is largely dependent on the number and type of units (single-family, townhomes, condominiums, or apartments) that can be constructed. Based on November 2013 information from the Multiple Listing Service ([greathomes.org](http://greathomes.org)), 90 total parcels were for sale, with current prices for vacant land in Santa Rosa as follows:

- Median price for parcels of less than 1 acre was \$234,000 (sample of 13) and ranged from \$99,000 to \$675,000.
- Median price for parcels between 1 and 3 acres was \$449,000 (sample of 29) and ranged from \$150,000 to \$1,950,000.

The construction cost (not including land) of a typical 1,800-square-foot single-family home in Santa Rosa is approximately \$352,500 ([buildingcost.net](http://buildingcost.net)). This estimate includes construction costs for off-site and site work, soft costs such as architecture and engineering, other costs including fees, marketing, insurance, contingency, and profit.

## **SANTA ROSA GENERAL PLAN**

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Cost for construction of new multifamily units ranges from \$320,000 to \$350,000 based on an estimate provided by Burbank Housing Development Corporation, a local developer that has constructed many multifamily projects in the city.

Financing new residential development can be a significant cost. Residential financing for both single-family and multiple-family housing is generally available. Developers of single-family projects often secure loans for land acquisition, installation of improvements, and lastly, construction. Land acquisition and development loan rates are typically the prime rate plus 0.5 to 2 percent, which was 3.6 to 4.5 percent in fall 2013. Apartment loan rates are generally slightly lower.

Developers of affordable housing face challenges in securing financing. Due to the limited possible return from rents or sales prices of affordable units, many private lenders are concerned with the financial returns for these types of projects. Additional financing and subsidy for affordable projects is necessary and is generally available from local sources such as the Housing Allocation Plan in-lieu fee, as well as state and federal programs such as HOME and the Community Development Block Grant.

### **AFFORDABLE HOUSING PROGRAMS**

The City of Santa Rosa operates numerous programs aimed at maintaining and expanding housing opportunities in the community. The City's Housing Authority was established in 1971 with a goal to provide decent, safe, and sanitary housing in Santa Rosa. The Housing Authority has four basic approaches to meeting this goal:

- Development of new units
- Rehabilitation of existing units
- Rental assistance
- Special housing projects

In the area of new affordable housing, the City concentrates primarily on the development of rental units. This is because the need for housing is greatest for very low- and low-income households, and many families cannot afford a down payment, even at an affordable sales price. The City participates in new affordable housing developments typically by providing funds to affordable housing developers which then leverage that funding to secure other funding and financing to develop affordable housing projects.

At an outreach event for this Housing Element, it was suggested that the City revisit its funding strategy in light of the loss of Redevelopment Agency funds to support affordable housing development and changes to eligibility criteria for Low Income Housing Tax Credits. As of this writing, staff from the Department of Economic Development and Housing is working with the Housing Authority to review and revise, as appropriate, the Authority's approach to providing funding assistance for affordable projects. For example, rather than providing funds to several proposed projects, the Authority may shift its approach to channel funds to fewer projects to

ensure the amount provided will serve as adequate leverage in pursuing other funding sources.

While the Housing Authority committed no funding for affordable projects in 2012, it authorized approximately \$3.3 million in 2011 to support three projects that will contain 110 units. Funding sources for these projects include Housing Allocation Plan Fee revenues, HOME funds, Community Development Block Grant funds, and the City's General Fund.

### ***Santa Rosa Housing Trust***

In 2002, the Housing Authority of the City of Santa Rosa created the Santa Rosa Housing Trust to assist in the development of new affordable housing and the acquisition and rehabilitation of housing for low-income households. The trust is an umbrella for housing funding, and it works to maximize and leverage available federal, state, and local funding. Funding for the trust is provided from Community Development Block Grant funds, HOME funds, a portion of the real property transfer tax, the Housing Allocation Plan impact fee, fund repayment from a variety of sources, and other sources of income.

### ***Rehabilitation Loan Program***

The City's Rehabilitation Loan Program is currently suspended due to a lack of funding. When funds are available, loans are made to low-income owner occupant households, mobile home owners, and landlords who rent to low-income tenants. The City will consider reinstating the program (Policy H-B-1) if funding becomes available.

### ***Housing Allocation Plan***

Housing development in Santa Rosa is subject to the Housing Allocation Plan, the purpose of which is to increase the number of affordable housing units in the community. While developers have the option to provide low-income units on-site, the majority of housing projects in Santa Rosa are subject to the Housing Allocation Plan's housing impact fee. In 2012, \$620,180 was collected in housing fees and added to the Housing Allocation Plan fund. In 2013, \$357,755 was collected and added to the fund. The amount of Housing Allocation Plan fees collected since the ordinance's adoption in 1992 is more than \$25 million, including loan repayment and interest.

Since the inception of the Housing Allocation Plan in 1992, 1,633 units have been assisted, approved, or developed with the assistance of in-lieu fees. Of these units, 1,024 are affordable to very low-income households and 603 are affordable to low-income households. Projects providing affordable units on-site have developed 15 very low-income units and 93 low-income units since 1992.

### ***Community Development Block Grant and HOME Funds***

The City receives Community Development Block Grant (CDBG) funds from the US Department of Housing and Urban Development (HUD), a majority of which are allocated for new development and rehabilitation. Home Investment Partnership Program (HOME) funds are federal funds generally available for acquisition, new development, and homebuyer down

payment assistance. CDBG funds fluctuate annually, but are anticipated to be approximately \$1.2 million per year. The City's allocation of HOME funds is expected to be approximately \$550,000 annually.

### ***Portion of Real Property Transfer Tax***

The City of Santa Rosa collects a tax when real property is sold. The tax is collected by the County Recorder at the time of recording and is based on the amount paid for the property at a rate of \$2.00 per \$1,000 of value (as of February 2014). The City designates 20 percent of income from this tax to support affordable housing and homeless services. Policy H-B-7 directs the City to continue to designate a portion of this tax for housing programs and consider increasing the allocation to assist with the development of affordable units.

### ***Other Sources of Revenue***

Other sources of revenue for development and/or rehabilitation of the city's affordable housing supply include:

- Tax credits (federal and state programs)
- Tax Exempt Multifamily Bonds
- Mortgage Credit Certificates (federal program)
- Multifamily Housing Program (state program)
- Cal HFA (state program)
- Joe Serna Farmworker Housing (state program)
- Residential Development Loan Program (state program)
- BEGIN (state program)
- CalHome (state program)
- Continuum of Care (for homeless programs)
- Private resources such as the local Loan Consortium, Federal Home Loan Bank Affordable Housing Programs, and Sonoma County Community Foundation
- Loan repayment from a variety of sources

### ***Density Bonus and Infill Programs***

The Density Bonus Program allows projects to develop at densities higher than allowed by the General Plan in return for affordable housing, senior housing, donations of land for affordable housing, condominium conversions that include affordable housing, and child-care facilities.

### ***Fast Track Policy***

The Fast Track Policy is a City policy that allows quicker processing of development projects in return for affordable units. This provision has not been greatly utilized in the last few years due to reduced development permitting activity and because the City's policy is to process development projects within 90 to 120 days. In 2008, the Amorosa Village affordable housing project requested and received fast track processing. The project was approved 83 days after its development application was submitted. While this project was appealed, its approval was upheld 130 days after application submittal.

### ***Section 8 Housing Choice Voucher Rental Assistance***

The Section 8 Housing Choice Voucher Program assists very low-income rental households, including families, seniors, and disabled persons. Funding for the program is from HUD. Tenants pay from 30 to 40 percent of monthly income toward rent, and the Section 8 subsidy pays the remainder to the property owner.

The Housing Authority administers the Housing Choice Voucher Program, which in 2012 served 1,482 rental households in Santa Rosa. In addition, the Housing Authority administered 268 county vouchers being used in the city as of 2012.

The Housing Authority also administers the Veterans Affairs Supportive Housing (VASH) program. The VASH program combines Housing Choice Voucher rental assistance with case management and clinical services provided by the Department of Veterans Affairs to assist homeless veterans. As of 2014, the program served over 100 veterans in Santa Rosa.

### ***Neighborhood Revitalization Program***

The purpose of the Neighborhood Revitalization Program is to improve living conditions and quality of life in deteriorating neighborhoods. An interdepartmental City task force works to achieve this goal.

The Economic Development and Housing Department coordinates the program, which also includes staff from Community Development, Fire, Police, Recreation and Parks, and the City Attorney's Office. Building and fire inspections are conducted to ensure decent, safe, and clean housing. A Youth Coordinator and a Community Outreach Specialist work with the community and schools to coordinate youth activities, referrals for job training, and social, educational, and cultural programs for adults. A police officer is part of the team to provide a presence and improve the overall neighborhood feeling of safety, and the City Attorney works with the

owners, residents, and neighborhood associations to gain compliance with local and state law. In addition, low interest rehabilitation loans are available from the City's Economic Development and Housing Department.

The Neighborhood Revitalization Program considers neighborhood characteristics in determining a course of action for improvements. It has registered many successes, including neighborhood cleanup days, new playground equipment, paving, landscaping, and rehabilitation of numerous housing units. The program has five focus neighborhoods: Apple Valley/Papago, Aston, Corby/Olive, South Park, and Sunset/Delport.

### ***Mobile Home Rent Control***

The City implemented rent control for mobile home spaces in 1993 in order to ensure affordability for homeowners, most of whom are on fixed incomes. At the same time, rent stabilization is intended to allow mobile home park owners to maintain a fair and reasonable return.

Rent control applies to spaces that have a rental agreement term of 12 months or less. Annual rent increases are limited to the percentage change in the Consumer Price Index, but any increase is limited to a maximum of 6 percent.

The majority of mobile home parks, which include over 2,000 spaces, in Santa Rosa are subject to rent control.

### ***Preservation of Affordable Units***

For at least 30 years, a variety of programs have provided incentives for the development of affordable rental housing in Santa Rosa. These programs are administered by HUD, insured by the Federal Housing Administration (FHA), financed by Multifamily Revenue Bond issuance or tax credits, and governed by a Density Increase Program or Housing Allocation Plan contract. In return for certain considerations, developers sign contracts to provide units at affordable rents from 10 to 55 years. Once the term of the contract is up, the owner of the rental units can raise the rents to market rate. This can have the effect of displacing the low- and very low-income tenants who cannot afford increased rents.

As illustrated in Table 4-31, a total of 873 units are at risk of converting to market rate between 2015 and 2025. Many of these housing units are owned by nonprofit housing organizations and are at low risk of converting to market-rate rentals.

The City is engaged in ongoing communications with the management or owners of the listed at-risk properties. The management of Chelsea Gardens, Jennings Court, Silvercrest, Valley Oak Park, and Woodcreek Village have indicated their intent to renew HUD contracts and maintain affordability. The City is committed to working proactively to retaining these units (Policy H-B-3).

In 2012, the City was successful in preserving 200 existing affordable housing units at risk of converting to market rate, including 46 very low-income and 154 low-income units, through consolidation of prior loans and negotiation with property owners to extend the affordability of the Sonoma Creekside and Bethlehem Towers projects by 55 years. However, in the same year 11 (one very low-income, nine low-income, and one moderate-income) units were converted to market rate.

At an estimated cost of \$320,000 to construct new affordable units (based on an estimate from Burbank Housing), it would cost \$279.4 million to replace the 873 units at risk from 2015 to 2025. Preserving the units would be considerably less expensive than building new units. At an estimated cost of \$200,000 per unit, it would cost \$17.6 million to preserve the units. Funds that could be available to preserve at-risk units include Community Development Block Grant funds.

Affordable housing developers with the legal and managerial capacity to acquire, build, and manage affordable housing developments in Santa Rosa include Burbank Housing Development Corporation, Bridge Housing Corporation, Urban Housing Communities, USA Properties, Ecumenical Affordable Housing, Petaluma Ecumenical Properties, and Episcopal Homes.

## SANTA ROSA GENERAL PLAN

**Table 4-31: Santa Rosa Low-Income Rental Units at Risk of Converting to Market Rate**

| <b>Project Name/Location</b>                     | <b>Assistance Program</b> | <b>Total Units</b> | <b>Units at Risk</b> | <b>Earliest Conversion Date</b> |
|--|---------------------------|--------------------|----------------------|---------------------------------|
| Chelsea Gardens<br>1220 McMinn Avenue            | HUD                       | 120                | 120                  | 2/28/2014                       |
| Gorsman Apartments<br>1289 Martha Way            | LIHTC                     | 13                 | 13                   | Post Year 15                    |
| Hendley Circle Apartments<br>1415 Hendley Circle | LIHTC                     | 27                 | 27                   | Post Year 15                    |
| Henry House*                                     |                           |                    |                      |                                 |
| 1822 Manor Drive                                 | HUD 202 PRAC              | 4                  | 4                    | 12/31/2017                      |
| Jennings Court (E)<br>1080 Jennings Avenue       | HUD 202 PRAC              | 54                 | 54                   | 4/30/2014                       |
| Rosenburg Building (E)<br>306 Mendocino Avenue   | LIHTC                     | 77                 | 76                   | Post Year 15                    |
| Silvercrest Residence (E)*<br>1050 Third Street  | HUD 236 (J)(1)            | 187                | 144                  | 7/31/2014                       |
| Valley Oak Park I*                               |                           |                    |                      |                                 |
| 2600 Northcoast Street                           | HUD 236 (J)(1)            | 100                | 100                  | 9/30/2014                       |
| Valley Oak Park II*                              |                           |                    |                      |                                 |
| 2600 Northcoast Street                           | HUD 236 (J)(1)            | 131                | 131                  | 9/30/2014                       |
| Walnut Grove Apartments*                         |                           |                    |                      |                                 |
| 450 Stony Point Road                             | HUD 221 (D)(4)            | 104                | 104                  | 10/31/2018                      |
|  | Cal HFA                   |                    | 44                   | 10/30/2015                      |
| Windham Village (E)<br>1101 Prospect Avenue      | Investor/Owner Rehab      | 50                 | 6                    | 2/2/2016                        |
| Woodcreek Village<br>101 Boas Drive              | Cal HFA                   | 50                 | 50                   | 5/7/2014                        |
| <b>Total</b>                                     |                           | <b>917</b>         | <b>873</b>           | (324 Elderly)                   |

Sources: City of Santa Rosa Department of Economic Development and Housing 2014; California Housing Partnership Corporation 2013

\*Denotes project in which all or a portion of tenants use Section 8 vouchers.

(E) Denotes senior units.

## 4-4 REGIONAL HOUSING NEEDS ALLOCATION

State law establishes that regional councils of government, in Santa Rosa's case the Association of Bay Area Governments (ABAG), shall identify for each city and county its "fair share allocation" of its most recent Regional Housing Needs Allocation (RHNA). Adopted in July 2013, the RHNA considers several factors in determining the allocation, including household growth, employment growth, existing employment, and household and employment growth near transit. Needs are assessed for the period from January 2014 to October 2022 (note that this varies from the Housing Element planning period of 2015-2023). Cities and counties must address these local shares of regional housing in each jurisdiction's Housing Element.

State law also requires that the RHNA consider the need for housing at all income levels. ABAG bases the total number of units by income category on the regional average distribution of households across the various income categories. Table 4-32 shows the distribution of housing needs by income category for Santa Rosa as assigned by ABAG. The income categories are described in the preceding Housing Affordability section.

**Table 4-32: Regional Housing Needs Allocation, 2014–2022**

| <i>Income Category</i>      | <i>Housing Need</i> | <i>Percentage</i> |
|-----------------------------|---------------------|-------------------|
| Extremely Low*              | 473                 | 10%               |
| Very Low                    | 474                 | 11%               |
| Low                         | 581                 | 12%               |
| Moderate                    | 759                 | 16%               |
| Above Moderate              | 2,375               | 51%               |
| <b>Total Projected Need</b> | <b>4,662</b>        | <b>100%</b>       |
| Average Annual Need         | 548                 |                   |

*Source: ABAG Regional Housing Needs Allocation, July 2013*

*\*The ABAG RHNA did not include a specific need for units affordable to extremely low-income households; this is estimated at 50% of the need projected for very low-income households.*

## QUANTIFIED OBJECTIVES

Table 4-33 identifies the City's quantified housing objectives for the period between January 2015 and January 2023. Policies in this Housing Element illustrate the programs that will be undertaken to meet these objectives.

**Table 4-33: Quantified Objectives, 2015–2023**

| <i>Income Group</i> | <i>New Construction</i> | <i>Improvement/Rehabilitation</i> | <i>Conservation</i> | <i>Total</i>  |
|---------------------|-------------------------|-----------------------------------|---------------------|---------------|
| Extremely Low       | 473                     | 850                               | 504                 | 1,827         |
| Very Low            | 474                     | 1,700                             | 736                 | 2,910         |
| Low                 | 581                     | 1,700                             | 2,000               | 4,281         |
| Moderate            | 1,014                   | -                                 | -                   | 1,014         |
| Above Moderate      | 2,375                   | -                                 | -                   | 2,375         |
| <b>Total</b>        | <b>4,917</b>            | <b>4,250</b>                      | <b>3,240</b>        | <b>12,407</b> |

*Source: City of Santa Rosa 2014*

The following provides additional objectives and annual figures to explain the 8.5-year program figures in the table above.

- 1) Help facilitate the development of 56 extremely low-income, 56 very low-income, and 68 low-income units annually to meet the ABAG Regional Housing Needs Allocation (supported by multiple policies, including Policies H-A-1, H-A-2, H-C-1, H-C-2, H-C-4, H-C-5, H-C-6, H-C-8, H-C-9, H-C-10, H-C-12, H-F-2, and H-F-3).
- 2) Assist in the improvement and rehabilitation of 500 units annually (extremely low-, very low-, and low-income housing units) (supported by Policies H-B-1 and H-B-4).
- 3) Promote development of 30 second units annually (supported by Policy H-C-7).
- 4) Preserve the existing emergency shelter beds and units of transitional and supportive housing (supported by Policies H-D-1, H-D-8, and H-D-9). This includes 504 beds in emergency shelters, 351 units of transitional housing, and 385 units of permanent, supportive housing.
- 5) Preserve the existing inventory of federally and locally funded affordable units including the 873 units with the potential to lose affordability from 2015 to 2025 (supported by Policy H-B-3).
- 6) Preserve the 2,000 existing mobile homes, which are largely occupied by lower-income seniors (supported by Policy H-B-2).

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**4-5 SITES INVENTORY AND ANALYSIS**

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State law requires that Housing Elements include a parcel-specific inventory of sites that are appropriately zoned, available, and suitable to provide opportunities for the provision of housing for all segments of the community. As demonstrated in this section, there is sufficient land in the city limits to meet identified housing needs.

Santa Rosa's inventory of adequate sites lists individual sites by General Plan designation and separates the sites which are currently zoned consistently with the General Plan and those which are not zoned consistently. Each record also includes the site's zoning, size, unit capacity, and whether it is currently served with water and sewer service and located near transit.

The City's land inventory was developed utilizing the City's GIS land use database, which is based on assessor's data and field surveys. The database was updated in 2013. Land is available throughout the city as well as in the Urban Growth Boundary and includes small and large sites. This section includes tables that detail approved projects (Table 4-35), summarize land available for residential development (Table 4-36), summarize land in the Urban Growth Boundary available for development (Table 4-37), list sites relied upon to meet the extremely low-, very low-, and low-income RHNA (sites zoned to allow 30 units per acre or more) (Table 4-38), and summarize potential residential development opportunities on underutilized sites. Tables that list parcels available for development in low- and medium-density land use categories are available in the appendix to this element, in Tables 4-40 through 4-52.

**CAPACITY TO MEET THE 2014–2022 RHNA**

Table 4-34 illustrates the City's capacity to meet its Regional Housing Needs Allocation (RHNA) for the 2014 to 2022 planning period. Approved multifamily projects will provide 464 units, 138 of which will be deed restricted for affordability. Land available for residential development can accommodate over 13,000 units. As shown in the table and further described in this section, Santa Rosa has available land to accommodate housing well in excess of the RHNA.

**Table 4-34: Summary of Capacity to Meet the RHNA**

|  | <i>Extremely Low<br/>Very Low</i> | <i>Low</i> | <i>Moderate</i> | <i>Above<br/>Moderate</i> | <i>Total</i>   |
|--|-----------------------------------|------------|-----------------|---------------------------|----------------|
| RHNA   | 947                               | 581        | 759             | 2,375                     | 4,662          |
| Units in approved multifamily projects (see Table 4-35) <sup>1</sup>                         | 196                               |            | 326             |                           | 522            |
| Vacant land (see Tables 4-36 and 4-38, and Tables 4-40 to 4-51 in the appendix) <sup>2</sup> | 1,516                             |            | 11,563          |                           | 13,080         |
| Underutilized sites (see Table 4-52 in the appendix) <sup>3</sup>                            | 829                               |            | -               |                           | 829            |
| <b>Remaining RHNA (surplus capacity)</b>   | <b>(1,013)</b>                    |            | <b>(8,755)</b>  |                           | <b>(9,769)</b> |

Source: City of Santa Rosa Community Development Department 2014

1. The 196 units in approved multifamily projects are units that are planned within affordable projects with income restrictions. These projects are Catalina Townhomes, Lantana Place, and Tierra Springs Family Apartments.

2. For purposes of this analysis, sites in the MHD, TVM, and TVMX land use categories are assumed to be appropriate for lower-income development and capacity on all other sites is assumed to be appropriate for moderate- or above moderate-income housing. Affordable development is allowed and encouraged on sites in all land use categories.

3. Identified underutilized sites allow densities of 30 to 40 units per acre. Based on allowed/anticipated densities, these sites are considered to be appropriate for the development of lower-income housing for purposes of this analysis.

### **Approved Projects**

Table 4-35 shows units in approved multifamily projects that are likely to be constructed early in the planning period. Catalina Townhomes will offer affordable self-help homeownership opportunities. Lantana Place and Tierra Springs are planned for affordable family housing, and The Cannery and Tierra Springs are market-rate projects.

**Table 4-35: Approved Multifamily Projects**

| <i>APN</i>   | <i>Project Name</i>              | <i>Acres</i> | <i>Units</i> | <i>Quad</i> | <i>Description</i>                     |
|--------------|----------------------------------|--------------|--------------|-------------|--|
| 010-171-018  | The Cannery                      | 1.40         | 56           | NW          | Market rate                            |
| Multiple     | Catalina Townhomes               | 3.95         | 60           | NW/SE       | Affordable self-help ownership housing |
| 043-121-013  | Lantana Place                    | 3.90         | 94           | SW          | Affordable family rental housing       |
| 041-161-031  | Range Ranch                      | 14.33        | 270          | NW          | Market rate                            |
|              | Tierra Springs Family Apartments | 1.43         | 42           | SE          | Affordable family rental housing       |
| <b>Total</b> |                                  | <b>25.01</b> | <b>522</b>   |             |  |

Source: City of Santa Rosa Department of Community Development 2014

### **Land Inventory**

Table 4-36 provides a summary of the land inventory by land use category for land in the city limits. More than 2,600 acres of land are available for residential development in Santa Rosa's city limits and nearly than 13,000 units can be developed on that land.

## HOUSING

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**Table 4-36: Summary of Land Available for Residential Development in the Santa Rosa City Limits (by General Plan Land Use Category)**

|              |       | VLD        | LD           | LOS          | MLD        | MD           | MHD          | R/MD       | TVM       | TVMX       | Total         |
|--------------|-------|------------|--------------|--------------|------------|--------------|--------------|------------|-----------|------------|---------------|
| Zoned        | Acres | 654        | 576          | 117          | 58         | 161          | 48           | 35         | 2         | 8          | <b>1,659</b>  |
|              | Units | 655        | 3,879        | 469          | 661        | 2,349        | 1,151        | 450        | 57        | 308        | <b>9,980</b>  |
| Not Zoned    | Acres | 96         | 158          | 590          | 22         | 31           | -            | 45         | -         | -          | <b>942</b>    |
|              | Units | 96         | 1,059        | 590          | 223        | 451          | -            | 546        | -         | -          | <b>2,965</b>  |
| <b>Total</b> | Acres | <b>750</b> | <b>733</b>   | <b>708</b>   | <b>81</b>  | <b>192</b>   | <b>48</b>    | <b>81</b>  | <b>2</b>  | <b>8</b>   | <b>2,601</b>  |
|              | Units | <b>751</b> | <b>4,938</b> | <b>1,060</b> | <b>884</b> | <b>2,800</b> | <b>1,151</b> | <b>996</b> | <b>57</b> | <b>308</b> | <b>12,945</b> |

Source: City of Santa Rosa Department of Community Development 2014

Additional land, located outside of the city limits, is available for residential development in the Urban Growth Boundary. This land could accommodate over 7,600 units on over 1,500 acres. Table 4-37 provides a summary of this land by General Plan land use designation.

**Table 4-37: Housing Opportunities in the Urban Growth Boundary**

| Land Use Designation   | Total Acres     | Units        |
|------------------------|-----------------|--------------|
| Very Low Density       | 811             | 811          |
| Low Density            | 446             | 2,988        |
| Low Density Open Space | 43              | 172          |
| Medium Low Density     | 86              | 860          |
| Medium Density         | 145             | 2,117        |
| Medium High Density    | 19              | 456          |
| Retail/Medium Density  | 16              | 192          |
| Transit Village Medium | 0.21            | 5            |
| <b>Total</b>           | <b>1,566.21</b> | <b>7,601</b> |

There are 48 acres of undeveloped land designated Medium High Density and 11 acres of undeveloped land designated Transit Village Medium and Transit Village Mixed Use in the city limits. The Medium High Density range is 18 to 30 units per acre, the Transit Village Medium density range is 25 to 40 units per acre, and the Transit Village Mixed-Use density range is 40 units per acre minimum with no upper limit. All of these vacant sites are zoned consistent with the General Plan land use designations and are expected to yield 1,516 units to meet the RHNA for very low- and low-income households. Most sites are 2 acres or larger. These sites are listed in Table 4-38 and illustrated in Figure 4-2.

**SANTA ROSA GENERAL PLAN**

**Table 4-38: Sites Zoned for Residential Development at 30 or More Units per Acre**

| <b>Map #</b>  | <b>APN</b>    | <b>Zoning</b> | <b>Acres</b> | <b>Unit Capacity</b> | <b>Quad</b> | <b>Served</b> | <b>Transit</b> |
|---|---------------|---------------|--------------|----------------------|-------------|---------------|----------------|
| <b>Medium High Density (density assumption: 24 du/ac)</b>       |               |               |              |                      |             |               |                |
| 1   | 036-011-041   | R-3-30        | 10.43        | 250                  | NW          | Y             | Y              |
|   | 035-141-024 * | PD            | 7.30         | 175                  | SW          | Y             | Y              |
| 2   | 035-141-025 * | PD            | 4.38         | 105                  | SW          | Y             | Y              |
|   | 035-141-026 * | PD            | 1.42         | 34                   | SW          | Y             | Y              |
|   | 035-141-034 * | PD            | 0.72         | 17                   | SW          | Y             | Y              |
| 3   | 041-161-030   | R-3-30-SA     | 5.05         | 121                  | NW          | Y             | Y              |
| 4   | 010-510-021   | R-3-30-SA     | 3.45         | 83                   | NW          | Y             | Y              |
| 5   | 182-180-021   | CSC           | 3.20         | 77                   | NE          | Y             | Y              |
| 6   | 044-041-096   | PD            | 2.75         | 66                   | SE          | Y             | Y              |
| 7   | 009-081-053   | R-3-30        | 1.97         | 47                   | NE          | Y             | Y              |
|   | 044-021-072 * | R-3-30        | 1.91         | 46                   | SE          | Y             | Y              |
| 8   | 044-021-019 * | R-3-30        | 1.38         | 33                   | SE          | Y             | Y              |
|   | 044-021-072 * | R-3-30        | 0.45         | 11                   | SE          | Y             | Y              |
|   | 038-141-035 * | R-3-30        | 1.85         | 44                   | SE          | Y             | Y              |
| 9   | 038-141-036 * | R-3-30        | 0.35         | 8                    | SE          | Y             | Y              |
|   | 038-141-008 * | R-3-30        | 0.34         | 8                    | SE          | Y             | Y              |
|   | 038-141-033 * | R-3-30        | 0.18         | 4                    | SE          | Y             | Y              |
| 10  | 036-091-055 * | R-3-30-SA     | 0.50         | 12                   | NW          | Y             | Y              |
|   | 036-091-005 * | R-3-30-SA     | 0.34         | 8                    | NW          | Y             | Y              |
| <b>MHD Zoned Total</b>  |               |               | <b>47.96</b> | <b>1,151</b>         |             |               |                |
| <b>Transit Village Medium (density assumption: 24 du/ac)</b>    |               |               |              |                      |             |               |                |
| 11  | 125-067-003   | TV-R          | 0.51         | 12                   | SW          | Y             | Y              |
|   | 125-121-002   | TV-R          | 0.40         | 10                   | SW          | Y             | Y              |
| 12  | 010-086-014   | TV-R-SA       | 0.50         | 12                   | NW          | Y             | Y              |
| 13  | 010-133-006   | TV-R-LIL      | 0.50         | 12                   | NW          | Y             | Y              |
| 14  | 125-122-009   | TV-R-SA       | 0.18         | 4                    | SW          | Y             | Y              |
|   | 125-122-003   | TV-R-SA       | 0.18         | 4                    | SW          | Y             | Y              |
| 15  | 125-121-016   | TV-R-SA       | 0.08         | 2                    | SW          | Y             | Y              |
| 16  | 125-122-008   | TV-R          | 0.03         | 1                    | SW          | Y             | Y              |
| <b>TVM Total</b>  |               |               | <b>2.39</b>  | <b>57</b>            |             |               |                |
| <b>Transit Village Mixed Use (density assumption: 40 du/ac)</b> |               |               |              |                      |             |               |                |
| 17  | 010-171-019   | TV-M-H-SA     | 3.46         | 139                  | NW          | Y             | Y              |
|   | 010-171-012   | TV-M-H-SA     | 0.70         | 28                   | NW          | Y             | Y              |
| 18  | 010-166-003   | TV-M-H-SA     | 2.19         | 87                   | NW          | Y             | Y              |
| 19  | 010-166-006   | TV-M-H-SA     | 0.80         | 32                   | NW          | Y             | Y              |
| 20  | 010-175-005   | CD-7          | 0.31         | 13                   | NW          | Y             | Y              |
| 21  | 010-074-006   | TV-M-H-SA     | 0.12         | 5                    | NW          | Y             | Y              |
| 22  | 010-171-014   | TV-M-H-SA     | 0.12         | 5                    | NW          | Y             | Y              |
| <b>TVMx Total</b>   |               |               | <b>7.70</b>  | <b>308</b>           |             |               |                |

Source: City of Santa Rosa Department of Community Development 2014

\*Parcel is adjacent to other sites available for development and there may be potential to utilize multiple parcels for a larger project.

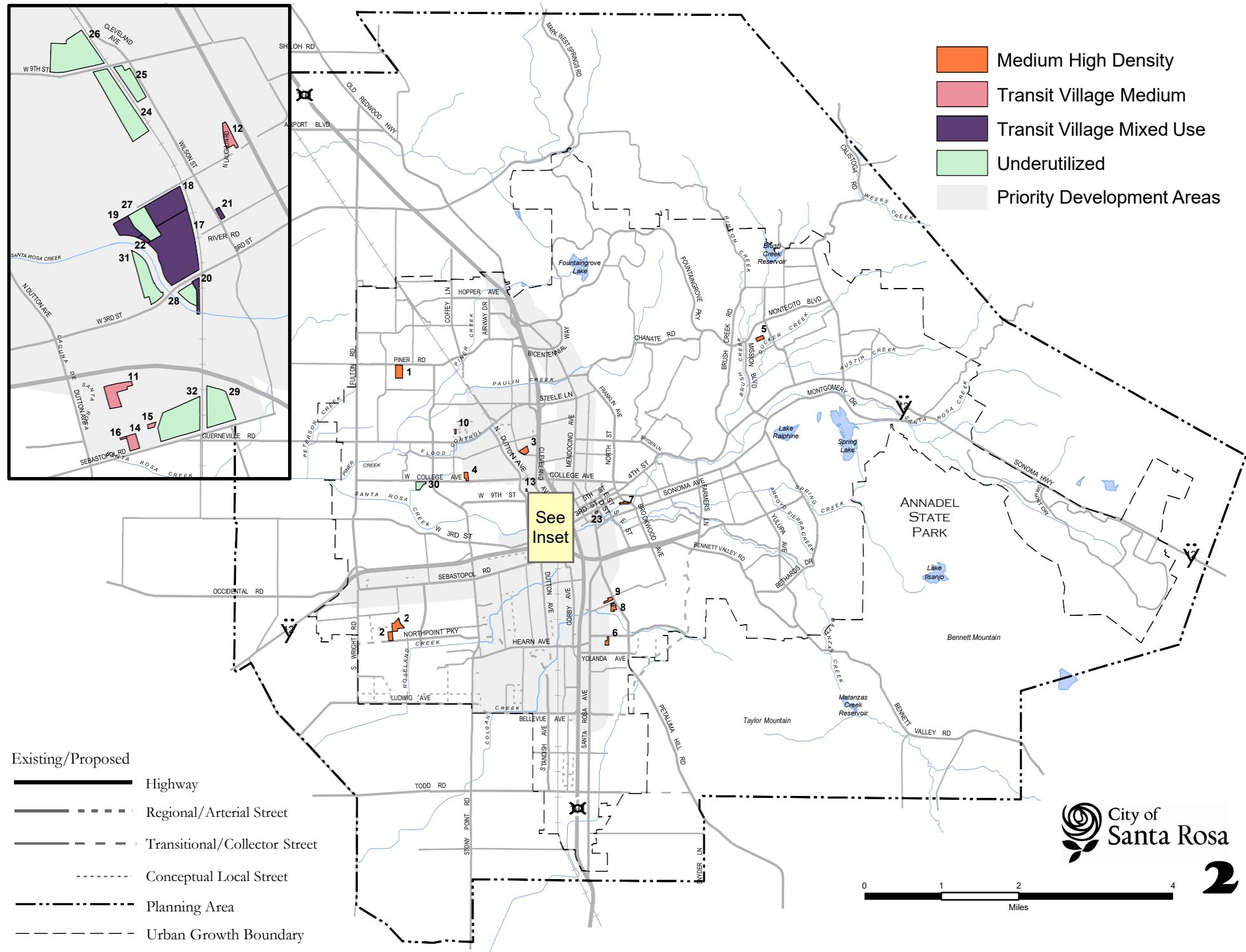
Sites designated Medium High Density, Transit Village Medium, and Transit Village Mixed Use are viewed as the most likely locations for new affordable housing development in Santa Rosa since these sites accommodate residential densities of 30 to 40 units per acre, with no upper limit in the Transit Village Mixed Use designation. While the Medium Density land use category includes a maximum density of 18 units per acre, lands with this designation have yielded most of the affordable housing projects in Santa Rosa since 2000.

Zoning to implement the Medium High Density, Transit Village Medium, and Transit Village Mixed Use land use designations include the R-3-30 and R-3-HD Multifamily Residential zoning districts for Medium High, the Transit Village-Residential zoning district for Transit Village Medium, and the Transit Village-Mixed zoning district for Transit Village Mixed Use. As discussed in the constraints analysis, the development standards are designed to facilitate high-density development.

In addition to sites with higher-density land use designations, there are 210 acres of undeveloped land designated Medium Density and 80 acres of undeveloped land designated Mixed Use (Retail & Business Services/Medium Density) in the city limits. Of this, 170 acres of Medium Density land and 35 acres of Retail & Business Services/Medium Density land are zoned consistently with the General Plan. The Medium Density range is 8 to 18 units per acre. These zoned sites are expected to yield 3,008 units. The City expects affordable housing to be developed on Medium Density sites consistent with past development activity but is not relying on these sites to meet the RHNA. Tables 4-40 through 4-52 in the appendix provide detail regarding these sites.

As illustrated in Table 4-36, lower-density sites in the city zoned consistently with the General Plan can accommodate 5,664 units on 1,405 acres. The lands designated Very Low Density, Low Density, Low Density/Open Space, and Medium Low Density can accommodate the moderate-and above moderate-income need of 3,134 units identified for Santa Rosa. Additionally, 866 acres in these land use categories are not currently zoned consistently with the General Plan, which could accommodate 1,968 units.

Figure 4-1: Land inventory Map



## **HOUSING**

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## **REALISTIC DEVELOPMENT CAPACITY**

The City considered land use policies and recent development trends to determine realistic development capacity. The Transit Village Mixed Use designation conservatively utilizes the designation's minimum density of 40 units per acre to determine a site's unit capacity, although it is expected that many sites will develop at higher densities due to their proximity to future rail stations. The midpoint of 24 units per acre was used to estimate unit yields of vacant Medium High Density sites, consistent with General Plan Policy LUL-F-2 that requires development in this designation to build at this level of density or higher.

Considering recent development trends, the average density for Low Density developments is 6.7 units per acre and the average for Medium Low Density is 10 units per acre. The average density in Medium Density developments is 14.6. These densities were utilized to determine the realistic capacity of sites in those designations. The City assumed 1 unit per acre for Very Low Density sites and 4 units per acre for Low Density/Open Space sites.

## **OTHER CONSIDERATIONS**

### ***Potential Density Increases***

The General Plan contains a policy that allows increases in density in some circumstances. Medium Density sites can be developed at up to 30 units per acre if at least 20 percent of units are affordable if the following criteria are met: (1) at least half the site is within one-quarter mile of a potential rail transit station, transit mall or transfer station, or community shopping center; (2) direct pedestrian access, to the extent feasible, from the development to the transit facility or community shopping center is provided; (3) development is not fenced or walled off from the surroundings; and (4) a high level of pedestrian and bicycle orientation, evidenced through Design Review, is provided. The 128-unit Olive Grove Apartment project took advantage of this policy to develop 76 very low-income, 50 low-income, and 2 unrestricted units at 28.4 units per acre. This policy is available to Medium Density sites meeting the above-noted criteria.

### ***Collaborative Development***

A unique affordable housing project has been approved in unincorporated Sonoma County. The Crossroads is located in Sonoma County's jurisdiction but within Santa Rosa's Urban Growth Boundary and will require City utilities. Both Sonoma County and the City of Santa Rosa committed funding to the project and intend to share, 50-50, credit toward each jurisdiction's Regional Housing Needs Allocation when the project is issued building permits. This example of a city-county-affordable housing developer partnership benefits the community and will provide an additional 39 units outside those included in Santa Rosa's adequate sites analysis.

## **HOUSING**

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### ***Priority Development Areas***

The Priority Development Area (PDA) designation is available to jurisdictions that are planning increased residential development around existing or planned transit. The Downtown Station Area, the Roseland Area (located southwest of downtown), and the North Station Plan Area were designated PDAs in 2007, 2011, and 2012, respectively. In addition, two Santa Rosa transportation corridors are Priority Development Areas: Sebastopol Road and Mendocino/Santa Rosa Avenue. New development with increased densities around these corridors will support use of bus transit. PDA designation enhances the City's eligibility for funding to implement the plans.

## **POTENTIAL CONSTRAINTS**

### ***Water and Sewer Service***

Sewer and water service are not considered constraints to housing development during the period, as outlined in the Constraints section of this element. All identified Medium High Density sites are within 300 feet of existing sewer and water lines and are therefore considered "served" in this analysis. The majority of sites designated Very Low Density, Low Density, and Medium Low Density are also considered served. The distance at which connection to the public sewer and water system can be required is 300 feet.

### ***Proximity to Transit***

Distance from transit service is not considered a constraint. All of the higher-density sites are within one-half mile of a CityBus transit stop. The majority of the lower-density sites are also proximate to transit with the exception of Very Low Density sites, which are often in hillside and more remote locations of the city, and Low Density/Open Space areas, which are located generally near the edge of the city where less development has occurred due to the presence of wetlands and natural resources.

### ***Endangered Species***

As discussed in the Natural Resources section, a majority of sites in the inventory are shown to be within the range of the California tiger salamander (CTS), an endangered species. When the listing of the salamander and its habitat were first made in 2003, a wide area including large parts of southwest, northwest, and southeast Santa Rosa was identified. Since the listing, there has been study and refinement of the CTS range, but no official mapping of the smaller area has been completed. The exact number of sites that might be affected by the salamander is unknown at this writing.

However, local agencies continue to address this issue and have developed the Santa Rosa Plain Conservation Strategy, more fully described in the Constraints section of this element. The strategy provides the biological framework for conservation of the endangered California tiger

salamander and four rare plant species found in conjunction with wetland habitat on the Santa Rosa Plain. It identifies conservation areas and mitigation requirements for development projects that will impact the habitat of these protected species. A series of mitigation banks have been established that have allowed development to continue in affected areas. Mitigation at ratios of 1:1, 2:1, or 3:1 are required based on the project's distance from the protected resources.

### ***Underutilized or Developed Sites***

To supplement the sites identified above, underutilized and developed sites that can develop at 30 units per acre or above are identified in Table 4-52 in the appendix. Four sites developed with single-family units are identified in Table 4-38 since they are designated Medium High Density. Development of these sites is discussed below.

**Downtown Station Area Specific Plan Sites.** The Downtown Station Area Specific Plan was adopted in October 2020. The intent of the Plan is to provide a lively, modern, regional hub and a prime destination for urban living, inclusive of a range of housing types, business, civic and social life. Approximately 7,000 new residential units are assumed in the Plan area. These new units are not reflected in the Housing Appendix tables and will be updated with the General Plan Update in process.

While vacant land represents about three percent of the total Downtown Station Area, there is a significant number of properties which are underutilized. Underutilized properties are those where the value of the land is worth more than the buildings and structures on it, giving the owner an incentive to redevelop with new uses that command higher rents or sale prices. City-owned parcels also present opportunities, particularly when located adjacent to vacant and underutilized land. Areas where vacant, underutilized, and City-owned properties are clustered present the best opportunities for redevelopment as they are locations that can accommodate significant physical change. Eight “Opportunity Areas” are identified within the Downtown Station Area, which include: Courthouse Square, Juilliard/Santa Rosa Avenue, Roberts Avenue, SMART Station area, North Railroad Square, Maxwell Court, and College Avenue. These Areas permit by-right multifamily housing and have no maximum residential densities.

**Other Sites.** The Sonoma County Water Agency moved its offices from its former site on West College Avenue and is pursuing redevelopment of the site for workforce housing, including some affordable housing units. This 7.46-acre site (Site 30), designated Medium High Density, could accommodate from 134 to 223 units. The Water Agency intends to redevelop this site within the planning period.

Three small sites, including four single-family dwellings, are included in the analysis since they are adjacent to two larger, mostly vacant parcels (one parcel has three single-family dwellings) designated Medium High Density (Site 8 – five parcels). All five parcels are owned by the same owner and total about 4.86 acres. In spring 2009, City staff met with an affordable housing developer that is anticipating acquiring the site, removing all the existing structures, and developing between 110 and 120 units. The single owner, the size of the site when including all the parcels, its location near shopping and transit, and the City’s rezoning of the site make it a good candidate for development in the planning period.

## **HOUSING**

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### ***Potential Constraints***

Downtown Station Area Specific Plan Sites. The Environmental Impact Report (EIR) for the Downtown Station Area Specific Plan provides the most recent information regarding potential development constraints in this area. Station area sites are served with water and sewer service, though some water main resizing may need to occur to ensure adequate fire flow. In the Sebastopol Road area, existing mains will likely need to be resized to accommodate new development. Most existing sewer pipe is anticipated to contain higher flows associated with new development.

The above analysis in the Constraints section regarding transit service and the California tiger salamander also applies to the sites in the Downtown Station Area Specific Plan and the other underutilized/developed sites.

The site at 1 Sebastopol Avenue is identified in the Downtown Station Area Specific Plan EIR as a site containing hazardous materials. Leaking underground tanks have been removed from the site and cleanup is ongoing for soil and water contamination. Other sites in the Downtown Station Plan area are not identified as having hazardous materials.

## 4-6      PUBLIC PARTICIPATION

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This Housing Element was prepared with public outreach and participation. The City held three community workshops and a housing and service provider roundtable discussion to seek housing solutions and solicit comments and recommendations regarding housing in Santa Rosa. The City also sought feedback through an online survey, attended two meetings of the North Bay Association of Realtors, and conducted consultations with Burbank Housing and the North Bay Regional Center.

In addition, the City held public hearings following HCD's review of the draft Housing Element. The Housing Element was recommended for adoption by the Planning Commission on June 12, 2014 and adopted by the City Council on July 29, 2014.

### COMMUNITY WORKSHOPS

The City held three workshops to obtain input from the community regarding housing needs, existing policies, and potential updates to the housing program for the new planning period. All of the workshops were held in the evening at Finley Community Center. Notices for the meetings were sent to stakeholder groups by e-mail and standard mail. In addition, notices were posted at City Hall and on the City's website. The meeting location was ADA accessible and served by public transit. Presentation materials were posted promptly to the City's website alongside contact information for City staff. Table 4-39 provides a partial list of groups notified of input opportunities and meetings.

## HOUSING

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**Table 4-39: Community Outreach Organization Contact List**

|  |   |
|--|---|
| Accountable Development Coalition                    | Arts Council of Sonoma County                           |
| Aston Avenue Neighbors and Property Owners           | Becoming Independent                                    |
| Black Chamber of Commerce                            | Boyde Street Cottages Homeowners Association            |
| Bridge Housing                                       | Building Industry Association of the Bay Area           |
| Burbank Housing Development Corporation              | California Human Development Corporation                |
| California Parenting Institute                       | CAPS Fair Housing of Sonoma County                      |
| Catholic Charities                                   | Community Housing Sonoma County                         |
| Community Action Partnership                         | Community Resources for Independence                    |
| Community Support Network                            | Concerned Citizens for Santa Rosa                       |
| Construction Coalition                               | Continuum of Care Group                                 |
| Drug Abuse Alternatives Center                       | Ecumenical Association for Housing                      |
| Eden Housing   | Episcopal Homes Foundation                              |
| Eritrean Community                                   | Face to Face  |
| Fair Housing of Sonoma County                        | Faith-Based Housing Coalitions                          |
| Federated Indians of Graton Rancheria                | Friends of SMART  |
| Habitat for Humanity Sonoma County                   | Hispanic Chamber of Commerce                            |
| Homebuilders Association                             | Housing Advocacy Group                                  |
| Housing Land Trust                                   | Interfaith Shelter Network                              |
| KBBF Bilingual Radio                                 | KRRS Radio La Maquina                                   |
| La Voz Newspaper                                     | Laguna Foundation                                       |
| LandPaths  | Las Rosas Local Business and Professional Women         |
| Leadership Institute for Ecology and the Economy     | League of Women Voters                                  |
| The Living Room                                      | Local Lending Institutions                              |
| Local Religious Institutions                         | Local Residential Builders                              |
| Lytton Band of Pomo Indians                          | MidPen Housing  |
| Napa Valley Community Housing                        | Neighborhood Alliance                                   |
| Nonprofit Housing Association of Northern California | North Bay Association of Realtors                       |
| North Bay Housing Coalition                          | North Bay Organizing Project                            |
| North Bay Regional Center                            | North Bay Veterans Resource Center                      |
| North Coast Builders' Exchange                       | North Coast Rental Housing Association                  |
| Northbay Family Homes                                | Oaks of Hebron  |
| Padres Unidos  | Petaluma Ecumenical Properties (PEP)                    |
| Petaluma People Services Center                      | Press Democrat  |
| R House  | Rebuilding Together                                     |
| Redwood Gospel Mission                               | Salvation Army - Santa Rosa Transitional Living Program |
| Santa Rosa Chamber of Commerce                       | Senior Advocacy Services                                |
| Social Advocates for Youth                           | Sonoma County Council on Aging                          |
| Sonoma County Department of Mental Health            | Sonoma County Faith-Based Coalition                     |
| Sonoma County Housing Coalition                      | Task Force on the Homeless                              |
| United Farmworkers                                   | Vineyard Workers' Service                               |
| Women's Recovery Services                            |   |

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**Workshop 1: October 23, 2013**

City staff and consultants presented an overview of the Housing Element update, initial demographic and housing market data, and the Regional Housing Needs Allocation (RHNA). Following the presentation, attendees were invited to participate in an open house-style activity designed to gather feedback on housing needs, programs, and services in Santa Rosa. The activity also encouraged attendees to provide additional comments and ideas regarding the Housing Element update. Meeting participants had opportunities to share suggestions and ask questions directly of the project team and City staff during this activity. Following is a summary of community input from this workshop.

Important housing-related services and services the City should support:

- Energy efficiency resources
- Farmworker housing
- Fair housing assistance
- Services for persons with physical or developmental disabilities

Barriers to a new or improved home:

- Affordability
- Investors driving up prices
- Price jump in the past year
- Homeowner/new buyer education
- Limits to energy efficiency improvements for historic properties
- Housing opportunities for the developmentally disabled

Other input and ideas:

- Transit-oriented development near SMART stations with affordable, mixed-use housing with child care facilities
- First-time homebuyer incentives
- Utilize vacant land slated for the Highway 12 extension for housing and bike paths/green space

## **HOUSING**

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### ***Workshop 2: December 4, 2013***

City staff and consultants presented an overview of Housing Element components and the update process, findings from the first workshop and the service provider roundtable, and an overview of actions taken to implement policies from the 2009 Housing Element. Attendees were provided with worksheets to note their perspective on progress in meeting the Housing Element goals and were engaged in a group discussion regarding the effectiveness of existing policies and their appropriateness for the new planning period. Following is a summary of input:

Housing needs:

- Intergenerational housing, particularly for immigrant families
- Services and housing for domestic violence victims and families considered high risk by Child Protective Services
- Section 8 opportunities – more landlords willing to accept tenants using vouchers
- Housing appropriate for families with children, including safe paths to schools and outdoor play spaces
- Micro-units and single-room occupancy units
- More opportunities for high-density housing

Potential constraints:

- The loss of redevelopment funds will have a big impact on the City's ability to provide financial support; additional support will be needed from the business community, community services, and schools

### ***Workshop 3: January 29, 2014***

City staff and consultants presented a summary of the draft Housing Element, including public outreach efforts, findings from the needs assessment, key implementation outcomes from the 2009 Housing Element, policies to eliminate and carry forward from the 2009 Housing Element, and proposed new policies. Between presentation sessions, attendees were engaged in guided discussions regarding housing needs, successful existing programs and resources, and ideas and vision for future housing opportunities. Following is a summary of input:

Which members of the population are most in need of housing and services?

- Very low- and low-income households, particularly teens, persons with special needs, families, single persons, and seniors

- Rental housing for many segments of the population, including young adults who are just starting life on their own
- Persons with special needs including the homeless, mentally ill, developmentally disabled, and former foster youth
- Affordable options for families such as workforce housing for the “lower middle class”

What housing solutions are working well (programs, developments, services)?

- Fee deferral assistance for affordable and market-rate housing developments
- Burbank Housing (although having difficulties now due to economic downturn and funding cutbacks)

What is your vision for housing in the city?

- Fee reductions for market-rate and affordable projects
- Get appropriate zoning in place in advance; ensure that zoning is realistic and in keeping with the character of the existing neighborhood (density is not too high or too low)
- Make it profitable for developers to create projects of any type
- Improved services for persons with special needs
- New and improved parks
- Temporary container housing on vacant lots with off-grid utilities
- Housing with better access to transit, focus on creating high-quality village areas around SMART stations including rental opportunities
- Improved walkability
- Higher-density downtown with commensurate green areas
- Revamp the City’s policies regarding financial assistance for affordable housing developments; allocate enough money for a single project to make the development feasible and allow developers to leverage funds, rather than offering lesser amounts each year to support multiple projects
- De-emphasize housing for moderate- and above moderate-income households (the market will take care of this)
- Address the need for market-rate housing

## **HOUSING**

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- Scattered site, mixed-income housing developments
- Ensure that affordable projects are built in all areas of the city, rather than concentrating them in one quadrant (would like to see more built on the east side)
- Infill housing with reduced parking requirements
- More single-room occupancy “hotels”
- Increase the amount of the Real Property Transfer Tax allocated to affordable housing

## **SERVICE PROVIDER ROUNDTABLE**

The City hosted a roundtable discussion for housing and housing-related service providers on November 6, 2013. The discussion was intended to provide an opportunity for housing and service professionals to engage with City staff during work hours and provide specific and technical information regarding their recent experiences and challenges.

The discussion was attended by representatives from Redwood Gospel Mission, Catholic Charities, TLC Child and Family Services, Buckelew Programs, Housing Land Trust of Sonoma County, Face 2 Face, and Sonoma County Continuum of Care.

The facilitated discussion focused on strengths, weaknesses/needs, opportunities, and threats. The group identified the following:

- **Strengths.** A number of highly regarded organizations currently offer housing and housing-related service in Santa Rosa and in other nearby communities. These organizations include Burbank Housing, Catholic Charities, and Buckelew Programs. Because Burbank Housing was mentioned by many attendees and a representative from Burbank was not able to attend the roundtable, the City engaged Burbank in an individual consultation to learn more about the organization’s current plans, issues, and ideas.

The group identified the Rosenberg and Tamayo Village facilities as examples of facilities that are working well. In addition, they noted rapid re-housing, Veterans Affairs Supportive Housing (VASH), THP Plus, and land trust homeownership as successful means of providing housing.

- **Weaknesses/Needs.** The group expressed that there is a strong need for affordable housing opportunities across a wide range of the population. They identified those with limited incomes including poor seniors, pre-elderly persons, underemployed persons, single persons, very low-income individuals and families, and teens and young moms. There is a continued need for homeless services, particularly for homeless young adults and those that are disabled, and a need for housing solutions that cater to the mentally ill, former foster youth, the post-prison population, and autistic girls.

- **Opportunities.** Potential opportunities and solutions to assist in meeting the identified needs include specific housing types such as permanent supportive housing, workforce housing, housing with targeted on-site support, housing located in proximity to transit, and housing developments that offer large family units; collaboration between organizations, the City, and other jurisdictions; increased funding support through fees generated from landlords and/or investors coupled with City fee reductions and assistance for special needs housing; identification of incentives to encourage landlords to accept tenants who receive HUD assistance; and potential funding and support that may result from the Affordable Care Act and Jobs and Housing Act.
- **Threats/Barriers.** There are a number of barriers to capitalizing on the opportunities and meeting the needs listed above. The current housing market is particularly challenging in that prices are high and vacancies are low. Housing and service providers lack adequate facilities to serve larger numbers of people, and opportunities to acquire new sites are limited due to high costs and a lack of funding.

## OTHER MEETINGS AND CONSULTATIONS

### *North Bay Association of Realtors Presentations: December 6 and 10, 2013*

City staff provided two presentations to members of the North Bay Association of Realtors, the first for a small group of 7 members on December 6 and the second at a member meeting attended by approximately 150 local Realtors on December 10. Staff provided an overview of the Housing Element and the update process, described findings from the needs assessments, reviewed policy implementation actions from the 2009 Housing Element, and encouraged attendees to participate in the online survey and attend the January workshop. Attendees suggested that impact fees may be a barrier to housing development in Santa Rosa.

### *Burbank Housing Consultation: December 4, 2013*

City staff and consultants met in person with Pascal Sisich, Director of Housing Development for Burbank Housing. Burbank has worked closely with the City to develop numerous affordable housing projects in Santa Rosa and has several projects pending. The purpose of the meeting was to discuss Burbank's perception of housing needs and opportunities in the community, identify successes and strengths in Burbank's working relationship with the City, and discuss any constraints that may be inhibiting potential new projects.

Mr. Sisich noted that there continues to be a high demand for affordable housing in Santa Rosa. The wait-list for Burbank Housing units in Santa Rosa contains over 1,600 households. Burbank is generally focused on providing family rental housing, but sees a continued need for housing for farmworkers, seniors, and veterans, and will often incorporate units to accommodate specific household types into larger family projects.

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The type of units developed is largely driven by the availability of financing. Funding new projects has become extremely difficult in recent years, and affordable developers are increasingly dependent on local subsidies.

Burbank has a positive relationship with the City and has not had any issues related to planning or land use policies. Zoning standards such as open space and parking have worked well for Burbank projects. The option to defer fees has been very helpful, as has permit fast-tracking. The fast-track process allowed Burbank to meet a series of potentially difficult funding deadlines for the recent Amorosa and Monte Vista projects. While current policies and standards do not inhibit new housing, Burbank would support any policy to reduce costs (such as a reduction of fees for affordable projects) and increase funding.

The ideal density range for garden-style apartments is 18 to 20 units per acre. Higher-density apartments are generally most feasible at 28 to 30 units per acre. Larger projects are generally better, allowing Burbank to spread costs across more units and provide on-site management and services. The “sweet spot” is 60 to 100 units in a single development.

### ***North Bay Regional Center Consultation: December 31, 2013***

City staff and the consultant met in person with representatives from the North Bay Regional Center to learn more about the center’s offerings and better understand the special housing needs of persons with developmental disabilities in the community. The center serves approximately 8,500 clients in the counties of Sonoma, Napa, and Solano. It offers a voluntary service to clients who become disabled before age 18 throughout their life span.

Representatives noted that children with developmental disabilities typically live at home (although group homes serve those with more severe needs) and many of their needs are met through school system programs. Adults have a greater need for assistance, and support provided may include housing, work programs, and day programs.

The center works with housing assistance providers such as the North Bay Housing Coalition and West Bay Housing Coalition, who interface directly with clients and families to identify appropriate housing. Finding homes can be very difficult and affordability is a major issue, as most clients have very limited incomes. The center and housing providers generally prefer smaller-scale, scattered site housing solutions in which clients can be a part of an existing neighborhood and community. Most housing is rental units and finding landlords who are willing to work with the center’s housing providers is problematic, particularly in the current housing market.

To facilitate housing opportunities for persons with developmental disabilities, cities can encourage greater accessibility to units (the center is supportive of universal design) and encourage greater housing opportunities in proximity to public transportation and services and amenities.

## ONLINE SURVEY

An online survey was available to the public via the City's website for approximately six weeks from November 20, 2013, to January 3, 2014. The City advertised the availability of the survey via Facebook, e-mail, and announcements at workshops, the service provider roundtable, consultations, and at the North Bay Association of Realtors presentation.

There were 65 survey responses. Among respondents, approximately 66 percent work in Santa Rosa, 17 percent were local business owners, 31 percent represented local community organizations, and 3 percent were developers. Approximately 75 percent of respondents currently live in a single-family home, and 80 percent selected single-family as the type of home they would like to live in. Approximately 16 percent currently live in an apartment or townhome, and 23 percent selected apartment or townhome as the housing type they would like to live in. Approximately 32 percent of respondents currently live in a home located within walking distance to services and amenities, and approximately 55 percent chose this as a desirable feature.

When asked what, if anything, stands between the respondent and a new or renovated home, the majority (approximately 56 percent) cited issues related to money, including the high cost of housing and the lack of affordable housing options.

Most respondents noted energy efficiency resources, age-in-place resources, and services for the disabled as those that were most important to them or their friends and family. Respondents most frequently selected emergency shelters/homeless services, energy efficiency resources, and services for the disabled as services that the City should support.

Additional comments:

- Santa Rosa needs affordable housing integrated with market-rate housing; avoid concentrating affordable housing and services in certain areas, particularly the downtown
- The rental market is particularly difficult right now—low vacancies and high costs; there is a need for more rental units; consider rent controls/caps on increases
- Encourage unique housing types such as eco-villages, co-housing, and live/work spaces for artists
- Middle-income families are being forced out of the city due to the lack of affordability
- Focus on rehabilitating and maintaining the existing housing stock; increase code enforcement and encourage energy efficiency improvements, particularly in multifamily developments
- Provide more homeownership assistance programs

## **HOUSING**

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- Need additional support and assistance for the homeless, particularly a temporary winter shelter; focus on providing permanent homes for the homeless, rather than temporary shelters
- There is a need for additional single-room occupancy units or one-bedroom units for disabled persons and single persons on fixed incomes
- Support mixed-use, live/work high-density development near the SMART rail station areas

## **PUBLIC HEARINGS**

Following receipt of a letter of conditional compliance from HCD, the City held public hearings to present the draft as well as recommended revisions to the Planning Commission and City Council for review and adoption. Hearings were advertised in the newspaper and on the City's website. In addition, City staff notified all parties that had expressed interest in the Housing Element update and/or participated in any previous event.

The Planning Commission unanimously recommended the draft Housing Element (as well as drafted revisions) for adoption at a public hearing on June 12, 2014. The City Council unanimously adopted the Housing Element, with revisions as presented, at a public hearing on July 29, 2014.

## 4-7 HOUSING ACCOMPLISHMENTS

Table 4-53, in the appendix to this element, outlines the City's accomplishments in implementing Housing Element programs since 2007. Accomplishments are quantified where appropriate.

As illustrated by this table, the City of Santa Rosa has made a diligent, consistent effort to implement Housing Element policies. Significant progress has been made in implementing housing policies and in providing assistance for the preservation, rehabilitation, and development of affordable housing for lower-income and/or special needs households. Because of their effectiveness, many of these policies remain in this Housing Element.

For analysis of the effectiveness and appropriateness of these policies, the main goal is reviewed. Quantification of each policy implementing the goal is included in Table 4-53.

*Goal H-A: Meet the housing needs of all Santa Rosa residents.*

The policies to implement this goal have been effective in that the Zoning Code was revised following adoption of the General Plan to implement its policies, additional higher-density land was designated through General Plan amendments approved during the Housing Element period, and conservation and rehabilitation of the city's housing stock has continued. The City maintained adequate sites to accommodate housing development at a wide range of densities and rezoned additional sites zoned for higher-density housing. The Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan, both adopted during the planning period, provide land use and policy direction for higher-density, transit-oriented development near the planned Sonoma-Marin Area Rail Transit (SMART) stations. This goal has been retained in the element, and most of these policies are deemed appropriate and have been revised and included as well.

*Goal H-B: Maintain and rehabilitate, as needed, the existing affordable housing supply within Santa Rosa.*

The policies to implement this goal have been effective in that numerous units have been rehabilitated during the planning period. The City worked proactively to promote and assist with the maintenance and preservation of existing housing units through programs such as the Neighborhood Revitalization Program, Housing Quality Standard Code compliance through the Section 8 Rental Assistance Program, and redevelopment tax increment funds (prior to the dissolution of the Redevelopment Agency) and mortgage revenue bonds. In addition, the City monitored and worked to preserve units at risk of converting to market-rate rents in three



*Amorosa Village, completed in 2010, provides 150 affordable homes for individuals and families.*

## **HOUSING**

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affordable housing developments. The goal has been retained, as are a number of the policies. However, some policies have been removed or revised to reflect the lack of funding available to support the Mobile Home Repair Loan Program and Housing Rehabilitation Conservation Program.

*Goal H-C: Expand the supply of housing available to lower-income households.*

The policies to implement this goal have been effective. Through the Housing Allocation Plan (HAP), Santa Rosa Housing Trust, long-range planning, and collaboration with affordable housing developers, the City issued permits for 706 lower-income residences from 2007 to 2012. This figure includes both units that are deed restricted for affordability to households within a certain income category, and unrestricted units that were determined to be affordable based on a review of rents and sales prices in comparison to affordability. Among these units, 456 were deed-restricted for long-term affordability. Restricted units were provided on-site under HAP requirements, and the City provided funding assistance through HAP fees, CDBG and HOME funds, redevelopment low/moderate funds (prior to the dissolution of the Redevelopment Agency), and real property transfer taxes. A commercial linkage fee was not adopted because the City Council did not find that it was the best direction for the community at that time. Goal H-C-1 remains appropriate and has been retained in this element, as have several of the policies.

*Goal H-D: Provide housing for households with special needs.*

The policies to implement this goal have been effective in that the City adopted several Zoning Code amendments to better facilitate the development of housing appropriate for persons with special needs. The code was amended to allow emergency shelters by right (without a discretionary use permit) in the General Commercial zone, allow supportive and transitional housing as residential uses, and update the density bonus ordinance. In addition, the City continued to fund and support services and facilities to serve the homeless population. Goal H-D-1 remains appropriate and has been retained in this element, as have many of the policies.

*Goal H-E: Promote equal access to housing.*

The policies to implement this goal have been effective in that the City continued to fund Fair Housing of Sonoma County and Petaluma People Services Center to ensure equal access to housing. Petaluma People Services Center has been proactive in providing information, assistance, and referral services. Goal H-E-1 and the policies supporting equal access to housing are appropriate and retained in this element.

*Goal H-F: Remove constraints to very low- and low-income housing production.*

The policies to implement this goal have been effective. Whenever appropriate and feasible, the City implemented policies to mitigate potential governmental constraints to housing development and facilitate the construction of new affordable housing units. The City provided expedited review and processing for affordable housing development projects, including fast-

tracked application processing and deferred development fees. Goal H-F-1 remains relevant and has been retained in this Housing Element, as have most of the supporting policies.

*Goal H-G: Develop and rehabilitate energy-efficient residential units.*

The City took significant steps to improve energy efficiency in new and existing residential units through the adoption of CALGreen Tier 1 standards and a Climate Action Plan. CALGreen standards apply to all new residential (and nonresidential) buildings. The standards call for efficient building design and the use of conservation technologies. The Climate Action Plan identifies methods to retrofit existing buildings to improve energy efficiency. The existing policies are appropriate and are retained in this element.

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### **4-8 GOALS AND POLICIES**

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The following goals and policies represent the City's housing program for the 2015 to 2023 period. The program includes goals, which are guides to specific actions. Policies are the specific actions, and following each is a target date for completing the action along with the entity responsible. Where applicable, funding sources are identified. The Departments of Community Development and Economic Development and Housing are primarily responsible for implementing the housing program. In the case of ordinance amendments, stakeholder participation will be sought in the process to ensure public input.

**H-A      *Meet the housing needs of all Santa Rosa residents.***

- H-A-1    Ensure adequate sites are available for development of a variety of housing types for all income levels, throughout the City, such as single- and multifamily units, mobile homes, transitional housing, and homeless shelters.

Time Frame: Ongoing, review annually

Entity: Department of Community Development

- H-A-2    Pursue the goal of meeting Santa Rosa's housing needs through increased densities, when compatible with existing neighborhoods. Development of existing and new higher-density sites must be designed in context with existing, surrounding neighborhoods. The number of affordable units permitted each year and the adequacy of higher-density sites shall be reported as part of the General Plan Annual Review report.

Time Frame: Ongoing

Entity: Department of Community Development

- H-A-3    Promote conservation and rehabilitation of the existing housing stock and discourage intrusion of incompatible uses into residential neighborhoods which would erode the character of established neighborhoods or lead to use conflicts.

Time Frame: Ongoing

Entity: Department of Community Development

- H-A-4    Meet and confer with Sonoma County Planning staff on a regular basis to address housing needs of lower-income and special needs groups and to coordinate regarding issues including infrastructure, zoning and land use, annexations, community acceptance strategies, homeless shelters, farmworkers, persons with disabilities, environmental issues, funding, and impact fees.

Time Frame: Annually or as needed

Entity: Department of Community Development

- H-A-5      Improve community acceptance of higher-density housing through community-based outreach, recognition of existing livable neighborhoods, and assurance of well-designed high-density projects.

Time Frame: 2018

Entity: Department of Community Development

## AFFORDABLE HOUSING

- H-B**      *Maintain and rehabilitate, as needed, the existing affordable housing supply.*

- H-B-1      Rehabilitate 500 housing units annually through City sponsored programs, focusing on very low- and low-income beneficiaries. Utilize the Neighborhood Revitalization and Housing Quality Standard Code Compliance Program of the Section 8 Rental Assistance Program, which, through code compliance, improves the health and safety of local rental units. Pursue funding to reinstate and utilize the Housing Rehabilitation and Conservation Program (HRCP) and Mobile Home Repair Loan Program.

Time Frame: Ongoing

Entity: Department of Economic Development and Housing

Funding: HOME and Community Development Block Grant, Housing Authority Reserves

*In the past, the City has also utilized the HRCP and Mobile Home Repair Loan Program to assist with the rehabilitation of housing in the city. The HRCP targets very low- and low-income owner-occupied units and certain investor-owned projects providing affordable rental units. The Mobile Home Repair Loan Program provides low interest loans to very low- and low-income mobile home renters for necessary repairs. Due to a lack of funding, these programs have been suspended as of this writing in 2014. The City will pursue funding opportunities and reinstate these programs should funding become available.*

- H-B-2      Encourage the preservation of mobile home parks consistent with state law.

Time Frame: Ongoing

Entities: Departments of Community Development and Economic Development and Housing

## **HOUSING**

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H-B-3      Retain federal, state, and locally subsidized affordable units that may be lost through contract termination. Utilize the following techniques:

- Continue to monitor (i.e., at least biannually) at-risk units and ensure property owners comply with noticing requirements.
- Work with property owners to maintain the projects for lower incomes.
- Work with nonprofit housing providers to purchase and operate projects at risk of converting to market rate, including providing technical assistance resources and funding application support.
- Investigate the use of revenue sources such as CDBG, HUD 202, and Section 8 project-based vouchers.
- Work with tenants of at-risk units to provide them with education regarding tenant rights and conversion procedures. The City will also provide tenants in at-risk projects information regarding Section 8 rent subsidies through the Housing Authority and other affordable housing opportunities in the city.

Time Frame: Biannually, and as needed

Entity: Department of Economic Development and Housing

H-B-4      Continue improving living conditions in the city's neighborhoods through active code enforcement and the Neighborhood Revitalization Program.

Time Frame: Ongoing

Entities: Departments of Community Development, Economic Development and Housing, Police, Fire, City Attorney, Recreation and Parks

Funding: City General Fund, state grants

H-B-5      Revise the Condominium Conversion Ordinance to preserve rental apartments from conversion to ownership units.

Time Frame: 2018

Entity: Department of Community Development

H-B-6      Administer the federal Section 8 Housing Choice Voucher rental assistance program.

Time Frame: Ongoing

Entity: Department of Economic Development and Housing

H-B-7 Continue to designate a portion of the Real Property Transfer Tax, through annual budget appropriations, to affordable housing programs. Consider increasing the portion of the tax designated for affordable housing and utilize these additional funds to assist with the development of affordable units.

Time Frame: Annually through budget appropriations; consider an increase in the percentage by 2015

Entity: Departments of Community Development and Economic Development and Housing

H-B-810 Review and document the performance of affordable housing programs annually. Report the number of affordable units developed from various funding sources, the number and income levels of households assisted through various programs, and the number of existing homes sold at affordable prices.

Time Frame: Annually, 2015 through 2023

Entities: Departments of Community Development and Economic Development and Housing

***H-C Expand the supply of housing available to lower-income households.***

H-C-1 Implement the Housing Allocation Plan to increase the number of affordable units in Santa Rosa, through collection of Housing Impact Fees. Utilize fees generated for the development of housing units affordable to extremely low-, very low-, and low-income households.

Time Frame: Ongoing, as development proposals are received

Entity: Department of Community Development

H-C-2 Consider a Commercial Linkage/Workforce Housing Fee for nonresidential development to increase funds available for the development of housing units affordable to very low- and low-income households.

Time Frame: 2016

Entity: Department of Community Development

H-C-3 Require projects requesting residential General Plan amendments to rezone for General Plan consistency.

Time Frame: Ongoing as projects are proposed

Entity: Department of Community Development

## **HOUSING**

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H-C-4 Utilize the Santa Rosa Housing Trust to maximize and leverage available federal, state, and local funding to assist in the development of affordable housing, the preservation and rehabilitation of low-income housing, the development and maintenance of homeless shelters, and the acquisition and development of facilities for the physically and developmentally disabled.

Time Frame: Ongoing, allocate funds annually and as affordable projects are proposed

Entity: Department of Economic Development and Housing

H-C-5 Continue to provide funding for affordable housing projects, particularly if a portion of the project units are targeted to extremely low-income households.

Time Frame: Annually

Entity: Department of Economic Development and Housing

H-C-6 Facilitate higher-density and affordable housing development in Priority Development Areas (PDA), which include sites located near the rail transit corridor and on regional/arterial streets for convenient access to bus and rail transit. Implement existing PDA specific plans—the Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan—and develop new plans, such as the Roseland Specific Plan, to encourage the development of homes that have access to services and amenities.

Time Frame: Ongoing

Entities: Department of Community Development

*This General Plan designates many higher-density sites along regional/arterial streets and the rail corridor to provide residents easy access to existing and future planned transit. Land use designations within the Priority Development Areas are the highest densities in the city, designated to be transit supportive, to improve connectivity, and to create walkable, livable environments.*

H-C-7 Promote the development of second units. Discuss this option with residential developers during initial development application meetings.

Time Frame: Ongoing

Entity: Department of Community Development

H-C-8 Support affordable housing sponsors by continuing to provide funds to subsidize the production of affordable housing.

Time Frame: Annually

Entity: Department of Economic Development and Housing

- H-C-9     Participate in tax credit and mortgage revenue bond programs that provide tax-exempt, low-cost financing to developers of projects making a portion of the units affordable.

Time Frame: Ongoing

Entity: Department of Economic Development and Housing

- H-C-10    Aggressively participate in available federal, state, and private nonprofit programs for the provision of affordable housing.

Time Frame: Annually

Entity: Department of Economic Development and Housing

- H-C-11    Continue participation in the Mortgage Credit Certificate program to assist lower-income and/or first-time homebuyers in purchasing new homes.

Time Frame: Ongoing

Entity: Department of Economic Development and Housing

- H-C-12    Investigate development of a Community Land Trust program for Santa Rosa to determine its feasibility and affordable housing production possibilities.

Time Frame: 2018

Entities: Departments of Community Development and Economic Development and Housing

- H-C-13    Encourage the development of units with three or more bedrooms in affordable housing projects.

Time Frame: Ongoing

Entity: Department of Community Development

- H-C-14    Monitor and support state and regional efforts to establish a permanent dedicated revenue source for affordable housing development.

Time Frame: Ongoing

## **HOUSING**

Entities: Departments of Community Development and Economic Development and Housing

- H-C-15 Encourage new affordable housing development to provide amenities for residents, such as on-site recreational facilities, children's programs (day care or after-school care), and community meeting spaces.



*High density development projects should include play spaces for children, as shown above at Amorosa Village.*

Time Frame: Ongoing as projects are proposed

Entities: Departments of Community Development and Economic Development and Housing

- H-C-16 Evaluate, and consider action as appropriate, the use of "boomerang" funds, an allocation of increased property tax from former redevelopment project areas, for affordable housing projects and programs.

Time Frame: 2016

Entities: Departments of Community Development and Economic Development and Housing

- H-C-17 Evaluate reinstatement of zoning code provisions exempting sites designated Medium Density Residential and Medium High Density Residential from rezoning when affordable housing is proposed.

Time Frame: 2015

Entities: Department of Community Development

## **SPECIAL NEEDS GROUPS**

- H-D Provide housing for households with special needs.***

- H-D-1 Continue existing programs for persons with special needs, including disabled persons, developmentally disabled persons, elderly, homeless, large families, single-parent households, and farmworkers. Programs include the Section 8 Housing Choice Voucher Rental Assistance Program and funding for services and organizations through the use of Community Development Block Grant and HOME funds. When funding is available, serve households with special needs through the Housing

Rehabilitation and Conservation Program and the Community Housing Development Organization (CHDO).

Time Frame: Program administration ongoing; allocate funding annually

Entity: Department of Economic Development and Housing

Funding: Department of Housing and Urban Development (HUD), Community Development Block Grants, HOME

- H-D-2 Ensure that new units are appropriate for households with special needs by conditioning new multifamily construction to meet federal and state requirements for accessibility and/or adaptability for disabled persons.

Time Frame: Ongoing

Entity: Department of Community Development

- H-D-3 Evaluate issues of “visitability” in residential building design and develop a program for implementation of appropriate policies and/or standards.

Time Frame: 2016

Entity: Department of Community Development

- H-D-4 Investigate and promote incorporation of universal design features in new residential construction by developing an ordinance based on the state’s voluntary model ordinance.

Time Frame: 2016

Entity: Department of Community Development

- H-D-5 Encourage special housing arrangements, including shared and congregate housing and single-room occupancy facilities (SROs), by helping sponsors obtain federal and state funds. Commit City funds (to the extent such funds are available for the purpose in light of competing housing objectives) to help nonprofit developers of such housing types.

Time Frame: Ongoing upon request by developers

Entity: Department of Economic Development and Housing

- H-D-6 Encourage the development of single-room occupancy facilities, consistent with the Single Room Occupancy Ordinance.

## **HOUSING**

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Time Frame: Ongoing

Entity: Department of Community Development

- H-D-7     Support the development of rental housing for seasonal and permanent farmworkers.

Time Frame: Ongoing

Entities: Departments of Community Development and Economic Development and Housing

*The City will continue to encourage inclusion of units for farmworkers in new affordable housing projects and will provide consultation assistance and support in the state funding application process to affordable housing developers providing farmworker units.*

- H-D-8     Provide funding to groups providing shelter and other services to the homeless.

Time Frame: Ongoing

Entity: Department of Economic Development and Housing

- H-D-9     Support programs that address long-term solutions to homelessness, including job training and placement, and that provide other supportive services.

Time Frame: Ongoing

Entity: Department of Economic Development and Housing

- H-D-10    Explore new models for providing temporary housing solutions in response to emerging needs and emergency situations. Support innovative pilot programs and initiatives.

Time Frame: Ongoing

Entities: Departments of Community Development and Economic Development and Housing

- H-D-11    Encourage the development of affordable housing for the elderly, particularly for those in need of assisted and skilled nursing care. Continue to provide funding and offer incentives such as density bonuses, reduced parking requirements, design flexibility, and deferred development fees.

Time Frame: Ongoing

Entity: Department of Community Development

- H-D-12 Encourage the provision of affordable housing for young adults, particularly former foster youth and young mothers, through planning consultations, streamlined permit processing, and funding assistance.

Time Frame: Ongoing

Entities: Departments of Community Development Economic Development and Housing

- H-D-13 Stay apprised of the potential closing of the Sonoma Developmental Center. Coordinate with the North Bay Regional Center, other local jurisdictions, and housing and service providers, as appropriate, to provide support and assistance with the relocation of former residents.

Time Frame: Monitor annually or as information becomes available; provide support and assistance as needed

Entities: Departments of Community Development and Economic Development and Housing

***H-E Promote equal access to housing.***

- H-E-1 Eliminate discrimination in housing opportunities in Santa Rosa and ensure that access to housing will not be denied on the basis of race, ethnic or national origin, religion, marital status, sexual orientation, age, or disability. As an exception, mobile home parks and other developments designed specifically for seniors or the disabled will be permitted to exclude children as permanent residents.

Time Frame: Ongoing

Entity: Department of Economic Development and Housing

- H-E-2 Continue to fund and support Petaluma People Services Center, which serves as the City's equal opportunity housing agency.

Time Frame: Ongoing

Entity: Department of Economic Development and Housing

*Petaluma People Services Center provides a number of services including mediation and resolution of tenant/landlord disputes, helping tenants complete state and federal complaint forms, and providing outreach services. Fair housing information is disseminated in a variety of ways. Petaluma People Services Center prints brochures that it provides to the City of Santa Rosa for distribution to every Section 8 client and to others in need of this information. Brochures are also provided to local service*

## **HOUSING**

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*providers such as Becoming Independent and Disability Services and Legal Center. In the 2012/2013 fiscal year, Petaluma People Services Center provided information regarding fair housing and landlord-tenant laws and practices to 1,228 Santa Rosa households. Countywide, the center fielded 2,872 phone calls, conducted 198 meetings, handled 14 fair housing complaints, and conducted 54 training sessions and 109 presentations.*

- H-E-3 Amend the definition of “family” in the Santa Rosa Zoning Code to be more consistent with State standards.

Time Frame: 2015

Entity: Department of Community Development

## **GOVERNMENTAL CONSTRAINTS**

- H-F Remove constraints to very low- and low-income housing production.**

- H-F-1 Ensure that residential projects are heard by the first decision-making board, within a period not to exceed 120 days of receipt of a complete application for development approval.

Time Frame: Ongoing

Entity: Department of Community Development

- H-F-2 Fast track all development projects that fully comprise units affordable to extremely low-, very low-, and low-income households with long-term affordability restrictions. Utilize a fast track schedule mutually acceptable to the project applicant and the City.

Time Frame: Ongoing

Entity: Department of Community Development

- H-F-3 Defer payment of development impact fees for affordable units until permanent financing is available.

Time Frame: Ongoing

Entity: Department of Community Development

- H-F-4 Continue to implement the City’s Density Bonus Ordinance, consistent with state law.

Time Frame: Ongoing, as development applications are received

Entity: Department of Community Development

- H-F-5 Utilize the design review checklist to expedite affordable housing developments through the Design Review process.

Time Frame: Ongoing

Entity: Department of Community Development

- H-F-6 Ensure that regulations contained in the Santa Rosa Zoning Code provide development standards, parking requirements, and use allowances which facilitate the development of housing for all income groups.

Time Frame: Ongoing

Entity: Department of Community Development

- H-F-7 Continue to participate in regional conservation efforts regarding sensitive habitat and endangered species to ensure that mitigation opportunities are available to maintain adequate sites at appropriate densities to accommodate Santa Rosa's Regional Housing Needs Allocation.

Time Frame: Ongoing

Entity: Department of Community Development

## ENERGY EFFICIENCY



**H-G** *Develop energy-efficient residential units and rehabilitate existing units to reduce energy consumption*



H-G-1 Maximize energy efficiency in residential areas. Utilize the following techniques:

- Implement CALGreen Tier 1 standards.
- Fund energy conservation through the Housing Authority's rehabilitation loans.
- Promote home improvement strategies for energy efficiency.
- Promote energy efficiency improvements that are sensitive to the historic significance of the residential structure.
- Consider a program that would require energy efficiency improvements when a residential structure undergoes transfer of title or major renovation.

## **HOUSING**

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- Promote the Sonoma County Energy Independence Program, which funds energy and water conservation improvements.
- Consider a program that requires energy audits and cost-effective energy upgrades for existing residential structures.

Time Frame: CALGreen Tier 1 standards: daily through building permit review; energy conservation: annually through budget process; efficiency strategies and audit program: 2017

Entities: Departments of Community Development and Economic Development and Housing



H-G-2 Require, as allowed by CALGreen Tier 1 standards, energy efficiency through site planning and building design by assisting residential developers in identifying energy conservation and efficiency measures appropriate to the Santa Rosa area. Utilize the following possible techniques:

- Use of site daylight
- Solar orientation
- Cool roofs and pavement
- Window design and insulation
- Solar water heaters
- Solar heating of swimming pools
- Use of sustainable practices and materials
- Use of building materials that use fewer resources (water, electricity)
- Energy and water use reductions
- Use of trees for summertime shading
- Bicycle and pedestrian connections
- Mixed land uses to reduce vehicle trips

Time Frame: Ongoing

Entity: Department of Community Development



H-G-3 Promote energy efficiency in the provision and use of water in all residential developments.

Time Frame: Ongoing

Entity: Department of Community Development

 H-G-4 Reduce the amount of water used, encourage the use of recycled water for landscaping where available, and require compliance with the City's Water Efficient Landscape Ordinance.

Time Frame: Ongoing

Entity: Department of Community Development

 H-G-5 Continue to require the use of fuel-efficient heating and cooling equipment and other appliances, in accordance with CALGreen Tier 1 standards.

Time Frame: Ongoing

Entity: Department of Community Development

 H-G-6 Seek opportunities to reinstate the Housing Authority's rehabilitation loan program to improve residential energy conservation and develop programs to assist low-income households and rental properties in meeting weatherization and energy conservation and preservation needs.

Time Frame: Ongoing

Entity: Department of Economic Development and Housing

 H-G-7 Work with organizations specializing in green building measures to develop public-private partnerships supporting energy efficiency retrofit programs for existing residential structures.

Time Frame: Ongoing

Entity: Department of Community Development

 H-G-8 Increase local energy awareness.

Time Frame: Ongoing

Entities: Departments of Community Development and Economic Development and Housing

## **HOUSING**

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*The City's website provides tips on what citizens can do to reduce greenhouse gas emissions, including saving energy. The website also includes information regarding the City's green building program.*

## 4

## HOUSING APPENDIX

**Table 4-40: Very Low Density (zoned)**

| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 173-770-004 | PD            | 54.97        | 55                   | NE          | Y            | N             | N              |
| 031-133-018 | RR-40         | 38.15        | 38                   | SE          | Y            | Y             | Y              |
| 157-020-001 | RR-40         | 15.61        | 16                   | NW          | Y            | N             | Y              |
| 173-070-001 | RR-20         | 15.40        | 15                   | NE          | Y            | Y             | Y              |
| 173-180-020 | RR-20         | 10.85        | 11                   | NE          | Y            | Y             | Y              |
| 153-290-003 | RR-40         | 10.58        | 11                   | NE          | Y            | Y             | N              |
| 153-230-001 | RR-40         | 10.42        | 10                   | NE          | Y            | Y             | N              |
| 173-400-004 | RR-40         | 10.23        | 10                   | NE          | Y            | Y             | N              |
| 173-370-005 | RR-20         | 9.96         | 10                   | NE          | Y            | Y             | Y              |
| 173-370-015 | RR-40         | 9.93         | 10                   | NE          | Y            | Y             | N              |
| 182-020-017 | RR-20         | 9.81         | 10                   | NE          | Y            | Y             | Y              |
| 031-090-050 | RR-40-SR      | 7.93         | 8                    | SE          | Y            | Y             | Y              |
| 013-331-087 | RR-40         | 7.07         | 7                    | SE          | Y            | Y             | Y              |
| 031-090-040 | RR-40-SR      | 6.91         | 7                    | SE          | Y            | Y             | Y              |
| 031-050-064 | PD            | 5.91         | 6                    | SE          | Y            | Y             | Y              |
| 031-101-026 | RR-40-SR      | 5.84         | 6                    | NE          | Y            | Y             | N              |
| 044-460-071 | PD            | 5.76         | 6                    | SE          | Y            | N             | N              |
| 031-050-067 | PD            | 5.71         | 6                    | SE          | Y            | Y             | Y              |
| 173-760-040 | PD            | 5.51         | 6                    | NE          | Y            | Y             | N              |
| 173-760-039 | PD            | 5.23         | 5                    | NE          | Y            | Y             | N              |
| 173-760-038 | PD            | 5.19         | 5                    | NE          | Y            | Y             | N              |
| 173-530-004 | PD            | 4.67         | 5                    | NE          | Y            | Y             | N              |
| 031-090-008 | RR-40         | 4.59         | 5                    | SE          | Y            | Y             | N              |
| 173-400-005 | RR-40         | 4.48         | 4                    | NE          | Y            | Y             | N              |
| 173-400-019 | RR-40         | 4.46         | 4                    | NE          | Y            | Y             | N              |
| 153-230-002 | RR-40         | 4.36         | 4                    | NE          | Y            | Y             | N              |
| 173-300-013 | RR-40         | 4.22         | 4                    | NE          | Y            | Y             | Y              |
| 173-810-010 | PD            | 4.06         | 4                    | NE          | Y            | Y             | N              |
| 029-280-003 | RR-20         | 4.04         | 4                    | NE          | Y            | N             | N              |
| 173-810-009 | PD            | 3.85         | 4                    | NE          | Y            | Y             | N              |
| 036-091-066 | RR-40         | 3.74         | 4                    | NW          | Y            | N             | Y              |
| 031-050-069 | PD            | 3.71         | 4                    | SE          | Y            | Y             | Y              |
| 031-050-068 | PD            | 3.54         | 4                    | SE          | Y            | Y             | Y              |
| 173-380-004 | RR-40         | 3.49         | 3                    | NE          | Y            | Y             | N              |
| 049-430-020 | RR-20         | 3.48         | 3                    | SE          | Y            | Y             | N              |
| 173-790-008 | RR-40         | 3.47         | 3                    | NE          | Y            | Y             | N              |

## HOUSING

| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 031-050-066 | PD            | 3.46         | 3                    | SE          | Y            | N             | Y              |
| 031-050-063 | PD            | 3.44         | 3                    | SE          | Y            | Y             | Y              |
| 013-331-072 | RR-20         | 3.39         | 3                    | SE          | Y            | Y             | Y              |
| 173-790-006 | RR-40         | 3.27         | 3                    | NE          | Y            | Y             | N              |
| 173-370-006 | RR-20         | 3.25         | 3                    | NE          | Y            | Y             | Y              |
| 181-360-001 | R-1-15-SR     | 3.04         | 3                    | NE          | Y            | Y             | N              |
| 173-800-001 | PD            | 3.02         | 3                    | NE          | Y            | Y             | N              |
| 031-080-034 | PD            | 3.01         | 3                    | SE          | Y            | Y             | N              |
| 153-290-004 | RR-40         | 2.99         | 3                    | NE          | Y            | Y             | N              |
| 173-820-023 | PD            | 2.92         | 3                    | NE          | Y            | Y             | N              |
| 029-270-010 | RR-20         | 2.90         | 3                    | NE          | Y            | N             | Y              |
| 153-290-005 | RR-40         | 2.88         | 3                    | NE          | Y            | Y             | N              |
| 157-010-003 | RR-20         | 2.86         | 3                    | NW          | Y            | Y             | Y              |
| 173-260-020 | RR-40         | 2.74         | 3                    | NE          | Y            | Y             | N              |
| 013-331-084 | RR-40         | 2.71         | 3                    | SE          | Y            | Y             | N              |
| 181-480-015 | RR-40         | 2.63         | 3                    | NE          | Y            | Y             | Y              |
| 049-430-017 | RR-20         | 2.59         | 3                    | SE          | Y            | Y             | N              |
| 173-820-019 | PD            | 2.52         | 3                    | NE          | Y            | Y             | N              |
| 173-820-006 | PD            | 2.50         | 2                    | NE          | Y            | Y             | N              |
| 173-810-004 | PD            | 2.49         | 2                    | NE          | Y            | Y             | N              |
| 031-090-001 | RR-20         | 2.48         | 2                    | SE          | Y            | N             | N              |
| 173-820-012 | PD            | 2.47         | 2                    | NE          | Y            | Y             | N              |
| 031-050-072 | PD            | 2.45         | 2                    | SE          | Y            | Y             | Y              |
| 031-110-048 | RR-20-SR      | 2.39         | 2                    | NE          | Y            | Y             | N              |
| 173-270-019 | R-1-15        | 2.38         | 2                    | NE          | Y            | Y             | Y              |
| 031-080-002 | RR-20-SR      | 2.37         | 2                    | NE          | Y            | Y             | N              |
| 173-820-020 | PD            | 2.36         | 2                    | NE          | Y            | Y             | N              |
| 029-280-005 | RR-20         | 2.36         | 2                    | NE          | Y            | N             | N              |
| 181-010-013 | RR-40         | 2.35         | 2                    | NE          | Y            | Y             | Y              |
| 049-181-051 | RR-20         | 2.34         | 2                    | SE          | Y            | Y             | N              |
| 173-300-014 | RR-40         | 2.29         | 2                    | NE          | Y            | Y             | Y              |
| 031-090-035 | RR-40         | 2.28         | 2                    | SE          | Y            | Y             | N              |
| 013-331-092 | RR-20         | 2.24         | 2                    | SE          | Y            | Y             | Y              |
| 173-800-013 | PD            | 2.23         | 2                    | NE          | Y            | Y             | N              |
| 173-820-014 | PD            | 2.20         | 2                    | NE          | Y            | Y             | N              |
| 173-380-003 | RR-40         | 2.17         | 2                    | NE          | Y            | Y             | N              |
| 173-820-002 | PD            | 2.17         | 2                    | NE          | Y            | Y             | N              |
| 181-510-017 | RR-40-SR      | 2.17         | 2                    | NE          | Y            | Y             | N              |
| 049-181-052 | RR-20         | 2.16         | 2                    | SE          | Y            | Y             | N              |
| 031-110-046 | RR-20-SR      | 2.14         | 2                    | NE          | Y            | Y             | N              |

**SANTA ROSA GENERAL PLAN**

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| <b>APN</b>  | <b>Zoning</b> | <b>Acres</b> | <b>Unit Capacity</b> | <b>Quad</b> | <b>Zoned</b> | <b>Served</b> | <b>Transit</b> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 173-820-005 | PD            | 2.13         | 2                    | NE          | Y            | Y             | N              |
| 173-820-011 | PD            | 2.12         | 2                    | NE          | Y            | Y             | N              |
| 173-820-001 | PD            | 2.12         | 2                    | NE          | Y            | Y             | N              |
| 173-040-012 | RR-20         | 2.11         | 2                    | NE          | Y            | Y             | Y              |
| 173-820-010 | PD            | 2.11         | 2                    | NE          | Y            | Y             | N              |
| 173-810-007 | PD            | 2.09         | 2                    | NE          | Y            | Y             | N              |
| 173-760-052 | PD            | 2.08         | 2                    | NE          | Y            | Y             | N              |
| 031-080-001 | RR-20-SR      | 2.08         | 2                    | NE          | Y            | Y             | N              |
| 173-820-013 | PD            | 2.07         | 2                    | NE          | Y            | Y             | N              |
| 173-800-012 | PD            | 2.06         | 2                    | NE          | Y            | Y             | N              |
| 173-820-017 | PD            | 2.05         | 2                    | NE          | Y            | Y             | N              |
| 173-820-009 | PD            | 2.05         | 2                    | NE          | Y            | Y             | N              |
| 173-810-008 | PD            | 2.04         | 2                    | NE          | Y            | Y             | N              |
| 173-800-005 | PD            | 2.04         | 2                    | NE          | Y            | Y             | N              |
| 173-800-017 | PD            | 2.04         | 2                    | NE          | Y            | Y             | N              |
| 173-790-012 | RR-40         | 2.04         | 2                    | NE          | Y            | Y             | N              |
| 173-820-018 | PD            | 2.03         | 2                    | NE          | Y            | Y             | N              |
| 173-810-006 | PD            | 2.03         | 2                    | NE          | Y            | Y             | N              |
| 173-760-043 | PD            | 2.03         | 2                    | NE          | Y            | Y             | N              |
| 180-040-032 | RR-20         | 2.03         | 2                    | NE          | Y            | Y             | Y              |
| 173-820-021 | PD            | 2.02         | 2                    | NE          | Y            | Y             | N              |
| 173-820-022 | PD            | 2.01         | 2                    | NE          | Y            | Y             | N              |
| 173-800-002 | PD            | 2.01         | 2                    | NE          | Y            | Y             | N              |
| 031-380-007 | PD            | 2.00         | 2                    | SE          | Y            | Y             | Y              |
| 173-820-004 | PD            | 2.00         | 2                    | NE          | Y            | Y             | N              |
| 173-820-003 | PD            | 2.00         | 2                    | NE          | Y            | Y             | N              |
| 173-820-008 | PD            | 2.00         | 2                    | NE          | Y            | Y             | N              |
| 173-820-016 | PD            | 2.00         | 2                    | NE          | Y            | Y             | N              |
| 173-800-018 | PD            | 1.99         | 2                    | NE          | Y            | Y             | N              |
| 173-370-009 | RR-20         | 1.98         | 2                    | NE          | Y            | Y             | Y              |
| 173-380-002 | RR-40         | 1.97         | 2                    | NE          | Y            | N             | N              |
| 173-170-021 | RR-40         | 1.95         | 2                    | NE          | Y            | Y             | Y              |
| 029-280-004 | RR-20         | 1.87         | 2                    | NE          | Y            | N             | N              |
| 173-370-016 | RR-40         | 1.87         | 2                    | NE          | Y            | Y             | N              |
| 031-061-003 | PD            | 1.86         | 2                    | SE          | Y            | Y             | Y              |
| 153-290-006 | RR-40         | 1.86         | 2                    | NE          | Y            | Y             | N              |
| 181-390-022 | RR-40         | 1.77         | 2                    | NE          | Y            | Y             | N              |
| 029-270-011 | RR-20         | 1.76         | 2                    | NE          | Y            | N             | Y              |
| 031-050-067 | PD            | 1.75         | 2                    | SE          | Y            | N             | Y              |
| 173-750-008 | PD            | 1.73         | 2                    | NE          | Y            | Y             | N              |

## HOUSING

| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 049-181-053 | RR-20         | 1.71         | 2                    | SE          | Y            | Y             | N              |
| 181-230-024 | RR-20         | 1.70         | 2                    | NE          | Y            | Y             | Y              |
| 173-750-009 | PD            | 1.69         | 2                    | NE          | Y            | Y             | N              |
| 031-120-020 | RR-20-SR      | 1.66         | 2                    | NE          | Y            | Y             | N              |
| 031-110-047 | RR-20-SR      | 1.66         | 2                    | NE          | Y            | Y             | N              |
| 180-040-030 | RR-20         | 1.65         | 2                    | NE          | Y            | Y             | Y              |
| 031-370-011 | PD            | 1.65         | 2                    | SE          | Y            | Y             | Y              |
| 147-420-075 | RR-20         | 1.60         | 2                    | SE          | Y            | Y             | N              |
| 030-680-017 | RR-20         | 1.53         | 2                    | NE          | Y            | Y             | Y              |
| 173-790-009 | RR-40         | 1.52         | 2                    | NE          | Y            | Y             | N              |
| 173-750-042 | PD            | 1.52         | 2                    | NE          | Y            | Y             | N              |
| 173-790-010 | RR-40         | 1.51         | 2                    | NE          | Y            | Y             | N              |
| 030-330-019 | RR-40         | 1.48         | 1                    | NE          | Y            | Y             | N              |
| 031-050-007 | RR-40         | 1.47         | 1                    | SE          | Y            | N             | Y              |
| 031-101-059 | RR-20-SR      | 1.46         | 1                    | NE          | Y            | Y             | N              |
| 031-380-002 | PD            | 1.45         | 1                    | SE          | Y            | Y             | Y              |
| 173-750-015 | PD            | 1.45         | 1                    | NE          | Y            | Y             | Y              |
| 031-370-001 | PD            | 1.44         | 1                    | SE          | Y            | Y             | Y              |
| 031-380-020 | PD            | 1.43         | 1                    | SE          | Y            | Y             | N              |
| 173-790-001 | RR-40         | 1.40         | 1                    | NE          | Y            | Y             | N              |
| 031-050-065 | PD            | 1.39         | 1                    | SE          | Y            | Y             | Y              |
| 031-120-043 | RR-20-SR      | 1.39         | 1                    | NE          | Y            | Y             | Y              |
| 030-330-011 | RR-40         | 1.38         | 1                    | NE          | Y            | Y             | N              |
| 173-750-006 | PD            | 1.37         | 1                    | NE          | Y            | Y             | N              |
| 031-370-014 | PD            | 1.37         | 1                    | SE          | Y            | Y             | Y              |
| 031-110-092 | RR-40         | 1.36         | 1                    | NE          | Y            | Y             | N              |
| 044-460-047 | PD            | 1.34         | 1                    | SE          | Y            | N             | Y              |
| 157-010-015 | RR-20         | 1.34         | 1                    | NW          | Y            | Y             | Y              |
| 173-520-025 | PD            | 1.32         | 1                    | NE          | Y            | Y             | N              |
| 031-050-028 | RR-40-SR      | 1.31         | 1                    | SE          | Y            | N             | Y              |
| 180-040-031 | RR-20         | 1.30         | 1                    | NE          | Y            | Y             | Y              |
| 030-330-014 | RR-40-SR      | 1.29         | 1                    | NE          | Y            | N             | N              |
| 013-331-052 | RR-20         | 1.29         | 1                    | SE          | Y            | Y             | Y              |
| 173-810-002 | PD            | 1.26         | 1                    | NE          | Y            | Y             | N              |
| 173-760-015 | PD            | 1.24         | 1                    | NE          | Y            | Y             | N              |
| 182-020-015 | RR-20         | 1.23         | 1                    | NE          | Y            | Y             | N              |
| 173-760-007 | PD            | 1.22         | 1                    | NE          | Y            | Y             | N              |
| 031-050-070 | PD            | 1.21         | 1                    | SE          | Y            | Y             | Y              |
| 029-270-009 | RR-20         | 1.19         | 1                    | NE          | Y            | Y             | Y              |
| 031-120-037 | RR-20-SR      | 1.16         | 1                    | NE          | Y            | Y             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 181-010-015 | RR-20         | 1.16         | 1                    | NE          | Y            | Y             | N              |
| 181-510-005 | RR-40         | 1.14         | 1                    | NE          | Y            | Y             | N              |
| 030-330-012 | RR-40-SR      | 1.13         | 1                    | NE          | Y            | N             | N              |
| 173-750-047 | PD            | 1.13         | 1                    | NE          | Y            | Y             | N              |
| 030-330-007 | RR-40         | 1.12         | 1                    | NE          | Y            | Y             | N              |
| 181-090-013 | RR-40         | 1.12         | 1                    | NE          | Y            | Y             | N              |
| 173-380-006 | RR-40         | 1.09         | 1                    | NE          | Y            | Y             | N              |
| 173-790-007 | RR-40         | 1.09         | 1                    | NE          | Y            | Y             | N              |
| 173-790-005 | RR-40         | 1.09         | 1                    | NE          | Y            | Y             | N              |
| 029-270-012 | RR-20         | 1.08         | 1                    | NE          | Y            | Y             | Y              |
| 173-790-004 | RR-40         | 1.08         | 1                    | NE          | Y            | Y             | N              |
| 030-330-008 | RR-40         | 1.08         | 1                    | NE          | Y            | Y             | N              |
| 173-760-041 | PD            | 1.07         | 1                    | NE          | Y            | Y             | N              |
| 183-440-018 | RR-20         | 1.07         | 1                    | NE          | Y            | Y             | Y              |
| 031-120-037 | RR-20-SR      | 1.07         | 1                    | NE          | Y            | Y             | Y              |
| 031-101-028 | RR-40-SR      | 1.06         | 1                    | NE          | Y            | Y             | N              |
| 157-010-020 | RR-20-G       | 1.05         | 1                    | NW          | Y            | Y             | Y              |
| 173-760-029 | PD            | 1.04         | 1                    | NE          | Y            | Y             | N              |
| 181-540-046 | RR-40-SR      | 1.03         | 1                    | NE          | Y            | Y             | Y              |
| 031-101-035 | RR-20-SR      | 1.03         | 1                    | NE          | Y            | Y             | N              |
| 173-760-031 | PD            | 1.03         | 1                    | NE          | Y            | Y             | N              |
| 030-330-005 | RR-40         | 1.02         | 1                    | NE          | Y            | N             | N              |
| 049-430-021 | RR-20         | 1.02         | 1                    | SE          | Y            | Y             | N              |
| 173-760-028 | PD            | 1.02         | 1                    | NE          | Y            | Y             | N              |
| 173-760-025 | PD            | 1.01         | 1                    | NE          | Y            | Y             | N              |
| 173-760-034 | PD            | 1.00         | 1                    | NE          | Y            | Y             | N              |
| 173-490-045 | PD            | 1.00         | 1                    | NE          | Y            | Y             | N              |
| 173-760-033 | PD            | 1.00         | 1                    | NE          | Y            | Y             | N              |
| 153-290-002 | RR-40         | 1.00         | 1                    | NE          | Y            | Y             | N              |
| 173-800-015 | PD            | 1.00         | 1                    | NE          | Y            | Y             | N              |
| 173-040-007 | R-1-15        | 0.98         | 1                    | NE          | Y            | Y             | Y              |
| 029-270-013 | RR-20         | 0.97         | 1                    | NE          | Y            | Y             | Y              |
| 031-061-004 | RR-20         | 0.94         | 1                    | SE          | Y            | N             | N              |
| 031-120-056 | RR-20-SR      | 0.92         | 1                    | NE          | Y            | N             | N              |
| 049-181-058 | RR-20         | 0.89         | 1                    | SE          | Y            | Y             | N              |
| 031-110-029 | RR-40-SR      | 0.87         | 1                    | NE          | Y            | Y             | N              |
| 183-230-010 | RR-40         | 0.87         | 1                    | NE          | Y            | Y             | Y              |
| 153-310-003 | PD            | 0.84         | 1                    | NE          | Y            | Y             | Y              |
| 182-030-046 | RR-20         | 0.83         | 1                    | NE          | Y            | Y             | Y              |
| 173-450-012 | PD            | 0.82         | 1                    | NE          | Y            | Y             | N              |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 036-034-006 | RR-40         | 0.82         | 1                    | NW          | Y            | Y             | Y              |
| 013-380-002 | PD            | 0.81         | 1                    | SE          | Y            | Y             | Y              |
| 183-430-005 | RR-40         | 0.79         | 1                    | NE          | Y            | Y             | Y              |
| 173-500-023 | PD            | 0.78         | 1                    | NE          | Y            | Y             | N              |
| 031-070-041 | PD            | 0.78         | 1                    | SE          | Y            | Y             | N              |
| 031-101-064 | RR-20-SR      | 0.77         | 1                    | NE          | Y            | Y             | N              |
| 182-040-019 | RR-20-SR      | 0.77         | 1                    | NE          | Y            | Y             | Y              |
| 181-460-008 | PD            | 0.77         | 1                    | NE          | Y            | Y             | Y              |
| 031-080-034 | PD            | 0.76         | 1                    | SE          | Y            | Y             | N              |
| 183-430-031 | RR-20         | 0.76         | 1                    | NE          | Y            | Y             | Y              |
| 183-430-027 | RR-20         | 0.76         | 1                    | NE          | Y            | Y             | Y              |
| 181-010-009 | RR-40         | 0.75         | 1                    | NE          | Y            | Y             | Y              |
| 031-110-012 | RR-20-SR      | 0.75         | 1                    | NE          | Y            | Y             | N              |
| 031-050-065 | PD            | 0.75         | 1                    | SE          | Y            | N             | Y              |
| 153-430-024 | RR-20         | 0.74         | 1                    | NE          | Y            | Y             | Y              |
| 183-440-010 | RR-40         | 0.73         | 1                    | NE          | Y            | Y             | Y              |
| 031-110-005 | RR-20         | 0.71         | 1                    | NE          | Y            | Y             | N              |
| 044-460-046 | PD            | 0.70         | 1                    | SE          | Y            | N             | Y              |
| 181-230-017 | RR-20         | 0.69         | 1                    | NE          | Y            | Y             | Y              |
| 031-110-012 | RR-20-SR      | 0.69         | 1                    | NE          | Y            | Y             | N              |
| 173-300-011 | PD            | 0.68         | 1                    | NE          | Y            | Y             | Y              |
| 030-680-025 | RR-20         | 0.68         | 1                    | NE          | Y            | Y             | Y              |
| 173-040-013 | RR-20         | 0.68         | 1                    | NE          | Y            | Y             | Y              |
| 044-460-035 | PD            | 0.68         | 1                    | SE          | Y            | N             | Y              |
| 183-440-014 | RR-20         | 0.67         | 1                    | NE          | Y            | Y             | Y              |
| 153-500-013 | PD            | 0.67         | 1                    | NE          | Y            | Y             | Y              |
| 183-440-021 | RR-20         | 0.67         | 1                    | NE          | Y            | Y             | Y              |
| 180-040-029 | RR-20         | 0.67         | 1                    | NE          | Y            | Y             | Y              |
| 031-101-038 | RR-20         | 0.66         | 1                    | SE          | Y            | Y             | N              |
| 183-430-002 | RR-20         | 0.66         | 1                    | NE          | Y            | Y             | Y              |
| 183-440-022 | RR-20         | 0.66         | 1                    | NE          | Y            | Y             | Y              |
| 173-500-044 | PD            | 0.66         | 1                    | NE          | Y            | Y             | N              |
| 183-430-001 | RR-20         | 0.66         | 1                    | NE          | Y            | Y             | Y              |
| 183-440-003 | RR-40         | 0.66         | 1                    | NE          | Y            | Y             | Y              |
| 036-091-053 | RR-40         | 0.64         | 1                    | NW          | Y            | Y             | Y              |
| 183-440-013 | RR-20         | 0.64         | 1                    | NE          | Y            | Y             | Y              |
| 036-036-023 | RR-40         | 0.64         | 1                    | NW          | Y            | Y             | Y              |
| 183-440-012 | RR-40         | 0.63         | 1                    | NE          | Y            | Y             | Y              |
| 153-590-010 | PD            | 0.63         | 1                    | NE          | Y            | N             | N              |
| 173-540-063 | RR-20         | 0.63         | 1                    | NE          | Y            | Y             | N              |

**SANTA ROSA GENERAL PLAN**

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| <b>APN</b>  | <b>Zoning</b> | <b>Acres</b> | <b>Unit Capacity</b> | <b>Quad</b> | <b>Zoned</b> | <b>Served</b> | <b>Transit</b> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 049-181-063 | RR-20         | 0.63         | 1                    | SE          | Y            | Y             | N              |
| 153-600-011 | PD            | 0.62         | 1                    | NE          | Y            | N             | N              |
| 030-350-035 | RR-20-SR      | 0.62         | 1                    | NE          | Y            | Y             | N              |
| 173-550-024 | PD            | 0.62         | 1                    | NE          | Y            | Y             | Y              |
| 153-500-012 | PD            | 0.62         | 1                    | NE          | Y            | Y             | Y              |
| 147-420-063 | RR-20         | 0.60         | 1                    | SE          | Y            | N             | N              |
| 181-030-016 | RR-20-SR      | 0.60         | 1                    | NE          | Y            | Y             | Y              |
| 181-430-002 | RR-20         | 0.60         | 1                    | NE          | Y            | Y             | Y              |
| 181-010-008 | RR-40         | 0.60         | 1                    | NE          | Y            | Y             | Y              |
| 031-070-058 | RR-40         | 0.59         | 1                    | SE          | Y            | Y             | N              |
| 181-520-007 | RR-20         | 0.59         | 1                    | NE          | Y            | Y             | Y              |
| 183-430-038 | RR-20         | 0.58         | 1                    | NE          | Y            | Y             | Y              |
| 049-820-022 | RR-20         | 0.58         | 1                    | SE          | Y            | Y             | Y              |
| 183-160-034 | RR-20         | 0.58         | 1                    | NE          | Y            | Y             | Y              |
| 181-460-006 | PD            | 0.58         | 1                    | NE          | Y            | Y             | Y              |
| 153-590-009 | PD            | 0.57         | 1                    | NE          | Y            | Y             | N              |
| 173-520-007 | PD            | 0.57         | 1                    | NE          | Y            | Y             | Y              |
| 153-590-025 | PD            | 0.57         | 1                    | NE          | Y            | N             | N              |
| 183-440-026 | RR-40         | 0.57         | 1                    | NE          | Y            | Y             | Y              |
| 036-036-031 | RR-20         | 0.57         | 1                    | NW          | Y            | Y             | Y              |
| 049-430-027 | RR-20         | 0.55         | 1                    | SE          | Y            | Y             | N              |
| 031-080-034 | PD            | 0.55         | 1                    | SE          | Y            | Y             | N              |
| 183-430-003 | RR-20         | 0.55         | 1                    | NE          | Y            | Y             | Y              |
| 181-460-004 | PD            | 0.55         | 1                    | NE          | Y            | Y             | Y              |
| 153-430-006 | RR-20         | 0.55         | 1                    | NE          | Y            | Y             | Y              |
| 031-133-023 | R-1-15        | 0.55         | 1                    | SE          | Y            | Y             | Y              |
| 153-290-001 | RR-40         | 0.54         | 1                    | NE          | Y            | Y             | N              |
| 153-430-007 | RR-20         | 0.53         | 1                    | NE          | Y            | Y             | Y              |
| 153-430-018 | RR-20         | 0.53         | 1                    | NE          | Y            | Y             | Y              |
| 153-430-022 | RR-20         | 0.53         | 1                    | NE          | Y            | Y             | Y              |
| 183-240-034 | RR-20         | 0.53         | 1                    | NE          | Y            | Y             | Y              |
| 153-430-025 | RR-20         | 0.52         | 1                    | NE          | Y            | Y             | Y              |
| 153-430-017 | RR-20         | 0.52         | 1                    | NE          | Y            | Y             | Y              |
| 153-430-021 | RR-20         | 0.52         | 1                    | NE          | Y            | Y             | Y              |
| 181-370-003 | R-1-15        | 0.52         | 1                    | NE          | Y            | Y             | N              |
| 153-430-030 | RR-20         | 0.52         | 1                    | NE          | Y            | Y             | Y              |
| 153-430-023 | RR-20         | 0.52         | 1                    | NE          | Y            | Y             | Y              |
| 153-600-012 | PD            | 0.51         | 1                    | NE          | Y            | N             | N              |
| 153-430-026 | RR-20         | 0.51         | 1                    | NE          | Y            | Y             | Y              |
| 030-180-038 | RR-20         | 0.51         | 1                    | NE          | Y            | Y             | Y              |

## HOUSING

| <i>APN</i>               | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|--------------------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 153-430-029              | RR-20         | 0.51         | 1                    | NE          | Y            | Y             | Y              |
| 153-430-027              | RR-20         | 0.51         | 1                    | NE          | Y            | Y             | Y              |
| 153-430-032              | RR-40         | 0.51         | 1                    | NE          | Y            | Y             | Y              |
| 181-320-025              | RR-20         | 0.50         | 1                    | NE          | Y            | Y             | N              |
| 153-430-028              | RR-20         | 0.50         | 1                    | NE          | Y            | Y             | Y              |
| 183-230-003              | RR-40         | 0.50         | 1                    | NE          | Y            | Y             | Y              |
| 183-240-019              | RR-40         | 0.50         | 1                    | NE          | Y            | N             | Y              |
| 181-010-023              | RR-20         | 0.50         | 1                    | NE          | Y            | Y             | Y              |
| <b>VLDR Zoned Total:</b> |               | <b>654</b>   | <b>655</b>           |             |              |               |                |

**Table 4-41: Very Low Density (not zoned)**

| <i>APN</i>                   | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|------------------------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 038-261-010                  | PD            | 54.01        | 54                   | SE          | N            | Y             | Y              |
| 031-050-019                  | PD            | 7.06         | 7                    | SE          | N            | Y             | Y              |
| 031-050-018                  | PD            | 6.52         | 7                    | SE          | N            | Y             | Y              |
| 173-050-009                  | CG            | 5.87         | 6                    | NE          | N            | Y             | Y              |
| 173-270-003                  | R-1-6         | 4.49         | 4                    | NE          | N            | Y             | Y              |
| 013-311-052                  | PD            | 4.45         | 4                    | SE          | N            | Y             | Y              |
| 035-071-061                  | OSC           | 3.12         | 3                    | SW          | N            | Y             | Y              |
| 013-331-079                  | R-2           | 2.00         | 2                    | SE          | N            | Y             | Y              |
| 153-510-013                  | PD            | 1.01         | 1                    | NE          | N            | Y             | Y              |
| 181-530-005                  | R-1-6         | 0.82         | 1                    | NE          | N            | Y             | Y              |
| 035-071-065                  | OSC           | 0.80         | 1                    | SW          | N            | Y             | Y              |
| 180-420-021                  | R-1-6         | 0.76         | 1                    | NE          | N            | Y             | Y              |
| 013-350-003                  | PD            | 0.74         | 1                    | SE          | N            | Y             | Y              |
| 183-440-002                  | R-1-6         | 0.67         | 1                    | NE          | N            | N             | Y              |
| 183-440-001                  | R-1-6         | 0.62         | 1                    | NE          | N            | Y             | Y              |
| 181-390-021                  | R-1-6         | 0.61         | 1                    | NE          | N            | Y             | N              |
| 153-430-011                  | R-1-6         | 0.56         | 1                    | NE          | N            | Y             | Y              |
| 035-071-067                  | OSC           | 0.53         | 1                    | SW          | N            | Y             | Y              |
| 153-430-008                  | R-1-6         | 0.53         | 1                    | NE          | N            | Y             | Y              |
| 034-110-089                  | PD            | 0.51         | 1                    | NW          | N            | Y             | Y              |
| <b>VLDR Not Zoned Total:</b> |               | <b>95.69</b> | <b>96</b>            |             |              |               |                |

## SANTA ROSA GENERAL PLAN

**Table 4-42: Low Density (zoned)**

| <b>APN</b>  | <b>Zoning</b> | <b>Acres</b> | <b>Unit Capacity</b> | <b>Quad</b> | <b>Zoned</b> | <b>Served</b> | <b>Transit</b> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 035-141-034 | PD            | 34.40        | 230                  | SW          | Y            | Y             | Y              |
| 034-030-070 | PD            | 27.44        | 184                  | NW          | Y            | Y             | N              |
| 035-141-031 | PD            | 26.46        | 177                  | SW          | Y            | Y             | Y              |
| 157-020-009 | R-1-6         | 21.96        | 147                  | NW          | Y            | Y             | Y              |
| 035-141-033 | PD            | 18.32        | 123                  | SW          | Y            | Y             | Y              |
| 034-030-093 | PD            | 17.81        | 119                  | NW          | Y            | Y             | N              |
| 035-141-039 | PD            | 16.47        | 110                  | SW          | Y            | N             | Y              |
| 034-030-095 | PD            | 12.45        | 83                   | NW          | Y            | Y             | N              |
| 035-141-039 | PD            | 12.22        | 82                   | SW          | Y            | Y             | Y              |
| 034-030-013 | PD            | 12.00        | 80                   | NW          | Y            | Y             | N              |
| 173-670-016 | PD            | 10.43        | 70                   | NE          | Y            | Y             | Y              |
| 173-670-001 | PD            | 9.66         | 65                   | NE          | Y            | Y             | N              |
| 034-021-034 | R-1-6         | 8.85         | 59                   | NW          | Y            | Y             | Y              |
| 034-024-035 | PD            | 8.60         | 58                   | NW          | Y            | Y             | N              |
| 035-141-030 | PD            | 8.20         | 55                   | SW          | Y            | Y             | Y              |
| 134-022-007 | R-1-6         | 7.53         | 50                   | SW          | Y            | Y             | Y              |
| 035-141-026 | PD            | 7.20         | 48                   | SW          | Y            | Y             | Y              |
| 044-091-038 | R-1-6         | 7.20         | 48                   | SE          | Y            | Y             | Y              |
| 173-670-034 | PD            | 6.53         | 44                   | NE          | Y            | Y             | Y              |
| 016-090-013 | R-1-6         | 6.26         | 42                   | SE          | Y            | Y             | Y              |
| 173-620-030 | PD            | 6.01         | 40                   | NE          | Y            | Y             | Y              |
| 173-270-005 | PD            | 5.69         | 38                   | NE          | Y            | Y             | Y              |
| 134-042-041 | R-1-6         | 5.39         | 36                   | SW          | Y            | N             | Y              |
| 043-111-005 | R-1-6         | 5.05         | 34                   | SW          | Y            | Y             | Y              |
| 044-051-040 | R-1-15        | 4.64         | 31                   | SE          | Y            | N             | Y              |
| 034-022-001 | R-1-6         | 4.63         | 31                   | NW          | Y            | Y             | N              |
| 043-111-006 | R-1-6         | 4.62         | 31                   | SW          | Y            | Y             | Y              |
| 034-022-002 | R-1-6         | 4.55         | 30                   | NW          | Y            | Y             | N              |
| 043-191-024 | PD            | 4.43         | 30                   | SW          | Y            | Y             | Y              |
| 035-101-004 | R-1-6         | 4.38         | 29                   | SW          | Y            | Y             | Y              |
| 034-022-003 | PD            | 4.34         | 29                   | NW          | Y            | Y             | N              |
| 034-030-014 | PD            | 4.08         | 27                   | NW          | Y            | Y             | N              |
| 180-820-002 | PD            | 3.91         | 26                   | NE          | Y            | Y             | Y              |
| 034-041-012 | R-1-6         | 3.77         | 25                   | NW          | Y            | Y             | Y              |
| 044-032-005 | R-1-6         | 3.76         | 25                   | SE          | Y            | Y             | Y              |
| 173-270-002 | R-1-6         | 3.56         | 24                   | NE          | Y            | Y             | Y              |
| 016-100-006 | R-1-6         | 3.24         | 22                   | SE          | Y            | Y             | Y              |
| 043-121-001 | R-1-6         | 3.16         | 21                   | SW          | Y            | Y             | Y              |
| 043-111-007 | PD            | 3.12         | 21                   | SW          | Y            | Y             | Y              |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 034-022-004 | PD            | 2.94         | 20                   | NW          | Y            | Y             | N              |
| 034-030-068 | PD            | 2.80         | 19                   | NW          | Y            | N             | N              |
| 034-030-071 | PD-G          | 2.78         | 19                   | NW          | Y            | N             | N              |
| 181-220-049 | R-1-6         | 2.42         | 16                   | NE          | Y            | Y             | Y              |
| 043-111-001 | R-1-6         | 2.37         | 16                   | SW          | Y            | Y             | Y              |
| 181-120-028 | R-1-6         | 2.36         | 16                   | NE          | Y            | Y             | Y              |
| 034-041-009 | R-1-6         | 2.27         | 15                   | NW          | Y            | Y             | Y              |
| 147-110-004 | R-1-6         | 2.17         | 15                   | SE          | Y            | Y             | Y              |
| 173-670-004 | PD            | 2.14         | 14                   | NE          | Y            | Y             | N              |
| 182-520-050 | R-1-6         | 2.14         | 14                   | NE          | Y            | Y             | Y              |
| 173-120-002 | R-1-6         | 2.06         | 14                   | NE          | Y            | Y             | Y              |
| 173-120-001 | R-1-6         | 1.99         | 13                   | NE          | Y            | Y             | Y              |
| 034-030-030 | PD            | 1.89         | 13                   | NW          | Y            | N             | N              |
| 044-032-006 | R-1-6         | 1.86         | 12                   | SE          | Y            | Y             | Y              |
| 173-310-055 | PD            | 1.84         | 12                   | NE          | Y            | Y             | Y              |
| 049-830-008 | PD            | 1.78         | 12                   | SE          | Y            | Y             | Y              |
| 036-061-068 | R-1-6         | 1.75         | 12                   | NW          | Y            | Y             | Y              |
| 013-321-040 | R-1-6         | 1.70         | 11                   | SE          | Y            | Y             | Y              |
| 014-652-021 | R-1-6         | 1.70         | 11                   | SE          | Y            | Y             | Y              |
| 035-103-020 | R-1-6         | 1.65         | 11                   | SW          | Y            | N             | Y              |
| 014-601-019 | R-1-6         | 1.64         | 11                   | SE          | Y            | Y             | Y              |
| 034-030-049 | PD            | 1.61         | 11                   | NW          | Y            | Y             | N              |
| 035-063-021 | R-1-6         | 1.60         | 11                   | SW          | Y            | Y             | Y              |
| 038-300-066 | PD            | 1.55         | 10                   | SE          | Y            | Y             | Y              |
| 036-261-032 | R-1-6         | 1.52         | 10                   | NW          | Y            | Y             | Y              |
| 014-461-068 | R-1-6         | 1.51         | 10                   | SE          | Y            | Y             | Y              |
| 044-051-041 | R-1-15        | 1.51         | 10                   | SE          | Y            | N             | Y              |
| 035-102-036 | R-1-6         | 1.48         | 10                   | SW          | Y            | Y             | Y              |
| 034-041-007 | R-1-6         | 1.46         | 10                   | NW          | Y            | Y             | Y              |
| 014-571-008 | R-1-6         | 1.45         | 10                   | SE          | Y            | Y             | Y              |
| 036-191-010 | R-1-6         | 1.44         | 10                   | NW          | Y            | Y             | Y              |
| 035-091-025 | R-1-6         | 1.42         | 9                    | SW          | Y            | Y             | Y              |
| 034-121-043 | PD            | 1.37         | 9                    | NW          | Y            | Y             | Y              |
| 036-061-051 | R-1-6         | 1.36         | 9                    | NW          | Y            | Y             | Y              |
| 044-460-021 | PD            | 1.34         | 9                    | SE          | Y            | N             | Y              |
| 034-121-046 | PD            | 1.32         | 9                    | NW          | Y            | Y             | Y              |
| 034-030-050 | PD            | 1.32         | 9                    | NW          | Y            | Y             | N              |
| 044-460-022 | PD            | 1.30         | 9                    | SE          | Y            | N             | Y              |
| 044-460-009 | PD            | 1.30         | 9                    | SE          | Y            | N             | Y              |
| 036-261-003 | R-1-6         | 1.30         | 9                    | NW          | Y            | Y             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <i><b>APN</b></i> | <i><b>Zoning</b></i> | <i><b>Acres</b></i> | <i><b>Unit Capacity</b></i> | <i><b>Quad</b></i> | <i><b>Zoned</b></i> | <i><b>Served</b></i> | <i><b>Transit</b></i> |
|-------------------|----------------------|---------------------|-----------------------------|--------------------|---------------------|----------------------|-----------------------|
| 180-070-009       | R-1-6                | 1.28                | 9                           | NE                 | Y                   | Y                    | Y                     |
| 036-171-032       | R-1-6                | 1.26                | 8                           | NW                 | Y                   | Y                    | Y                     |
| 044-051-007       | R-1-6                | 1.25                | 8                           | SE                 | Y                   | Y                    | Y                     |
| 010-374-015       | R-1-6                | 1.23                | 8                           | NW                 | Y                   | Y                    | Y                     |
| 034-022-005       | PD                   | 1.21                | 8                           | NW                 | Y                   | Y                    | N                     |
| 180-080-015       | R-1-6                | 1.21                | 8                           | NE                 | Y                   | Y                    | Y                     |
| 010-522-020       | R-1-6                | 1.20                | 8                           | NW                 | Y                   | Y                    | Y                     |
| 043-121-011       | R-1-6                | 1.19                | 8                           | SW                 | Y                   | N                    | Y                     |
| 173-100-001       | R-1-6                | 1.14                | 8                           | NE                 | Y                   | Y                    | Y                     |
| 035-101-004       | R-1-6                | 1.12                | 8                           | SW                 | Y                   | Y                    | Y                     |
| 182-520-079       | PD                   | 1.11                | 7                           | NE                 | Y                   | Y                    | Y                     |
| 044-460-023       | PD                   | 1.06                | 7                           | SE                 | Y                   | N                    | Y                     |
| 034-690-027       | R-1-6                | 1.01                | 7                           | NW                 | Y                   | Y                    | N                     |
| 035-690-103       | PD                   | 1.01                | 7                           | SW                 | Y                   | Y                    | Y                     |
| 035-103-023       | R-1-6                | 1.00                | 7                           | SW                 | Y                   | Y                    | Y                     |
| 059-010-010       | R-1-6                | 1.00                | 7                           | NW                 | Y                   | Y                    | N                     |
| 059-010-016       | R-1-6                | 1.00                | 7                           | NW                 | Y                   | N                    | Y                     |
| 031-140-069       | R-1-6                | 0.99                | 7                           | NE                 | Y                   | Y                    | Y                     |
| 034-041-010       | R-1-6                | 0.98                | 7                           | NW                 | Y                   | Y                    | Y                     |
| 016-850-086       | PD-G                 | 0.95                | 6                           | SE                 | Y                   | Y                    | Y                     |
| 038-380-074       | PD                   | 0.94                | 6                           | SE                 | Y                   | Y                    | Y                     |
| 182-150-069       | R-1-15-SR            | 0.94                | 6                           | NE                 | Y                   | Y                    | Y                     |
| 044-051-041       | R-1-15               | 0.93                | 6                           | SE                 | Y                   | N                    | Y                     |
| 034-121-045       | PD                   | 0.92                | 6                           | NW                 | Y                   | Y                    | Y                     |
| 036-261-027       | R-1-6                | 0.89                | 6                           | NW                 | Y                   | Y                    | Y                     |
| 010-700-014       | R-1-6-H-SA           | 0.87                | 6                           | NW                 | Y                   | Y                    | Y                     |
| 034-121-066       | R-1-6                | 0.85                | 6                           | NW                 | Y                   | Y                    | Y                     |
| 034-680-045       | R-1-6                | 0.83                | 6                           | NW                 | Y                   | Y                    | N                     |
| 049-800-002       | PD                   | 0.82                | 5                           | SE                 | Y                   | Y                    | Y                     |
| 036-061-028       | R-1-6                | 0.81                | 5                           | NW                 | Y                   | Y                    | Y                     |
| 125-311-009       | R-1-6                | 0.81                | 5                           | SW                 | Y                   | Y                    | Y                     |
| 013-321-044       | R-1-6                | 0.80                | 5                           | SE                 | Y                   | Y                    | Y                     |
| 031-240-047       | R-1-6                | 0.79                | 5                           | NE                 | Y                   | Y                    | Y                     |
| 010-264-012       | R-1-6                | 0.79                | 5                           | NW                 | Y                   | Y                    | Y                     |
| 125-271-005       | R-1-6-H              | 0.79                | 5                           | SW                 | Y                   | Y                    | Y                     |
| 044-032-010       | R-1-6                | 0.79                | 5                           | SE                 | Y                   | Y                    | Y                     |
| 044-032-009       | R-1-6                | 0.78                | 5                           | SE                 | Y                   | Y                    | Y                     |
| 153-430-012       | R-1-6                | 0.78                | 5                           | NE                 | Y                   | Y                    | Y                     |
| 044-032-011       | R-1-6                | 0.76                | 5                           | SE                 | Y                   | Y                    | Y                     |
| 013-321-038       | R-1-6                | 0.76                | 5                           | SE                 | Y                   | Y                    | Y                     |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 036-121-038 | R-1-6         | 0.75         | 5                    | NW          | Y            | Y             | Y              |
| 031-140-023 | R-1-6         | 0.73         | 5                    | SE          | Y            | Y             | Y              |
| 035-091-022 | R-1-6         | 0.73         | 5                    | SW          | Y            | Y             | Y              |
| 036-061-052 | R-1-6         | 0.70         | 5                    | NW          | Y            | Y             | Y              |
| 036-061-047 | R-1-6         | 0.70         | 5                    | NW          | Y            | Y             | Y              |
| 034-041-003 | R-1-6         | 0.69         | 5                    | NW          | Y            | Y             | Y              |
| 059-010-045 | PD            | 0.68         | 5                    | NW          | Y            | Y             | N              |
| 125-311-013 | R-1-6         | 0.67         | 4                    | SW          | Y            | Y             | Y              |
| 034-121-044 | PD            | 0.67         | 4                    | NW          | Y            | Y             | Y              |
| 180-350-002 | PD            | 0.66         | 4                    | NE          | Y            | Y             | Y              |
| 034-041-008 | R-1-6         | 0.65         | 4                    | NW          | Y            | Y             | Y              |
| 147-110-011 | R-1-7.5       | 0.65         | 4                    | SE          | Y            | Y             | Y              |
| 035-092-008 | R-1-6         | 0.65         | 4                    | SW          | Y            | Y             | Y              |
| 044-460-050 | PD            | 0.64         | 4                    | SE          | Y            | N             | Y              |
| 034-030-052 | PD            | 0.63         | 4                    | NW          | Y            | Y             | N              |
| 014-221-013 | R-1-6         | 0.61         | 4                    | SE          | Y            | Y             | Y              |
| 044-051-006 | R-1-6         | 0.59         | 4                    | SE          | Y            | Y             | Y              |
| 015-533-046 | R-1-6         | 0.57         | 4                    | NW          | Y            | Y             | Y              |
| 182-560-031 | R-1-6         | 0.55         | 4                    | NE          | Y            | Y             | Y              |
| 173-290-040 | PD            | 0.55         | 4                    | NE          | Y            | Y             | Y              |
| 035-092-003 | R-1-6         | 0.54         | 4                    | SW          | Y            | Y             | Y              |
| 044-460-051 | PD            | 0.54         | 4                    | SE          | Y            | N             | Y              |
| 044-460-006 | PD            | 0.53         | 4                    | SE          | Y            | N             | Y              |
| 152-080-024 | R-1-6         | 0.52         | 4                    | NW          | Y            | Y             | Y              |
| 044-021-053 | R-1-6         | 0.52         | 3                    | SE          | Y            | Y             | Y              |
| 180-820-007 | R-1-7.5       | 0.51         | 3                    | NE          | Y            | Y             | Y              |
| 049-830-009 | PD            | 0.51         | 3                    | SE          | Y            | Y             | Y              |
| 035-063-021 | R-1-6         | 0.50         | 3                    | SW          | Y            | N             | Y              |
| 031-140-064 | R-1-6         | 0.50         | 3                    | NE          | Y            | Y             | Y              |
| 059-010-037 | R-1-6         | 0.50         | 3                    | NW          | Y            | N             | N              |
| 031-140-061 | R-1-6         | 0.50         | 3                    | NE          | Y            | Y             | Y              |
| 034-030-047 | PD            | 0.49         | 3                    | NW          | Y            | N             | N              |
| 034-730-012 | R-1-7.5       | 0.49         | 3                    | NW          | Y            | Y             | Y              |
| 173-080-043 | R-1-6         | 0.49         | 3                    | NE          | Y            | Y             | Y              |
| 010-521-027 | R-1-6         | 0.49         | 3                    | NW          | Y            | Y             | Y              |
| 059-010-012 | R-1-6         | 0.48         | 3                    | NW          | Y            | N             | N              |
| 044-021-042 | R-1-6         | 0.48         | 3                    | SE          | Y            | Y             | Y              |
| 059-010-011 | R-1-6         | 0.48         | 3                    | NW          | Y            | Y             | N              |
| 059-010-009 | R-1-6         | 0.47         | 3                    | NW          | Y            | Y             | N              |
| 044-021-061 | R-1-6         | 0.47         | 3                    | SE          | Y            | Y             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <b>APN</b>  | <b>Zoning</b> | <b>Acres</b> | <i>Unit Capacity</i> | <b>Quad</b> | <b>Zoned</b> | <b>Served</b> | <b>Transit</b> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 031-240-010 | R-1-6         | 0.46         | 3                    | NE          | Y            | Y             | Y              |
| 013-321-042 | R-1-6         | 0.45         | 3                    | SE          | Y            | Y             | Y              |
| 044-460-052 | PD            | 0.44         | 3                    | SE          | Y            | N             | Y              |
| 031-140-065 | R-1-6         | 0.44         | 3                    | NE          | Y            | Y             | Y              |
| 173-670-011 | PD            | 0.44         | 3                    | NE          | Y            | Y             | N              |
| 152-030-021 | R-1-6         | 0.44         | 3                    | NW          | Y            | Y             | Y              |
| 173-310-060 | PD            | 0.44         | 3                    | NE          | Y            | Y             | Y              |
| 180-040-006 | R-1-6         | 0.43         | 3                    | NE          | Y            | Y             | Y              |
| 044-021-059 | R-1-6         | 0.42         | 3                    | SE          | Y            | Y             | Y              |
| 180-580-001 | PD            | 0.42         | 3                    | NE          | Y            | Y             | Y              |
| 036-261-044 | R-1-6         | 0.41         | 3                    | NW          | Y            | Y             | Y              |
| 044-021-044 | R-1-6         | 0.40         | 3                    | SE          | Y            | Y             | Y              |
| 152-133-003 | R-1-6         | 0.39         | 3                    | NW          | Y            | Y             | Y              |
| 173-290-041 | PD            | 0.39         | 3                    | NE          | Y            | Y             | Y              |
| 044-460-039 | PD            | 0.39         | 3                    | SE          | Y            | N             | Y              |
| 036-183-044 | R-1-6         | 0.38         | 3                    | NW          | Y            | Y             | Y              |
| 182-540-038 | R-1-6         | 0.38         | 3                    | NE          | Y            | Y             | Y              |
| 035-094-002 | R-1-6         | 0.38         | 3                    | SW          | Y            | Y             | Y              |
| 152-101-036 | R-1-6         | 0.38         | 3                    | NW          | Y            | Y             | Y              |
| 038-290-087 | PD            | 0.37         | 2                    | SE          | Y            | Y             | Y              |
| 044-021-050 | R-1-6         | 0.37         | 2                    | SE          | Y            | Y             | Y              |
| 180-110-005 | R-1-6         | 0.36         | 2                    | NE          | Y            | Y             | Y              |
| 038-254-016 | R-1-15        | 0.36         | 2                    | SE          | Y            | Y             | N              |
| 152-090-020 | R-1-6         | 0.36         | 2                    | NW          | Y            | Y             | Y              |
| 152-080-001 | R-1-6         | 0.36         | 2                    | NW          | Y            | Y             | Y              |
| 034-030-094 | PD            | 0.36         | 2                    | NW          | Y            | Y             | N              |
| 036-191-052 | R-1-6         | 0.35         | 2                    | NW          | Y            | Y             | Y              |
| 044-051-008 | R-1-6         | 0.35         | 2                    | SE          | Y            | Y             | Y              |
| 035-092-004 | R-1-6         | 0.34         | 2                    | SW          | Y            | Y             | Y              |
| 183-150-016 | R-1-6         | 0.34         | 2                    | NE          | Y            | Y             | Y              |
| 059-010-063 | R-1-6         | 0.34         | 2                    | NW          | Y            | Y             | Y              |
| 182-090-045 | PD-SR         | 0.34         | 2                    | NE          | Y            | Y             | Y              |
| 038-141-007 | R-1-6         | 0.33         | 2                    | SE          | Y            | Y             | Y              |
| 180-820-006 | R-1-7.5       | 0.33         | 2                    | NE          | Y            | Y             | Y              |
| 044-460-053 | PD            | 0.33         | 2                    | SE          | Y            | N             | Y              |
| 044-051-010 | R-1-6         | 0.33         | 2                    | SE          | Y            | Y             | Y              |
| 152-080-035 | R-1-6         | 0.32         | 2                    | NW          | Y            | Y             | Y              |
| 034-121-044 | PD            | 0.32         | 2                    | NW          | Y            | Y             | Y              |
| 183-150-017 | R-1-6         | 0.32         | 2                    | NE          | Y            | Y             | Y              |
| 152-102-001 | R-1-6         | 0.31         | 2                    | NW          | Y            | Y             | Y              |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 044-460-007 | PD            | 0.31         | 2                    | SE          | Y            | N             | Y              |
| 173-310-058 | PD            | 0.31         | 2                    | NE          | Y            | Y             | Y              |
| 044-051-011 | R-1-6         | 0.31         | 2                    | SE          | Y            | Y             | Y              |
| 152-102-002 | R-1-6         | 0.31         | 2                    | NW          | Y            | Y             | Y              |
| 031-240-010 | R-1-6         | 0.31         | 2                    | NE          | Y            | Y             | Y              |
| 044-460-044 | PD            | 0.31         | 2                    | SE          | Y            | N             | Y              |
| 152-102-005 | R-1-6         | 0.31         | 2                    | NW          | Y            | Y             | Y              |
| 152-102-006 | R-1-6         | 0.30         | 2                    | NW          | Y            | Y             | Y              |
| 152-101-035 | R-1-6         | 0.30         | 2                    | NW          | Y            | Y             | Y              |
| 038-290-063 | PD            | 0.30         | 2                    | SE          | Y            | Y             | Y              |
| 152-102-011 | R-1-6         | 0.30         | 2                    | NW          | Y            | Y             | Y              |
| 182-190-046 | PD            | 0.30         | 2                    | NE          | Y            | Y             | Y              |
| 044-460-069 | PD            | 0.30         | 2                    | SE          | Y            | N             | Y              |
| 173-310-050 | PD            | 0.30         | 2                    | NE          | Y            | Y             | Y              |
| 036-730-023 | R-1-9         | 0.29         | 2                    | NW          | Y            | Y             | Y              |
| 034-121-067 | R-1-6         | 0.29         | 2                    | NW          | Y            | Y             | Y              |
| 044-460-068 | PD            | 0.29         | 2                    | SE          | Y            | N             | Y              |
| 152-102-007 | R-1-6         | 0.29         | 2                    | NW          | Y            | Y             | Y              |
| 152-102-008 | R-1-6         | 0.29         | 2                    | NW          | Y            | Y             | Y              |
| 152-101-018 | R-1-6         | 0.29         | 2                    | NW          | Y            | Y             | Y              |
| 031-240-065 | R-1-6         | 0.29         | 2                    | NE          | Y            | Y             | Y              |
| 182-200-004 | R-1-6         | 0.28         | 2                    | NE          | Y            | Y             | Y              |
| 044-021-047 | R-1-6         | 0.28         | 2                    | SE          | Y            | Y             | Y              |
| 049-561-004 | R-1-7.5       | 0.28         | 2                    | SE          | Y            | Y             | Y              |
| 180-670-033 | PD-H          | 0.28         | 2                    | NE          | Y            | Y             | Y              |
| 038-290-062 | PD            | 0.27         | 2                    | SE          | Y            | Y             | Y              |
| 173-220-001 | R-1-6         | 0.27         | 2                    | NE          | Y            | Y             | Y              |
| 152-101-016 | R-1-6         | 0.27         | 2                    | NW          | Y            | Y             | Y              |
| 035-091-019 | R-1-9         | 0.27         | 2                    | SW          | Y            | Y             | Y              |
| 031-240-046 | R-1-6         | 0.27         | 2                    | NE          | Y            | Y             | Y              |
| 044-460-043 | PD            | 0.27         | 2                    | SE          | Y            | N             | Y              |
| 173-670-003 | PD            | 0.27         | 2                    | NE          | Y            | Y             | N              |
| 044-021-046 | R-1-6         | 0.26         | 2                    | SE          | Y            | Y             | Y              |
| 012-451-003 | R-1-6         | 0.26         | 2                    | NW          | Y            | Y             | Y              |
| 044-460-036 | PD            | 0.26         | 2                    | SE          | Y            | N             | Y              |
| 044-460-037 | PD            | 0.26         | 2                    | SE          | Y            | N             | Y              |
| 182-110-028 | R-1-6         | 0.26         | 2                    | NE          | Y            | Y             | Y              |
| 180-520-062 | PD            | 0.25         | 2                    | NE          | Y            | Y             | Y              |
| 153-201-035 | R-1-6-SR      | 0.25         | 2                    | NE          | Y            | Y             | Y              |
| 035-091-011 | R-1-15        | 0.25         | 2                    | SW          | Y            | Y             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <i><b>APN</b></i> | <i><b>Zoning</b></i> | <i><b>Acres</b></i> | <i><b>Unit Capacity</b></i> | <i><b>Quad</b></i> | <i><b>Zoned</b></i> | <i><b>Served</b></i> | <i><b>Transit</b></i> |
|-------------------|----------------------|---------------------|-----------------------------|--------------------|---------------------|----------------------|-----------------------|
| 152-101-017       | R-1-6                | 0.25                | 2                           | NW                 | Y                   | Y                    | Y                     |
| 182-090-001       | PD-SR                | 0.24                | 2                           | NE                 | Y                   | Y                    | Y                     |
| 044-460-038       | PD                   | 0.24                | 2                           | SE                 | Y                   | N                    | Y                     |
| 010-521-028       | R-1-6                | 0.24                | 2                           | NW                 | Y                   | Y                    | Y                     |
| 036-183-041       | R-1-6                | 0.24                | 2                           | NW                 | Y                   | Y                    | Y                     |
| 031-460-023       | R-1-6                | 0.24                | 2                           | NE                 | Y                   | Y                    | Y                     |
| 044-460-024       | PD                   | 0.24                | 2                           | SE                 | Y                   | N                    | Y                     |
| 152-102-003       | R-1-6                | 0.23                | 2                           | NW                 | Y                   | Y                    | Y                     |
| 152-090-014       | R-1-6                | 0.23                | 2                           | NW                 | Y                   | Y                    | Y                     |
| 044-460-054       | PD                   | 0.23                | 2                           | SE                 | Y                   | N                    | Y                     |
| 044-460-056       | PD                   | 0.23                | 2                           | SE                 | Y                   | N                    | Y                     |
| 152-101-020       | R-1-6                | 0.22                | 2                           | NW                 | Y                   | Y                    | Y                     |
| 035-092-011       | R-1-9                | 0.22                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 044-021-079       | R-1-6                | 0.22                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 044-460-040       | PD                   | 0.22                | 1                           | SE                 | Y                   | N                    | Y                     |
| 152-080-044       | R-1-6                | 0.22                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 035-092-023       | R-1-9                | 0.22                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 152-080-009       | R-1-6                | 0.22                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 044-460-034       | PD                   | 0.22                | 1                           | SE                 | Y                   | N                    | Y                     |
| 152-080-025       | R-1-6                | 0.22                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 034-480-059       | R-1-6                | 0.21                | 1                           | NW                 | Y                   | Y                    | N                     |
| 044-460-058       | PD                   | 0.21                | 1                           | SE                 | Y                   | N                    | Y                     |
| 038-350-010       | R-1-6                | 0.21                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 152-102-004       | R-1-6                | 0.21                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 044-460-010       | PD                   | 0.21                | 1                           | SE                 | Y                   | N                    | Y                     |
| 044-460-019       | PD                   | 0.21                | 1                           | SE                 | Y                   | N                    | Y                     |
| 044-460-033       | PD                   | 0.21                | 1                           | SE                 | Y                   | N                    | Y                     |
| 016-850-013       | PD                   | 0.21                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 173-310-059       | PD                   | 0.21                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 044-460-067       | PD                   | 0.20                | 1                           | SE                 | Y                   | N                    | Y                     |
| 009-024-043       | R-1-6-H-SA           | 0.20                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 044-460-045       | PD                   | 0.20                | 1                           | SE                 | Y                   | N                    | Y                     |
| 181-300-032       | R-1-6                | 0.20                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 173-310-057       | PD                   | 0.20                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 044-460-055       | PD                   | 0.20                | 1                           | SE                 | Y                   | N                    | Y                     |
| 152-090-008       | R-1-6                | 0.20                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 016-840-063       | PD                   | 0.20                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 044-460-031       | PD                   | 0.19                | 1                           | SE                 | Y                   | N                    | Y                     |
| 182-090-021       | PD                   | 0.19                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 044-460-059       | PD                   | 0.19                | 1                           | SE                 | Y                   | N                    | Y                     |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 044-460-025 | PD            | 0.19         | 1                    | SE          | Y            | N             | Y              |
| 044-460-041 | PD            | 0.19         | 1                    | SE          | Y            | N             | Y              |
| 044-460-015 | PD            | 0.19         | 1                    | SE          | Y            | N             | Y              |
| 044-460-060 | PD            | 0.19         | 1                    | SE          | Y            | N             | Y              |
| 035-091-014 | R-1-15        | 0.19         | 1                    | SW          | Y            | Y             | Y              |
| 044-460-008 | PD            | 0.19         | 1                    | SE          | Y            | N             | Y              |
| 044-460-032 | PD            | 0.19         | 1                    | SE          | Y            | N             | Y              |
| 038-380-073 | PD            | 0.19         | 1                    | SE          | Y            | Y             | Y              |
| 044-460-061 | PD            | 0.19         | 1                    | SE          | Y            | N             | Y              |
| 182-090-022 | PD            | 0.19         | 1                    | NE          | Y            | Y             | Y              |
| 034-030-092 | PD            | 0.18         | 1                    | NW          | Y            | Y             | N              |
| 044-460-030 | PD            | 0.18         | 1                    | SE          | Y            | N             | Y              |
| 035-850-008 | PD            | 0.18         | 1                    | SW          | Y            | Y             | Y              |
| 152-133-004 | R-1-6         | 0.18         | 1                    | NW          | Y            | Y             | Y              |
| 034-810-031 | R-1-6         | 0.18         | 1                    | NW          | Y            | Y             | N              |
| 044-460-062 | PD            | 0.18         | 1                    | SE          | Y            | N             | Y              |
| 044-460-016 | PD            | 0.18         | 1                    | SE          | Y            | N             | Y              |
| 044-460-029 | PD            | 0.18         | 1                    | SE          | Y            | N             | Y              |
| 152-102-003 | R-1-6         | 0.18         | 1                    | NW          | Y            | Y             | Y              |
| 044-460-020 | PD            | 0.18         | 1                    | SE          | Y            | N             | Y              |
| 034-810-033 | R-1-6         | 0.18         | 1                    | NW          | Y            | Y             | N              |
| 038-141-006 | R-1-6         | 0.18         | 1                    | SE          | Y            | Y             | Y              |
| 173-100-003 | R-1-6         | 0.18         | 1                    | NE          | Y            | Y             | Y              |
| 016-840-035 | PD            | 0.18         | 1                    | SE          | Y            | Y             | Y              |
| 148-100-061 | R-1-6         | 0.18         | 1                    | NW          | Y            | Y             | Y              |
| 044-460-063 | PD            | 0.18         | 1                    | SE          | Y            | N             | Y              |
| 044-460-057 | PD            | 0.18         | 1                    | SE          | Y            | N             | Y              |
| 016-840-061 | PD            | 0.18         | 1                    | SE          | Y            | Y             | Y              |
| 010-021-013 | R-1-6-H       | 0.18         | 1                    | NE          | Y            | Y             | Y              |
| 148-100-063 | R-1-6         | 0.18         | 1                    | NW          | Y            | Y             | Y              |
| 044-460-049 | PD            | 0.18         | 1                    | SE          | Y            | N             | Y              |
| 038-350-043 | R-1-6         | 0.18         | 1                    | SE          | Y            | Y             | Y              |
| 044-460-012 | PD            | 0.17         | 1                    | SE          | Y            | N             | Y              |
| 044-460-066 | PD            | 0.17         | 1                    | SE          | Y            | N             | Y              |
| 044-460-018 | PD            | 0.17         | 1                    | SE          | Y            | N             | Y              |
| 180-330-035 | PD            | 0.17         | 1                    | NE          | Y            | Y             | Y              |
| 014-082-012 | R-1-6         | 0.17         | 1                    | SE          | Y            | Y             | Y              |
| 014-082-026 | R-1-6         | 0.17         | 1                    | SE          | Y            | Y             | Y              |
| 044-460-028 | PD            | 0.17         | 1                    | SE          | Y            | N             | Y              |
| 044-460-011 | PD            | 0.17         | 1                    | SE          | Y            | N             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 044-460-042 | PD            | 0.17         | 1                    | SE          | Y            | N             | Y              |
| 182-320-041 | R-1-6         | 0.17         | 1                    | NE          | Y            | Y             | Y              |
| 049-370-047 | R-1-6         | 0.17         | 1                    | SE          | Y            | Y             | Y              |
| 044-460-065 | PD            | 0.17         | 1                    | SE          | Y            | N             | Y              |
| 182-090-023 | PD            | 0.17         | 1                    | NE          | Y            | Y             | Y              |
| 173-220-005 | R-1-6         | 0.17         | 1                    | NE          | Y            | Y             | Y              |
| 036-830-053 | R-1-6         | 0.17         | 1                    | NW          | Y            | Y             | Y              |
| 016-840-036 | PD            | 0.17         | 1                    | SE          | Y            | Y             | Y              |
| 044-460-064 | PD            | 0.17         | 1                    | SE          | Y            | N             | Y              |
| 173-310-049 | PD            | 0.16         | 1                    | NE          | Y            | Y             | Y              |
| 182-320-040 | R-1-6         | 0.16         | 1                    | NE          | Y            | Y             | Y              |
| 038-350-003 | R-1-6         | 0.16         | 1                    | SE          | Y            | Y             | Y              |
| 038-380-067 | PD            | 0.16         | 1                    | SE          | Y            | Y             | Y              |
| 180-690-060 | PD            | 0.16         | 1                    | NE          | Y            | Y             | Y              |
| 183-390-017 | R-1-6         | 0.16         | 1                    | NE          | Y            | Y             | Y              |
| 180-520-003 | PD            | 0.16         | 1                    | NE          | Y            | Y             | Y              |
| 038-380-068 | PD            | 0.16         | 1                    | SE          | Y            | Y             | Y              |
| 036-830-072 | R-1-6         | 0.16         | 1                    | NW          | Y            | Y             | Y              |
| 152-090-009 | R-1-6         | 0.16         | 1                    | NW          | Y            | Y             | Y              |
| 148-100-062 | R-1-6         | 0.16         | 1                    | NW          | Y            | Y             | Y              |
| 010-522-032 | R-3-15        | 0.16         | 1                    | NW          | Y            | Y             | Y              |
| 180-330-024 | PD            | 0.16         | 1                    | NE          | Y            | Y             | Y              |
| 183-390-015 | R-1-6         | 0.16         | 1                    | NE          | Y            | Y             | Y              |
| 016-840-062 | PD            | 0.16         | 1                    | SE          | Y            | Y             | Y              |
| 180-740-069 | R-1-6-H       | 0.15         | 1                    | NE          | Y            | Y             | Y              |
| 044-460-013 | PD            | 0.15         | 1                    | SE          | Y            | N             | Y              |
| 034-810-032 | R-1-6         | 0.15         | 1                    | NW          | Y            | Y             | N              |
| 010-521-008 | R-1-6         | 0.15         | 1                    | NW          | Y            | Y             | Y              |
| 134-301-038 | R-1-6         | 0.15         | 1                    | SW          | Y            | Y             | Y              |
| 134-301-047 | R-1-6         | 0.15         | 1                    | SW          | Y            | Y             | Y              |
| 134-301-043 | R-1-6         | 0.15         | 1                    | SW          | Y            | Y             | Y              |
| 044-460-017 | PD            | 0.15         | 1                    | SE          | Y            | N             | Y              |
| 038-350-023 | R-1-6         | 0.15         | 1                    | SE          | Y            | Y             | Y              |
| 035-850-041 | PD            | 0.15         | 1                    | SW          | Y            | Y             | Y              |
| 038-350-004 | R-1-6         | 0.15         | 1                    | SE          | Y            | Y             | Y              |
| 044-460-026 | PD            | 0.15         | 1                    | SE          | Y            | N             | Y              |
| 044-460-027 | PD            | 0.15         | 1                    | SE          | Y            | N             | Y              |
| 010-432-004 | R-1-6         | 0.15         | 1                    | NW          | Y            | Y             | Y              |
| 152-102-010 | R-1-6         | 0.15         | 1                    | NW          | Y            | Y             | Y              |
| 182-120-059 | R-1-6         | 0.15         | 1                    | NE          | Y            | Y             | Y              |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 182-360-050 | PD-SR         | 0.15         | 1                    | NE          | Y            | Y             | Y              |
| 035-670-065 | R-1-6         | 0.14         | 1                    | SW          | Y            | Y             | Y              |
| 044-460-014 | PD            | 0.14         | 1                    | SE          | Y            | N             | Y              |
| 152-101-019 | R-1-6         | 0.14         | 1                    | NW          | Y            | Y             | Y              |
| 034-480-058 | R-1-6         | 0.14         | 1                    | NW          | Y            | Y             | N              |
| 016-840-034 | PD            | 0.14         | 1                    | SE          | Y            | Y             | Y              |
| 182-360-049 | PD-SR         | 0.14         | 1                    | NE          | Y            | Y             | Y              |
| 148-100-064 | R-1-6         | 0.14         | 1                    | NW          | Y            | Y             | Y              |
| 049-370-053 | R-1-6         | 0.14         | 1                    | SE          | Y            | Y             | Y              |
| 038-380-069 | PD            | 0.14         | 1                    | SE          | Y            | Y             | Y              |
| 043-340-017 | R-1-6         | 0.14         | 1                    | SW          | Y            | Y             | Y              |
| 038-380-072 | PD            | 0.14         | 1                    | SE          | Y            | Y             | Y              |
| 182-120-060 | R-1-6         | 0.14         | 1                    | NE          | Y            | Y             | Y              |
| 043-340-022 | R-1-6         | 0.14         | 1                    | SW          | Y            | Y             | Y              |
| 034-480-052 | R-1-6         | 0.14         | 1                    | NW          | Y            | Y             | N              |
| 043-340-021 | R-1-6         | 0.14         | 1                    | SW          | Y            | Y             | Y              |
| 148-100-060 | R-1-6         | 0.14         | 1                    | NW          | Y            | Y             | Y              |
| 036-800-032 | R-1-6         | 0.14         | 1                    | NW          | Y            | Y             | Y              |
| 125-161-040 | PD            | 0.14         | 1                    | SW          | Y            | Y             | Y              |
| 043-340-020 | R-1-6         | 0.14         | 1                    | SW          | Y            | Y             | Y              |
| 043-340-018 | R-1-6         | 0.14         | 1                    | SW          | Y            | Y             | Y              |
| 038-380-071 | PD            | 0.14         | 1                    | SE          | Y            | Y             | Y              |
| 036-830-054 | R-1-6         | 0.14         | 1                    | NW          | Y            | Y             | Y              |
| 043-340-019 | R-1-6         | 0.13         | 1                    | SW          | Y            | Y             | Y              |
| 038-350-019 | R-1-6         | 0.13         | 1                    | SE          | Y            | Y             | Y              |
| 034-650-010 | R-1-6         | 0.13         | 1                    | NW          | Y            | Y             | Y              |
| 044-460-048 | PD            | 0.13         | 1                    | SE          | Y            | N             | Y              |
| 036-780-017 | R-1-6         | 0.13         | 1                    | NW          | Y            | Y             | Y              |
| 125-161-039 | PD            | 0.13         | 1                    | SW          | Y            | Y             | Y              |
| 036-830-073 | R-1-6         | 0.13         | 1                    | NW          | Y            | Y             | Y              |
| 016-840-037 | PD            | 0.13         | 1                    | SE          | Y            | Y             | Y              |
| 180-340-072 | PD            | 0.13         | 1                    | NE          | Y            | Y             | Y              |
| 038-380-070 | PD            | 0.13         | 1                    | SE          | Y            | Y             | Y              |
| 016-850-021 | PD            | 0.13         | 1                    | SE          | Y            | Y             | Y              |
| 152-090-061 | R-1-6         | 0.13         | 1                    | NW          | Y            | Y             | Y              |
| 036-830-057 | R-1-6         | 0.13         | 1                    | NW          | Y            | Y             | Y              |
| 181-250-030 | R-1-6         | 0.13         | 1                    | NE          | Y            | Y             | Y              |
| 038-350-049 | R-1-6         | 0.13         | 1                    | SE          | Y            | Y             | Y              |
| 036-830-058 | R-1-6         | 0.13         | 1                    | NW          | Y            | Y             | Y              |
| 038-350-021 | R-1-6         | 0.13         | 1                    | SE          | Y            | Y             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <b>APN</b>  | <b>Zoning</b> | <b>Acres</b> | <b>Unit Capacity</b> | <b>Quad</b> | <b>Zoned</b> | <b>Served</b> | <b>Transit</b> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 036-830-061 | R-1-6         | 0.13         | 1                    | NW          | Y            | Y             | Y              |
| 035-850-057 | PD            | 0.13         | 1                    | SW          | Y            | N             | Y              |
| 036-830-062 | R-1-6         | 0.13         | 1                    | NW          | Y            | Y             | Y              |
| 038-350-005 | R-1-6         | 0.13         | 1                    | SE          | Y            | Y             | Y              |
| 038-350-009 | R-1-6         | 0.13         | 1                    | SE          | Y            | Y             | Y              |
| 036-261-045 | R-1-6         | 0.13         | 1                    | NW          | Y            | Y             | Y              |
| 038-350-002 | R-1-6         | 0.12         | 1                    | SE          | Y            | Y             | Y              |
| 043-340-025 | R-1-6         | 0.12         | 1                    | SW          | Y            | Y             | Y              |
| 034-810-016 | R-1-6         | 0.12         | 1                    | NW          | Y            | Y             | N              |
| 038-380-043 | PD            | 0.12         | 1                    | SE          | Y            | Y             | N              |
| 173-670-002 | PD            | 0.12         | 1                    | NE          | Y            | Y             | N              |
| 043-340-016 | R-1-6         | 0.12         | 1                    | SW          | Y            | Y             | Y              |
| 036-830-071 | R-1-6         | 0.12         | 1                    | NW          | Y            | Y             | Y              |
| 043-340-014 | R-1-6         | 0.12         | 1                    | SW          | Y            | Y             | Y              |
| 038-380-023 | PD            | 0.12         | 1                    | SE          | Y            | Y             | Y              |
| 034-650-017 | R-1-6         | 0.12         | 1                    | NW          | Y            | Y             | Y              |
| 036-800-028 | R-1-6         | 0.12         | 1                    | NW          | Y            | Y             | Y              |
| 034-480-061 | R-1-6         | 0.12         | 1                    | NW          | Y            | Y             | N              |
| 043-340-023 | R-1-6         | 0.12         | 1                    | SW          | Y            | Y             | Y              |
| 038-350-030 | R-1-6         | 0.12         | 1                    | SE          | Y            | Y             | Y              |
| 038-380-066 | PD            | 0.12         | 1                    | SE          | Y            | Y             | Y              |
| 036-780-035 | R-1-6         | 0.12         | 1                    | NW          | Y            | Y             | Y              |
| 180-460-027 | PD            | 0.12         | 1                    | NE          | Y            | Y             | Y              |
| 035-850-026 | PD            | 0.12         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-036 | PD            | 0.12         | 1                    | SW          | Y            | Y             | Y              |
| 182-520-089 | R-1-6         | 0.12         | 1                    | NE          | Y            | Y             | Y              |
| 035-850-027 | PD            | 0.12         | 1                    | SW          | Y            | Y             | Y              |
| 034-810-048 | R-1-6         | 0.12         | 1                    | NW          | Y            | Y             | N              |
| 038-350-012 | R-1-6         | 0.12         | 1                    | SE          | Y            | Y             | Y              |
| 038-350-013 | R-1-6         | 0.12         | 1                    | SE          | Y            | Y             | Y              |
| 038-330-008 | PD            | 0.12         | 1                    | SE          | Y            | Y             | N              |
| 125-161-038 | PD            | 0.12         | 1                    | SW          | Y            | Y             | Y              |
| 038-350-015 | R-1-6         | 0.12         | 1                    | SE          | Y            | Y             | Y              |
| 034-810-034 | R-1-6         | 0.12         | 1                    | NW          | Y            | Y             | N              |
| 035-670-061 | R-1-6         | 0.12         | 1                    | SW          | Y            | Y             | Y              |
| 035-710-001 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-035 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 044-270-026 | R-1-6         | 0.11         | 1                    | SE          | Y            | Y             | Y              |
| 035-850-024 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 043-340-026 | R-1-6         | 0.11         | 1                    | SW          | Y            | Y             | Y              |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 038-350-011 | R-1-6         | 0.11         | 1                    | SE          | Y            | Y             | Y              |
| 038-350-048 | R-1-6         | 0.11         | 1                    | SE          | Y            | Y             | Y              |
| 043-340-013 | R-1-6         | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-016 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 173-310-051 | PD            | 0.11         | 1                    | NE          | Y            | Y             | Y              |
| 035-850-020 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 182-520-094 | R-1-6         | 0.11         | 1                    | NE          | Y            | Y             | Y              |
| 035-860-014 | R-1-6         | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 036-780-028 | R-1-6         | 0.11         | 1                    | NW          | Y            | Y             | Y              |
| 035-850-050 | PD            | 0.11         | 1                    | SW          | Y            | N             | Y              |
| 035-850-058 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-010 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 010-162-008 | PD-H          | 0.11         | 1                    | NW          | Y            | Y             | Y              |
| 036-830-048 | R-1-6         | 0.11         | 1                    | NW          | Y            | Y             | Y              |
| 035-850-048 | PD            | 0.11         | 1                    | SW          | Y            | N             | Y              |
| 036-830-047 | R-1-6         | 0.11         | 1                    | NW          | Y            | Y             | Y              |
| 035-850-044 | PD            | 0.11         | 1                    | SW          | Y            | N             | Y              |
| 010-143-010 | R-1-6-H       | 0.11         | 1                    | NW          | Y            | Y             | Y              |
| 035-850-009 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-032 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-047 | PD            | 0.11         | 1                    | SW          | Y            | N             | Y              |
| 125-161-037 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 038-300-059 | PD            | 0.11         | 1                    | SE          | Y            | Y             | N              |
| 038-380-024 | PD            | 0.11         | 1                    | SE          | Y            | Y             | Y              |
| 035-850-030 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 031-460-004 | R-1-6         | 0.11         | 1                    | NE          | Y            | Y             | Y              |
| 034-810-045 | R-1-6         | 0.11         | 1                    | NW          | Y            | Y             | N              |
| 038-380-044 | PD            | 0.11         | 1                    | SE          | Y            | Y             | N              |
| 035-850-049 | PD            | 0.11         | 1                    | SW          | Y            | N             | Y              |
| 173-310-061 | PD            | 0.11         | 1                    | NE          | Y            | Y             | Y              |
| 035-850-029 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-037 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 038-300-061 | PD            | 0.11         | 1                    | SE          | Y            | Y             | N              |
| 034-810-013 | R-1-6         | 0.11         | 1                    | NW          | Y            | Y             | N              |
| 035-850-028 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 038-380-050 | PD            | 0.11         | 1                    | SE          | Y            | Y             | Y              |
| 035-850-040 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 038-380-026 | PD            | 0.11         | 1                    | SE          | Y            | Y             | Y              |
| 043-340-024 | R-1-6         | 0.11         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-039 | PD            | 0.11         | 1                    | SW          | Y            | Y             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <i><b>APN</b></i> | <i><b>Zoning</b></i> | <i><b>Acres</b></i> | <i><b>Unit Capacity</b></i> | <i><b>Quad</b></i> | <i><b>Zoned</b></i> | <i><b>Served</b></i> | <i><b>Transit</b></i> |
|-------------------|----------------------|---------------------|-----------------------------|--------------------|---------------------|----------------------|-----------------------|
| 148-083-037       | R-1-6                | 0.11                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 038-380-063       | PD                   | 0.11                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 038-380-033       | PD                   | 0.11                | 1                           | SE                 | Y                   | Y                    | N                     |
| 043-340-015       | R-1-6                | 0.11                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 152-090-060       | R-1-6                | 0.11                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 038-350-016       | R-1-6                | 0.10                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 034-810-030       | R-1-6                | 0.10                | 1                           | NW                 | Y                   | Y                    | N                     |
| 036-830-055       | R-1-6                | 0.10                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 038-300-060       | PD                   | 0.10                | 1                           | SE                 | Y                   | Y                    | N                     |
| 034-650-011       | R-1-6                | 0.10                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 038-380-049       | PD                   | 0.10                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 038-350-017       | R-1-6                | 0.10                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 038-380-046       | PD                   | 0.10                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 034-810-020       | R-1-6                | 0.10                | 1                           | NW                 | Y                   | Y                    | N                     |
| 035-850-031       | PD                   | 0.10                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 034-810-026       | R-1-6                | 0.10                | 1                           | NW                 | Y                   | Y                    | N                     |
| 035-850-025       | PD                   | 0.10                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 034-650-016       | R-1-6                | 0.10                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 034-810-049       | R-1-6                | 0.10                | 1                           | NW                 | Y                   | Y                    | N                     |
| 038-380-022       | PD                   | 0.10                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 038-380-045       | PD                   | 0.10                | 1                           | SE                 | Y                   | Y                    | N                     |
| 035-850-052       | PD                   | 0.10                | 1                           | SW                 | Y                   | N                    | Y                     |
| 035-850-056       | PD                   | 0.10                | 1                           | SW                 | Y                   | N                    | Y                     |
| 034-810-035       | R-1-6                | 0.10                | 1                           | NW                 | Y                   | Y                    | N                     |
| 031-460-011       | R-1-6                | 0.10                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 038-350-018       | R-1-6                | 0.10                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 036-830-051       | R-1-6                | 0.10                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 034-810-025       | R-1-6                | 0.10                | 1                           | NW                 | Y                   | Y                    | N                     |
| 038-350-028       | R-1-6                | 0.10                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 035-850-059       | PD                   | 0.10                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 038-380-052       | PD                   | 0.10                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 035-850-038       | PD                   | 0.10                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 038-350-022       | R-1-6                | 0.10                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 038-350-020       | R-1-6                | 0.10                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 038-380-060       | PD                   | 0.10                | 1                           | SE                 | Y                   | Y                    | N                     |
| 035-850-034       | PD                   | 0.10                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 036-830-050       | R-1-6                | 0.10                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 035-850-013       | PD                   | 0.10                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 035-850-011       | PD                   | 0.10                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 038-380-019       | PD                   | 0.10                | 1                           | SE                 | Y                   | Y                    | Y                     |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 035-850-017 | PD            | 0.10         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-021 | PD            | 0.10         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-043 | PD            | 0.10         | 1                    | SW          | Y            | N             | Y              |
| 038-350-047 | R-1-6         | 0.10         | 1                    | SE          | Y            | Y             | Y              |
| 035-850-019 | PD            | 0.10         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-045 | PD            | 0.10         | 1                    | SW          | Y            | N             | Y              |
| 035-850-001 | PD            | 0.10         | 1                    | SW          | Y            | N             | Y              |
| 035-710-007 | PD            | 0.10         | 1                    | SW          | Y            | Y             | Y              |
| 180-340-012 | PD            | 0.10         | 1                    | NE          | Y            | Y             | Y              |
| 035-670-064 | R-1-6         | 0.10         | 1                    | SW          | Y            | Y             | Y              |
| 038-380-027 | PD            | 0.10         | 1                    | SE          | Y            | Y             | Y              |
| 035-850-042 | PD            | 0.10         | 1                    | SW          | Y            | N             | Y              |
| 035-850-033 | PD            | 0.10         | 1                    | SW          | Y            | Y             | Y              |
| 038-350-014 | R-1-6         | 0.10         | 1                    | SE          | Y            | Y             | Y              |
| 044-500-028 | PD            | 0.10         | 1                    | SE          | Y            | Y             | N              |
| 173-310-062 | PD            | 0.10         | 1                    | NE          | Y            | Y             | Y              |
| 034-810-042 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | N              |
| 148-083-039 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 038-380-055 | PD            | 0.10         | 1                    | SE          | Y            | Y             | Y              |
| 038-330-010 | PD            | 0.10         | 1                    | SE          | Y            | Y             | N              |
| 038-380-051 | PD            | 0.10         | 1                    | SE          | Y            | Y             | Y              |
| 038-300-062 | PD            | 0.10         | 1                    | SE          | Y            | Y             | Y              |
| 036-830-056 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 038-380-054 | PD            | 0.10         | 1                    | SE          | Y            | Y             | Y              |
| 036-830-060 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 036-830-070 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 034-810-044 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | N              |
| 036-830-049 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 036-830-059 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 036-830-063 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 034-810-029 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | N              |
| 034-780-002 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 036-830-066 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 035-850-015 | PD            | 0.10         | 1                    | SW          | Y            | Y             | Y              |
| 034-810-027 | R-1-6         | 0.10         | 1                    | NW          | Y            | Y             | N              |
| 038-380-061 | PD            | 0.09         | 1                    | SE          | Y            | Y             | Y              |
| 180-790-041 | PD            | 0.09         | 1                    | NE          | Y            | Y             | Y              |
| 035-850-014 | PD            | 0.09         | 1                    | SW          | Y            | Y             | Y              |
| 038-380-048 | PD            | 0.09         | 1                    | SE          | Y            | Y             | Y              |
| 035-850-046 | PD            | 0.09         | 1                    | SW          | Y            | N             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <i><b>APN</b></i> | <i><b>Zoning</b></i> | <i><b>Acres</b></i> | <i><b>Unit Capacity</b></i> | <i><b>Quad</b></i> | <i><b>Zoned</b></i> | <i><b>Served</b></i> | <i><b>Transit</b></i> |
|-------------------|----------------------|---------------------|-----------------------------|--------------------|---------------------|----------------------|-----------------------|
| 180-270-003       | R-1-6                | 0.09                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 038-380-031       | PD                   | 0.09                | 1                           | SE                 | Y                   | Y                    | N                     |
| 035-850-053       | PD                   | 0.09                | 1                           | SW                 | Y                   | N                    | Y                     |
| 035-850-054       | PD                   | 0.09                | 1                           | SW                 | Y                   | N                    | Y                     |
| 044-500-010       | PD                   | 0.09                | 1                           | SE                 | Y                   | Y                    | N                     |
| 038-380-020       | PD                   | 0.09                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 034-650-015       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 036-830-067       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 036-830-052       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 034-650-013       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 034-810-037       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | N                     |
| 035-670-063       | R-1-6                | 0.09                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 015-561-019       | PD                   | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 038-330-011       | PD                   | 0.09                | 1                           | SE                 | Y                   | Y                    | N                     |
| 036-830-046       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 035-580-049       | R-1-6                | 0.09                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 038-340-004       | PD                   | 0.09                | 1                           | SE                 | Y                   | Y                    | N                     |
| 034-810-036       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | N                     |
| 034-480-071       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | N                     |
| 038-380-064       | PD                   | 0.09                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 034-480-063       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | N                     |
| 036-141-068       | PD                   | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 034-480-066       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | N                     |
| 035-850-006       | PD                   | 0.09                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 038-300-065       | PD                   | 0.09                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 038-380-065       | PD                   | 0.09                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 015-561-017       | PD                   | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 038-380-056       | PD                   | 0.09                | 1                           | SE                 | Y                   | Y                    | N                     |
| 034-810-019       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | N                     |
| 036-830-064       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 035-710-005       | PD                   | 0.09                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 034-650-012       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 035-850-012       | PD                   | 0.09                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 036-830-069       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 035-710-003       | PD                   | 0.09                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 034-780-003       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 036-800-029       | R-1-6                | 0.09                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 035-850-018       | PD                   | 0.09                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 182-520-095       | R-1-6                | 0.09                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 035-850-002       | PD                   | 0.09                | 1                           | SW                 | Y                   | Y                    | Y                     |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 035-850-003 | PD            | 0.09         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-004 | PD            | 0.09         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-005 | PD            | 0.09         | 1                    | SW          | Y            | Y             | Y              |
| 035-850-007 | PD            | 0.09         | 1                    | SW          | Y            | Y             | Y              |
| 034-820-072 | PD            | 0.09         | 1                    | NW          | Y            | Y             | N              |
| 035-850-055 | PD            | 0.09         | 1                    | SW          | Y            | N             | Y              |
| 035-850-051 | PD            | 0.09         | 1                    | SW          | Y            | N             | Y              |
| 034-480-060 | R-1-6         | 0.09         | 1                    | NW          | Y            | Y             | N              |
| 182-520-069 | PD            | 0.09         | 1                    | NE          | Y            | Y             | Y              |
| 038-380-062 | PD            | 0.09         | 1                    | SE          | Y            | Y             | Y              |
| 036-830-045 | R-1-6         | 0.09         | 1                    | NW          | Y            | Y             | Y              |
| 038-380-025 | PD            | 0.09         | 1                    | SE          | Y            | Y             | Y              |
| 035-850-022 | PD            | 0.09         | 1                    | SW          | Y            | Y             | Y              |
| 035-710-006 | PD            | 0.09         | 1                    | SW          | Y            | Y             | Y              |
| 035-710-004 | PD            | 0.08         | 1                    | SW          | Y            | Y             | Y              |
| 035-710-002 | PD            | 0.08         | 1                    | SW          | Y            | Y             | Y              |
| 038-350-031 | R-1-6         | 0.08         | 1                    | SE          | Y            | Y             | Y              |
| 049-370-070 | R-1-6         | 0.08         | 1                    | SE          | Y            | Y             | Y              |
| 034-480-067 | R-1-6         | 0.08         | 1                    | NW          | Y            | Y             | N              |
| 035-850-023 | PD            | 0.08         | 1                    | SW          | Y            | Y             | Y              |
| 034-810-012 | R-1-6         | 0.08         | 1                    | NW          | Y            | Y             | N              |
| 034-810-011 | R-1-6         | 0.08         | 1                    | NW          | Y            | Y             | N              |
| 035-580-051 | R-1-6         | 0.08         | 1                    | SW          | Y            | Y             | Y              |
| 038-380-047 | PD            | 0.08         | 1                    | SE          | Y            | Y             | Y              |
| 180-320-037 | PD            | 0.08         | 1                    | NE          | Y            | Y             | Y              |
| 182-520-092 | R-1-6         | 0.08         | 1                    | NE          | Y            | Y             | Y              |
| 038-350-029 | R-1-6         | 0.08         | 1                    | SE          | Y            | Y             | Y              |
| 038-330-012 | PD            | 0.08         | 1                    | SE          | Y            | Y             | N              |
| 182-520-093 | R-1-6         | 0.08         | 1                    | NE          | Y            | Y             | Y              |
| 038-380-058 | PD            | 0.08         | 1                    | SE          | Y            | Y             | N              |
| 038-380-053 | PD            | 0.08         | 1                    | SE          | Y            | Y             | Y              |
| 034-810-024 | R-1-6         | 0.08         | 1                    | NW          | Y            | Y             | N              |
| 034-480-056 | R-1-6         | 0.08         | 1                    | NW          | Y            | Y             | N              |
| 038-380-021 | PD            | 0.08         | 1                    | SE          | Y            | Y             | Y              |
| 034-480-055 | R-1-6         | 0.08         | 1                    | NW          | Y            | Y             | N              |
| 034-480-054 | R-1-6         | 0.08         | 1                    | NW          | Y            | Y             | N              |
| 015-561-018 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 036-830-068 | R-1-6         | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-480-064 | R-1-6         | 0.08         | 1                    | NW          | Y            | Y             | N              |
| 034-480-065 | R-1-6         | 0.08         | 1                    | NW          | Y            | Y             | N              |

**SANTA ROSA GENERAL PLAN**

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| <i><b>APN</b></i>       | <i><b>Zoning</b></i> | <i><b>Acres</b></i> | <i><b>Unit Capacity</b></i> | <i><b>Quad</b></i> | <i><b>Zoned</b></i> | <i><b>Served</b></i> | <i><b>Transit</b></i> |
|-------------------------|----------------------|---------------------|-----------------------------|--------------------|---------------------|----------------------|-----------------------|
| 038-300-064             | PD                   | 0.07                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 038-300-063             | PD                   | 0.07                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 034-780-012             | R-1-6                | 0.07                | 1                           | NW                 | Y                   | Y                    | N                     |
| 034-810-021             | R-1-6                | 0.07                | 1                           | NW                 | Y                   | Y                    | N                     |
| 034-480-053             | R-1-6                | 0.07                | 1                           | NW                 | Y                   | Y                    | N                     |
| 034-480-068             | R-1-6                | 0.07                | 1                           | NW                 | Y                   | Y                    | N                     |
| 034-480-069             | R-1-6                | 0.07                | 1                           | NW                 | Y                   | Y                    | N                     |
| 036-830-065             | R-1-6                | 0.07                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 038-380-032             | PD                   | 0.07                | 1                           | SE                 | Y                   | Y                    | N                     |
| 009-022-018             | R-1-6-H              | 0.07                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 038-380-057             | PD                   | 0.07                | 1                           | SE                 | Y                   | Y                    | N                     |
| 034-810-043             | R-1-6                | 0.07                | 1                           | NW                 | Y                   | Y                    | N                     |
| 034-810-028             | R-1-6                | 0.07                | 1                           | NW                 | Y                   | Y                    | N                     |
| 015-561-016             | PD                   | 0.07                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 038-330-013             | PD                   | 0.07                | 1                           | SE                 | Y                   | Y                    | N                     |
| 015-561-015             | PD                   | 0.07                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 038-340-023             | PD                   | 0.07                | 1                           | SE                 | Y                   | Y                    | Y                     |
| 038-380-059             | PD                   | 0.07                | 1                           | SE                 | Y                   | Y                    | N                     |
| 010-142-003             | R-1-6-H-SA           | 0.06                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 173-100-005             | R-1-6                | 0.06                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 173-150-042             | R-1-15               | 0.06                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 182-560-030             | R-1-6                | 0.06                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 182-520-049             | R-1-6                | 0.05                | 1                           | NE                 | Y                   | Y                    | Y                     |
| 148-031-056             | R-1-6                | 0.05                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 010-522-027             | R-3-15               | 0.04                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 010-522-028             | R-3-15               | 0.04                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 010-143-001             | R-1-6-H-SA           | 0.04                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 010-195-015             | R-1-6-H-SA           | 0.04                | 1                           | SW                 | Y                   | Y                    | Y                     |
| 010-522-030             | R-3-15               | 0.03                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 010-522-031             | R-3-15               | 0.03                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 010-522-029             | R-3-15               | 0.03                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 148-190-084             | R-1-6                | 0.02                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 034-270-083             | PD                   | 0.02                | 1                           | NW                 | Y                   | Y                    | Y                     |
| 181-550-046             | R-1-6                | 0.01                | 1                           | NE                 | Y                   | Y                    | Y                     |
| <b>LDR Zoned Total:</b> |                      | <b>576</b>          | <b>3,879</b>                |                    |                     |                      |                       |

## HOUSING

**Table 4-43: Low Density (not zoned)**

| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 173-020-029 | PD            | 12.02        | 81                   | NE          | N            | Y             | Y              |
| 044-200-040 | PD            | 6.06         | 41                   | SE          | N            | Y             | N              |
| 044-200-039 | PD            | 4.30         | 29                   | SE          | N            | Y             | N              |
| 134-042-065 | RR-40         | 3.88         | 26                   | SW          | N            | Y             | Y              |
| 134-042-010 | RR-40         | 3.48         | 23                   | SW          | N            | N             | Y              |
| 173-020-046 | PD            | 3.15         | 21                   | NE          | N            | Y             | Y              |
| 035-063-028 | RR-40         | 3.06         | 20                   | SW          | N            | Y             | Y              |
| 031-050-061 | PD            | 2.78         | 19                   | SE          | N            | N             | Y              |
| 038-252-004 | PD            | 2.74         | 18                   | SE          | N            | Y             | Y              |
| 134-290-006 | RR-40         | 2.64         | 18                   | SW          | N            | Y             | Y              |
| 035-063-008 | RR-40         | 2.55         | 17                   | SW          | N            | Y             | Y              |
| 034-024-015 | RR-20         | 2.41         | 16                   | NW          | N            | Y             | Y              |
| 044-200-029 | PD            | 2.28         | 15                   | SE          | N            | Y             | N              |
| 125-401-018 | RR-40         | 2.28         | 15                   | SW          | N            | Y             | Y              |
| 125-291-050 | PD            | 2.23         | 15                   | SW          | N            | Y             | Y              |
| 173-120-003 | RR-40         | 2.03         | 14                   | NE          | N            | Y             | Y              |
| 031-050-014 | PD            | 1.97         | 13                   | SE          | N            | N             | Y              |
| 044-190-005 | PD-G          | 1.97         | 13                   | SE          | N            | Y             | Y              |
| 125-461-024 | RR-40         | 1.92         | 13                   | SW          | N            | Y             | Y              |
| 010-311-017 | RR-40         | 1.87         | 13                   | SW          | N            | Y             | Y              |
| 125-311-008 | PD            | 1.78         | 12                   | SW          | N            | Y             | Y              |
| 035-063-020 | RR-40         | 1.70         | 11                   | SW          | N            | Y             | Y              |
| 037-151-007 | PD            | 1.51         | 10                   | SW          | N            | Y             | Y              |
| 038-252-005 | PD            | 1.42         | 10                   | SE          | N            | Y             | Y              |
| 038-252-006 | PD            | 1.42         | 10                   | SE          | N            | Y             | Y              |
| 034-011-036 | RR-40         | 1.41         | 9                    | NW          | N            | Y             | Y              |
| 134-301-001 | RR-40         | 1.39         | 9                    | SW          | N            | Y             | Y              |
| 173-020-048 | PD            | 1.34         | 9                    | NE          | N            | Y             | Y              |
| 125-401-016 | RR-40         | 1.33         | 9                    | SW          | N            | Y             | Y              |
| 125-291-045 | PD            | 1.29         | 9                    | SW          | N            | Y             | Y              |
| 044-031-021 | RR-40         | 1.23         | 8                    | SE          | N            | Y             | Y              |
| 031-050-007 | RR-40         | 1.22         | 8                    | SE          | N            | Y             | Y              |
| 134-042-063 | RR-40         | 1.20         | 8                    | SW          | N            | N             | Y              |
| 125-281-024 | PD            | 1.19         | 8                    | SW          | N            | Y             | Y              |
| 037-151-006 | PD            | 1.13         | 8                    | SW          | N            | Y             | Y              |
| 049-380-005 | RR-40         | 1.12         | 7                    | SE          | N            | Y             | Y              |
| 049-370-038 | RR-40         | 1.12         | 7                    | SE          | N            | Y             | Y              |
| 035-134-021 | RR-40         | 1.10         | 7                    | SW          | N            | Y             | Y              |
| 035-094-003 | RR-40         | 1.08         | 7                    | SW          | N            | Y             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <i><b>APN</b></i> | <i><b>Zoning</b></i> | <i><b>Acres</b></i> | <i><b>Unit Capacity</b></i> | <i><b>Quad</b></i> | <i><b>Zoned</b></i> | <i><b>Served</b></i> | <i><b>Transit</b></i> |
|-------------------|----------------------|---------------------|-----------------------------|--------------------|---------------------|----------------------|-----------------------|
| 134-290-018       | RR-40                | 1.08                | 7                           | SW                 | N                   | Y                    | Y                     |
| 134-290-005       | PD                   | 1.04                | 7                           | SW                 | N                   | Y                    | Y                     |
| 059-010-027       | RR-20                | 1.00                | 7                           | NW                 | N                   | Y                    | Y                     |
| 059-010-025       | RR-20                | 1.00                | 7                           | NW                 | N                   | Y                    | Y                     |
| 059-010-033       | RR-20                | 0.98                | 7                           | NW                 | N                   | Y                    | N                     |
| 036-011-034       | RR-20                | 0.96                | 6                           | NW                 | N                   | Y                    | Y                     |
| 134-022-037       | RR-20                | 0.94                | 6                           | SW                 | N                   | Y                    | Y                     |
| 043-112-035       | PD                   | 0.91                | 6                           | SW                 | N                   | Y                    | Y                     |
| 031-050-060       | PD                   | 0.91                | 6                           | SE                 | N                   | N                    | Y                     |
| 059-010-039       | RR-20                | 0.90                | 6                           | NW                 | N                   | Y                    | Y                     |
| 036-091-066       | RR-40                | 0.90                | 6                           | NW                 | N                   | Y                    | Y                     |
| 125-271-009       | PD                   | 0.89                | 6                           | SW                 | N                   | Y                    | Y                     |
| 059-010-005       | RR-20                | 0.87                | 6                           | NW                 | N                   | Y                    | N                     |
| 134-290-029       | RR-20                | 0.86                | 6                           | SW                 | N                   | Y                    | Y                     |
| 035-103-016       | RR-40                | 0.85                | 6                           | SW                 | N                   | N                    | Y                     |
| 035-063-023       | RR-40                | 0.84                | 6                           | SW                 | N                   | N                    | Y                     |
| 059-010-032       | RR-20                | 0.83                | 6                           | NW                 | N                   | Y                    | N                     |
| 035-091-017       | RR-40                | 0.83                | 6                           | SW                 | N                   | Y                    | Y                     |
| 035-103-018       | RR-40                | 0.82                | 6                           | SW                 | N                   | N                    | Y                     |
| 148-090-021       | RR-20                | 0.79                | 5                           | NW                 | N                   | Y                    | Y                     |
| 043-112-060       | RR-40                | 0.79                | 5                           | SW                 | N                   | N                    | Y                     |
| 125-291-045       | PD                   | 0.77                | 5                           | SW                 | N                   | Y                    | Y                     |
| 035-103-015       | RR-40                | 0.77                | 5                           | SW                 | N                   | N                    | Y                     |
| 035-012-003       | PD                   | 0.76                | 5                           | SW                 | N                   | Y                    | Y                     |
| 031-050-035       | RR-40                | 0.74                | 5                           | SE                 | N                   | N                    | Y                     |
| 049-554-018       | RR-20                | 0.73                | 5                           | SE                 | N                   | Y                    | Y                     |
| 035-610-015       | RR-40                | 0.72                | 5                           | SW                 | N                   | Y                    | Y                     |
| 059-010-031       | RR-20                | 0.72                | 5                           | NW                 | N                   | Y                    | N                     |
| 183-300-027       | RR-20                | 0.72                | 5                           | NE                 | N                   | Y                    | Y                     |
| 038-192-014       | PD                   | 0.71                | 5                           | SE                 | N                   | Y                    | Y                     |
| 134-022-047       | RR-40                | 0.70                | 5                           | SW                 | N                   | Y                    | Y                     |
| 035-102-011       | RR-40                | 0.69                | 5                           | SW                 | N                   | Y                    | Y                     |
| 125-161-021       | PD                   | 0.68                | 5                           | SW                 | N                   | Y                    | Y                     |
| 059-010-053       | RR-20                | 0.65                | 4                           | NW                 | N                   | Y                    | Y                     |
| 125-271-026       | PD                   | 0.63                | 4                           | SW                 | N                   | Y                    | Y                     |
| 036-011-042       | RR-40                | 0.63                | 4                           | NW                 | N                   | Y                    | Y                     |
| 043-112-057       | RR-40                | 0.61                | 4                           | SW                 | N                   | Y                    | Y                     |
| 148-090-018       | RR-20                | 0.61                | 4                           | NW                 | N                   | Y                    | Y                     |
| 043-112-044       | RR-40                | 0.61                | 4                           | SW                 | N                   | Y                    | Y                     |
| 059-010-019       | RR-20                | 0.59                | 4                           | NW                 | N                   | Y                    | Y                     |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 059-010-060 | RR-20         | 0.59         | 4                    | NW          | N            | Y             | Y              |
| 035-102-003 | RR-40         | 0.59         | 4                    | SW          | N            | N             | Y              |
| 059-010-035 | RR-20         | 0.58         | 4                    | NW          | N            | Y             | Y              |
| 036-036-008 | RR-40         | 0.58         | 4                    | NW          | N            | Y             | Y              |
| 059-010-036 | RR-20         | 0.58         | 4                    | NW          | N            | N             | Y              |
| 125-291-049 | PD            | 0.57         | 4                    | SW          | N            | Y             | Y              |
| 037-151-008 | PD            | 0.57         | 4                    | SW          | N            | Y             | Y              |
| 043-111-003 | RR-40         | 0.55         | 4                    | SW          | N            | Y             | Y              |
| 035-700-077 | PD            | 0.55         | 4                    | SW          | N            | Y             | Y              |
| 043-310-039 | PD            | 0.54         | 4                    | SW          | N            | Y             | Y              |
| 036-036-004 | RR-40         | 0.54         | 4                    | NW          | N            | Y             | Y              |
| 173-250-037 | RR-20         | 0.54         | 4                    | NE          | N            | Y             | Y              |
| 043-111-002 | PD            | 0.54         | 4                    | SW          | N            | Y             | Y              |
| 134-290-019 | RR-40         | 0.52         | 3                    | SW          | N            | Y             | Y              |
| 148-090-015 | RR-20         | 0.52         | 3                    | NW          | N            | Y             | Y              |
| 125-271-036 | PD            | 0.52         | 3                    | SW          | N            | Y             | Y              |
| 059-010-002 | RR-20         | 0.51         | 3                    | NW          | N            | Y             | N              |
| 035-102-017 | RR-20         | 0.51         | 3                    | SW          | N            | Y             | Y              |
| 059-010-026 | RR-20         | 0.50         | 3                    | NW          | N            | Y             | Y              |
| 059-010-044 | RR-20         | 0.50         | 3                    | NW          | N            | Y             | N              |
| 173-250-040 | RR-20         | 0.50         | 3                    | NE          | N            | Y             | Y              |
| 043-112-056 | RR-40         | 0.49         | 3                    | SW          | N            | Y             | Y              |
| 134-290-015 | RR-20         | 0.49         | 3                    | SW          | N            | Y             | Y              |
| 059-010-013 | RR-20         | 0.49         | 3                    | NW          | N            | N             | N              |
| 059-010-043 | RR-20         | 0.48         | 3                    | NW          | N            | N             | N              |
| 134-042-064 | RR-20-G       | 0.48         | 3                    | SW          | N            | N             | Y              |
| 035-063-027 | RR-20         | 0.48         | 3                    | SW          | N            | N             | Y              |
| 035-091-005 | RR-20         | 0.47         | 3                    | SW          | N            | Y             | Y              |
| 059-010-065 | RR-20         | 0.47         | 3                    | NW          | N            | Y             | N              |
| 059-010-007 | RR-20         | 0.47         | 3                    | NW          | N            | Y             | N              |
| 059-010-006 | RR-20         | 0.46         | 3                    | NW          | N            | Y             | N              |
| 183-260-034 | RR-20         | 0.46         | 3                    | NE          | N            | Y             | Y              |
| 035-113-029 | CG            | 0.45         | 3                    | SW          | N            | Y             | Y              |
| 035-091-015 | RR-40         | 0.45         | 3                    | SW          | N            | Y             | Y              |
| 125-521-008 | R-3-18        | 0.44         | 3                    | SW          | N            | N             | Y              |
| 125-271-006 | PD            | 0.44         | 3                    | SW          | N            | Y             | Y              |
| 043-111-012 | PD            | 0.43         | 3                    | SW          | N            | Y             | Y              |
| 049-370-039 | RR-40         | 0.43         | 3                    | SE          | N            | Y             | Y              |
| 043-112-029 | RR-20         | 0.43         | 3                    | SW          | N            | N             | Y              |
| 049-370-034 | RR-40         | 0.42         | 3                    | SE          | N            | Y             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <i><b>APN</b></i> | <i><b>Zoning</b></i> | <i><b>Acres</b></i> | <i><b>Unit Capacity</b></i> | <i><b>Quad</b></i> | <i><b>Zoned</b></i> | <i><b>Served</b></i> | <i><b>Transit</b></i> |
|-------------------|----------------------|---------------------|-----------------------------|--------------------|---------------------|----------------------|-----------------------|
| 035-091-006       | RR-20                | 0.42                | 3                           | SW                 | N                   | Y                    | Y                     |
| 059-010-004       | RR-20                | 0.42                | 3                           | NW                 | N                   | Y                    | N                     |
| 125-281-004       | PD                   | 0.41                | 3                           | SW                 | N                   | Y                    | Y                     |
| 059-010-003       | RR-20                | 0.41                | 3                           | NW                 | N                   | Y                    | N                     |
| 035-092-002       | RR-20                | 0.40                | 3                           | SW                 | N                   | Y                    | Y                     |
| 035-102-012       | RR-20                | 0.39                | 3                           | SW                 | N                   | Y                    | Y                     |
| 035-063-024       | RR-20                | 0.39                | 3                           | SW                 | N                   | N                    | Y                     |
| 148-090-012       | RR-20                | 0.39                | 3                           | NW                 | N                   | Y                    | Y                     |
| 134-290-033       | RR-20                | 0.39                | 3                           | SW                 | N                   | Y                    | Y                     |
| 035-092-010       | RR-20                | 0.38                | 3                           | SW                 | N                   | Y                    | Y                     |
| 182-230-008       | RR-20                | 0.35                | 2                           | NE                 | N                   | Y                    | Y                     |
| 183-160-007       | RR-40                | 0.35                | 2                           | NE                 | N                   | Y                    | Y                     |
| 035-092-015       | RR-20                | 0.35                | 2                           | SW                 | N                   | Y                    | Y                     |
| 125-271-007       | PD                   | 0.35                | 2                           | SW                 | N                   | Y                    | Y                     |
| 183-160-008       | RR-40                | 0.35                | 2                           | NE                 | N                   | Y                    | Y                     |
| 038-194-001       | PD                   | 0.35                | 2                           | SE                 | N                   | Y                    | Y                     |
| 035-141-039       | PD                   | 0.34                | 2                           | SW                 | Y                   | N                    | Y                     |
| 035-103-012       | RR-20                | 0.34                | 2                           | SW                 | N                   | Y                    | Y                     |
| 044-021-070       | CG                   | 0.34                | 2                           | SE                 | N                   | Y                    | Y                     |
| 043-112-034       | PD                   | 0.33                | 2                           | SW                 | N                   | Y                    | Y                     |
| 035-102-013       | RR-20                | 0.33                | 2                           | SW                 | N                   | Y                    | Y                     |
| 134-301-006       | RR-40                | 0.33                | 2                           | SW                 | N                   | Y                    | Y                     |
| 182-360-030       | RR-20-SR             | 0.32                | 2                           | NE                 | N                   | Y                    | Y                     |
| 182-520-042       | RR-40                | 0.31                | 2                           | NE                 | N                   | Y                    | Y                     |
| 059-010-014       | RR-20                | 0.31                | 2                           | NW                 | N                   | N                    | N                     |
| 035-670-040       | RR-40                | 0.30                | 2                           | SW                 | N                   | Y                    | Y                     |
| 034-011-075       | RR-40                | 0.30                | 2                           | NW                 | N                   | Y                    | Y                     |
| 035-092-006       | RR-20                | 0.30                | 2                           | SW                 | N                   | Y                    | Y                     |
| 125-172-031       | PD                   | 0.28                | 2                           | SW                 | N                   | Y                    | Y                     |
| 034-021-004       | RR-40                | 0.28                | 2                           | NW                 | N                   | Y                    | Y                     |
| 049-554-019       | RR-20                | 0.28                | 2                           | SE                 | N                   | Y                    | Y                     |
| 038-194-003       | PD                   | 0.27                | 2                           | SE                 | N                   | Y                    | Y                     |
| 173-250-039       | RR-20                | 0.27                | 2                           | NE                 | N                   | Y                    | Y                     |
| 125-271-026       | PD                   | 0.27                | 2                           | SW                 | N                   | Y                    | Y                     |
| 034-441-017       | PD                   | 0.26                | 2                           | NW                 | N                   | Y                    | Y                     |
| 036-191-085       | RR-20                | 0.25                | 2                           | NW                 | N                   | Y                    | Y                     |
| 035-134-024       | RR-40                | 0.24                | 2                           | SW                 | N                   | Y                    | Y                     |
| 049-361-024       | RR-20                | 0.22                | 1                           | SE                 | N                   | Y                    | Y                     |
| 180-740-004       | R-3-18-H             | 0.22                | 1                           | NE                 | N                   | Y                    | Y                     |
| 037-180-042       | PD                   | 0.20                | 1                           | SW                 | N                   | Y                    | Y                     |

## HOUSING

| <i>APN</i>                  | <i>Zoning</i> | <i>Acres</i>  | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-----------------------------|---------------|---------------|----------------------|-------------|--------------|---------------|----------------|
| 035-134-020                 | RR-40         | 0.19          | 1                    | SW          | N            | Y             | Y              |
| 034-011-038                 | RR-40         | 0.19          | 1                    | NW          | N            | Y             | Y              |
| 043-320-042                 | PD            | 0.17          | 1                    | SW          | N            | Y             | Y              |
| 049-260-020                 | RR-40         | 0.16          | 1                    | SE          | N            | Y             | Y              |
| 009-315-008                 | PD            | 0.14          | 1                    | SE          | N            | Y             | Y              |
| 043-112-050                 | PD            | 0.14          | 1                    | SW          | N            | Y             | Y              |
| 134-301-075                 | PD            | 0.14          | 1                    | SW          | N            | Y             | Y              |
| 035-223-006                 |               | 0.12          | 1                    | SW          | N            | N             | N              |
| 035-221-008                 |               | 0.12          | 1                    | SW          | N            | N             | N              |
| 038-185-013                 | PD            | 0.12          | 1                    | SE          | N            | Y             | Y              |
| 183-300-027                 | RR-20         | 0.11          | 1                    | NE          | N            | Y             | Y              |
| 038-182-006                 | PD            | 0.11          | 1                    | SE          | N            | Y             | Y              |
| 043-330-037                 | PD            | 0.09          | 1                    | SW          | N            | Y             | Y              |
| 009-111-013                 | R-2           | 0.09          | 1                    | NE          | N            | Y             | Y              |
| <b>LDR Not Zoned Total:</b> |               | <b>157.63</b> | <b>1,059</b>         |             |              |               |                |

**Table 4-44: Low Density Open Space (zoned)**

| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 035-141-016 | PD            | 2.32         | 9                    | SW          | Y            | N             | N              |
| 035-141-030 | PD            | 10.50        | 42                   | SW          | Y            | Y             | Y              |
| 035-141-031 | PD            | 10.28        | 41                   | SW          | Y            | Y             | N              |
| 035-141-033 | PD            | 2.36         | 9                    | SW          | Y            | N             | Y              |
| 035-141-033 | PD            | 0.60         | 2                    | SW          | Y            | N             | Y              |
| 035-141-034 | PD            | 12.30        | 49                   | SW          | Y            | Y             | Y              |
| 035-141-038 | R-1-6         | 3.32         | 13                   | SW          | Y            | N             | Y              |
| 035-141-039 | PD            | 10.95        | 44                   | SW          | Y            | Y             | Y              |
| 035-141-040 | R-1-6         | 13.42        | 54                   | SW          | Y            | Y             | Y              |
| 035-181-018 | R-1-6         | 0.93         | 4                    | SW          | Y            | N             | N              |
| 035-181-045 | R-1-6         | 7.40         | 30                   | SW          | Y            | N             | Y              |
| 035-181-048 | R-1-6         | 0.73         | 3                    | SW          | Y            | N             | N              |
| 035-181-048 | R-1-6         | 0.62         | 2                    | SW          | Y            | N             | N              |
| 035-182-013 | R-1-6         | 1.20         | 5                    | SW          | Y            | N             | N              |
| 035-201-053 | R-1-6         | 1.02         | 4                    | SW          | Y            | N             | N              |
| 035-201-054 | R-1-6         | 1.02         | 4                    | SW          | Y            | N             | N              |
| 035-211-006 | R-1-6         | 1.43         | 6                    | SW          | Y            | N             | N              |
| 035-211-011 | R-1-6         | 1.74         | 7                    | SW          | Y            | N             | N              |
| 035-211-012 | R-1-6         | 1.39         | 6                    | SW          | Y            | N             | N              |
| 035-211-013 | R-1-6         | 2.98         | 12                   | SW          | Y            | N             | N              |
| 035-211-013 | R-1-6         | 0.68         | 3                    | SW          | Y            | N             | N              |

**SANTA ROSA GENERAL PLAN**

| <i>APN</i>              | <i>Zoning</i> | <i>Acres</i>  | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------------------|---------------|---------------|----------------------|-------------|--------------|---------------|----------------|
| 035-211-018             | R-1-6         | 2.20          | 9                    | SW          | Y            | N             | N              |
| 035-211-026             | R-1-6         | 11.20         | 45                   | SW          | Y            | N             | N              |
| 043-111-006             | R-1-6         | 0.75          | 3                    | SW          | Y            | Y             | Y              |
| 043-111-007             | PD            | 1.75          | 7                    | SW          | Y            | N             | Y              |
| 043-121-001             | R-1-6         | 0.43          | 2                    | SW          | Y            | N             | Y              |
| 134-042-011             | R-1-6         | 6.05          | 24                   | SW          | Y            | Y             | Y              |
| 134-042-041             | R-1-6         | 0.33          | 1                    | SW          | Y            | N             | Y              |
| 134-042-067             | R-1-6         | 7.41          | 30                   | SW          | Y            | Y             | Y              |
| <b>LOS Zoned Total:</b> |               | <b>117.28</b> | <b>469</b>           |             |              |               |                |

**Table 4-45: Low Density Open Space (not zoned)**

| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 035-063-008 | RR-40         | 0.54         | 2                    | SW          | N            | Y             | Y              |
| 035-101-006 | OSC           | 2.74         | 11                   | SW          | N            | Y             | Y              |
| 035-141-011 | PI            | 3.96         | 16                   | SW          | N            | N             | Y              |
| 035-141-013 | PI            | 8.92         | 36                   | SW          | N            | Y             | Y              |
| 035-141-014 | OSC           | 3.03         | 12                   | SW          | N            | Y             | Y              |
| 035-181-008 | OSC           | 1.33         | 5                    | SW          | N            | N             | N              |
| 035-182-001 | PD            | 11.40        | 46                   | SW          | N            | N             | N              |
| 035-182-002 | RR-40         | 0.92         | 4                    | SW          | N            | N             | N              |
| 035-182-007 | PD            | 2.06         | 8                    | SW          | N            | N             | N              |
| 035-182-009 | OSC           | 1.84         | 7                    | SW          | N            | N             | N              |
| 035-182-011 | OSC           | 15.64        | 63                   | SW          | N            | Y             | Y              |
| 035-201-002 | OSC           | 0.73         | 3                    | SW          | N            | N             | N              |
| 035-201-006 | PD            | 9.39         | 38                   | SW          | N            | N             | N              |
| 035-201-011 | PD            | 4.36         | 17                   | SW          | N            | N             | N              |
| 035-201-012 | PD            | 4.20         | 17                   | SW          | N            | N             | N              |
| 035-201-013 | PD            | 4.13         | 17                   | SW          | N            | N             | N              |
| 035-201-016 | PD            | 2.99         | 12                   | SW          | N            | N             | N              |
| 035-201-017 | RR-40         | 0.71         | 3                    | SW          | N            | N             | N              |
| 035-201-018 | OSC           | 3.54         | 14                   | SW          | N            | N             | N              |
| 035-201-027 | OSC           | 0.50         | 2                    | SW          | N            | N             | N              |
| 035-201-033 | OSC           | 0.50         | 2                    | SW          | N            | N             | N              |
| 035-201-035 | PD            | 2.68         | 11                   | SW          | N            | N             | N              |
| 035-201-037 | PD            | 4.13         | 17                   | SW          | N            | N             | N              |
| 035-201-038 | PD            | 4.17         | 17                   | SW          | N            | N             | N              |
| 035-201-045 | PD            | 1.77         | 7                    | SW          | N            | N             | N              |
| 035-201-046 | PD            | 3.34         | 13                   | SW          | N            | N             | N              |
| 035-201-047 | PD            | 1.84         | 7                    | SW          | N            | N             | N              |

## HOUSING

| <i>APN</i>                  | <i>Zoning</i> | <i>Acres</i>  | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-----------------------------|---------------|---------------|----------------------|-------------|--------------|---------------|----------------|
| 035-201-048                 | OSC           | 2.95          | 12                   | SW          | N            | N             | N              |
| 035-201-051                 | RR-40         | 0.75          | 3                    | SW          | N            | N             | N              |
| 035-201-052                 | OSC           | 1.72          | 7                    | SW          | N            | N             | N              |
| 035-201-055                 | PD            | 1.02          | 4                    | SW          | N            | N             | N              |
| 035-201-056                 | PD            | 1.12          | 4                    | SW          | N            | N             | N              |
| 035-201-057                 | PD            | 3.99          | 16                   | SW          | N            | N             | N              |
| 035-201-059                 | PD            | 1.41          | 6                    | SW          | N            | N             | N              |
| 035-201-060                 | PD            | 11.89         | 48                   | SW          | N            | N             | N              |
| 035-211-004                 | OSC           | 4.46          | 18                   | SW          | N            | N             | N              |
| 035-211-007                 | OSC           | 1.74          | 7                    | SW          | N            | N             | N              |
| 035-211-007                 | OSC           | 0.77          | 3                    | SW          | N            | N             | N              |
| 035-211-024                 | OSC           | 2.53          | 10                   | SW          | N            | N             | N              |
| 134-042-010                 | RR-40         | 0.83          | 3                    | SW          | N            | N             | Y              |
| 134-042-017                 | RR-40         | 0.70          | 3                    | SW          | N            | N             | Y              |
| 134-042-042                 | RR-40         | 0.88          | 4                    | SW          | N            | N             | Y              |
| 134-042-043                 | RR-40         | 8.94          | 36                   | SW          | N            | Y             | Y              |
| 134-042-065                 | RR-40         | 0.53          | 2                    | SW          | N            | N             | Y              |
| <b>LOS Not Zoned Total:</b> |               | <b>147.61</b> | <b>590</b>           |             |              |               |                |

**Table 4-46: Medium Low Density (zoned)**

| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 125-021-013 | R-1-6-SA      | 10.41        | 104                  | SW          | Y            | Y             | Y              |
| 035-141-033 | PD            | 10.10        | 101                  | SW          | Y            | Y             | Y              |
| 035-132-039 | R-1-6         | 6.87         | 69                   | SW          | Y            | Y             | Y              |
| 043-072-018 | R-1-6         | 4.86         | 49                   | SW          | Y            | Y             | Y              |
| 044-032-004 | R-1-6         | 4.65         | 46                   | SE          | Y            | Y             | Y              |
| 035-104-001 | R-1-6         | 3.79         | 38                   | SW          | Y            | N             | Y              |
| 036-091-051 | R-1-6         | 2.25         | 22                   | NW          | Y            | Y             | Y              |
| 125-021-014 | R-1-6-SA      | 1.72         | 17                   | SW          | Y            | Y             | Y              |
| 044-051-019 | R-1-6         | 1.65         | 16                   | SE          | Y            | N             | Y              |
| 043-071-025 | R-1-6         | 1.18         | 12                   | SW          | Y            | Y             | Y              |
| 044-051-027 | R-1-6         | 0.85         | 9                    | SE          | Y            | N             | Y              |
| 044-051-025 | R-1-6         | 0.71         | 7                    | SE          | Y            | Y             | Y              |
| 043-071-026 | R-1-6         | 0.67         | 7                    | SW          | Y            | Y             | Y              |
| 044-460-008 | PD            | 0.65         | 7                    | SE          | Y            | N             | Y              |
| 044-460-004 | PD            | 0.38         | 4                    | SE          | Y            | N             | Y              |
| 044-460-005 | PD            | 0.34         | 3                    | SE          | Y            | N             | Y              |
| 044-460-003 | PD            | 0.18         | 2                    | SE          | Y            | N             | Y              |
| 037-125-017 | PD            | 0.12         | 1                    | SW          | Y            | Y             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 034-790-012 | PD            | 0.12         | 1                    | NW          | Y            | Y             | N              |
| 034-790-100 | PD            | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-071 | PD            | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-052 | PD            | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-051 | PD            | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-018 | PD            | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-062 | PD            | 0.09         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-017 | PD            | 0.09         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-016 | PD            | 0.09         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-015 | PD            | 0.09         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-014 | PD            | 0.09         | 1                    | NW          | Y            | Y             | N              |
| 034-790-013 | PD            | 0.09         | 1                    | NW          | Y            | Y             | N              |
| 034-790-070 | PD            | 0.09         | 1                    | NW          | Y            | Y             | Y              |
| 134-400-013 | R-1-6         | 0.09         | 1                    | SW          | Y            | Y             | Y              |
| 034-790-061 | PD            | 0.09         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-101 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-076 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-057 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-056 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-091 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-092 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-096 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-095 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-099 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-081 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-075 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-073 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-077 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-079 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-053 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-090 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-098 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-054 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-059 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-080 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-058 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-097 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-093 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-078 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-074 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 034-790-094 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-055 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-072 | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 034-790-060 | PD            | 0.07         | 1                    | NW          | Y            | Y             | Y              |
| 037-250-027 | PD            | 0.06         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-034 | PD            | 0.05         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-031 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-029 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-032 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-033 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-020 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-028 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-030 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-033 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-018 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-032 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-021 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-019 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-035 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-034 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-022 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-018 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-066 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-017 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-048 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-049 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-065 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-016 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-015 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-063 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-064 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-017 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-038 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-039 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-040 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-035 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-006 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-024 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-025 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-002 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |

## SANTA ROSA GENERAL PLAN

| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 037-250-013 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-011 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-026 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-008 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-003 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-012 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-016 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-007 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-036 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-031 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-060 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-026 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-028 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-062 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-053 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-051 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-010 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-068 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-044 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-022 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-070 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-013 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-011 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-036 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-046 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-056 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-039 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-012 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-069 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-052 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-021 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-019 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-020 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-037 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-057 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-050 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-067 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-027 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-040 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-029 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |

## HOUSING

| <i>APN</i>              | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 037-240-045             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-043             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-014             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-047             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-061             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-023             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-038             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-015             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-014             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-023             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-001             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-037             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-009             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-010             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-009             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-005             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-042             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-024             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-059             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-054             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-025             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-041             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-250-004             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-058             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-030             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-055             | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-008             | PD            | 0.02         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-006             | PD            | 0.02         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-005             | PD            | 0.02         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-007             | PD            | 0.02         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-001             | PD            | 0.02         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-004             | PD            | 0.02         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-003             | PD            | 0.02         | 1                    | SW          | Y            | Y             | Y              |
| 037-240-002             | PD            | 0.02         | 1                    | SW          | Y            | Y             | Y              |
| <b>MLD Zoned Total:</b> |               | <b>58.36</b> | <b>661</b>           |             |              |               |                |

**SANTA ROSA GENERAL PLAN**

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**Table 4-47: Medium Low Density (not zoned)**

| <b>APN</b>                  | <b>Zoning</b> | <b>Acres</b> | <b>Unit Capacity</b> | <b>Quad</b> | <b>Zoned</b> | <b>Served</b> | <b>Transit</b> |
|-----------------------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 134-022-049                 | R-3-18        | 5.02         | 50                   | SW          | N            | Y             | Y              |
| 043-071-022                 | PD            | 3.18         | 32                   | SW          | N            | Y             | Y              |
| 044-031-046                 | R-3-18        | 2.89         | 29                   | SE          | N            | Y             | Y              |
| 043-072-019                 | OSC           | 2.77         | 28                   | SW          | N            | Y             | Y              |
| 043-071-038                 | RR-40         | 2.01         | 20                   | SW          | N            | Y             | Y              |
| 043-191-019                 | PD            | 1.22         | 12                   | SW          | N            | Y             | Y              |
| 043-191-016                 | PD            | 0.96         | 10                   | SW          | N            | Y             | Y              |
| 035-103-026                 | RR-40         | 0.95         | 9                    | SW          | N            | Y             | Y              |
| 043-191-021                 | RR-40         | 0.84         | 8                    | SW          | N            | Y             | Y              |
| 043-072-007                 | RR-40         | 0.68         | 7                    | SW          | N            | Y             | Y              |
| 043-072-003                 | RR-40         | 0.63         | 6                    | SW          | N            | Y             | Y              |
| 043-071-027                 | RR-40         | 0.63         | 6                    | SW          | N            | Y             | Y              |
| 043-192-026                 | RR-40         | 0.53         | 5                    | SW          | N            | Y             | Y              |
| <b>MLD Not Zoned Total:</b> |               | <b>22.31</b> | <b>223</b>           |             |              |               |                |

**Table 4-48: Medium Density (zoned)**

| <b>APN</b>  | <b>Zoning</b> | <b>Acres</b> | <b>Unit Capacity</b> | <b>Quad</b> | <b>Zoned</b> | <b>Served</b> | <b>Transit</b> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 009-410-001 | R-3-18        | 9.69         | 141                  | SE          | Y            | Y             | Y              |
| 134-072-012 | R-3-18        | 9.22         | 135                  | SW          | Y            | Y             | Y              |
| 031-050-062 | R-3-18        | 9.07         | 132                  | SE          | Y            | Y             | Y              |
| 125-031-022 | R-3-18        | 8.51         | 124                  | SW          | Y            | Y             | Y              |
| 013-400-005 | PD            | 8.03         | 117                  | SE          | Y            | Y             | Y              |
| 043-133-013 | R-3-18        | 5.96         | 87                   | SW          | Y            | Y             | Y              |
| 134-042-067 | R-3-18        | 5.42         | 79                   | SW          | Y            | Y             | Y              |
| 153-080-006 | R-3-18-SR     | 5.05         | 74                   | NE          | Y            | Y             | Y              |
| 035-141-025 | PD            | 4.47         | 65                   | SW          | Y            | N             | Y              |
| 043-121-015 | R-3-18        | 4.41         | 64                   | SW          | Y            | Y             | Y              |
| 125-551-016 | R-3-18        | 4.39         | 64                   | SW          | Y            | Y             | Y              |
| 035-093-043 | R-3-18        | 4.29         | 63                   | SW          | Y            | Y             | Y              |
| 043-072-015 | R-3-18        | 4.12         | 60                   | SW          | Y            | Y             | Y              |
| 009-420-001 | R-3-18        | 4.07         | 59                   | SE          | Y            | Y             | Y              |
| 153-060-017 | R-3-18-SR     | 3.91         | 57                   | NE          | Y            | Y             | Y              |
| 043-121-012 | R-3-18        | 3.87         | 57                   | SW          | Y            | Y             | Y              |
| 035-063-005 | R-3-18        | 3.80         | 56                   | SW          | Y            | Y             | Y              |
| 035-191-013 | PD            | 3.58         | 52                   | SW          | Y            | Y             | Y              |
| 125-042-015 | R-3-18-SA     | 3.32         | 48                   | SW          | Y            | Y             | Y              |
| 043-122-007 | R-3-18        | 3.23         | 47                   | SW          | Y            | Y             | Y              |
| 125-071-014 | R-3-18        | 2.91         | 43                   | SW          | Y            | Y             | Y              |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 044-520-087 | PD            | 2.89         | 42                   | SE          | Y            | Y             | Y              |
| 044-460-070 | PD            | 2.29         | 33                   | SE          | Y            | Y             | Y              |
| 044-041-010 | CG            | 2.17         | 32                   | SE          | Y            | Y             | Y              |
| 043-200-004 | PD            | 2.10         | 31                   | SW          | Y            | Y             | Y              |
| 035-063-006 | R-3-18        | 2.10         | 31                   | SW          | Y            | N             | Y              |
| 016-090-013 | R-3-18        | 1.94         | 28                   | SE          | Y            | Y             | Y              |
| 125-521-004 | R-3-18        | 1.74         | 25                   | SW          | Y            | Y             | Y              |
| 125-521-008 | R-3-18        | 1.70         | 25                   | SW          | Y            | Y             | Y              |
| 010-311-028 | R-3-18        | 1.62         | 24                   | SW          | Y            | Y             | Y              |
| 125-521-003 | R-3-18        | 1.58         | 23                   | SW          | Y            | Y             | Y              |
| 035-093-018 | R-3-18        | 1.33         | 19                   | SW          | Y            | Y             | Y              |
| 044-051-055 | CSC           | 1.29         | 19                   | SE          | Y            | Y             | Y              |
| 035-191-010 | PD            | 1.17         | 17                   | SW          | Y            | Y             | Y              |
| 044-530-045 | PD            | 1.16         | 17                   | SE          | Y            | Y             | Y              |
| 180-680-056 | R-3-18        | 1.16         | 17                   | NE          | Y            | Y             | Y              |
| 014-071-093 | R-3-18        | 1.16         | 17                   | SE          | Y            | Y             | Y              |
| 035-141-006 | R-3-18        | 1.16         | 17                   | SW          | Y            | N             | Y              |
| 182-510-015 | R-3-15        | 1.13         | 17                   | NE          | Y            | Y             | Y              |
| 180-050-017 | R-3-15        | 1.13         | 17                   | NE          | Y            | Y             | Y              |
| 044-280-076 | PD            | 1.04         | 15                   | SE          | Y            | Y             | Y              |
| 041-042-012 | R-3-15-SA     | 1.00         | 15                   | NW          | Y            | Y             | Y              |
| 013-100-090 | PD            | 0.98         | 14                   | SE          | Y            | Y             | Y              |
| 044-460-002 | PD            | 0.78         | 11                   | SE          | Y            | N             | Y              |
| 043-121-014 | R-3-18        | 0.78         | 11                   | SW          | Y            | Y             | Y              |
| 044-460-001 | PD            | 0.78         | 11                   | SE          | Y            | Y             | Y              |
| 180-580-064 | PD            | 0.61         | 9                    | NE          | Y            | Y             | Y              |
| 180-580-065 | PD            | 0.58         | 8                    | NE          | Y            | Y             | Y              |
| 180-520-008 | PD            | 0.52         | 8                    | NE          | Y            | Y             | Y              |
| 182-120-052 | R-3-18        | 0.50         | 7                    | NE          | Y            | Y             | Y              |
| 182-510-015 | R-3-15        | 0.42         | 6                    | NE          | Y            | Y             | Y              |
| 032-300-005 | R-3-18        | 0.39         | 6                    | NE          | Y            | Y             | Y              |
| 044-280-075 | PD            | 0.36         | 5                    | SE          | Y            | Y             | Y              |
| 125-521-010 | R-3-18        | 0.33         | 5                    | SW          | Y            | Y             | Y              |
| 044-460-003 | PD            | 0.32         | 5                    | SE          | Y            | N             | Y              |
| 032-300-014 | R-3-18        | 0.31         | 5                    | NE          | Y            | N             | Y              |
| 009-391-027 | R-3-18        | 0.31         | 4                    | SE          | Y            | Y             | Y              |
| 182-490-010 | R-3-15        | 0.30         | 4                    | NE          | Y            | Y             | Y              |
| 009-325-004 | R-2           | 0.27         | 4                    | SE          | Y            | Y             | Y              |
| 038-171-020 | PD            | 0.27         | 4                    | SE          | Y            | Y             | Y              |
| 182-510-016 | R-3-15        | 0.26         | 4                    | NE          | Y            | Y             | Y              |

**SANTA ROSA GENERAL PLAN**

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| <i><b>APN</b></i> | <i><b>Zoning</b></i> | <i><b>Acres</b></i> | <i><b>Unit Capacity</b></i> | <i><b>Quad</b></i> | <i><b>Zoned</b></i> | <i><b>Served</b></i> | <i><b>Transit</b></i> |
|-------------------|----------------------|---------------------|-----------------------------|--------------------|---------------------|----------------------|-----------------------|
| 180-440-053       | PD                   | 0.25                | 4                           | NE                 | Y                   | Y                    | Y                     |
| 010-252-067       | CG                   | 0.24                | 3                           | SW                 | Y                   | Y                    | Y                     |
| 009-274-033       | R-3-18-H             | 0.24                | 3                           | SE                 | Y                   | Y                    | Y                     |
| 146-140-023       | PD                   | 0.23                | 3                           | SW                 | Y                   | Y                    | Y                     |
| 125-181-025       | R-3-18               | 0.19                | 3                           | SW                 | Y                   | Y                    | Y                     |
| 182-490-011       | R-3-18               | 0.18                | 3                           | NE                 | Y                   | Y                    | Y                     |
| 038-172-033       | R-3-15               | 0.18                | 3                           | SE                 | Y                   | Y                    | Y                     |
| 012-062-037       | CG-SA                | 0.17                | 3                           | NW                 | Y                   | Y                    | Y                     |
| 009-274-033       | R-3-18               | 0.17                | 3                           | SE                 | Y                   | Y                    | Y                     |
| 041-122-022       | PD                   | 0.17                | 2                           | NW                 | Y                   | Y                    | Y                     |
| 125-054-001       | R-2-SA               | 0.17                | 2                           | SW                 | Y                   | Y                    | Y                     |
| 038-172-028       | R-3-15               | 0.16                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 012-062-035       | CG-SA                | 0.16                | 2                           | NW                 | Y                   | Y                    | Y                     |
| 012-062-034       | CG-SA                | 0.16                | 2                           | NW                 | Y                   | Y                    | Y                     |
| 125-551-018       | R-3-18               | 0.15                | 2                           | SW                 | Y                   | Y                    | Y                     |
| 010-245-021       | R-2                  | 0.15                | 2                           | SW                 | Y                   | Y                    | Y                     |
| 010-041-019       | CN-H-SA              | 0.15                | 2                           | NE                 | Y                   | Y                    | Y                     |
| 125-551-018       | R-3-18               | 0.15                | 2                           | SW                 | Y                   | Y                    | Y                     |
| 009-274-032       | R-3-18               | 0.15                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 038-172-030       | R-3-15               | 0.15                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 010-252-004       | CG                   | 0.15                | 2                           | SW                 | Y                   | Y                    | Y                     |
| 044-370-002       | PD                   | 0.15                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 180-680-013       | PD-H                 | 0.15                | 2                           | NE                 | Y                   | Y                    | Y                     |
| 038-172-034       | R-3-15               | 0.14                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 134-042-056       | R-3-18               | 0.14                | 2                           | SW                 | Y                   | Y                    | Y                     |
| 038-172-037       | R-3-15               | 0.14                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 012-062-042       | CG-SA                | 0.14                | 2                           | NW                 | Y                   | Y                    | Y                     |
| 010-223-046       | R-2                  | 0.14                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 038-172-041       | R-3-15               | 0.13                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 038-172-038       | R-3-15               | 0.13                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 038-172-036       | R-3-15               | 0.13                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 038-172-035       | R-3-15               | 0.13                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 038-172-040       | R-3-15               | 0.12                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 038-172-039       | R-3-15               | 0.12                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 044-051-054       | CSC                  | 0.12                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 038-172-032       | R-3-15               | 0.12                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 038-172-029       | R-3-15               | 0.12                | 2                           | SE                 | Y                   | Y                    | Y                     |
| 010-033-015       | CN-H-SA              | 0.11                | 2                           | NE                 | Y                   | Y                    | Y                     |
| 012-061-016       | R-3-18-SA            | 0.11                | 2                           | NW                 | Y                   | Y                    | Y                     |
| 010-033-016       | CN-H-SA              | 0.11                | 2                           | NE                 | Y                   | Y                    | Y                     |

## HOUSING

| <i>APN</i>              | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 038-172-031             | R-3-15        | 0.11         | 2                    | SE          | Y            | Y             | Y              |
| 010-102-002             | R-3-18-SA     | 0.10         | 1                    | NW          | Y            | Y             | Y              |
| 009-312-007             | PD            | 0.08         | 1                    | SE          | Y            | Y             | Y              |
| 041-250-009             | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 180-720-077             | R-2-H         | 0.08         | 1                    | NE          | Y            | Y             | Y              |
| 010-041-008             | R-3-H-SA      | 0.08         | 1                    | NE          | Y            | Y             | Y              |
| 010-102-010             | R-3-18-SA     | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 041-250-014             | PD            | 0.08         | 1                    | NW          | Y            | Y             | Y              |
| 009-253-037             | PD-H          | 0.06         | 1                    | SE          | Y            | Y             | Y              |
| 010-231-015             | R-2           | 0.06         | 1                    | SE          | Y            | Y             | Y              |
| 010-223-067             | R-2           | 0.06         | 1                    | SE          | Y            | Y             | Y              |
| 041-250-001             | PD            | 0.06         | 1                    | NW          | Y            | Y             | Y              |
| 041-250-011             | PD            | 0.06         | 1                    | NW          | Y            | Y             | Y              |
| 180-720-078             | R-2-H         | 0.06         | 1                    | NE          | Y            | Y             | Y              |
| 180-720-079             | R-2-H         | 0.06         | 1                    | NE          | Y            | Y             | Y              |
| 041-250-012             | PD            | 0.05         | 1                    | NW          | Y            | Y             | Y              |
| 041-250-010             | PD            | 0.05         | 1                    | NW          | Y            | Y             | Y              |
| 041-250-013             | PD            | 0.05         | 1                    | NW          | Y            | Y             | Y              |
| 180-720-080             | R-2-H         | 0.04         | 1                    | NE          | Y            | Y             | Y              |
| 010-223-020             | R-2           | 0.02         | 1                    | SE          | Y            | Y             | Y              |
| <b>MDR Zoned Total:</b> |               | <b>161</b>   | <b>2,349</b>         |             |              |               |                |

**Table 4-49: Medium Density (not zoned)**

| <i>APN</i>  | <i>Zoning</i>       | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 125-041-022 | R-1-6-SA/ R-3-18-SA | 9.69         | 141.46               | SW          | N            | Y             | Y              |
| 035-104-001 | R-1-6               | 1.81         | 26.41                | SW          | N            | N             | Y              |
| 044-041-082 | RR-20               | 1.56         | 22.75                | SE          | N            | Y             | Y              |
| 036-061-064 | RR-40               | 1.54         | 22.48                | NW          | N            | Y             | Y              |
| 031-260-008 | RR-40               | 1.44         | 20.99                | NE          | N            | Y             | Y              |
| 037-101-003 | PD                  | 1.35         | 19.69                | SW          | N            | Y             | Y              |
| 031-260-007 | RR-40               | 0.98         | 14.27                | NE          | N            | Y             | Y              |
| 125-461-024 | RR-40               | 0.96         | 14.06                | SW          | N            | Y             | Y              |
| 036-061-051 | R-1-6               | 0.95         | 13.84                | NW          | N            | Y             | Y              |
| 148-130-044 | RR-20               | 0.75         | 10.97                | NW          | N            | Y             | Y              |
| 125-521-006 | RR-40               | 0.73         | 10.64                | SW          | N            | N             | Y              |
| 036-101-041 | RR-20               | 0.69         | 10.10                | NW          | N            | Y             | Y              |
| 152-080-067 | R-1-6               | 0.64         | 9.33                 | NW          | N            | Y             | Y              |
| 044-041-045 | RR-20               | 0.60         | 8.81                 | SE          | N            | Y             | Y              |
| 038-172-010 | PD                  | 0.60         | 8.69                 | SE          | N            | Y             | Y              |

## SANTA ROSA GENERAL PLAN

| <i>APN</i>                  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-----------------------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 134-290-006                 | RR-40         | 0.47         | 6.89                 | SW          | N            | Y             | Y              |
| 037-101-038                 | PD            | 0.47         | 6.80                 | SW          | N            | Y             | Y              |
| 125-551-013                 | R-1-15        | 0.46         | 6.77                 | SW          | N            | Y             | Y              |
| 036-061-047                 | R-1-6         | 0.44         | 6.40                 | NW          | N            | Y             | Y              |
| 036-061-052                 | R-1-6         | 0.44         | 6.37                 | NW          | N            | Y             | Y              |
| 035-093-025                 | R-1-15        | 0.41         | 5.94                 | SW          | N            | Y             | Y              |
| 037-101-044                 | PD            | 0.39         | 5.69                 | SW          | N            | Y             | Y              |
| 037-101-009                 | PD            | 0.38         | 5.49                 | SW          | N            | Y             | Y              |
| 032-300-001                 | R-1-6         | 0.37         | 5.45                 | NE          | N            | Y             | Y              |
| 037-101-037                 | PD            | 0.37         | 5.35                 | SW          | N            | Y             | Y              |
| 038-202-022                 | PD            | 0.36         | 5.19                 | SE          | N            | Y             | Y              |
| 036-183-045                 | R-1-6         | 0.34         | 4.98                 | NW          | N            | Y             | Y              |
| 182-510-002                 | RR-20         | 0.34         | 4.91                 | NE          | N            | Y             | Y              |
| 038-202-008                 | PD            | 0.32         | 4.67                 | SE          | N            | Y             | Y              |
| 134-290-004                 | RR-40         | 0.29         | 4.19                 | SW          | N            | Y             | Y              |
| 036-101-018                 | RR-40         | 0.28         | 4.05                 | NW          | N            | Y             | Y              |
| 031-140-071                 | R-1-6         | 0.22         | 3.19                 | NE          | N            | Y             | Y              |
| 036-061-067                 | R-1-6         | 0.20         | 2.91                 | NW          | N            | Y             | Y              |
| 031-140-072                 | R-1-6         | 0.13         | 1.83                 | NE          | N            | N             | Y              |
| <b>MDR Not Zoned Total:</b> |               | <b>30.78</b> | <b>451</b>           |             |              |               |                |

**Table 4-50: Retail Medium (zoned)**

| <i>APN</i>    | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|---------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 044-051-055   | CSC           | 8.98         | 108                  | SE          | Y            | Y             | Y              |
| 182-180-021   | CSC           | 8.77         | 105                  | NE          | Y            | Y             | Y              |
| 043-071-007 * | PD            | 8.04         | 96                   | SW          | Y            | Y             | Y              |
| 016-090-013 * | CG            | 2.63         | 32                   | SE          | Y            | Y             | Y              |
| 035-063-005   | CG            | 1.35         | 16                   | SW          | Y            | Y             | Y              |
| 044-051-035   | CSC           | 1.02         | 12                   | SE          | Y            | Y             | Y              |
| 044-530-044   | PD            | 0.90         | 11                   | SE          | Y            | Y             | Y              |
| 036-790-052   | PD            | 0.67         | 8                    | NW          | Y            | Y             | Y              |
| 044-051-039   | CSC           | 0.40         | 5                    | SE          | Y            | Y             | Y              |
| 043-370-019   | PD            | 0.07         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-001   | PD            | 0.06         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-043   | PD            | 0.06         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-028   | PD            | 0.06         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-042   | PD            | 0.06         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-029   | PD            | 0.06         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-060   | PD            | 0.06         | 1                    | SW          | Y            | Y             | Y              |

## HOUSING

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| <i>APN</i>  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 043-370-005 | PD            | 0.05         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-018 | PD            | 0.05         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-020 | PD            | 0.05         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-021 | PD            | 0.05         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-012 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-035 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-036 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-052 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-051 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-013 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-004 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-002 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-003 | PD            | 0.04         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-030 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-031 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-032 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-033 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-034 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-037 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-011 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-059 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-038 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-058 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-057 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-054 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-048 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-046 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-053 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-056 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-049 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-047 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-055 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-050 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-045 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-039 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-044 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-040 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-041 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-010 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-022 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |

## SANTA ROSA GENERAL PLAN

| <i>APN</i>                  | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|-----------------------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 043-370-023                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-025                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-026                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-024                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-027                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-009                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-008                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-015                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-016                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-006                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-007                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-014                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| 043-370-017                 | PD            | 0.03         | 1                    | SW          | Y            | Y             | Y              |
| <b>Total RBS/MDR Zoned:</b> |               | <b>35.02</b> | <b>450</b>           |             |              |               |                |

**Table 4-51: Retail Medium (not zoned)**

| <i>APN</i>                      | <i>Zoning</i> | <i>Acres</i> | <i>Unit Capacity</i> | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
|---------------------------------|---------------|--------------|----------------------|-------------|--------------|---------------|----------------|
| 043-200-004                     | PD            | 15.15        | 182                  | SW          | N            | Y             | Y              |
| 035-141-026                     | PD            | 7.89         | 95                   | SW          | N            | Y             | Y              |
| 035-141-024                     | PD            | 7.63         | 92                   | SW          | N            | Y             | Y              |
| 043-191-019                     | PD            | 3.75         | 45                   | SW          | N            | Y             | Y              |
| 036-011-046                     | RR-40         | 3.59         | 43                   | NW          | N            | Y             | Y              |
| 036-011-053                     | CG            | 2.01         | 24                   | NW          | N            | Y             | Y              |
| 035-201-025                     | PD            | 1.55         | 19                   | SW          | N            | N             | N              |
| 043-191-021                     | PD            | 1.51         | 18                   | SW          | N            | Y             | Y              |
| 043-071-028                     | PD            | 1.31         | 16                   | SW          | N            | Y             | Y              |
| 035-201-049                     | PD            | 1.10         | 13                   | SW          | N            | N             | N              |
| <b>Total RBS/MDR Not Zoned:</b> |               | <b>45.50</b> | <b>546</b>           |             |              |               |                |

## HOUSING

**Table 4-52: Underutilized or Developed Sites**

|              |             |           |               |              | <i>Unit Capacity</i> |                  |             |              |               |                |
|--------------|-------------|-----------|---------------|--------------|----------------------|------------------|-------------|--------------|---------------|----------------|
|              | <i>APN</i>  | <i>GP</i> | <i>Zoning</i> | <i>Acres</i> |                      | <i>Use</i>       | <i>Quad</i> | <i>Zoned</i> | <i>Served</i> | <i>Transit</i> |
| 23           | 009-071-026 | RBS       | CD-10         | 0.59         | 116                  | Movie theater    | NE          | Y            | Y             | Y              |
| 24           | 010-091-001 | TVM       | TV-R-SA-H     | 1.38         | 80                   | Warehouse        | NW          | Y            | Y             | Y              |
|              | 010-091-007 | TVM       | TV-R-SA-H     | 1.72         | -                    | Warehouse        | NW          | Y            | Y             | Y              |
| 25           | 010-091-005 | TVM       | TV-R-SA       | 1.83         | 45                   | Warehouses       | NW          | Y            | Y             | Y              |
| 26           | 010-101-031 | TVM       | TV-R-SA-LIL   | 3.22         | 129                  | Office/trucks    | NW          | Y            | Y             | Y              |
| 28           | 010-175-012 | TVM       | TV-M-SA       | 0.61         | 24                   | Warehouse        | NW          | Y            | Y             | Y              |
| 29           | 010-184-029 | TVM       | TV-R-SA       | 1.9          | 76                   | Warehouse/mill   | SW          | Y            | Y             | Y              |
| 30           | 010-320-029 | MHDR      | R-3-30        | 7.46         | 179                  | Office/corp yard | NW          | Y            | Y             | Y              |
| 31           | 125-053-031 | TVM       | TV-R-SA       | 1.71         | 68                   | Warehouse        | NW          | Y            | Y             | Y              |
| 32           | 125-123-010 | TVM       | TV-R-SA       | 1.63         | 65                   | Warehouse        | SW          | Y            | Y             | Y              |
|              | 125-123-004 | TVM       | TV-R-SA       | 1.17         | 47                   | Warehouses       | SW          | Y            | Y             | Y              |
| <b>Total</b> |             |           |               | <b>23.22</b> | <b>829</b>           |                  |             |              |               |                |

**Table 4-53: Housing Accomplishments**

| <b>Policy</b>  | <b>Year/Entity/Funding</b>   | <b>Implementation</b>   | <b>Continue/<br/>Modify/Delete</b>                       |
|--|--|---|--|
| <b><i>Goal H-A: Meet the housing needs of all Santa Rosa residents.</i></b>  |  |   |  |
| H-A-1 Ensure adequate sites are available for development of a variety of housing types for all income levels, including single and multifamily units, mobile homes, transitional housing, and homeless shelters.  | Year: Ongoing<br><br>Entity: Departments of Community Development and Advance Planning | The City identified adequate land to provide for a variety of housing types in the 2009 Housing Element. Since the element's adoption, the City has continued to monitor land availability, has made additional higher-density sites available through the adoption of the North Santa Rosa Station Area Specific Plan, and has supported the development of housing for persons with lower incomes and special housing needs using financial and administrative resources.   | Continue.  |
| H-A-2 Pursue the goal of meeting Santa Rosa's housing needs through increased densities, when consistent with preservation of existing neighborhoods. Higher density sites are illustrated on the General Plan Land Use Diagram, which will allow the development of dwellings for 210 very low and 138 low income households annually. Development of these sites or proposals for new higher density sites must be designed in context with existing, surrounding neighborhoods. The number of affordable units permitted each year and the adequacy of higher density sites shall be reported as part of the General Plan Annual Review report. | Year: Ongoing<br><br>Entity: Departments of Community Development and Advance Planning | The City has prepared annual reports throughout the planning period to monitor the development of housing for lower-income households. From 2007 to 2014, the City issued permits for 706 units affordable to very low- and low-income residents. This figure includes both units that are deed-restricted for affordability to households within a certain income category, and unrestricted units that were determined to be affordable based on a review of rents and sales prices in comparison to affordability. Out of the 706 issued permits, 684 were completed and finalized. Among the 684 completed during this time period, 456 were deed-restricted for long-term affordability. The City continues to review development proposals to ensure new projects are designed in context with existing, surrounding neighborhoods. | Modify to reflect current higher-density land resources. |
| H-A-3 Promote conservation and rehabilitation of the existing housing stock and discourage intrusion of incompatible uses into residential neighborhoods which would erode the character of established neighborhoods or lead to use conflicts.  | Year: Ongoing<br><br>Entity: Department of Community Development                       | The City assists in the conservation and preservation of the existing housing stock through its Housing Rehabilitation and Conservation Program, Neighborhood Revitalization Program, and Section 8 Rental Assistance Program (repairs for code enforcement). Achievements under these programs are described in the implementation of Policy H-B-1, below.   | Continue.  |
| H-A-4 Meet and confer with Sonoma County Planning staff on a regular basis to address housing needs of lower income and special needs groups, to coordinate regarding issues including infrastructure, zoning and land use,  | Year: Ongoing<br><br>Entity: Department of Community Development                       | The City participates in regular meetings with Sonoma County Planning staff as well as staff from other Sonoma County cities to discuss issues of mutual concern, including housing. During the planning period, the City   | Continue.  |

## HOUSING

| Policy   | Year/Entity/Funding   | Implementation   | Continue/<br>Modify/Delete  |
|--|---|--|---|
| annexations, community acceptance strategies, homeless shelters, farmworkers, persons with disabilities, environmental issues, funding, and impact fees.   |   | and the County worked together on joint review of two affordable housing developments located in the unincorporated county where City utility services were required.  |   |
| H-A-5 Improve community acceptance of higher density housing through community based outreach, recognition of existing livable neighborhoods, and assurance of well-designed high density projects.  | Year: 2013<br>Entity: Department of Community Development   | The City worked to improve community acceptance of higher-density housing and mixed-use residential development through a series of community outreach events during the development of the North Santa Rosa Station Area Specific Plan. The plan provides land use and policy direction for higher-density, transit-oriented development for the area generally within one-half mile around the planned North Santa Rosa Station on the Sonoma-Marin Area Rail Transit system.<br><br>In addition, the City completed a similar public outreach campaign in 2010 as part of the Downtown Station Area Specific Plan rezoning process. Outreach focused on explaining the adopted plan to the public and increasing community acceptance of future high-density residential land uses.   | Continue.   |
| <b>Goal H-B: Maintain and rehabilitate, as needed, the existing affordable housing supply.</b>   |   |  |   |
| <p>H-B-1 Rehabilitate 50 housing units annually through the city's rehabilitation programs, focusing on very low and low income beneficiaries. Utilize the following programs:</p> <ul style="list-style-type: none"> <li>• The Housing Rehabilitation and Conservation Program (HRCP), which targets very low and low income owner-occupied units and certain investor owned projects providing affordable rental units;</li> <li>• The Mobile Home Repair Loan Program, which provides low interest loans to very low and low income mobile home owners for necessary repairs; and</li> <li>• The Neighborhood Revitalization and Housing Quality Standard Code Compliance Program of the Section 8 rental assistance program, which, through code compliance, improve health and safety of local rental units.</li> </ul> | <p>Year: Ongoing<br/>Entity: Department of Economic Development and Housing<br/>Funding: HOME and Community Development Block Grant, Housing Authority Reserves</p> | <p>The City facilitated housing unit rehabilitation through the Neighborhood Revitalization Program/code enforcement efforts, use of Redevelopment Low and Moderate Income Housing Funds (prior to the dissolution of the Redevelopment Agency), and enforcement of Housing Quality Standard Code Compliance though the Section 8 Rental Assistance Program.</p> <p>From 2007 to 2012, the City rehabilitated a total of 6,623 units (an average of 1,104 units per year) as follows:</p> <ul style="list-style-type: none"> <li>• 3,666 units through the Neighborhood Revitalization Program as a result of building code enforcement measures that were cited and cleared</li> <li>• 2,808 units brought into Housing Quality Standard Code Compliance through the Section 8 Rental Assistance Program (upgraded electrical and plumbing, flooring, paint, new appliance and fixtures, and removal of hazards)</li> <li>• 149 units through Redevelopment Low/Moderate</li> </ul> | Modify to reflect the lack of funding for the HRCP and Mobile Home Repair Loan Program. |

## SANTA ROSA GENERAL PLAN

| <b><i>Policy</i></b>   | <b><i>Year/Entity/Funding</i></b>  | <b><i>Implementation</i></b>   | <b><i>Continue/<br/>Modify/Delete</i></b>  |
|--|--|--|--|
| H-B-2 Discourage the subdivision of mobile home parks or conversion to other uses through enforcement of the Conversion of Mobile Home Parks chapter of the City Code.   | Year: Ongoing<br><br>Entity: Departments of Community Development and Economic Development and Housing | Income Housing Funds and/or Mortgage Revenue Bond funds, all of which improved housing for lower-income residents, and many of which were improvements and modifications for the disabled and the elderly<br><br>Due to budget constraints, the Mobile Home Repair Loan Program and the Housing Rehabilitation Loan Program were suspended in 2010/2011. During the program period, the Housing Authority spent \$541,202 renovating 149 units.  | Modify to state that the City will encourage the preservation of mobile home parks, in keeping with state law. |
| H-B-3 Retain federal, state and locally subsidized affordable units which may be lost through contract termination. Utilize the following techniques:  | Year: Bi-annually<br><br>Entity: Department of Economic Development and Housing                        | The City adopted an ordinance in 2007 that established local requirements for applications to convert existing mobile home parks to resident ownership. In December 2009, a Court of Appeals decision held that state law preempts local authority with regard to mobile home park conversions, effectively invalidating the City's mobile home park conversion ordinance. The City's ordinance was repealed in May 2010. Subsequently, the City denied a mobile home park conversion, the Country, based on state law requirements for mobile home park conversions. The City was sued over this decision, and the courts eventually upheld the City's decision to deny the conversion. No mobile home parks were subdivided or converted to other uses during the planning period. | Continue.  |
| <ul style="list-style-type: none"> <li>• Continue to monitor (i.e., at least bi-annually) at-risk units and assure property owners comply with noticing requirements;</li> <li>• Work with property owners to maintain the projects for lower incomes;</li> <li>• Work with non-profit housing providers to purchase and operate projects at risk of converting to market rate, including providing technical assistance resources and funding application support;</li> <li>• Use Redevelopment Low and Moderate Income Housing funds;</li> <li>• Investigate the use of revenue sources such as CDBG,</li> </ul> |  | <p>The City monitored and worked to preserve existing affordable units throughout the planning period and was successful in preserving affordable units in the following developments:</p> <ul style="list-style-type: none"> <li>• Sonoma Creekside - The Housing Authority consolidated prior loans and approved a new loan that resulted in the preservation of 42 units for 55 years.</li> <li>• Bethlehem Towers - Through negotiation with the property owner, the City preserved 158 affordable units in this senior development.</li> <li>• Windham Village - The City preserved 49 affordable units in this project in northeast Santa Rosa through the use of Community Development Block Grant funds.</li> </ul>  |  |

## HOUSING

| <i><b>Policy</b></i>   | <i><b>Year/Entity/Funding</b></i>   | <i><b>Implementation</b></i>   | <i><b>Continue/<br/>Modify/Delete</b></i>  |
|--|---|--|--|
| <p>HUD 202 and Section 8 project based vouchers; and</p> <ul style="list-style-type: none"> <li>• Work with tenants of at-risk units to provide them with education regarding tenant rights and conversion procedures. The city will also provide tenants in at-risk projects information regarding Section 8 rent subsidies through the Housing Authority, and other affordable housing opportunities in the city.</li> </ul> |   | Despite the City's efforts, a total of 231 units lost affordability from 2007 to 2012. Units were lost as a result of expiring affordability terms, releases from restrictions as part of the Density Bonus Increase Program, and foreclosures and short sales among affordable ownership units due to the economic downturn.                              |  |
| <p>H-B-4 Recognize existing nonconforming residential uses which are located in non-residential land use categories. Allow such uses to be zoned residential and to be found consistent with the General Plan on an interim basis, until the area is ready to convert and rezone to non-residential uses.</p>  | <p>Year: Ongoing<br/>Entity: Department of Community Development</p>  | This policy has been deleted because it was not implemented in the planning period. The Zoning Code's legal nonconforming provisions allow legal nonconforming residential uses on properties designated for nonresidential uses to continue until the site is ready to convert.   | Delete.                                    |
| <p>H-B-5 Continue improving living conditions in the city's neighborhoods through active code enforcement and the Neighborhood Revitalization Program.</p>   | <p>Year: Ongoing<br/>Entity: Departments of Economic Development and Housing, Community Development, Police, Fire, City Attorney, Recreation and Parks<br/>Funding: City General Fund, State Grants</p> | The City continued active code enforcement and implementation of the Neighborhood Revitalization Program throughout the planning period. From 2007 to 2012, 3,666 units were rehabilitated through the Neighborhood Revitalization Program (an average of 611 units per year) as a result of building code enforcement issues that were cited and cleared. | Continue.                                  |
| <p>H-B-6 Revise the Condominium Conversion Ordinance to preserve rental apartments from conversion to ownership units.</p>   | <p>Year: 2010<br/>Entity: Department of Community Development</p>   | Due to limited staff resources, the City did not revise the Condominium Conversion Ordinance. During the planning period, condominium conversions were approved for seven projects totaling 299 rental units. Three proposed conversions involving a total of 80 units were denied.  | Continue.                                  |
| <p>H-B-7 Administer the federal Section 8 Housing Choice Voucher rental assistance program.</p>  | <p>Year: Ongoing<br/>Entity: Department of Economic Development and Housing</p>   | The City continues to administer the Section 8 Housing Choice Voucher Rental Assistance Program. As of the 2012/2013 fiscal year, the City assisted 1,482 households through Section 8 Housing Choice Vouchers and administered vouchers for an additional 269 households using Sonoma County Housing Choice Vouchers within the city limits.              | Continue.                                  |
| <p>H-B-8 Continue to operate the Mobile Home Repair Loan and Mobile Home Rent Deferral programs.</p>   | <p>Year: Ongoing<br/>Entity: Department of Economic Development and</p>   | As a result of the City's budgetary constraints and a decline in housing resources, the City's Mobile Home Repair Loan program was suspended in 2010/2011. The   | Delete. Funding for the loan program is no |

## SANTA ROSA GENERAL PLAN

| <b>Policy</b>   | <b>Year/Entity/Funding</b>  | <b>Implementation</b>   | <b>Continue/<br/>Modify/Delete</b>                                   |
|---|---|---|--|
|   | Housing   | <p>program was funded with tax increment funds from redevelopment project areas, which are no longer available due to the dissolution of the Redevelopment Agency.</p> <p>The City is no longer accepting new applications for the Mobile Home Rent Deferral Program; however, the City continues to serve the program's one existing participant.</p>  | longer available, and the rent deferral program is no longer active. |
| H-B-9 Continue to designate a portion of the Real Property Transfer Tax, through annual budget appropriations, to affordable housing programs.  | Year: Ongoing<br>Entity: City Council   | <p>The City continues to designate 20 percent of the Real Property Transfer Tax for affordable housing programs. Programs funded include fair housing support, homeless shelter operations (Samuel L. Jones Hall), the Continuum of Care, and affordable housing production.</p>  | Continue.  |
| H-B-10 Review and document the performance of affordable housing programs annually. Report the number of affordable units developed from various funding sources, the number and income levels of households assisted through various programs and the number of existing homes sold at affordable prices.  | Year: Annually, 2009 through 2014<br>Entity: Departments of Advance Planning and Economic Development and Housing | <p>The City completed annual reports to document the implementation of the General Plan, Growth Management Ordinance, and Housing Allocation Plan Ordinance. These reports, which are available on the City's website (<a href="http://ci.santa-rosa.ca.us/departments/cityadmin/adv_planning_policy/general_plan/Pages/General%20Plan%202020%20-20Current%20Plan.aspx">http://ci.santa-rosa.ca.us/departments/cityadmin/adv_planning_policy/general_plan/Pages/General%20Plan%202020%20-20Current%20Plan.aspx</a>), include documentation regarding the development of affordable units and assistance provided through other housing programs.</p>  | Continue.  |
| <b><i>Goal H-C: Expand the supply of housing available to lower income households.</i></b>  |   |   |  |
| H-C-1 Amend the Housing Allocation Plan, the city's inclusionary housing ordinance, to change the trigger for provision of affordable units from acres to units and to consider elimination of the exemption for mixed use developments and a commercial linkage fee. Establish a unit trigger which will allow for a more balanced program of on site production and fee payment. Ensure that the Housing Allocation Plan is a mechanism to meet ABAG's Regional Housing Needs Allocation. Ensure that amendments to the Housing Allocation Plan grant flexibility to developers to meet the unit requirements in or near the development project through land dedication, joint development agreements, or other equivalent arrangements. Ensure that changes to the Housing Allocation Plan are developed through a collaborative, public process which will bring the city and stakeholders | Year: 2010<br>Entity: Department of Advance Planning  | <p>The revised Housing Allocation Plan Ordinance was adopted in 2012. The revision followed the work of a Housing Allocation Plan Committee, which met from 2009 to 2010 to identify approaches to provide housing opportunities to city residents, particularly lower-income households.</p> <p>The ordinance was revised to make fee payment the primary form of compliance. In addition, the revisions:</p> <ul style="list-style-type: none"> <li>• Allow on-site affordable rental unit provision for all projects and maintain the option of fee payment for many projects.</li> <li>• Require that any affordable units provided on-site be rental units.</li> <li>• Remove the mixed-use exemption so that mixed-use projects are also subject to HAP.</li> </ul> | Delete. Program implementation completed.                            |

## HOUSING

| Policy  | Year/Entity/Funding   | Implementation   | Continue/<br>Modify/Delete                                |
|---|---|--|---|
| together to develop a program to implement the updated housing element policies.  |   | <ul style="list-style-type: none"> <li>Simplify the off-site land dedication provisions and enhance flexibility.</li> <li>Clarify that affordable units provided through a density bonus can also count as on-site allocated units as required by the Housing Allocation Plan.</li> <li>Generally streamline and simplify the ordinance.</li> </ul>                        |   |
| H-C-2 Implement the Housing Allocation Plan to increase the number of affordable units in Santa Rosa, both on site and through collection of in lieu fees and subsequent development of affordable units.   | Year: Ongoing<br>Entity: Department of Community Development            | From 2007 to 2012, 39 units affordable to low-income households were provided on-site through the Housing Allocation Plan, including 17 for sale and 12 rental units. An additional 386 units were assisted with in-lieu fees, including 285 units for very low-income households and 101 units for low-income households.   | Modify to reflect changes to the Housing Allocation Plan. |
| H-C-3 Utilize fees generated through the Housing Allocation Plan for the development of housing units affordable to extremely low, very low, and low income households.   | Year: Ongoing<br>Entity: Department of Economic Development and Housing | From 2008 to 2012, a total of \$5,783,799 was added to the Housing Allocation Plan fund, including fees collected, loan repayments, and interest. The amount collected in housing fees from 2008 to 2012 was \$2,110,894.  | Delete (merge with Policy H-C-2).                         |
| H-C-4 Consider a Commercial Linkage Fee for non-residential development to increase funds available for the development of housing units affordable to very low and low income households.  | Year: 2012<br>Entity: Department of Community Development               | The City Council examined whether or not to pursue a commercial linkage fee in 2012 and decided to postpone consideration of this fee until economic conditions improve.   | Continue.   |
| H- C-5 Rezone Medium and Medium High Density sites of two acres or more concurrent with the adoption of this Housing Element to facilitate the development of higher density sites.   | Year: 2009<br>Entity: Department of Advance Planning                    | In 2009, the City rezoned six sites to be consistent with the General Plan land use diagram. This included 27 acres of Medium Density Residential (8.0 to 18.0 units per acre) and 11.49 acres of Medium High Density Residential land. In 2012, an additional 7.46-acre site was rezoned to be consistent with the Medium High Density Residential land use designation.  | Delete.   |
| H-C-6 Rezone residential and mixed use sites in the Downtown Station Area Specific Plan boundary to allow residential uses by right.  | Year: 2010<br>Entity: Department of Community Development               | Residential and mixed-use sites in the Downtown Station Area Specific Plan area were rezoned to allow residential uses by right in 2010.   | Delete. Policy has been implemented.                      |
| H-C-7 Utilize the Santa Rosa Housing Trust to maximize and leverage available federal, state, and local funding to assist in the development of affordable housing, the preservation and rehabilitation of low income housing, the development and maintenance of homeless shelters, and the acquisition and development of facilities for the physically and developmentally disabled. | Year: Ongoing<br>Entity: Department of Economic Development and Housing | The City continues to utilize the Santa Rosa Housing Trust, staffed and administered by the Department of Economic Development and Housing, to identify, maximize, and leverage all available funding to assist in affordable housing production, preserve existing affordable housing, assist with the development of special needs facilities, and assist homebuyers and | Continue.   |

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| Policy   | Year/Entity/Funding   | Implementation   | Continue/<br>Modify/Delete         |
|--|---|--|------------------------------------|
|  |   | <p>homeowners with financing.</p> <p>The City invested CDBG, HOME, and local funds in residential development projects, allowing them to compete for additional funding from tax credits, bonds, and state financing programs. These City investments make projects more competitive in the application review process. Projects that received funding during the planning period include Acacia Lane Senior Apartments, McMinn Avenue Shared Housing, Rowan Court Apartments, Amorosa, Humboldt Apartments, Windham Village, Henry House, Sonoma Creekside, and Bethlehem Towers.</p> |                                    |
| H-C-8 Continue to provide funding for affordable housing projects, particularly if a portion of the project units are targeted to extremely low income households.   | <p>Year: Annually<br/>           Entity: Department of Economic Development and Housing</p>                           | <p>From 2007 to 2012, the City provided funds to residential projects that included 131 units affordable to extremely low-income households.</p>   | Continue.                          |
| <p>H-C-9 Allow Low Density sites of 3 acres or less to develop at densities up to 15 units per acre under the following conditions:</p> <ul style="list-style-type: none"> <li>• Where infrastructure is sufficient to support the increased density;</li> <li>• When the project design is compatible with the surrounding residential neighborhood in terms of building mass, setbacks and landscaping;</li> <li>• Where at least one very low or two low income rental units are included for every 10 market rate units with affordability maintained for 10 years; and</li> <li>• Where affordable housing units are incorporated into the neighborhood using superior design such that affordable units are indistinguishable from market rate units.</li> <li>• Encourage the development of townhomes in the range of 8 to 13 units per acre.</li> </ul> | <p>Year: Ongoing<br/>           Entity: Department of Community Development</p>                                       | <p>This policy was not utilized during the planning period.</p>  | Delete.                            |
| H-C-10 Encourage production of residential units downtown as envisioned by the Downtown Station Area Specific Plan.  | <p>Year: Ongoing<br/>           Entity: Departments of Community Development and Economic Development and Housing</p> | <p>To encourage the production of residential units downtown, the City rezoned all of the properties within the Downtown Station Area Specific Plan to simplify plan implementation for developers.</p>  | Delete (merge with Policy H-C-11). |

## HOUSING

| Policy  | Year/Entity/Funding  | Implementation   | Continue/<br>Modify/Delete   |
|---|--|--|--|
| H-C-11 Provide opportunities for higher density and affordable housing development on regional/arterial streets and near the rail transit corridor for convenient access to bus and rail transit.   | Year: Ongoing<br>Entity: Departments of Advance Planning and Community Development | The City continues to provide opportunities for higher-density transit-oriented residential development through the General Plan, the Zoning Code, the Downtown Station Area Specific Plan, and the recently adopted North Santa Rosa Station Area Specific Plan. As part of this Specific Plan, over 500 parcels were rezoned to allow for more transit-oriented development.   | Modify to address Priority Development Areas and relevant specific plans.  |
| H-C-12 Promote the development of second units. Discuss this option with residential developers during initial development application meetings.  | Year: Ongoing<br>Entity: Department of Community Development                       | The City continued to promote the development of second units as a means of providing affordable housing opportunities throughout the planning period. From 2007 to 2012, the City issued permits for 49 second units. The number of permits per year ranged from 1 in 2011 to 24 in 2007, with an average of 8 permits per year.  | Continue.  |
| H-C-13 Support affordable housing sponsors by continuing to provide funds to subsidize the production of affordable housing.  | Year: Annually<br>Entity: Department of Economic Development and Housing           | The City supported affordable housing sponsors by providing \$31,425,813 in development subsidies from 2007 to 2012. These funds were used to assist in the development of 521 affordable units.   | Continue.  |
| H-C-14 Continue commitment of redevelopment area tax increment funds for affordable housing programs. Utilize the Redevelopment Low and Moderate Income Housing Fund for affordable housing targeting extremely low, very low, low, and moderate income households. | Year: Annually<br>Entity: Department of Economic Development and Housing           | Redevelopment area tax increment funds are no longer available due to the statewide elimination of redevelopment agencies in 2011 (ABX1 26). Prior to the dissolution of redevelopment, tax increment funds were used to fund affordable housing programs including housing for extremely low-, very low-, low-, and moderate-income households.   | Delete.<br>Redevelopment area tax increment funds are no longer available. |
| H-C-15 Participate in tax credit and mortgage revenue bond programs which provide tax exempt, low cost financing to developers of projects making a portion of the units affordable.  | Year: Ongoing<br>Entity: Department of Economic Development and Housing            | The City continues to work with housing providers to obtain funding through tax credit and mortgage revenue bonds. With the City's assistance, affordable projects, including Lantana Place, Humboldt Apartments, Crossroads, Tierra Springs, Crossings on Aston, Sonoma Creekside, and Bethlehem Towers, obtained tax credit or bond financing. In nearly all instances, the City committed CDBG, HOME, and/or local funds to improve the project's development feasibility and ensure a competitive application. | Continue.  |
| H-C-16 Aggressively participate in available federal, state, and private non-profit programs for the provision of affordable housing.   | Year: Annually<br>Entity: Department of Economic Development and Housing           | The City participates in the HOME, CDBG, Section 8, and down payment assistance programs.  | Continue.  |

## SANTA ROSA GENERAL PLAN

| <b>Policy</b>  | <b>Year/Entity/Funding</b>   | <b>Implementation</b>  | <b>Continue/<br/>Modify/Delete</b>  |
|--|--|--|---|
| H-C-17 Allow mobile homes on single family lots through issuance of a certificate of compatibility.  | Year: Ongoing<br>Entity: Department of Community Development                               | The City continues to implement this policy as applicable.   | Delete (defaults to state law).   |
| H-C-18 Continue participation in the Mortgage Credit Certificate program to assist lower income and/or first time homebuyers in purchasing new homes.  | Year: Ongoing<br>Entity: Department of Economic Development and Housing                    | The City continues to participate in the Mortgage Credit Certificate program. In the fiscal years from 2008/2009 to 2012/2013, the City issued 37 Mortgage Credit Certificates, an average of 7 per year.  | Continue.   |
| H-C-19 Investigate development of a Community Land Trust program for Santa Rosa to determine its feasibility and affordable housing production possibilities.  | Year: 2012<br>Entity: Departments of Advance Planning and Economic Development and Housing | Due to limited staff resources, the City did not investigate the potential for development of a community land trust program during this planning period.  | Continue.   |
| H-C-20 Encourage the development of units with three or more bedrooms in affordable housing projects.  | Year: Ongoing<br>Entity: Department of Community Development                               | The City encouraged the development of affordable units with three or more bedrooms. During the planning period, 126 affordable units had three or more bedrooms in the following developments:<br><ul style="list-style-type: none"><li>• Colgan Meadows: 31</li><li>• Rowan Court: 19</li><li>• Amorosa Village: 61</li><li>• Humboldt: 15</li></ul> | Continue.   |
| <b><i>Goal H-D: Provide housing for households with special needs.</i></b>   |  |  |   |
| H-D-1 Continue existing programs for persons with special needs, including disabled persons, elderly, homeless, large families, single parent households, and farmworkers. Such programs include: <ul style="list-style-type: none"><li>• Community Development Block Grant and HOME funds;</li><li>• Mobile Home Repair Loan and Mobile Home Rent Deferral programs;</li><li>• Housing Rehabilitation and Conservation Program; and</li><li>• Section 8 Housing Choice Voucher Rental Assistance Program.</li></ul> | Year: Ongoing<br>Entity: Department of Economic Development and Housing                    | The City continues to operate many housing programs to assist persons with special needs, including rehabilitation, rental assistance, and homeless shelter and support services.  | Modify to reflect the lack of funding for the Housing Rehabilitation and Conservation and Mobile Home Repair Loan programs. |
| H-D-2 Require new units specifically for households with special needs by conditioning new multifamily construction to meet federal and state requirements for accessibility and/or adaptability for disabled persons.   | Year: Ongoing<br>Entity: Department of Community Development                               | The City follows state and federal regulations, which require that any new residential construction of three or more apartments or four or more condominiums be accessible and/or adaptable to disabled persons. The City applies standard conditions of approval to residential development projects that reflect this mandate.                       | Continue.   |

## HOUSING

| Policy  | Year/Entity/Funding  | Implementation  | Continue/<br>Modify/Delete                   |
|---|--|---|--|
| H-D-3 Evaluate issues of "visitability" in residential building design and develop a program for implementation of appropriate policies and/or standards.   | Year: 2011<br>Entity: Department of Community Development  | Due to limited staff resources, the City did not evaluate "visitability" issues or develop related policies or standards during the planning period.  | Continue.                                    |
| H-D-4 Investigate and promote incorporation of universal design features in new residential construction by developing an ordinance based on the state's voluntary model ordinance.   | Year: 2011<br>Entity: Department of Community Development  | Due to limited staff resources, the City did not develop a universal design ordinance during the planning period.   | Continue.                                    |
| H-D-5 Encourage special housing arrangements, including shared and congregate housing and single room occupancy facilities (SROs), by helping sponsors obtain federal and state funds. Commit city funds (to the extent such funds are available for the purpose in light of competing housing objectives) to help non-profit developers of such housing types. | Year: Ongoing<br>Entity: Department of Economic Development and Housing                            | The City continues to encourage special housing and provides assistance and support where possible.<br>The City provided an investor-owner loan to Community Housing Sonoma County for the acquisition and rehabilitation of Giffen House, an existing 12-unit SRO transitional housing facility. | Continue.                                    |
| H-D-6 Encourage the development of single room occupancy facilities, consistent with the Single Room Occupancy Ordinance.   | Year: Ongoing<br>Entity: Department of Community Development                                       | The City provided an investor-owner loan to Community Housing Sonoma County for the acquisition and rehabilitation of Giffen House, an existing 12-unit SRO transitional housing facility. No new SRO units were developed during the planning period.  | Continue.                                    |
| H-D-7 Support the development of rental housing for seasonal and permanent farmworkers.   | Year: Ongoing<br>Entity: Departments of Economic Development and Housing and Community Development | The City continues to support the development of rental housing for farmworkers; however, no new projects were proposed during the planning period.   | Continue.                                    |
| H-D-8 Amend the Zoning Code to include a provision allowing agricultural employee housing for six or fewer residents as a permitted residential use in residential zoning districts.  | Year: 2010<br>Entity: Department of Community Development  | The City amended the Zoning Code to allow agricultural employee housing for six or fewer residents as a permitted use in residential zoning districts in January 2011.  | Delete. Policy implementation was completed. |
| H-D-9 Provide funding to groups providing shelter and other services to the homeless.   | Year: Ongoing<br>Entity: Department of Economic Development and Housing                            | The City provided funds to Catholic Charities, an organization providing safe and sanitary housing, meals, and counseling. Catholic Charities operates the City-owned Samuel L. Jones Hall homeless shelter (120 year-round beds), the Family Support Center, and the Homeless Services Center.   | Continue.                                    |

## SANTA ROSA GENERAL PLAN

| <b>Policy</b>   | <b>Year/Entity/Funding</b>   | <b>Implementation</b>   | <b>Continue/<br/>Modify/Delete</b>                                  |
|---|--|---|---|
| H-D-10 Amend the Zoning Code to allow emergency shelters as a permitted use in the General Commercial (CG) district, subject to the same development standards as other permitted uses in the CG zone.  | Year: 2010<br><br>Entity: Department of Community Development  | The City amended the Zoning Code to allow emergency shelters as a permitted use in the General Commercial (CG) district in January 2011.  | Delete. Policy implementation was completed.                        |
| H-D-11 Amend the Zoning Code to define supportive housing in the glossary and to allow transitional and supportive housing as residential uses, subject to the same regulations as other residential uses in the same zoning district.        | Year: 2010<br><br>Entity: Department of Community Development  | The City amended the Zoning Code to define supportive housing and allow transitional and supportive housing as residential uses in January 2011.  | Delete. Policy implementation was completed.                        |
| H-D-12 Support programs which address long term solutions to homelessness including job training and placement and which provide other supportive services.   | Year: Ongoing<br><br>Entity: Department of Economic Development and Housing                            | The City continues to support Catholic Charities, which provides employment preparation and counseling services for persons who are homeless or are on probation. Programs include a 7-week course with interview training, attire workshops, résumé building, and instruction in web-based job searching.  | Continue.   |
| H-D-13 Provide incentives for development of housing for the elderly, particularly for those in need of assisted and skilled nursing care. Incentives may include density bonuses, reduced parking requirements or deferred development fees. | Year: Ongoing<br><br>Entity: Department of Community Development                                       | The City provided incentives and concessions to all affordable housing projects developed during the planning period. Incentives included parking reductions, modifications to development standards, and fee deferrals. For Amorosa Village, a 150-unit affordable housing project for low-income families, the City provided expedited development permit processing in addition to the above-noted concessions. For Acacia Lane Senior Housing, the City provided a density bonus, parking reduction, and fee deferrals. | Modify to include content with Policies H-D-14, H-D-15, and H-D-16. |
| H-D-14 In new senior housing built receiving any development incentives or money from the city, require that a substantial portion, at least 25 percent, be available to low income seniors.  | Year: Ongoing<br><br>Entity: Departments of Economic Development and Housing and Community Development | The City provided funding assistance to the Acacia Lane and Railroad Square senior housing developments during the planning period. These projects will provide a total of 111 units affordable to very low- and low-income senior households.  | Delete (merge with Policy H-D-13).                                  |
| H-D-15 Encourage development of senior housing not receiving city funding or concessions to provide a substantial number of units affordable to low income seniors.   | Year: Ongoing<br><br>Entity: Department of Community Development                                       | Additional market-rate senior housing was developed during the planning period; however, none of the projects included designated affordable housing units.   | Delete (merge with Policy H-D-13).                                  |
| H-D-16 Through flexibility in design guidelines which encourage innovative housing programs, stimulate development of senior housing which addresses the housing needs of the senior population.  | Year: Ongoing<br><br>Entity: Departments of Economic Development and Housing and Community             | To facilitate the development of Acacia Lane, the City allowed a parking requirement reduction and design flexibility regarding the placement and design of the outdoor space serving the development.  | Delete (merge with Policy H-D-13).                                  |

## HOUSING

| Policy  | Year/Entity/Funding   | Implementation  | Continue/<br>Modify/Delete |
|---|---|---|----------------------------|
| Development   |   |   |                            |
| <b><i>Goal H-E: Promote equal access to housing.</i></b>  |   |   |                            |
| H-E-1 Eliminate discrimination in housing opportunities in Santa Rosa and assure that access to housing will not be denied on the basis of race, ethnic or national origin, religion, marital status, sexual orientation, age or physical disability. As an exception, mobile home parks and other developments designed specifically for seniors or the disabled will be permitted to exclude children as permanent residents. | Year: Ongoing<br>Entity: Department of Economic Development and Housing   | Prior to 2011, the City contracted with Fair Housing of Sonoma County, a division of Petaluma People Services Center, to ensure equal access to housing. Since 2011, the City has contracted with Petaluma People Services Center. This group works on a countywide basis to eliminate discrimination by providing free information regarding housing rights and resources to the public in English and Spanish, making presentations to housing providers, tenant groups, social service agencies, and the media, investigating discrimination complaints, and coordinating referral services to assist individuals. | Continue.                  |
| H-E-2 Continue to fund and support Fair Housing of Sonoma County, which serves as the city's equal opportunity housing agency.  | Year: Ongoing<br>Entity: City Council   | Prior to 2011, the City contracted with Fair Housing of Sonoma County to ensure equal access to housing. Since 2011, the City has contracted with Petaluma People Services Center to provide these services. These services are funded jointly by the City of Santa Rosa and Sonoma County through local sources and Community Development Block Grant funds.   | Continue.                  |
| <b><i>Goal H-F: Remove constraints to very low and low income housing production.</i></b>   |   |   |                            |
| H-F-1 Ensure that residential projects are heard by the first decision-making board, within a period not to exceed 120 days of receipt of an application for development approval.  | Year: Ongoing<br>Entity: Department of Community Development  | City staff endeavors to achieve these processing time frames; however, because of the complexity of most major projects (largely related to environmental review) and staffing reductions due to the economic downturn, these time frames were not achieved for projects processed during the planning period.  | Continue.                  |
| H-F-2 Fast track all development projects which are comprised fully of units affordable to extremely low, very low, and low income households with long term affordability restrictions. Utilize a fast track schedule mutually acceptable to the project applicant and the city.   | Year: Ongoing<br>Entity: Department of Community Development  | During the planning period, the Amorosa Village/Catalina Townhomes project was fast tracked through the development review process, Acacia Senior Housing was processed expeditiously but not as a designated fast track, and the Humboldt Apartments project was processed within a similar expedited time frame.  | Continue.                  |
| H-F-3 Acquire sites for potential affordable housing projects, with subsequent disposition to affordable housing providers.   | Year: Annually as part of the Housing Authority budget process<br>Entity: Departments of Economic Development and | No land was dedicated to the City through the Housing Allocation Plan during the planning period.   | Delete.                    |

## SANTA ROSA GENERAL PLAN

| <b>Policy</b>  | <b>Year/Entity/Funding</b>  | <b>Implementation</b>   | <b>Continue/<br/>Modify/Delete</b>  |
|--|---|---|---|
|  | Housing and Community Development   |   |   |
| H-F-4 Defer payment of development fees for affordable units.  | Year: Ongoing<br>Entity: City Council                                     | The City deferred payment of development fees for all affordable housing projects developed during the planning period, including Rowan Court, Acacia Senior Housing, and Amorosa Village. Fee deferrals were also approved for Kawana Springs Family Apartments; however, the project has not yet received full funding. The City also introduced a fee deferral program for market-rate projects intended to help spur housing development. | Continue.   |
| H-F-5 Revise the local Density Bonus Ordinance to ensure it reflects state law and to simplify the city process of obtaining a density bonus.  | Year: 2010<br>Entity: Department of Advance Planning                      | The City updated its Density Bonus Ordinance to reflect current state law and simplify local application procedures in November 2010.   | Modify.<br>Rephrase to reflect that the City will continue to offer a density bonus, in keeping with state law. |
| H-F-6 Develop a checklist specific to affordable housing developments which will facilitate such projects in the Design Review process.  | Year: 2011<br>Entity: Department of Community Development                 | Due to limited staff resources, the City did not develop a checklist to facilitate affordable housing development project through the Design Review process during the planning period.   | Continue.   |
| H-F-7 Ensure that regulations contained in the Santa Rosa Zoning Code provide development standards, parking requirements, and use allowances which facilitate the development of housing for all income groups.   | Year: Ongoing<br>Entity: Department of Community Development              | The City continued to monitor Zoning Code standards to ensure the feasibility of housing development for all income levels. The City approved numerous developments that were built in keeping with current zoning regulations and requirements.  | Continue.   |
| H-F-8 Continue to participate in regional conservation efforts regarding sensitive habitat and endangered species to ensure that mitigation opportunities are available to maintain adequate sites at appropriate densities to accommodate the city's regional housing needs allocation. | Year: Ongoing<br>Entity: Department of Community Development              | While the City did not participate in any specific regional conservation efforts during the planning period, the City remains open to participation in future conservation efforts.   | Continue.   |
| <b><i>Goal H-G: Develop energy efficient residential units and rehabilitate existing units to reduce energy consumption.</i></b>   |   |   |   |
| H-G-1 Maximize energy efficiency in residential areas. Utilize the following techniques:<br>• Implement Cal Green Tier One Standards;  | Year: Cal Green Tier One Standards: daily through building permit review; | In 2012, Santa Rosa adopted the CALGreen Tier 1 standards for new residential and nonresidential buildings. (See Policy H-G-2 for a more detailed   | Continue.   |

## HOUSING

| Policy  | Year/Entity/Funding   | Implementation   | Continue/<br>Modify/Delete |
|---|---|--|----------------------------|
| <ul style="list-style-type: none"> <li>• Fund energy conservation through the Housing Authority's rehabilitation loans;</li> <li>• Promote home improvement strategies for energy efficiency;</li> <li>• Promote energy efficiency improvements that are sensitive to the historic significance of the residential structure;</li> <li>• Consider a program which would require energy efficiency improvements when a residential structure undergoes transfer of title or major renovation;</li> <li>• The Sonoma County Energy Independence Program, which funds energy and water conservation improvements; and</li> <li>• Consider a program which requires energy audits and cost effective energy upgrades for existing residential structures.</li> </ul>  | <p>energy conservation: annually through budget process; efficiency strategies and audit program: 2011.<br/>Entity: Departments of Community Development and Economic Development and Housing</p> | <p>discussion of CALGreen Tier 1 standard implementation.) In addition, as part of the City's Climate Action Plan, adopted in June 2012, the City included a goal to identify additional methods for reducing energy use from existing buildings to achieve a countywide goal of retrofitting 80 percent of existing buildings. This includes voluntary participation in the Sonoma County Energy Independence Program and other programs.</p>   |                            |
| <p>H-G-2 Require, as allowed by Cal Green Tier One standards, energy efficiency through site planning and building design by assisting residential developers in identifying energy conservation and efficiency measures appropriate to the Santa Rosa area. Utilize the following possible techniques:</p> <ul style="list-style-type: none"> <li>• Use of site daylight;</li> <li>• Solar orientation;</li> <li>• Cool roofs and pavement;</li> <li>• Window design and insulation;</li> <li>• Solar water heaters;</li> <li>• Solar heating of swimming pools;</li> <li>• Use of sustainable practices and materials;</li> <li>• Use of building materials which use fewer resources (water, electricity);</li> <li>• Energy and water use reductions;</li> <li>• Use of trees for summertime shading;</li> <li>• Bicycle and pedestrian connections; and</li> <li>• Mixed land uses to reduce vehicle trips.</li> </ul> | <p>Year: Ongoing<br/>Entity: Department of Community Development</p>  | <p>As of July 2012, all building permit applications received for newly constructed dwellings, dormitories, condominiums, shelters, congregate residences, employee housing, factory-built housing, and other types of dwellings containing sleeping accommodations in Santa Rosa must comply with the CALGreen Tier 1 standards. These standards ensure that new buildings are designed to maximize the use of cost-effective energy efficiency practices and other resource conservation technologies.</p> <p>On average, residential buildings built to Tier 1 standards in Santa Rosa are estimated to generate \$75 to \$248 in energy cost savings to the average resident per year, when compared to residential buildings meeting the minimum CALGreen requirements.</p> | <p>Continue.</p>           |
| <p>H-G-3 Promote energy efficiency in the provision and use of water in all residential developments.</p>   | <p>Year: Ongoing<br/>Entity: Department of Community Development</p>  | <p>The City promotes energy and water efficiency in residential development through outreach and education (see Policy H-G-8) and building standards (see</p>  | <p>Continue.</p>           |

## SANTA ROSA GENERAL PLAN

| <i><b>Policy</b></i>  | <i><b>Year/Entity/Funding</b></i>  | <i><b>Implementation</b></i>  | <i><b>Continue/<br/>Modify/Delete</b></i> |
|---|--|---|---|
|   |  | Policy H-G-2).  |   |
| H-G-4 Reduce the amount of water used, encourage the use of recycled water for landscaping where available, and require compliance with the city's Water Efficient Landscape Policy.  | Year: Ongoing<br><br>Entity: Department of Community Development                                       | Consistent with the City's 2010 Urban Water Management Plan, Santa Rosa is on track to reduce water consumption to 20 percent below 2005 levels by 2020 through implementation of a variety of best management practices (described in detail in the Urban Water Management Plan).              | Continue.                                 |
| H-G-5 Continue to require the use of fuel efficient heating and cooling equipment and other appliances, in accordance with the city's green building program.   | Year: Ongoing<br><br>Entity: Department of Community Development                                       | See Policy H-G-2 for a more detailed discussion of CALGreen Tier 1 standard implementation, which includes efficient heating and cooling equipment.   | Continue.                                 |
| H-G-6 Continue to fund energy conservation through the Housing Authority's rehabilitation loans and develop programs to assist low income households and rental properties in meeting weatherization and energy conservation needs. | Year: Ongoing<br><br>Entity: Department of Economic Development and Housing                            | As part of the American Reinvestment and Recovery Act of 2009, the City received \$1,358,550 in Energy Efficiency and Conservation Block Grant (EECBG) funds. A portion of the EECBG funding was allocated to support weatherization and energy efficiency retrofits for low-income households. | Continue.                                 |
| H-G-7 Work with organizations specializing in green building measures to develop public-private partnerships supporting energy efficiency retrofit programs for existing residential structures.                                    | Year: Ongoing<br><br>Entity: Department of Community Development                                       | The City has enabled residents and businesses to participate in the Sonoma County Energy Independence Program (SCEIP) to support a sustainable funding solution to retrofit residential structures.   | Continue.                                 |
| H-G-8 Increase local energy awareness.  | Year: Ongoing<br><br>Entity: Departments of Community Development and Economic Development and Housing | The City's website includes a section on environmental stewardship, which provides educational and outreach materials to interested parties on best practices for energy efficiency and resource conservation.  | Continue.                                 |



# 5



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

## **5-1 VISION**

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

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

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

## 5-2 ROADWAY CLASSIFICATION SYSTEM

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

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

- *Highways.* Highways supplement the city's local roadway system by carrying long-distance traffic at relatively high speeds to and through Santa Rosa. Highway 101 is the major north-south route of the North San Francisco Bay Area, and Highway 12 is a major east-west route in Sonoma County. These highways serve cross-town and intra-county trips, and provide regional linkages to the Bay Area, the coast, and northern California. Highways are the responsibility of the State Department of Transportation (CalTrans), not the City of Santa Rosa.
- *Regional Streets.* Boulevards and parkways connect town centers to the greater region. Boulevards and parkways are essential for combining motorized and non-motorized traffic in safe, efficient, welcoming environments. Since the success of commerce and traffic circulation depends on effective street design, much attention has to be paid to the orderly and balanced movement of all transportation modes on boulevards and parkways. On these streets, car traffic, delivery trucks, emergency responders, and transit must operate with high levels of efficiency. Pedestrians and bicyclists must also be welcomed and are in greater need of support, due to higher vehicle speeds and amounts of traffic. The Regional Streets category includes the following street types:



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

- » *Boulevards.* Boulevards provide multi-lane access to commercial and mixed use buildings and they carry regional traffic. For these reasons, speeds on these streets are higher (30-35 mph). Boulevards have medians, bike lanes and they may have sections with parking to support adjacent commerce, parks, schools, and other attractions along their route.
- » *Parkways.* Parkways bring people into town, or they carry traffic through natural areas. Parkways are not designed to accommodate adjoining development. Roadway speeds may be 45 mph or higher. When parkways enter town, they become boulevards, and speeds are reduced to 30 to 35 mph. Bike lanes are typically included in Parkways, although it may also be separated.
- *Transitional Streets.* Transitional streets connect residential neighborhoods to commercial centers and service commercial districts. Avenues and Main Streets are transitional roadways. In addition to providing access, they carry large and more diverse amounts of traffic. Avenues and main streets host deliveries and efficient emergency responses. They anchor neighborhood commerce, serve bicyclists and pedestrians, and improve transit operations. Transitional streets must operate at low to moderate speeds, since many people live, work, shop, and play within these street environments. Parking is found on many, but not all avenues and main streets. The Transitional Streets category includes the following street types:
  - » *Avenues.* Avenues connect neighborhoods to town centers, commercial centers, and other neighborhoods. A raised center median is preferred allowing for a triple canopy of street trees. Avenues are richly landscaped, since they are civic spaces that serve as gateways to town centers. Since avenues serve as the transitions between neighborhoods and commercial districts, speeds should be kept low, typically 35 mph. Avenues also serve as major transit routes. Avenues may circulate around a square or neighborhood park.
  - » *Main Streets.* Main streets provide access to neighborhood commercial and mixed use buildings and districts. On-street parking is very desirable and recommended. Low speeds (25-30 mph) are desirable to protect pedestrians and enhance commercial activity. To help pedestrians safely cross streets and to calm traffic, bulbouts (wider sidewalks that extend into the parking lane) or raised pavement should be provided at intersections and if blocks are long, at mid-block crossings.
- *Local Streets.* Local streets, which form the heart of quiet neighborhoods, function primarily to provide access to neighborhood destinations and make numerous connections within neighborhoods. All of these streets provide vehicle, pedestrian,

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

- » *Trails.* Trails are pedestrian path connectors through neighborhoods or along creeks not intended for motorized vehicles. They often follow their own independent rights-of-way or utility corridors. Serving as an alternative transportation system, trails connect many homes to parks, schools, transit stops, join cul-de-sacs, provide access to transitional streets, and other common destinations. Trails can provide access into commercial districts, for added access to more distant commercial districts, employment centers and major transit hubs. Neighborhood trails also make connection to natural areas and parks, and should provide access to regional greenways and open spaces. In healthy neighborhoods, trails may comprise 20-40 percent of the total residential connectors. Trails should provide pedestrian amenities at intervals such as shade, benches, water fountains, and restrooms. Sitting areas with benches at vista points and along creeks should be included.
- » *Alleys.* Alleys are slow speed (10 mph) secondary access ways running behind and sometimes between rows of houses, or commercial buildings. Alleys can provide service workers easy access to utilities and sanitation and give residents easy access to garages, backyards, and any accessory units.
- » *Lanes.* These narrow roads (typically 16-20 feet wide) are useful in accessing small numbers of homes (up to approximately 12 homes). Parking, when needed, can be placed on one side or in parking bays. One-way lanes can operate around parks or nature preserves. They also work well as two-way facilities in many other contexts. Landscaping and sidewalks fill the remainder of the available public right-of-way.
- » *Neighborhood Streets.* Neighborhood streets are the most common type of access road in healthy neighborhoods. This is the preferred street to service residential areas when the street does not exceed 100 homes or 1,000 average daily trips (ADT). Streets are short, terminating in two to six blocks. These streets can also encircle a square or other public space. On-street parking is encouraged as it helps to provide needed parking and slows traffic.



SANTA ROSA GENERAL PLAN

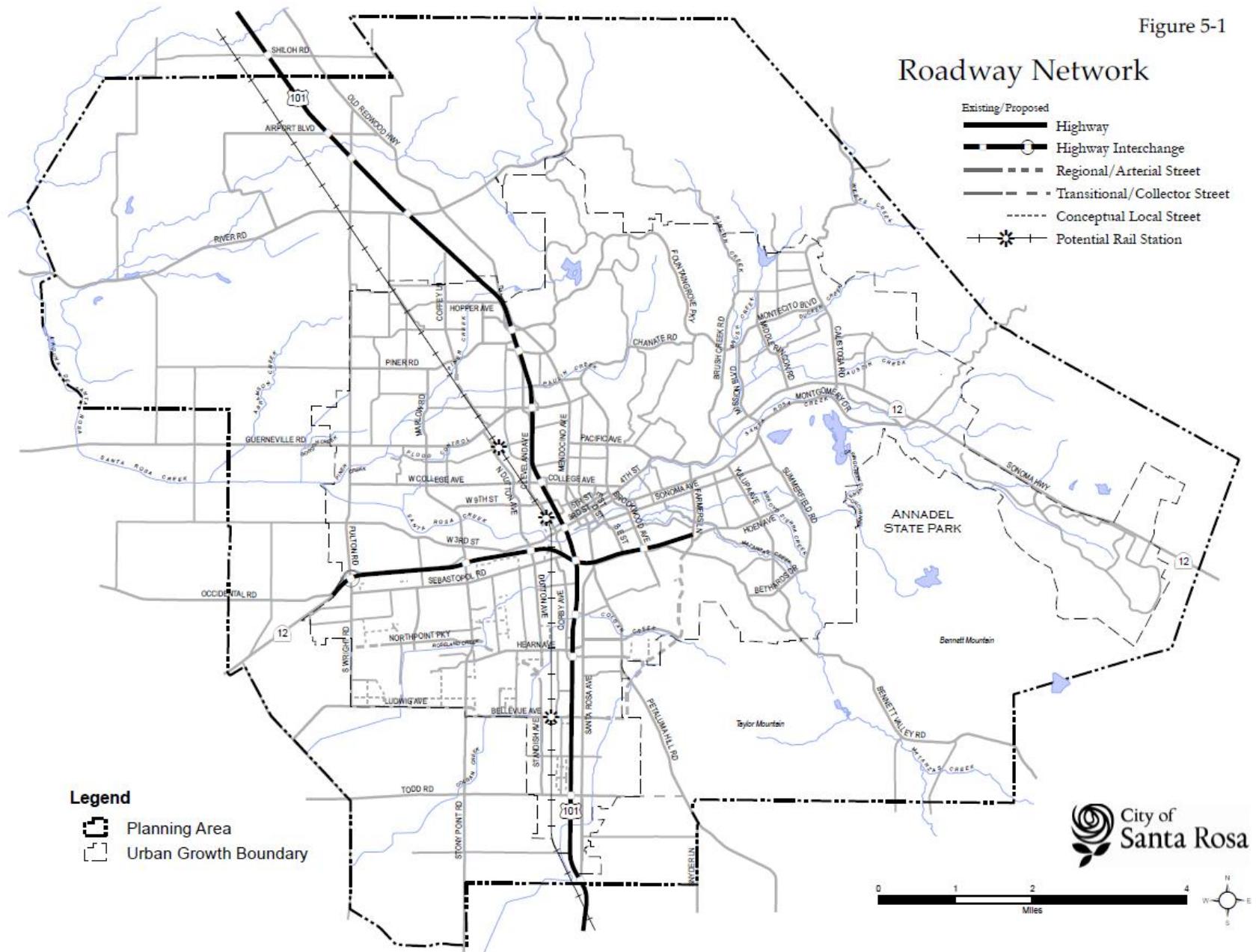


Figure 5-1



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

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

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

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

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

### **5-3 SCENIC ROADS**

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

## TRANSPORTATION

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

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



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

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

22. Burbank Avenue

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

#### **5-4 COMMUTER RAIL**

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



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

#### **5-5 TRANSIT NETWORK**

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

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

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

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

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

### **5-6 BICYCLE FACILITIES**

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

- *Class I Bikeways (bike path) provide for bicycle travel on a right-of-way completely separated from any street or highway.*
- *Class II Bikeways (bike lane) provide a striped lane for one-way travel on a street or highway.*
- *Class IIB Bikeways (Buffered bike lane) provide a striped lane for one-way travel on a street or highway that include a striped "buffer" area either between the bike lane and travel lane or between the bike lane and parked cars.*
- *Class III Bikeways (bike route by sign) provide for shared use with pedestrian and auto traffic.*
- *Class IIIB Bikeways (Bicycle Boulevard) provide for shared used with pedestrian and auto traffic that is a low speed, low volume roadway that has unique signage and pavement marking and traffic calming treatments.*
- *Class IV Separated Bikeways provide a striped lane for travel on a street (one way or two way) that is physically separated from motor vehicle traffic by a vertical element or barriers, such as curb, bollards or parking aisle.*

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

- The following criteria was used to determine the class I (bike paths) – shared use paved paths completely separated from the street. These paths allow two-way travel by people walking and bicycling and are often considered the most comfortable facilities for the inexperienced riders as there are few potential conflicts between people bicycling and walking and people driving. Where there is a minimum of eight feet width (with two-foot shoulders) off-street public right-of-way (typically along utility and stream corridors), Class I bike paths were considered. Class I bike paths recommendations are consistent with the Citywide Creek Master Plan.
- The following criteria was used to determine the class II (bicycle lanes) – on-street bicycle lanes designate an exclusive striped preferential lane on the roadway for one-way bicycle travel. Bicycle lanes were considered where all travel lanes can be reconfigured to accommodate a minimum of five feet of roadway space when adjacent to on-street parking and a minimum of five feet or four feet more than the gutter pan width when adjacent to curb and gutter.
- The following criteria was used to determine the class IIB (buffered bicycle lanes) – conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bicycle lanes were considered where there is a minimum of seven feet of roadway space (minimum of five feet for bicycle lane and minimum of two feet for buffer area) or where future roadway reconfiguration would make this space available.
- The following criteria was used to determine the class III (bike route by sign) – signed routes where people bicycling share a travel lane with people driving. Bicycle routes are only appropriate on quiet, low speed streets with relatively low traffic volumes.
- The following criteria was used to determine the class IIIB (bike boulevard) – low-volume roadway that has been modified, as needed, to enhance comfort and convenience for people bicycling. It provides better conditions for bicycling while maintaining the neighborhood character and emergency vehicle access. Key elements of bike boulevards are typically unique signage and pavement markings, and potential traffic calming and diversion to reduce traffic volumes.

## TRANSPORTATION

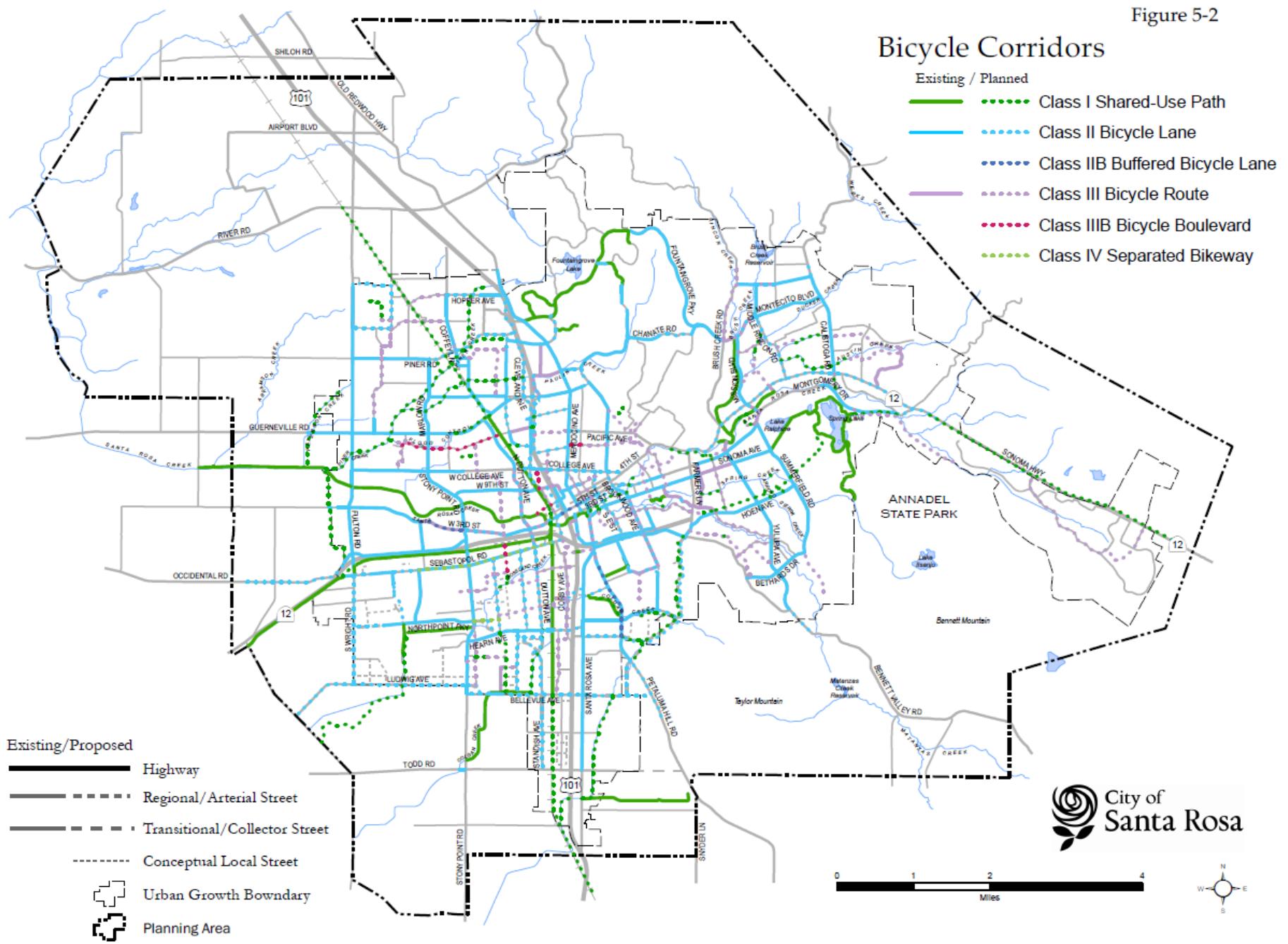
- The following criteria was used to determine the class IV (separated bike way) – separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards or vehicle parking lane. These facilities can allow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

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

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

SANTA ROSA GENERAL PLAN

Figure 5-2



## **5-7 PEDESTRIAN FACILITIES**

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

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

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

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

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

## **5-8 GOALS AND POLICIES**

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



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

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



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

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



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



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

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

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



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

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

## ROADWAY NETWORK

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

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

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



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

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

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



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

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

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

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

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

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

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

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

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

**T-D      *Maintain acceptable motor vehicle traffic flows.***

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

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

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

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

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

## TRANSPORTATION

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

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

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

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

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

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

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

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

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

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

## SCENIC ROADS

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

- T-G-1 Develop protective standards for the scenic roads identified below so that they may be added to the Scenic Roads Overlay zone. Roads marked with an asterisk (\*) should be paid special attention as they provide a transition between the rural countryside and the city's Urban Growth Boundary.
- Fountaingrove Parkway
  - Bennett Valley Road (south of Farmers Lane)
  - Farmers Lane Extension (planned south of Bennett Valley Road)\*
  - Montgomery Drive (from Mission Boulevard to Melita Road)
  - Chanate Road (from Mendocino Avenue to Fountaingrove Parkway)
  - Petaluma Hill Road (from Colgan Avenue to UGB)\*
  - Highway 12 (from Farmers Lane to Calistoga Road)
  - Highway 12 (from Highway 101 west to Fulton Road)
  - Highway 101 (contiguous from northern to southern city limit)
  - Newanga Avenue
  - Channel Drive
  - Francisco Avenue\*
  - Wright Road South\*
  - Ludwig Avenue\*
  - Burbank Avenue
- T-G-2 Modify the Scenic Road Combining District to provide limited flexibility in the application of the standards.
- T-G-3 Allow any person or group of persons to submit a General Plan Amendment application to the city to request that a public road be designated as a Scenic Road. Such request must be accompanied by a written description of the characteristics of the road that qualify it for a Scenic Road Designation.
- T-G-4 Respect natural topography and landscaping during alignment of scenic roads. Protect land through careful grading.
- T-G-5 Retain existing trees and vegetation along scenic roads, as possible. Enhance roadway appearance through landscaping, using native plant material.
- T-G-6 Provide large setbacks from scenic roads, as possible, to avoid encroachment of buildings on the view of the roadway.

## TRANSPORTATION



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

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

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

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

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



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

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

*Transit shelters should be provided as part of new development.*

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

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

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

## TRANSIT SYSTEMS



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

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

|   |  |
|---|--|
| T-H-2   | Implement the Long and Short Range Transit Plans which include CityBus proposals for transit and TSM improvements.   |
|  T-H-3   | Require new development to provide transit improvements, where a rough proportionality to demand from the project is established. Transit improvements may include:                            |
|   | <ul style="list-style-type: none"> <li>• Direct and paved pedestrian access to transit stops;</li> <li>• Bus turnouts and shelters; and</li> <li>• Lane width to accommodate buses.</li> </ul> |
| T-H-4   | Coordinate transit services and transfers between the various transit operators serving Santa Rosa.  |
|  T-H-5   | Encourage ridership on public transit systems through marketing and promotional efforts.   |
| T-H-6   | Provide full access to transit services for all persons, including children, the elderly, and those with disabilities.   |
| T-H-7   | Require community care facilities and senior housing projects with more than 25 units to provide accessible transportation services for the convenience of residents.                          |
|   | <i>Provision of transportation services at large facilities will reduce demand on the paratransit and fixed route transit systems.</i>   |
|  T-H-8 | Improve transit service along corridors where increased densities are planned.   |
|  T-I   | <b><i>Support implementation of rail service along the Northwest Pacific Railroad.</i></b>   |
|  T-I-1 | Support efforts to implement rail service along the NWPRR.   |
|  T-I-2 | Preserve options for future rail stations along the NWPRR corridor by zoning land in proximity to the potential station sites for higher residential densities and/or mixed use development.   |



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

## PEDESTRIANS AND BICYCLES

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



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



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

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

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

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

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



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



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



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



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

- T-K-5      Ensure provision of safe pedestrian access for students of new and existing school sites throughout the city.
-  T-K-6      Integrate multi-use paths into all creek corridors, railroad rights-of-way, and park designs.
-  T-L      *Develop a citywide system of designated bikeways that serves both experienced and casual bicyclists, and which maximizes bicycle use for commuting, recreation, and local transport.*
-  T-L-1      Provide bicycle lanes along all regional/arterial streets and high volume transitional/collector streets.
-  T-L-2      Provide bicycle lanes on major access routes to all schools and parks.
-  T-L-3      Improve bicycle networks by finishing incomplete or disconnected bicycle routes.
-  T-L-4      Maintain all roadways and bicycle-related facilities so they provide safe and comfortable conditions for bicyclists.
-  T-L-5      Consider bicycle operating characteristics and safety needs in the design for roadways, intersections, and traffic control systems.
-  T-L-6      Promote and facilitate the use of bicycles with other transportation modes.
-  T-L-7      As part of the city's Capital Improvement Program, or street and intersection projects constructed by private developers, install and construct bicycle facilities, including:
  - Class I paths, Class II lanes, Class III route signs;
  - Signal detectors; and/or
  - Other facilities.*Implementation shall occur as opportunities arise throughout the entire bikeway network.*

## TRANSPORTATION

 T-L-8

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

T-L-9

Maintain and update, as appropriate, the city's Bicycle and Pedestrian Master Plan.



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

## AIR TRANSPORTATION

**T-M**

*Continue the availability of air trans-portation services.*

T-M-1

Encourage the provision of convenient air travel opportunities for Santa Rosa residents.

T-M-2

Work with Sonoma County to maintain Charles M. Schulz-Sonoma County Airport's continued safe and successful operation by discouraging the development of incompatible uses in airport safety zones.

 T-M-3

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

T-M-4

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

 T-M-5

Support continued operation of private shuttle services to San Francisco and Oakland International Airports.

## SOUTHEAST GREENWAY

- T-N        *Provide a continuous pedestrian, bicycle, and non-motorized transportation connection from Spring Lake Regional Park to Farmers Lane and link to downtown Santa Rosa, surrounding neighborhoods and schools, and the regional trail system.*
- T-N-1      Provide separate trails for bicycle and pedestrian use, and permit them to meander to respond to topographic or other features in the Southeast Greenway. Separate bicycle and pedestrian facilities should join together to cross streets and creeks for safety and habitat protection.
- T-N-2      Provide multi-use path crossings where the Southeast Greenway intersects with Hoen Avenue, Franquette Avenue, Yulupa Avenue, and Summerfield Road to enhance the crossings for cyclists and pedestrians at these locations. These could include enhanced crosswalks, median refuges, pedestrian and bicyclist activated signals and warning signage for drivers.
- T-N-3      Identify and sign a bicycle route from the Southeast Greenway to Downtown that is direct, well-marked, and easy to navigate, while ensuring multiple connections. Consideration should be given to the following routes to determine the highest priority for improvement: Franquette to Sonoma Avenue; Hoen Avenue to Sonoma Avenue; Hoen Avenue to Hahman Drive to Sonoma Avenue; and Vallejo Street to E Street.
- T-N-4      Ensure additional bicycle facilities connect to the Southeast Greenway as proposed in the Bicycle and Pedestrian Master Plan.
- T-N-5      Provide for parking on the Southeast Greenway and seek shared parking opportunities in adjacent non-residential uses, such as Montgomery High School and Spring Lake Regional Park in future design phases of the project to maximize a park once experience and minimize parking in surrounding neighborhoods.

# 5

# TRANSPORTATION APPENDIX

## PLANNED REGIONAL/ARTERIAL STREETS

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

### *Two lane Regional/Arterial Streets*

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

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

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

#### ***Three Lane Regional/Arterial Streets***

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

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

#### ***Four Lane Regional/Arterial Streets***

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

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

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

#### ***Six Lane Regional/Arterial Streets***

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

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



# 6

# PUBLIC SERVICES AND FACILITIES



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

## **6-1 VISION**

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

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

## **6-2 PARKS AND RECREATION**

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

## PUBLIC SERVICES AND FACILITIES

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

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

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

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

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

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

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

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

Source: City of Santa Rosa Recreation and Parks Department

**Table 6-2: Undeveloped Parkland, 2008**

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

Source: City of Santa Rosa Recreation and Parks Department

## PUBLIC SERVICES AND FACILITIES

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

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

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

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

**Table 6-3: Projected Parks and Recreation 2035**

|                               | <i>Acreage</i> |
|-------------------------------|----------------|
| Existing Parks (2008)         | 531.15         |
| Undeveloped Parkland          | 170            |
| Proposed Parks                | 163            |
| <b>Total Parks Facilities</b> | <b>864.15</b>  |

*Source: City of Santa Rosa Recreation and Parks Department*

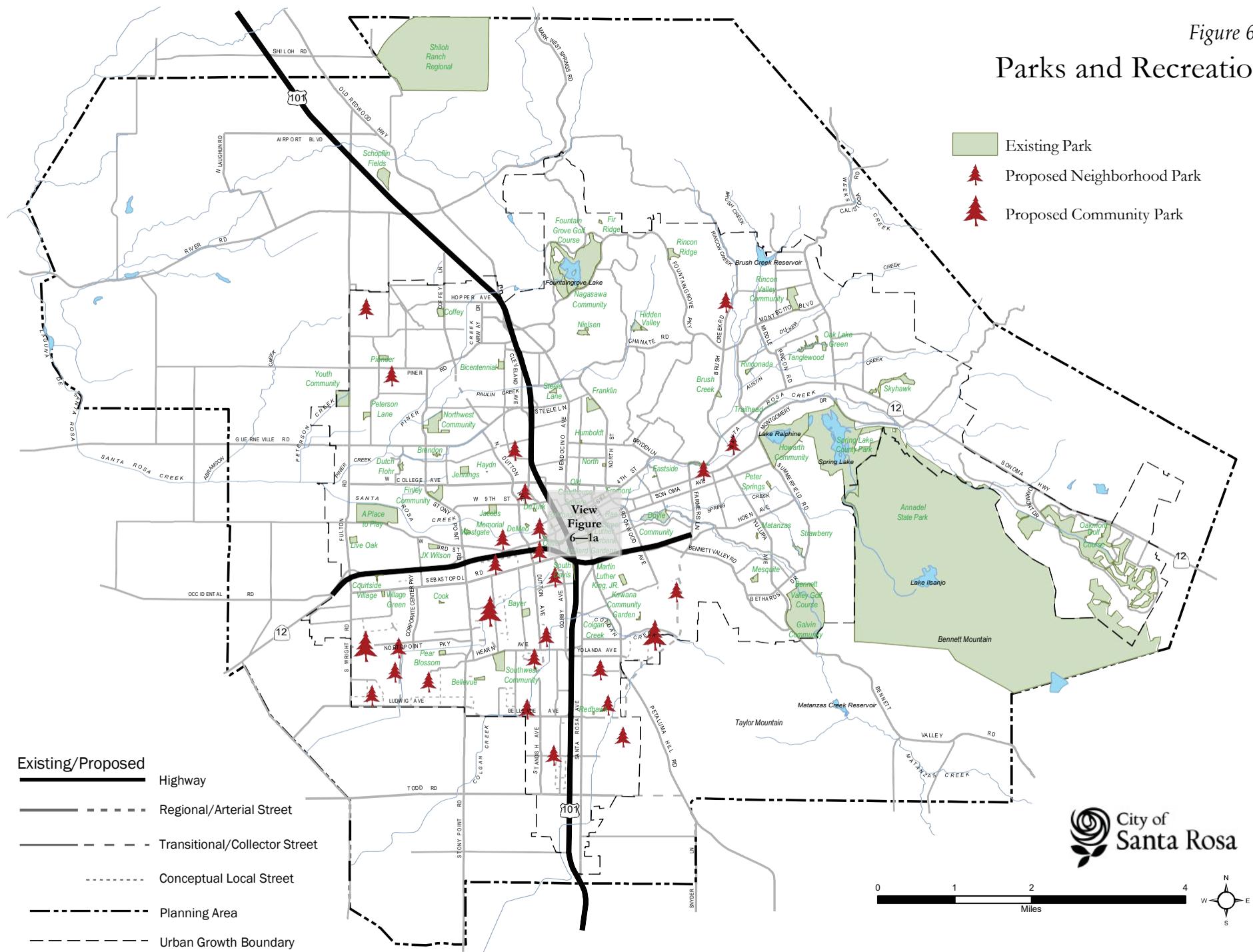
**Table 6-4: Community/Recreational Facilities, 2008**

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

*Source: City of Santa Rosa Recreation and Parks Department*

Figure 6-1

## Parks and Recreation



## Downtown Parks and Recreation

Figure 6-1a



## **6-3 EDUCATIONAL FACILITIES**

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

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

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

**Table 6-5: Enrollment in Santa Rosa School Districts**

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

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

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

## **6-4 POLICE SERVICES**

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

## **6-5 FIRE PROTECTION**

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

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

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



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

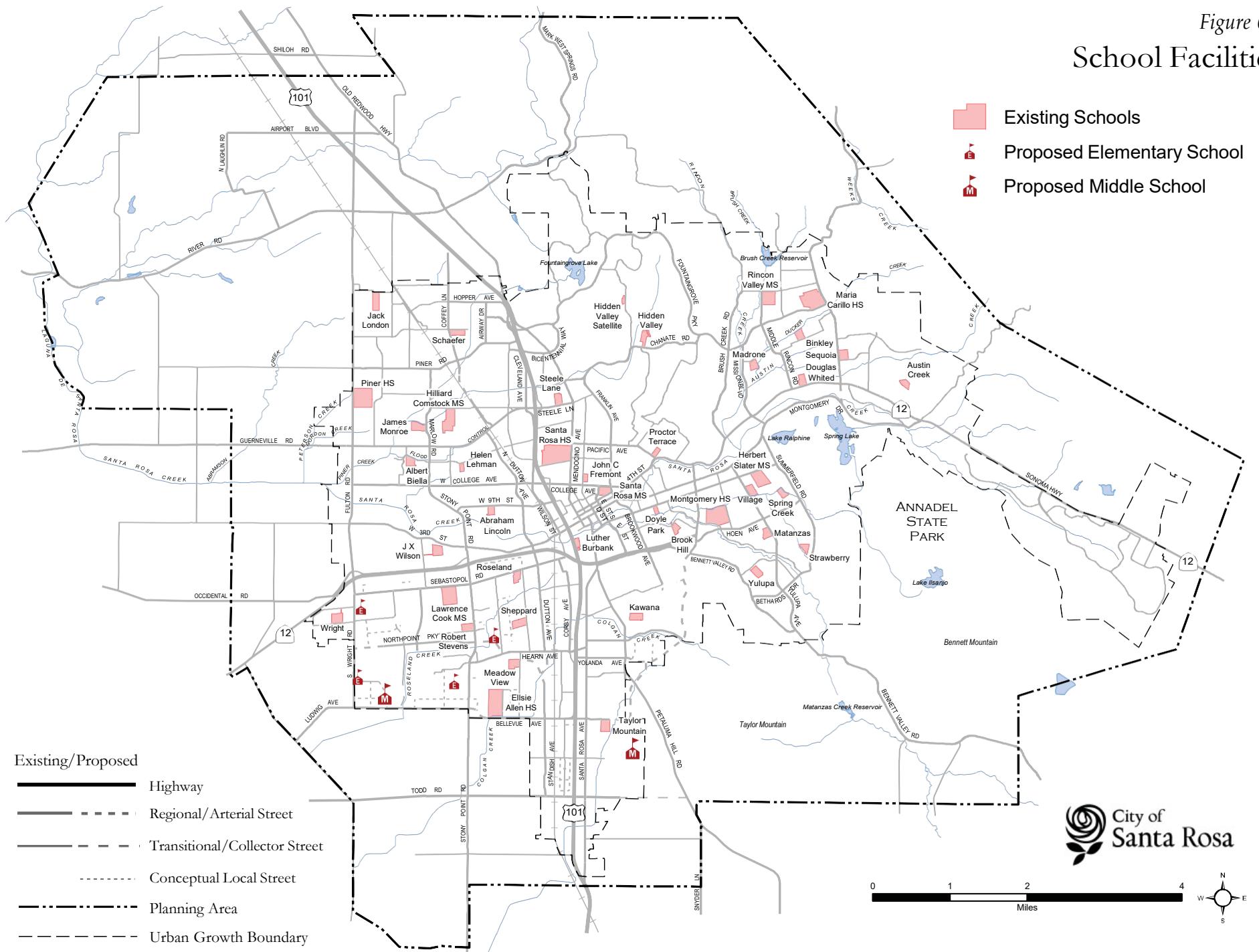
## **6-6 WATER SUPPLY**

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

Figure 6-2

## School Facilities





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

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

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

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

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

## **6-7 WASTEWATER**

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

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

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

## **6-8 SOLID WASTE**

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

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

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

## **6-9 STORMWATER MANAGEMENT**

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

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

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



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

## **6-10 GOALS AND POLICIES**

### **PARKS AND RECREATION**

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

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

## PUBLIC SERVICES AND FACILITIES

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

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

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

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

- Neighborhood Parks: generally more than two acres but less than ten acres; provide spaces for informal or casual play, family or small group activities such as picnics, community gardens, children's play areas, a special feature such as a splash area, hard court or multiuse field space for fitness, and passive natural areas. The city aims to provide access to neighborhood parks within one-half mile of residential neighborhoods.
- Community Parks: generally 10 to 25 acres; provide spaces for organized sports, larger group events, several unique features, pathways and natural areas, community gardens, and recreational facilities such as community centers. The city aims to provide access to community parks within one mile of residential neighborhoods.
- Citywide Parks: generally larger than 25 acres; include special signature elements such as lakes, sports complexes, amphitheaters, lighted features, recreational facilities and buildings, large play structures, and spaces for large play structures, and spaces for large group activities such as citywide camps or corporate picnics.
- Special Purpose Parks and Facilities: park lands generally designated for single use such as golf courses, heritage museums, botanical gardens, and environmental interpretive experiences.
- Civic Spaces or Urban Parks: Generally, a minimum of 25,000 square feet; provide flexible, publicly accessible space for a range of entertainment and activities. These spaces are envisioned on both municipally owned sites and privately owned publicly accessible spaces within the Downtown Station Area.

It should be noted that the city also encourages the development of public plazas and gathering places. In particular, a network of diverse public

spaces in various sizes, which may include: multi-purpose plazas, rooftop green spaces, pocket parks, parklets and curbside parklets, and active or passive paseos are visualized on both municipally owned sites and privately owned publicly accessible spaces in the Downtown Station Area. While these areas are not part of the city's parkland standard of 3.5 acres of parkland per thousand residents, these spaces connect residents to the wider network of parks, creek trails, and bicycle and pedestrian paths.

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

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



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

#### PSF-A-4

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

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

#### PSF-A-5

Developing areas of the city (e.g., southwest Santa Rosa) should be given a higher

## PUBLIC SERVICES AND FACILITIES

priority for new park development, and underserved neighborhoods should be given priority during redevelopment and renovation of the park

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

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

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

 PSF-A-8

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

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



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

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

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

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

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

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

- PSF-A-13 Allow location of golf course facilities outside the Urban Growth Boundary in Community Separators, and find this use and its accessory structures consistent with the Community Separator Concept. Such proposals must ensure that:
- Accessory buildings such as clubhouses are unobtrusive to the separator and are not a highly visible feature of the development;
  - Only non-illuminated facilities are permissible;
  - Driving ranges not accessory to golf course are not permissible; and
  - Landscaping is used to ensure screening and a sense of open space.
- PSF-A-14 Develop multi-use athletic fields to accommodate the changing community needs for organized sporting and fitness activities.
- PSF-A-15 Require the provision of private play space and/or recreation centers for children, families, and older adults in small lot subdivisions, multifamily developments, and gated communities, on each lot or in common open space areas as part of the development project.
- PSF-A-16 Pursue development of public plazas and gathering places where provision of a neighborhood park is not feasible or where they can be connected to existing public spaces utilizing pathways, trails, and bridges.
- PSF-A-17 Develop special purpose parks and facilities for each recreation and park planning area throughout the city, including but not limited to multi-generational recreational centers, aquatic centers, education and community service centers and other unique facilities, with priority given to areas experiencing high growth.
-  PSF-A-18 Develop multi-use pathways and linear parks along creeks designated by the Santa Rosa Citywide Creek Master Plan. Create a system of interconnected linear parks that provide access to parks used for active recreation as well as to open space preserve areas that are used primarily for more passive recreation such as hiking and wildlife viewing.
-  PSF-A-19 Provide recreational opportunities and establish bike and pedestrian paths along Santa Rosa Creek through implementation of the Santa Rosa Citywide Creek Master Plan.

- PSF-A-20 Encourage multiple use of waterways, including:
- Flood control;
  - Wildlife habitats;
  - Passive open space uses;
  - Nature study;
  - Pedestrian and bicycle circulation; and
  - Other compatible outdoor uses.
- PSF-A-21 Expand equestrian facilities in Santa Rosa and consider development of a trailhead at Hall Road with equestrian access to Santa Rosa Creek.
- PSF-B Ensure adequate funding for recreation and parks improvements and maintenance.***
- PSF-B-1 Project acquisition and maintenance costs for new park facilities, and ensure that sustainable resources and funding mechanisms are available to meet approved maintenance management plans and acceptable levels of maintenance services.
- PSF-B-2 Annually evaluate the in-lieu fees allowed under the Quimby Act for park acquisition to ensure sufficient funds to acquire parks consistent with General Plan acreage totals.
- PSF-B-3 Annually evaluate Park Impact Fees to ensure sufficient funds for park acquisition and development from proposals that do not meet Quimby guidelines.
- PSF-B-4 Establish and annually evaluate mitigation fees for environmentally sensitive resource lands and/or endangered species habitat areas that are subject to development, and apply mitigation fees according to the quadrant of the city where these issues are applicable. Evaluate fees annually to update land costs and mitigation ratios.
- PSF-B-5 Establish limitations on the amounts of private recreational facilities, such as swimming pools and tennis courts, which may be substituted for park dedication or in-lieu payments.
- PSF-B-6 Develop a citywide Resource Management Plan for park and facility maintenance that addresses core versus non core services, appropriate levels of service, and factors that affect park maintenance practices.

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

## EDUCATIONAL FACILITIES

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

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

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

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



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

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

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

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

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

- PSF-D-3      Require community shopping centers and other major developments to consider incorporating sites and/or building spaces for branch facilities, when the locations coincide with the library administration's Master Plan.
- PSF-D-4      Explore new ways in which the city can support the goal of expanded facilities and services.

## POLICE AND FIRE

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

- PSF-E-1      Provide for citizen safety through expedient response to emergency calls.
1. *The Fire Department shall achieve 90 percent performance of arrival of the first fire company at an emergency within 5 minutes of notification by the dispatch center.*
  2. *The Fire Department shall achieve 90 percent performance of arrival of all units on first alarm fire suppression incidents within 9 minutes of notification by the dispatch center.*
- PSF-E-2      Provide for the safety of Santa Rosa citizens by maintaining efficient, well-trained, and adequately equipped police and fire personnel.
- PSF-E-3      Collaborate with other local jurisdictions in the provision of some police and fire services, if such collaboration can improve service levels and is cost effective.
- PSF-E-4      Require implementation of fire protection measures, such as non-combustible roofing materials and fire sprinklers in areas of high fire hazard.
- PSF-E-5      Assist neighborhoods and increase community contact through the Neighborhood Oriented Policing Program.
- PSF-E-6      Develop a new fire station in southeast Santa Rosa.  
  
*The City has a site for a station on the south side of Kawana Springs Road just east of Petaluma Hill Road.*
- PSF-E-7      To better serve the community, move the fire station on Parker Hill Road to a new location near Fountaingrove Parkway and Parker Hill Road and move the fire station on Burbank Avenue to a new location near Sebastopol Road and Timothy Road.

PUBLIC SERVICES AND FACILITIES

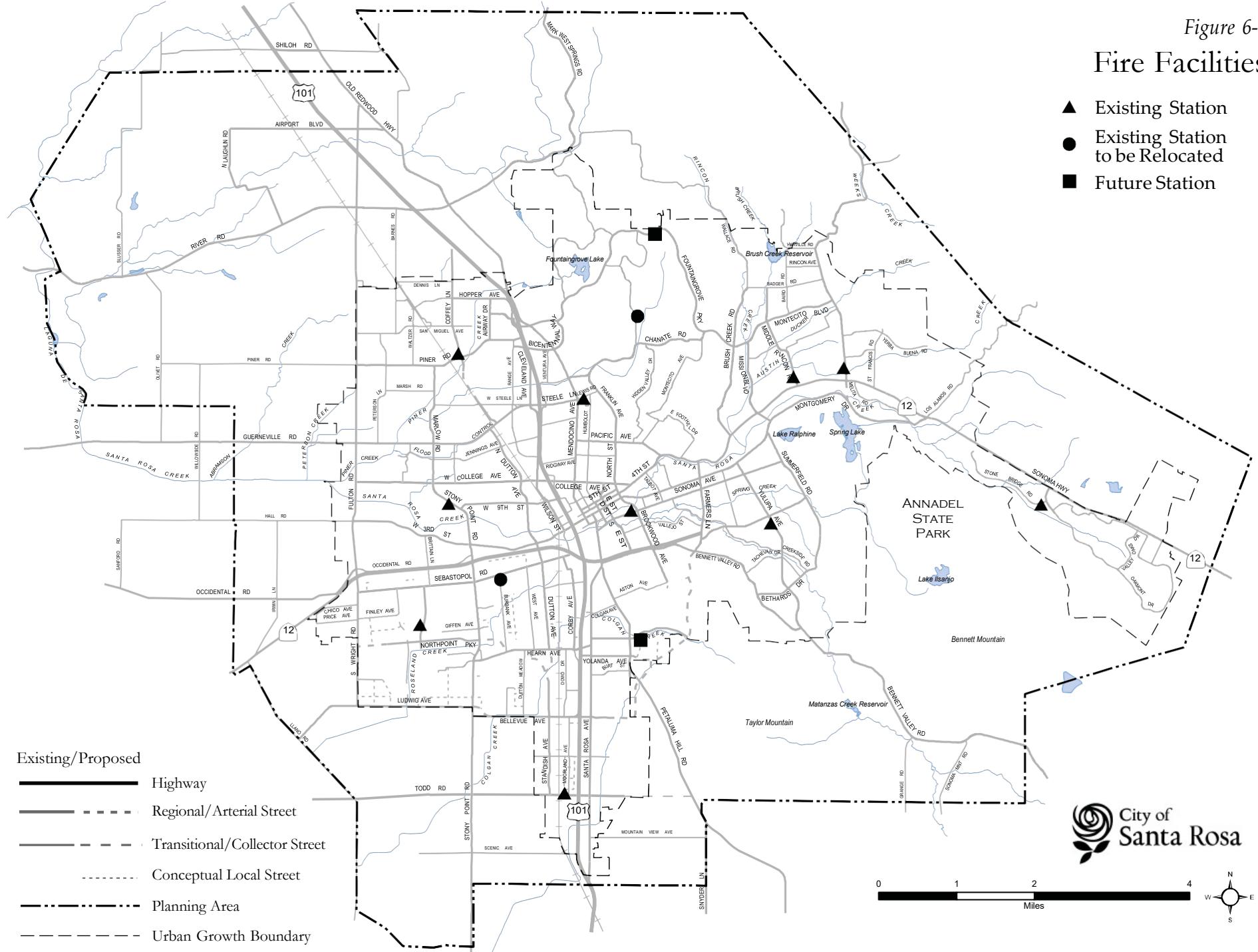


Figure 6-3

Fire Facilities

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





## **WATER, WASTEWATER, AND SOLID WASTE**

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

- PSF-F-1 Utilize high quality water from the Sonoma County Water Agency (SCWA) aqueduct system as the primary water supply.
- PSF-F-2 Ensure that water supply capacity and infrastructure are in place prior to occupancy of new development.
- PSF-F-3 Develop available groundwater resources for the purpose of providing a supplemental source of water in the event of an emergency.
- PSF-F-4 Maintain existing levels of water service by preserving and improving infrastructure, replacing water mains as necessary, and improving water transmission lines.
- PSF-F-5 Decline requests for extension of water beyond the Urban Growth Boundary, except in cases of existing documented health hazards and in areas where the city has agreements to provide services.
- PSF-F-6 Evaluate the city's long-term water supply strategies, including development of new sources of water supply, improved water conservation and re-use, and implementation of appropriate growth control measures if necessary.

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

- PSF-G-1 Continue to explore and develop new uses for treated wastewater, including expanding existing programs such as urban and agricultural irrigation, consistent with objectives adopted by the Board of Public Utilities and the City Council. Examples of urban reuse include park and landscaping irrigation.
- PSF-G-2 Maintain existing levels of wastewater service by preserving and improving infrastructure, including replacing sewer mains as necessary.
- PSF-G-3 Decline requests for extension of sewer services beyond the Urban Growth Boundary, except in cases of existing documented health hazards and in areas where the city has agreements to provide services.

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

- PSF-H-1 Continue contracting for garbage and recycling collection services. Expand the single-stream recycling program (all recyclables in one container) to all users.
- PSF-H-2 Work with Sonoma County to identify alternatives to meet the need for solid waste disposal.
- PSF-H-3 Expand recycling efforts in multifamily residential and commercial projects, and continue to encourage recycling by all residents.
- PSF-H-4 Require provision of attractive, convenient recycling bins and trash enclosures in residential and non-residential development.
- PSF-H-5 Continue public education programs about waste reduction, including recycling, yard waste, wood waste, and household hazardous waste.
- PSF-H-6 Consider development of a residential and commercial food waste composting program.

## **STORMWATER MANAGEMENT**

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

- PSF-I-1 Require dedication, improvement, and maintenance of stormwater flow and retention areas as a condition of approval.
- PSF-I-2 Require developers to cover the costs of drainage facilities needed for surface runoff generated as a result of new development.
- PSF-I-3 Require erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.
- PSF-I-4 Require measures to maintain and improve the storm drainage system, consistent with goals of the Santa Rosa Citywide Creek Master Plan, to preserve natural conditions of waterways and minimize paving of creek channels.
- PSF-I-5 Cooperate with the Sonoma County Water Agency and the Northern California Regional Water Quality Control Board to conduct regular assessment of stormwater drainage facilities, to ensure that adequate drainage capacity is

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

- PSF-I-6      Require implementation of Best Management Practices to reduce drainage system discharge of non-point source pollutants originating from streets, parking lots, residential areas, businesses, industrial operations, and those open space areas involved with pesticide application.
- PSF-I-7      Prepare and distribute information to increase awareness of businesses and residents about the need to reduce drainage system discharge of non-pollutants.
- PSF-I-8      Implement the Standard Urban Storm Water Mitigation Plan (SUSMP) in order to reduce pollutants and runoffs flows from new development and significant redevelopment projects.
-  PSF-I-9      Consider installation of creekside pathways, consistent with the Citywide Creek Master Plan and Bicycle and Pedestrian Master Plan, when possible as part of stormwater improvement projects along the city's creek corridors.

## SOUTHEAST GREENWAY

- PSF-J**      *Provide natural open space, educational and cultural opportunities, and active and passive recreation for residents and visitors.*
- PSF-J-1      Coordinate with Santa Rosa City School District and Montgomery High School to share educational, recreational, and parking facilities to the greatest extent feasible.
- PSF-J-2      Site the locations of community gardens as closely as possible to access points from neighboring residential areas to encourage use and activity.
- PSF-K**      *Ensure that the Southeast Greenway's natural open space is continuous from Spring Lake Regional Park to Hoen Avenue (except in existing street crossings), and is as wide as possible but not less than 125 feet in width. The only exception is the "pinch point" east of Summerfield Road where the right-of-way narrows to approximately 68 feet in width.*
- PSF-K-1      Explore acquisition of property at the “pinch point” from property owners to allow for a wider and more accessible trail in that location.

**PSF-L**      *Accommodate public infrastructure on the site.*

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

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

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

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

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

# 7

# OPEN SPACE AND CONSERVATION

This element presents a discussion of open space and natural resource conservation efforts undertaken by the City of Santa Rosa. Preservation of open spaces, agricultural lands, biological resources and habitat, air quality, and energy are each discussed, and policies ensure continued conservation efforts.

## **7-1 VISION**

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In 2035, conservation of open spaces and natural resources within and near the city contribute to Santa Rosa's enviable quality of life. Santa Rosa's natural resources—including creeks, wetlands, mature trees, ridgelines, rock outcroppings, and open spaces—are conserved and incorporated into the design of new development. Multi-use trails provide access to community and regional open space areas, and views of open space areas are protected throughout the city.

The Prince Memorial Greenway is completed and Santa Rosa Creek is restored, providing a riparian corridor amenity for residents and visitors. The natural features of several other waterways are restored and enhanced, with the addition of trails and passive recreational uses.

Agricultural uses—including farms, co-ops, dairies, livestock ranches, and vineyards—surround the city's Urban Growth Boundary (UGB). Air quality is high due to the use of cleaner fuels, reduced automobile dependence, and increased transit use.

## **7-2 OPEN SPACE**

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Open space provides a variety of benefits, including visual enjoyment, natural resource conservation (e.g., plant and wildlife habitats, creek corridors, hillsides, and soils), watershed protection, recreation use, and hazard reduction. Open space areas within the UGB generally include undeveloped lands containing significant wildlife habitat or natural resources. The city's UGB encompasses 180 acres of land designated as open space. Open space lands outside the UGB include Taylor Mountain and other hillside and ridgeline areas. Figure 7-1 illustrates the open space lands designated within the Planning Area.

Community separators are greenbelt areas designated by the Sonoma County General Plan to ensure protection of open space, and prevent expansion of urban development between cities. These separators are intended to preserve the county's sense of rural character by preserving open space corridors between existing communities. The community separators are also shown on Figure 7-1.

The Sonoma County Agricultural Preservation and Open Space District (SCAPOS) publication Connecting Communities and the Land - A Long Range Acquisition Plan (2006) addresses acquisition and preservation of open space resources in Sonoma County. Four types of open space identified near Santa Rosa include agriculture, greenbelts (community separators), natural resources, and recreation areas. Preservation of open space for each of these activities is important to the quality of life and rural character valued by local residents. General Plan policies address public access to such areas, as well as expansion of the regional open space network. A continuous network of open space land can be more beneficial for plant and habitat conservation than piecemeal open spaces.

## **AGRICULTURAL RESOURCES**

Agricultural resources within the Santa Rosa Planning Area provide residents with a sense of rural character and access to fresh produce and agricultural goods. Agricultural resources—including crop fields and vineyards, open rangeland, barns and other farm structures—outside of the UGB but within the Planning Area include a total of 18,200 acres of farmland, according the State Department of Conservation's Farmland Mapping and Monitoring Program.

Working with SCAPOS to preserve lands outside of the city's UGB that contain highly productive soils for growing crops, and that are suitable for community agricultural operations—such as farmers' markets, small family farms, and co-ops—will sustain the sense of rural character within the greater Santa Rosa area. Continued operation of active farms will also contribute to the region's economic vitality.

### **7-3 BIOLOGICAL RESOURCES AND WATERWAYS**

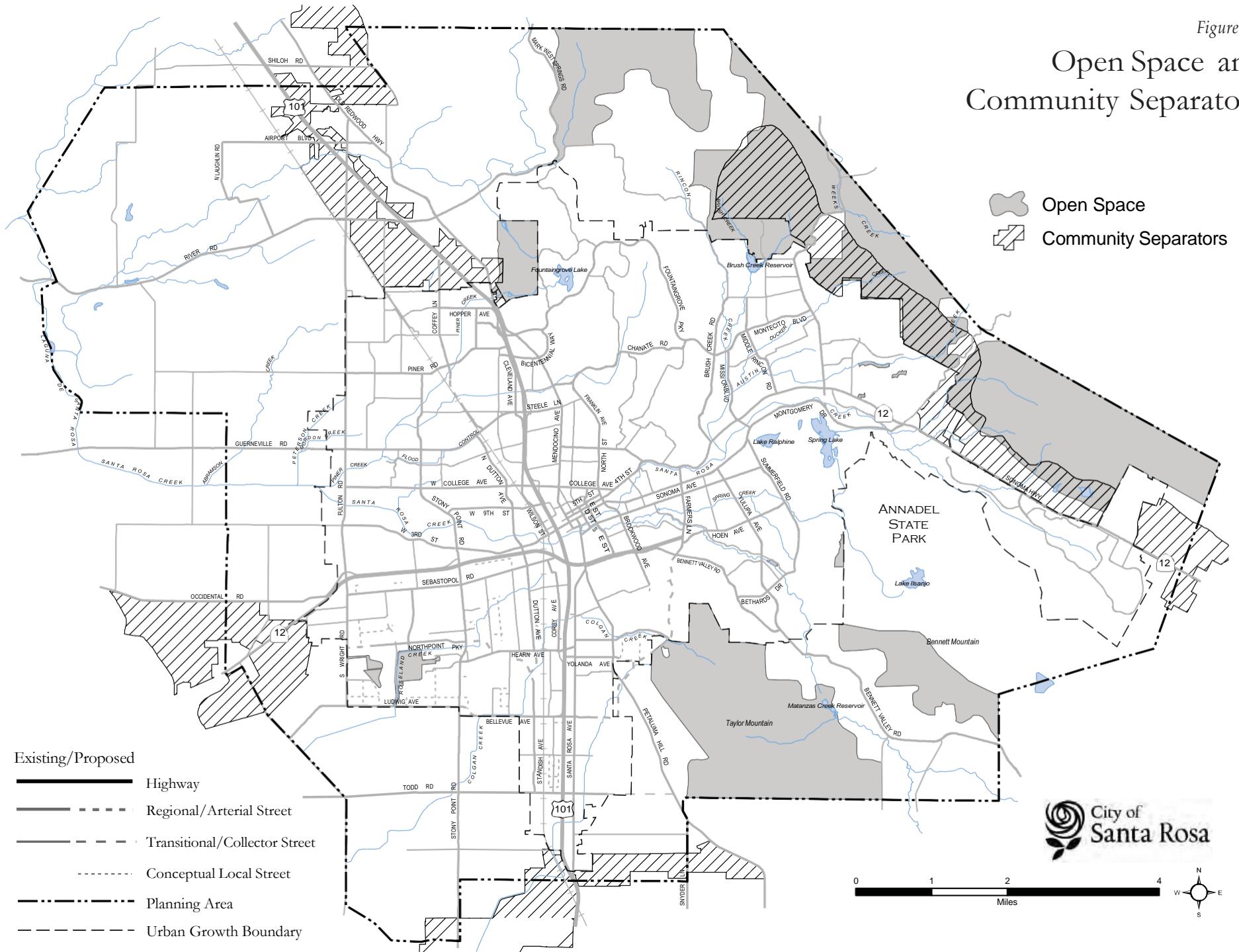
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Biological resources found within Santa Rosa include sensitive plants and animals, creeks, and wetlands, including vernal pools. Figure 7-2 illustrates the areas with potential for sensitive species identified by the California Department of Fish and Wildlife (CDFW) and major creeks located within the Urban Growth Boundary.

Santa Rosa Creek, which originates in the headwaters of Mount Hood, runs from east to west through the city, and into the Laguna de Santa Rosa. Other streams, including the lower reaches of Matanzas Creek, run through or near the city on their way to joining Santa Rosa

Figure 7-1

## Open Space and Community Separators



Creek. Creek related policies from several previous planning documents including the Santa Rosa Creek Master Plan (1993), and the Santa Rosa Waterways Plan (1996) were reorganized into the Santa Rosa Citywide Creek Master Plan (CCMP) in 2007. The city recognizes the importance of its waterway resources, and has established the CCMP as the leading document that ensures creek conservation and restoration. The City recognizes that creeks and riparian corridors provide groundwater recharge areas in addition to other biological functions.

Biological resources within the Santa Rosa area can be roughly divided between those found on the Santa Rosa plain and those located in the uplands to the east, with connections formed by creeks. Sensitive resources on the plain include numerous vernal pools and their associated species and surrounding grasslands, while upland resources to the east include hillside open spaces and woodlands.

## CITYWIDE CREEK MASTER PLAN

The Citywide Creek Master Plan, updated in 2013, presents a range of goals and policies for specific waterways in the City of Santa Rosa. The plan details the various creek environments that exist in the city while also designating areas for enhancement or preservation. Implementing the recommended improvements specific to Santa Rosa's local waterways will improve wildlife habitats, increase recreational opportunities, drainage capacity, and flood control.

Key creek related goals and policies have been extracted from the Citywide Creek Master Plan. In order to review all the graphics and tables that are available in the Citywide Creek Master Plan, please refer to the full document.

## VEGETATION

Santa Rosa's UGB includes a variety of vegetation types, including grasslands, woodlands, riparian areas, and vernal pools. Some, like annual grasslands that now contain primarily exotic annual grasses, have been altered from their natural state. Others, including vernal pool areas, either remain in their natural state (in terms of species composition and ecological function) or have been only slightly altered.

The smaller areas of discrete habitat, such as vernal pools, support their own distinctive species associations. In these limited areas, the populations of individual species may be small and sensitive to disturbance. In recognition of the ecological importance of vernal pools, the *Santa Rosa Plain Vernal Pool Ecosystem Preservation Plan* was developed in 1995.



Piner Creek, adjacent to Marlow Road, provides rich riparian habitat within the Urban Growth Boundary.

## **WILDLIFE**

Diverse vegetation types within the UGB provide for a variety of wildlife habitats, and the interspersion of different habitats is advantageous for species that use the “edges” between them. Open space areas support smaller species, including songbirds, rodents, and a variety of invertebrates. They also provide habitat for a number of sensitive species, including nesting raptors.

The streams flowing through the city provide both instream and riparian habitat. Riparian habitat supports a distinct community of plants and animals, including amphibians, and provides migration corridors that allow other wildlife to travel between suitable habitats that are otherwise separated by development. Instream habitat is important for aquatic species such as steelhead/rainbow trout which are found in Santa Rosa Creek and several of its tributaries. Both of these habitats support a variety of animal species, from streambed invertebrates to the larger fishes and animals such as herons and egrets that feed upon them. Preservation of existing wildlife habitat and restoration of riparian corridors ensures that wildlife species are protected, as well as provides tranquil open spaces within the city’s urban landscape.

## **7-4 AIR QUALITY**

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Reduction of air pollutants contributes to quality of life for Santa Rosans by improving the health of residents and workers. The City of Santa Rosa participates with the Bay Area Air Quality Management District (BAAQMD) to address improvement of air quality. The Pacific Ocean influences the moderate climate of Sonoma County. In summer, afternoon northwesterly winds blow contaminants south toward San Francisco. In winter, periods of stagnant air can occur, especially in periods between storms.

Santa Rosa currently has one monitoring station that measures criteria pollutants, including ozone, carbon monoxide, nitrogen dioxide, lead, sulfates, and particulates 10 microns or smaller (PM10). The air quality in Santa Rosa has generally improved, as motor vehicles have become cleaner, agricultural and residential burning has been curtailed, and consumer products have been reformulated or replaced. From 2003 to 2007, Santa Rosa exceeded state standards only once, for ozone, in 2003. Carbon monoxide, a product of incomplete combustion, was formerly a problem for the city; but with improved motor vehicles and fuels, Santa Rosa air easily meets state and federal standards.

Maintaining and improving air quality will contribute to good health for all Santa Rosans. Policies addressing land use patterns, connections between different land uses, use of energy sources, alternative transportation modes, preservation of open spaces, and construction dust abatement all contribute to the reduction of air pollutants within Santa Rosa.

## **7-5 ENERGY**

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The City of Santa Rosa depends on energy to maintain a vital economy and desirable lifestyle. It uses electricity and natural gas to light, heat, and cool structures and to power its office equipment, industrial machinery, public services, and home appliances. The city also uses petroleum products to move people and products along its transportation corridors. Energy is vital to the continued functioning of housing, employment, transportation, and public services and facilities in Santa Rosa.

Reduced energy use in housing, commercial structures, public facilities, and transportation helps maintain local economic vitality and reduces the need for new infrastructure to deliver energy to the city. Better use of materials, insulation, and increased harnessing of solar incidence in building design reduces demand on natural gas and heating products. Transportation measures that facilitate pedestrian use and bicycling reduce dependence on petroleum. Together, these steps will lead to a more reliable, sustainable, economic energy future.

## **7-6 CLIMATE CHANGE**

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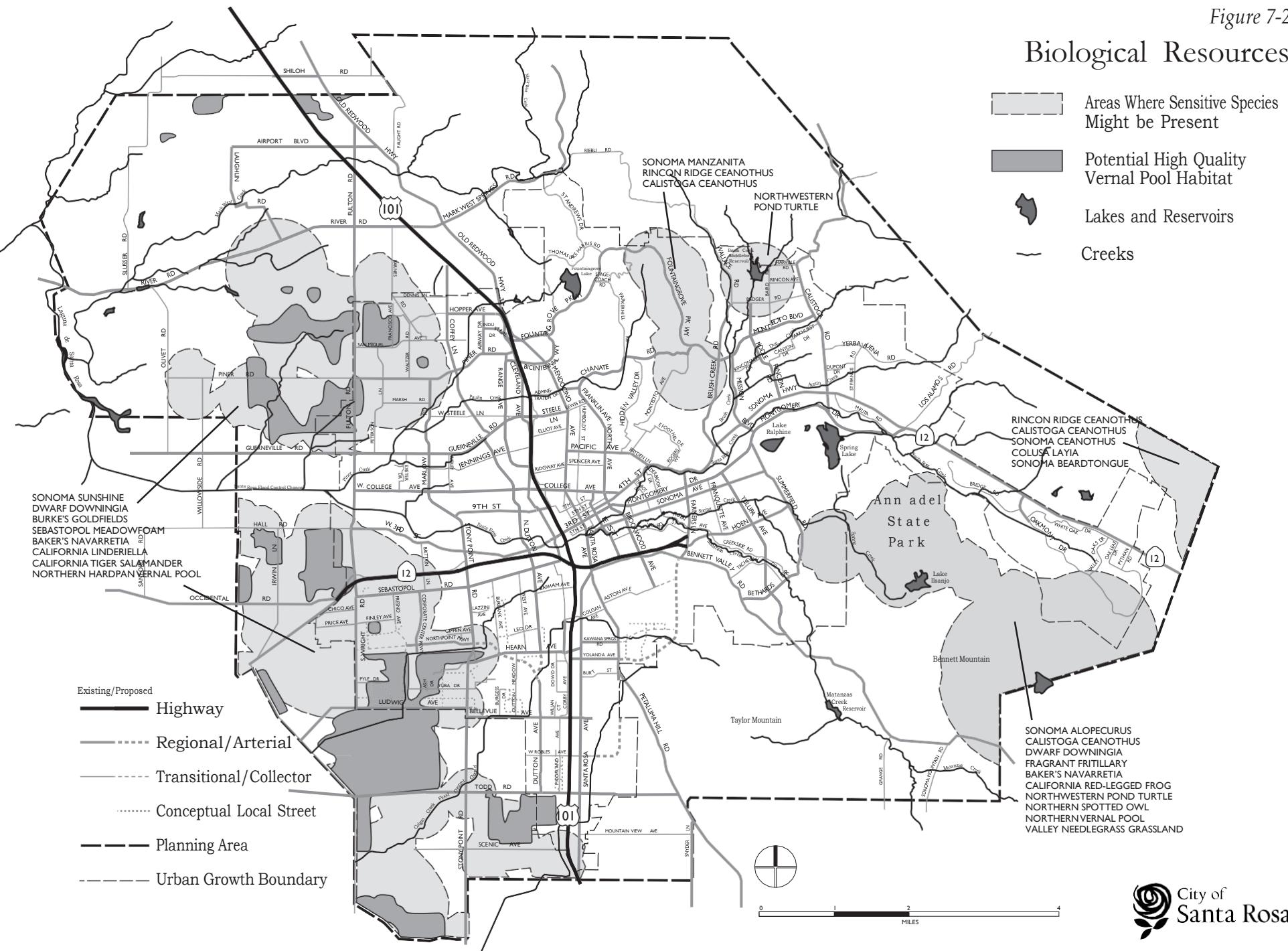
In 2005, the nine cities and Sonoma County set a mutual greenhouse gas target in partnership with the Climate Protection Campaign (CPC) within its Community Climate Action Plan (CCAP). On August 2, 2005 the City Council adopted Resolution 26341 which established a municipal greenhouse gas reduction target of 20 percent from 2000 levels by 2010 and facilitates the community-wide greenhouse gas reduction target of 25 percent from 1990 levels by 2015 that was included in the CCAP.

The Santa Rosa Climate Action Plan (CAP) addresses emissions specific to the City's Urban Growth Boundary. The CAP provides a roadmap to achieving GHG emissions reduction and attaining local emission reduction targets as well as those targets set at the regional and state level. The CAP recognizes the reduction targets, forecasts the amount of reductions necessary to meet those targets, identifies specific measures that will reduce emissions, outlines implementation of the measures and provides for the long term tracking of emissions.

The CAP and the General Plan work in conjunction to facilitate GHG emissions reductions. This plan acknowledges the environmental leadership Santa Rosa has achieved and supports the responsibility of continued greenhouse gas (GHG) emissions reductions. Measures, policies and projects that reduce community-wide GHGs presented in the Climate Action Plan are aligned with the goals and policies in the General Plan. In addition, the General Plan provides the basis for analyzing proposed development to determine consistency with the CAP goals and measures. The measures presented in the Climate Action Plan are referenced generally throughout the General Plan.

Figure 7-2

## Biological Resources



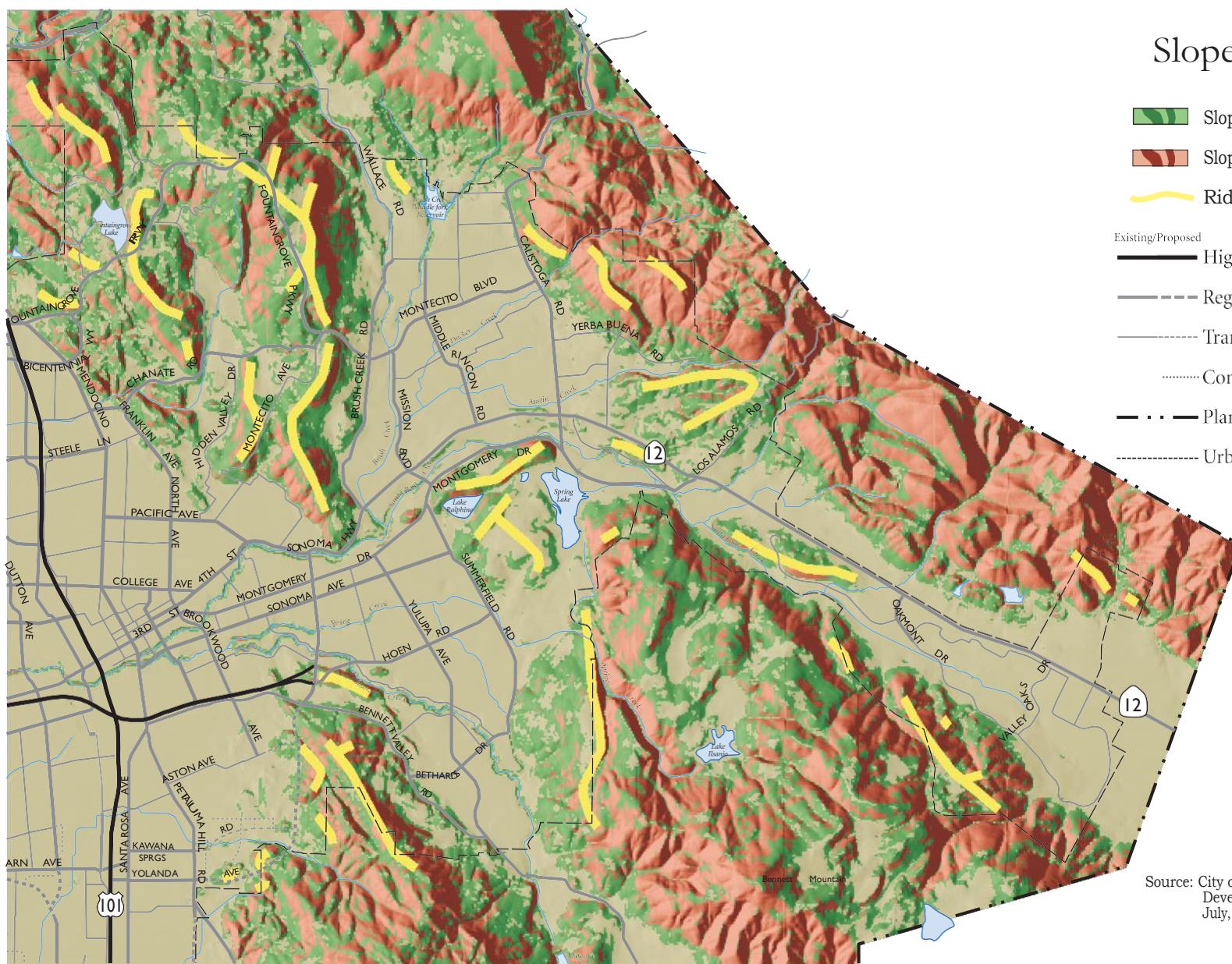
## **7-7 GOALS AND POLICIES**

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### **OPEN SPACE**

#### **OSC-A      *Maximize the benefits of open space.***

-  OSC-A-1 Cooperate with various public and private entities to create new public access trails to parks, open spaces, and drainage ways within the city, as well as to trail systems outside the UGB. Priorities for trail access outside of the UGB should include:
- Joe Rodota Trail (from Santa Rosa to Sebastopol);
  - Bay Area Ridge Trail;
  - Santa Rosa Creek Trail;
  - Laguna Trail;
  - Roseland Creek Trail;
  - Colgan Creek Trail; and
  - Paulin Creek Trail.
- OSC-A-2 Collaborate with other agencies and private development to link non-access open spaces, where such linking would benefit the protection of special environments and life systems such as wetlands, plant communities, and wildlife habitats and corridors.
- OSC-A-3 Cooperate with the County of Sonoma in preserving and, where appropriate, acquiring open space outside the UGB, for both growth management and open space purposes.
- OSC-A-4 Encourage the Sonoma County Agricultural Preservation and Open Space District to appropriate funds for acquisition of open space within and surrounding Santa Rosa. Priorities for acquisition include:
- Community Separator between Santa Rosa and Rohnert Park;
  - Taylor Mountain;
  - Areas west and north of the Urban Growth Boundary; and
  - Santa Rosa Creek corridor.
- OSC-A-5 Monitor the progress of the Sonoma County Agricultural Preservation and Open Space District in acquiring Santa Rosa priority properties.



Source: City of Santa Rosa, Community Development Department, July, 2002.



40 Acres  
1/2 Mile

MILES

OSC-A-6 Protect the Annadel and Spring Lake regional parks from intrusion by inappropriate uses. Conserve the biotic systems in those parks.

OSC-A-7 Encourage preservation of open space in the Community Separators (see Figure 7-1: Open Space and Community Separators) between Santa Rosa and neighboring communities. Work with regional agencies to ensure maintenance of the separators as permanent open space.

OSC-A-8 Coordinate with public and private entities to link open spaces with a network of paths and trails, including Sonoma County Water Agency access roads and the Bay Area Ridge Trail.

***OSC-B      Conserve the city's open spaces and significant natural features.***

OSC-B-1 Prohibit development on hillsides and ridgelines where structures would interrupt the skyline.

OSC-B-2 Minimize alteration of the topography, drainage patterns and vegetation of land with slopes of ten percent or more. Prohibit alteration of slopes greater than 25 percent.

OSC-B-3 Require that new subdivisions, multifamily, and non-residential development abutting creek corridors are appropriately designed with respect to the creek. Development may orient toward the creek as an amenity, but adequate setbacks shall be used to ensure riparian habitat is protected.

OSC-B-4 Require that graded areas within new developments be revegetated.

OSC-B-5 Require a Hillside Development Permit as part of a proposed subdivision, proposed development or new land use on that portion of a site with a slope of 10 percent or greater (see Figure 7-3: Slope and Ridgelines).

**AGRICULTURAL RESOURCES**

***OSC-C      Conserve agricultural soils.***

OSC-C-1 Support efforts by the Sonoma County Agricultural Preservation and Open Space District to protect and/or acquire Prime Agricultural Land outside of the Urban Growth Boundary.

OSC-C-2 During the next update of the Sonoma County General Plan, encourage preservation of unincorporated lands adjacent to and near the Santa Rosa Urban Growth Boundary as viable agricultural resources.

OSC-C-3 Preserve and enhance agriculture within the Planning Area as a component of the economy and as a part of Santa Rosa's environmental quality.

OSC-C-4 Work with the County of Sonoma to encourage the conservation of mineral resources and the protection of access to those resources.

## BIOLOGICAL RESOURCES AND WATERWAYS

**OSC-D** *Conserve wetlands, vernal pools, wildlife ecosystems, rare plant habitats, and waterways.*

OSC-D-1 Utilize existing regulations and procedures, including Subdivision Guidelines, Zoning, Design Review, and environmental law, to conserve wetlands and rare plants. Comply with the federal policy of no net loss of wetlands using mitigation measures such as:

- Avoidance of sensitive habitat;
- Clustered development;
- Transfer of development rights; and/or
- Compensatory mitigation, such as restoration or creation.

OSC-D-2 Protect high quality wetlands and vernal pools from development or other activities as determined by the Vernal Pool Ecosystem Preservation Plan.

OSC-D-3 Preserve and restore the elements of wildlife habitats and corridors throughout the Planning Area.

OSC-D-4 Continue to consult with the California Department of Fish and Wildlife to identify significant environments. Identify priorities for acquisition or



*Santa Rosa Creek provides biological habitat, stormwater collection, and an open space amenity for local residents.*

maintenance of open space areas based on biological and environmental concerns, and develop an overall strategy for the maintenance of areas that will preserve the populations of plants and animals currently found within the Urban Growth Boundary.

OSC-D-5 Consult with North Coast Regional Water Quality Control Board staff as part of the CEQA process for proposed developments to help them identify wetland and vernal pool habitat that has candidacy for restoration/protection based on actual and potential beneficial uses, and determine appropriate locations for mitigation banking.

OSC-D-6 Preserve waterways by informing residents of the environmental effects of dumping yard waste into creeks, or other wastes, such as motor oil, into storm drains that empty into creeks.

OSC-D-7 Rehabilitate existing channelized waterways, as feasible, to remove concrete linings and allow for a connection with the stream channel and the natural water table. Avoid creating additional channelized waterways, unless no other alternative is available to protect human health, safety, and welfare.

 OSC-D-8 Restore channelized waterways to a more natural condition which allows for more natural hydraulic functioning, including development of meanders, pools, riffles, and other stream features. Restoration should also allow for growth of riparian vegetation which effectively stabilizes banks, screens pollutants from runoff entering the channel, enhances fisheries, and provides other opportunities for natural habitat restoration.

OSC-D-9 Ensure that construction adjacent to creek channels is sensitive to the natural environment. Ensure that natural topography and vegetation is preserved along the creek, and that construction activities do not disrupt or pollute the waterway.

OSC-D-10 Orient development and buildings toward creeks, while providing privacy, security, and an open transition between public and private open spaces.

 OSC-D-11 New development along channelized waterways should allow for an ecological buffer zone between the waterway and development. This buffer zone should also provide opportunities for multi-use trails and recreation.

OSC-D-12 New development should maintain an adequate setback from channelized waterways to recognize the 100-year flood elevation, and allow for stream corridor restoration. Setbacks identified in the Zoning Code should serve as minimum setbacks. Larger setbacks are encouraged in accordance with Restoration Concept Plans to meet restoration and enhancement goals.

## CITYWIDE CREEK MASTER PLAN

-  **OSC-E** *Ensure local creeks and riparian corridors are preserved, enhanced, and restored as habitat for fish, birds, mammals and other wildlife.*
- OSC-E-1 Maintain creek areas using practices that protect and support fish and wildlife as well as help retain hydraulic capacity.
- OSC-E-2 Plan and perform stream maintenance activities that respect the balance of flood protection and environmental protection.
- OSC-E-3 Continue to support efforts towards healthy, clean, and safe creeks.
-  **OSC-F** *Construct trail corridors and other recreational opportunities along local waterways.*
-  OSC-F-1 Accommodate connections to regional trail systems that enhance or support the creek trail systems network.
-  OSC-F-2 Cooperate with various public and private entities to create new public access trails along creeks to parks and open spaces within the Urban Growth Boundary, as well as connections to regional trail systems.
- OSC-G** *Provide educational opportunities along the waterways in the city.*
- OSC-G-1 Continue with the distribution of the Creek Stewardship Guide that addresses, in part, erosion control techniques, vegetation management, and water quality. The guide should also explain how an individual or organization can protect and enhance the creek environment.
- OSC-G-2 Support volunteer Creek Stewards who help serve to identify and report undesirable conditions and activities. Creek Stewards also perform minor maintenance and monitoring tasks and provide suggestions to enhance creek areas.



**OSC-H** *Conserve significant vegetation and trees and plant new trees.*

OSC-H-1 Preserve trees and other vegetation, including wildflowers, both as individual specimens and as parts of larger plant communities.

OSC-H-2 Preserve and regenerate native oak trees.

OSC-H-3 Preserve the Highway 12 scenic route in eastern Santa Rosa, including the corridor of oak trees. Encourage CalTrans to preserve the oaks on site where possible, and to replace destroyed trees.

OSC-H-4 Require incorporation of native plants into landscape plans for new development, where appropriate and feasible, especially in areas adjacent to open space areas or along waterways.



OSC-H-5 Plant trees on public property including park strips, open space and park areas and encourage tree planting on private property to help offset carbon emissions.

**WATER CONSERVATION AND AIR QUALITY**

**OSC-I** *Conserve water and maintain water quality.*

OSC-I-1 Maintain high levels of water quality for human consumption and for other life systems in the region by regularly monitoring water quality.

OSC-I-2 Require non-residential projects requesting Conditional Use Permit or Design Review approval to provide water efficient landscaping in accordance with the city's Water Efficient Landscape Policy.

OSC-I-3 Promote water conservation through public education, provision of conservation kits, and information about low-flow plumbing fixtures and leak detection.

OSC-I-4 Consider water conservation measures in the review of new residential development projects.



OSC-I-5 Expand the infrastructure network as possible to allow use of reclaimed water for use at residences, businesses, and city parks and facilities.

 OSC-I-6 Protect groundwater recharge areas, particularly creeks and riparian corridors. Identify and protect other potential groundwater recharge areas.

## AIR QUALITY

 OSC-J *Take appropriate actions to help Santa Rosa and the larger Bay Area region achieve and maintain all ambient air quality standards.*

 OSC-J-1 Review all new construction projects and require dust abatement actions as contained in the CEQA Handbook of the Bay Area Air Quality Management District.

 OSC-J-2 Budget for clean fuels and vehicles in the city's long-range capital expenditure plans, to replace and improve the existing fleet of gasoline and diesel powered vehicles. Initiate a policy to make its fleet among the cleanest in the North Bay by:

- Purchasing electric vehicles wherever possible, and especially for stop-and-go units such as parking meter readers.
- Purchasing electric or hybrid electric fleet vehicles for general staff use, especially for building inspectors and other uses primarily within the city.
- Purchasing alternative fuel vehicles, such as natural gas, as the existing diesel-powered fleet is replaced. Alternatively, purchase diesel vehicles only if they meet or exceed emission specifications for available natural gas fuel vehicles.
- Purchasing biodiesel fuel for use by the city diesel truck fleet.
- As possible, use lo-NOx fuel additives, such as Purinox, in all diesel vehicles.

 OSC-J-3 Reduce particulate matter emissions from wood burning appliances through implementation of the city's Wood Burning Appliance code.

## ENERGY

 OSC-K *Reduce energy use in existing and new commercial, industrial, and public structures.*

 OSC-K-1 Promote the use of site planning, solar orientation, cool roofs, and landscaping to decrease summer cooling and winter heating needs. Encourage the use of recycled content construction materials.

 OSC-K-2 Identify opportunities for decreasing energy use through installation of energy

efficient lighting, reduced thermostat settings, and elimination of unnecessary lighting in public facilities.

-  OSC-K-3 Identify and implement energy conservation measures that are appropriate for public buildings. Implement measures that are at least as effective as those in the retrofit ordinances for commercial and office buildings.

-  OSC-K-4 Advance the city's environmentally sensitive preferred purchasing and green fleet conversion programs.

-  OSC-K-5 Implement measures of the Climate Action Plan which increase energy efficiency, including retrofitting existing buildings and facilitating energy upgrades.

-  **OSC-L** *Encourage the development of nontraditional and distributed sources of electrical generation.*

-  OSC-L-1 Reconsider any existing codes and policies that constrain or prohibit the installation of environmentally acceptable forms of distributed generation.

*Distributed generation is small-scale sources of electrical generation, such as microturbines, fuel cells, photovoltaics, and other sources of electrical power that can be effectively located in office parks, industrial facilities, and other consumer buildings.*

-  OSC-L-2 Participate in state and local efforts to develop appropriate policies and review procedures for the installation of photovoltaic solar and other environmentally acceptable forms of distributed generation.

-  OSC-L-3 Establish a city renewable energy program which will allow the city to generate or receive a significant portion of energy from renewable sources.

-  **OSC-M** *Reduce Greenhouse Gas Emissions*

-  OSC-M-1 Meet local, regional and state targets for reduction of greenhouse gas emissions through implementation of the Climate Action Plan.

*Please note: Residential energy efficiency is addressed in Chapter 4: Housing Element. Energy efficiency in the transportation sector is addressed in Chapter 5: Transportation Element. Flood corridors are illustrated in Chapter 12: Noise and Safety Element.*

# 8

## GROWTH MANAGEMENT

Growth management was added to the Santa Rosa General Plan as a separate, optional element in 1991, in response to record growth in the mid-1980s and concern regarding the city's ability to provide adequate services. The purpose of growth management is to balance new development with:

1. The city's ability to supply necessary public services and facilities;
2. Protection of social and economic values in existing residential neighborhoods, commercial centers and industrial areas;
3. Conservation of vital open spaces and natural resources;
4. Achievement of decent housing for all income categories;
5. Attainment of community goals for the overall size and character of Santa Rosa; and
6. A stable, moderate growth rate sufficient to support a healthy business economy.

This element presents an overview of the city's Growth Management Program. The topics in this element include orderly and compact growth within the city's Urban Growth Boundary (UGB), development intensity and the pace of population growth.

### **8-1 VISION**

In 2035, Santa Rosa is a balanced community featuring a mix of residential, commercial, office, industrial, public, and recreational uses within the Urban Growth Boundary. Santa Rosa is a nearly built out city with defined edges, surrounded by open space and agriculture.

Residential development has increased at a comfortable pace over the preceding two decades, both allowing construction of new housing units for Santa Rosans and maintaining a feeling of openness through scattered vacant parcels. The city's

job supply has grown at a consistent pace, maintaining Santa Rosa's position as the center of government, business and commerce in Sonoma County. Public services and infrastructure are available, and have been expanded to keep pace with new growth.

## **8-2 URBAN GROWTH BOUNDARY**

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Santa Rosa voters approved a five-year Urban Growth Boundary (UGB) in 1990, and a 20-year UGB measure in 1996, assuring that the current UGB will not be significantly changed at least until 2016. The UGB contains 29,140 acres, a little more than 45 square miles, and encompasses all incorporated land as well as unincorporated land that will eventually be annexed and served by the city. The city's Planning Area extends outside of the UGB on all sides of Santa Rosa, and includes the Charles M. Schulz-Sonoma County Airport to the northwest and Annadel State Park to the southeast. The Planning Area encompasses approximately 75,200 acres, or 118 square miles. These boundaries are shown in Figure 8-1.

The General Plan assumes all urban development through 2035 will be contained within the city's Urban Growth Boundary. All land use classifications outside the UGB on the General Plan Land Use Diagram reflect Sonoma County General Plan designations – primarily rural residential and agricultural uses. Development outside the UGB is discouraged in order to promote open areas around the city and to demarcate an obvious end to urban development.

## **8-3 GROWTH MANAGEMENT**

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Growth continues to be one of the most important issues to Santa Rosans. In 1992, the Growth Management Ordinance was adopted to implement the policies of the Growth Management Element. This ordinance, still in effect, limits the number of residential units that can be approved each year. Upon city approval, a project receives an "allotment" that can later be used to receive a building permit. Because of carryovers from previous years allowed by the ordinance, the number of permits issued in any one year can be higher than the maximum allotment.

The Growth Management Element limits allotments through 2035. If all projected allotments were used, a 2035 population of approximately 237,000 residents within the Urban Growth Boundary would result.

## **8-4 GOALS AND POLICIES**

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 GM-A      *Prevent urban sprawl by focusing growth within the Urban Growth Boundary*

 GM-A-1      Contain urban development in the Santa Rosa area within the city's Urban Growth Boundary.