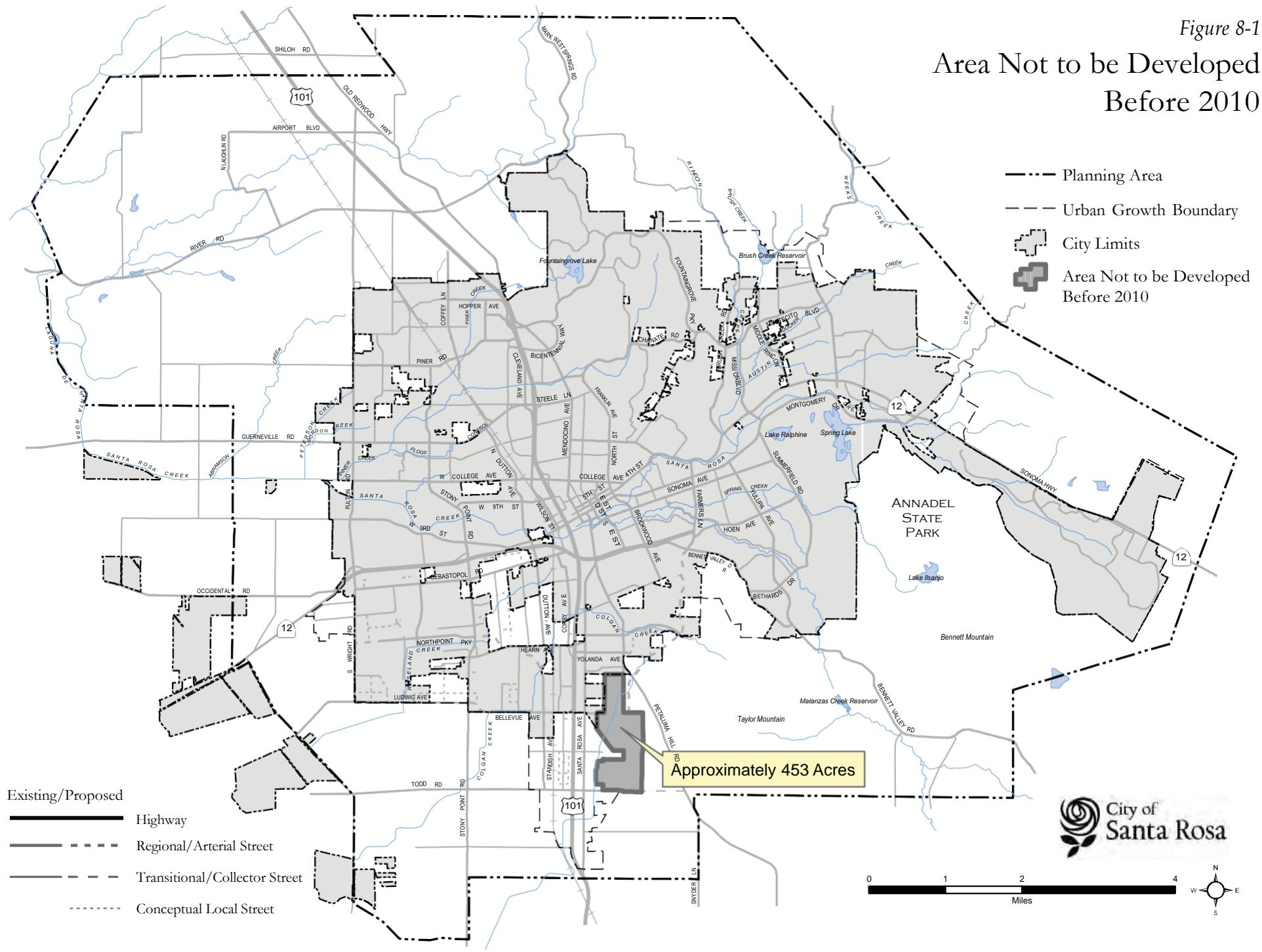


Figure 8-1

Area Not to be Developed Before 2010



The current voter-approved Urban Growth Boundary (UGB) will expire in 2016. While it is likely that the General Plan will be comprehensively updated before then, current projections indicate that there is sufficient land available within the UGB to accommodate growth needs until 2035.

- GM-A-2 Clarify to project applicants that the low-intensity General Plan designations are not “interim” and that the intent of these designations is to accommodate a variety of housing types within the UGB, rather than reserve areas for future development.

This applies specifically to the rural Very Low Density Residential designation, as rural residential pockets will be retained within Santa Rosa’s UGB to accommodate all lifestyles.

- GM-A-3 Work with the Local Agency Formation Commission (LAFCO) to amend the city’s Sphere of Influence to be coterminous with the adopted Urban Growth Boundary.

GM-B *Program infrastructure improvements to keep pace with new residential growth, and ensure that such growth incorporates affordable housing provisions and is balanced with conservation of resources.*

- GM-B-1 Limit the number of new housing units granted allotments per year, as provided in Table 8-1.

Table 8-1: Schedule of Housing Units Allotments

<i>Timeframe</i>	<i>Maximum Housing Allotments per year</i>
2006-2010	900
2011-2015	850
2016-2020	850
2021-2025	800
2026-2030	800
2031-2035	800

- GM-B-2 Ensure that the city’s Growth Management Ordinance continues to be a mechanism to achieve the community’s housing goals.

- GM-B-3 Strongly encourage the development of off-site improvements through the use of reimbursement agreements, assessment districts and Mello Roos districts. The city will identify areas where a lack of infrastructure is creating negative, community-wide impacts to prioritize needed off-site improvements.
-  GM-B-4 Direct growth to areas where services and infrastructure can be provided efficiently. Do not allow any development in the approximately 453 acre area generally east of Santa Rosa Avenue and north of Todd Road (as mapped in Figure 8-1), until 2010.
- GM-B-5 Require a detailed land use plan for the area within the 2010 boundary, east of Santa Rosa Avenue and north of Todd Road prior to any annexation. The plan shall address specific land uses – including mobile homes - provision of services, circulation, parks and open space, and the impact of this development on downtown. The plan shall also include design guidelines. Require project proponents to enter into a comprehensive development agreement that, at a minimum, addresses the financing of the Farmers Lane extension and the Todd sewer trunk.

9

YOUTH AND FAMILY

The purpose of this element is to affirm that the health, safety, welfare and development of youth and families are a high priority for the City of Santa Rosa. Youth and family issues are included in the city's policy framework so that these factors are considered when important decisions are made, including commitment of city resources. This element provides direction for youth-oriented programs, child care, and senior services.

9-1 VISION

In 2035, Santa Rosa's high quality of life demonstrates the positive effects of city services and resources devoted to youth and families. A wide variety of facilities and programs aimed at satisfying diverse youth interests provide numerous opportunities for leisure-time activities. Through Measure "O" and other programs, the coordinated effort of the city and various organizations has lessened the detrimental effects of gang activities and youth drug and alcohol use.

The child care needs of the city's residents and workers are met with a network of facilities distributed throughout the city in close proximity to neighborhoods and employment centers. Overall, residents feel proud of the city's efforts to provide a safe, secure, and positive family environment.

9-2 AGE DISTRIBUTION

According to the 2007 American Community Survey, Santa Rosa had a population of approximately 147,500 within the city limits. Of this population, 25 percent were children ages 19 or younger, while approximately 14 percent were seniors age 65 or older. Table 9-1 depicts the age distributions of Santa Rosa's population.

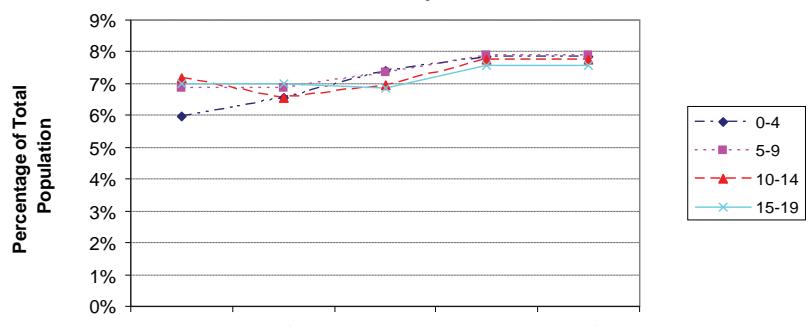
An estimated 36,740 children (ages 19 and under) lived in Santa Rosa in 2007 according to the American Community Survey. The city's youth population necessitates high quality services and facilities accessible to the city's families and their children. Facilities envisioned by the General Plan include public and private schools, parks and playgrounds, safe walking and bicycling paths, recreational after-school programs, convenient transit routes, walkable shopping areas, and child care services.

Table 9-1: Age Distribution of Santa Rosa Residents (2007)

Age Group	Population	Percentage of Total
Under 5 years	8,531	5.8%
5 to 9 years	7,518	5.1%
10 to 14 years	9,440	6.4%
15 to 19 years	11,251	7.6%
20 to 24 years	11,689	7.9%
25 to 29 years	10,402	7.1%
30 to 34 years	8,038	5.4%
35 to 39 years	8,802	6.0%
40 to 44 years	11,409	7.7%
45 to 49 years	11,267	7.6%
50 to 54 years	10,795	7.3%
55 to 59 years	11,181	7.6%
60 to 64 years	6,780	4.6%
65 to 69 years	3,785	2.6%
70 to 74 years	4,560	3.1%
75 to 79 years	4,246	2.9%
80 to 84 years	4,108	2.8%
85 years and over	3,714	2.5%
Total	147,516	100%

Source: 2007 American Community Survey

The overall percentage of youth (ages 5 through 19) in the city's population has declined from 27 percent in 1990 to 21 percent in 2000, and for the last year that data is available, to 19 percent in 2007. The percentages of older youths (ages 10 through 14 and 14 through 19) increased to 5.5 percent (10 through 14) and 6.5 percent (15 through 19) in each age cohort by 2007. However, as illustrated in Chart 9-1, the percentages of youth in all age groups are expected to drop between 2000 and 2035 due to demographic changes in Sonoma County as a whole. This anticipated rise in the proportion of youth within the city's total population is based upon the aging of the baby boomers as a general aging trend in the Sonoma County population distribution. Because of the overall aging of the population and medical advances, people are living longer. Among large United States cities, Santa Rosa is ranked sixth in the nation for having the largest percentage of its population age 85 or older (2.2 percent in 2007).

**Chart 9-1; Trends in Youth Population
Sonoma County 2000-2040**

Source: California Department of Finance 2007

9-3 YOUTH PROGRAMS

Involvement in youth programs can increase students' success in school and increase graduation rates. Programs may also help prevent Santa Rosa youth from becoming involved in gangs, drugs and alcohol use and other youth crime. The Parks and Recreation section of Chapter 6: Public Services and Facilities Element describes many of the recreational facilities available to community members; this section highlights some of the programs that are most tailored or attractive to Santa Rosa's youth.

The Steele Lane Community Center and the Finley Community Center provide space for classes, workshops, special events, meetings, and sports. These facilities also hold social events such as dances and tiny tot programs. In addition to public swimming sessions, Santa Rosa's aquatic facilities feature swimming, scuba and kayaking classes. The city also offers many sports and neighborhood recreation services, and sports fields are often reserved for softball, soccer, and other team sports. Other examples of youth and teen programs include arts and crafts, boating and sailing, drama, math and computers, cooking, rock climbing, and Spanish. Some Santa Rosa schools offer after school programs such as theater arts; many of these programs are operated by the Recreation and Parks Department. Many of the neighborhood parks provide free summer playground programs for elementary school aged children. Finally, youngsters may attend nine weeks of activities at three summer day camps.

The Chop's Teen Center, located on West Sixth Street in the West End Neighborhood, provides many programs and activities for youth between the ages of 13 and 19. Programming for the facility includes ongoing communication with teens in order to assess which activities are currently the most popular. Favorite activities identified by teens include rock climbing and photography. General Plan policies support continued programming of recreational and cultural events and classes for local youth.



Neighborhood parks and playgrounds serve the city's children during after-school hours.

9-4 CHILD CARE

There is a significant demand for private and public child care programs and services in Santa Rosa. This is due to the growth of the city, as well as to demographic trends such as the increase of two-income and single parent families. The City of Santa Rosa recognizes this demand and the importance of available, affordable, quality child care for the health and well being of the community.

The need for child care in Santa Rosa depends upon a variety of factors. The most prominent factor is the employment of parents, including number of hours, types of work shifts and job locations. Parental preference and choice of child care, family income, and child age also play a critical role in designing appropriate child care options for the community. According to the Community Child Care Council of Sonoma County (4C's), in 2008, there were 6,596 licensed child care spaces in Santa Rosa, of which 1,164 are licensed Family Care spaces and 5,432 are licensed Center Care spaces. The 4C's records indicate that in 2008 there are 2,371 children in Santa Rosa whose families have applied for and are waiting for state-subsidized child care. This number is up 42 percent from 1,668 in 2006. These children meet the eligibility criteria (family income and parent need), but there are no funds at the state or local level to provide them with subsidized services.



Child care services should be located in residential neighborhoods, employment centers, and at school facilities.

Both infant/toddler and school-age child care capacity is needed. The 4C's estimates that 45 percent of children under five years of age need out-of-home child care, and 30 percent of school-age children need before or after-school care to fully cover parents' working and commute hours. The 4C's also indicate that Santa Rosa families are in need of late-night/weekend and summer child care. Many parents, especially those in low-paying jobs, such as retail and restaurant jobs, need evening and weekend care, times when most centers and family care homes are closed. Most summer camps and other programs are only open six to seven hours during the day, so parents must schedule additional morning and evening child care.

9-5 SENIORS

Senior citizens are valuable economic, social, and political contributors to our society, often with a unique set of needs and perspectives. The community service needs of the senior citizen population can be more substantial and specialized. The majority of senior citizens are retired or semi-retired. While senior citizens may enjoy more leisure time, they may also be limited by fixed incomes, less mobility, and health problems. It is important for the city to address these needs which arise due to aging. They include affordable housing, health and day care, transportation, recreation, and social services.

9-6 GOALS AND POLICIES

YF-A

Create an environment where children can grow and develop in secure and supportive families and neighborhoods.

YF-A-1

Work with project applicants to identify sites (in areas slated for new development or reuse) that would be suitable for child care or youth-oriented facilities. Promote this type of development in areas where such facilities are lacking.



The Chop's Teen Center provides for diverse leisure time activities for local youth.

YF-A-2

Collaborate with parents, youth, schools, libraries, businesses, non-profit agencies, religious organizations, law enforcement, and others to prioritize needs and establish programs and services for children and youth.

Daily needs of local children include adult supervision, transportation, recreation, education, job training, and employment opportunities.

YF-A-3

Promote development of multi-use buildings/community centers that can be utilized for youth and teen activities and child care.

City parks and shopping centers may be ideal locations for such facilities.

YF-A-4

Expand the placement of police officers at middle and high schools to positively interact with students.

YF-B

Expand child care services to meet the existing and future needs of Santa Rosa.

YF-B-1

Endorse the development of new child care facilities in all areas of the city, including residential neighborhoods, employment centers, and school sites. Promote development of new child care facilities during review of development projects at sites designated Community Shopping Center on the Land Use Diagram.

YF-B-2

Allow utilization of a portion of city parkland for a child care center to be developed and maintained by outside resources.

YF-B-3 Continue the city's permitting fee deferral and rebate program for provision of child care facilities.

YF-B-4 Encourage the school districts to continue and expand the provision of before-and after-school care on or near school sites.

YF-B-5 Foster partnerships between the business community and the child care community to provide information to employees about child care options.

YF-C *Maintain the high quality mix of recreation programs, classes and current maintenance standards for city parks and recreational facilities.*

YF-C-1 Increase the number of organized and alternative sports programs, especially for elementary-aged children and teens.

YF-C-2 Facilitate cooperative agreements between schools and community-based organizations and youth sports organizations for the purpose of expanding after-school programs.

YF-C-3 Create opportunities for joint-venturing with the Santa Rosa area school districts, the county, private developers, and nonprofit groups in order to further youth programs.

YF-D *Develop an outreach program to encourage teen participation in organized activities.*

YF-D-1 Solicit direct involvement from teens in planning future community parks, recreational activities, and programs for teens. Provide recreational programs geared toward modern interests.

YF-D-2 Cooperate with businesses, governmental agencies, non-profit groups, and educational institutions to develop apprenticeship programs for teens and young adults.

YF-D-3 Continue to support the Teen Council and its programs.

YF-E *Establish and continue to pursue programs, mechanisms, and liaison activities which will increase the provision of modern senior citizen services in the community, in accordance with local and state codes.*

- YF-E-1 Continue to develop, manage, and expand the city's senior services and programs as an important social service within the community.
- YF-E-2 Continually monitor and analyze the overall needs of the city's senior citizen population in order to investigate and implement new and additional programs and activities and meet the needs of this segment of the community in an aggressive and effective manner.
- YF-E-3 Specifically investigate and pursue, principally through the Community Development Department, Recreation and Parks Department, and other departments as appropriate, the provision of programs and services for the "frail" elderly.
- YF-E-4 Continue to pursue and assist in the assemblage of land, planning, funding and construction of affordable senior housing.

10

ECONOMIC VITALITY



This element provides goals and policies to promote sustainable economic development and stability in Santa Rosa. General Plan policies seek to maximize economic opportunities, including ensuring a diverse employment base and providing a variety of goods and services to meet the needs of city residents and businesses. Economic vitality policies acknowledge the city's role as a regional center for retail, office, and industrial activities. The City of Santa Rosa seeks to increase employment opportunities while generating the revenues necessary to provide municipal services and facilities (e.g., parks, libraries, police, and fire protection). This element provides policies to promote economic sustainability and development in Santa Rosa.

The objective of the Economic Vitality Element is to ensure that the General Plan and all related policies acknowledge and prioritize the importance of economic sustainability, ensuring the city maximizes its economic opportunities for the community.

10-1 VISION

Santa Rosa is an economically diverse city in 2035. A vibrant downtown – featuring a mix of office, retail, services, and residential – continues its role as the government, commerce, and entertainment center of Sonoma County while attracting residents, employees, and visitors to centralized service and entertainment opportunities. A positive economic climate supports environmentally friendly businesses, active shopping and service centers, professional offices, restaurant and entertainment uses. Community shopping centers dispersed throughout the city provide places for social interaction as well as daily and regional shopping opportunities in proximity to most residential areas. Smaller, convenient neighborhood shopping centers allow Santa Rosans to walk or bike to local grocery and service retailers.

A number of business park complexes throughout the city contain light industrial, research and development, processing and manufacturing, and office uses. A diversity of jobs are provided in the city's employment centers, while the Santa Rosa Junior College provides job training courses to match the skills of local residents to those needed by the local job market. New employers are drawn to the city because of the educated employee population, positive business climate, natural amenities, and quality of life.

10-2 ECONOMIC DEVELOPMENT

REGIONAL SETTING

The San Francisco Bay Area is one of the most populous regions in the United States, with nearly seven million residents. Climatologically, topographically, socially, and ethnically diverse, the Bay Area is made up of nine counties, more than one hundred cities and three and a half million jobs. The region totals 7,000 square miles, approximately 1,000 of which are developed. Seventy percent of this developed land is in residential use.

The Bay Area's economy has grown substantially in the last decade, and has prospered due to diverse economic opportunities. High-technology manufacturing and growth in wholesale and retail trade have been the region's strongest growth sectors. This growth has been accompanied by cost of living increases that surpass other areas. The cost of living increased 25 percent between 2000 and 2008, with most of those gains in 2007 and 2008. As a result, economic development is critical to maintain the city's positive business climate through such actions as business retention, attraction and expansion.

Santa Rosa is a member of the region's council of governments, called the Association of Bay Area Governments (ABAG). ABAG was formed to plan for the future and promote cooperation on area wide issues, and part of ABAG's responsibility includes making economic projections.

North Bay Subregion

The City of Santa Rosa is included within the four-county North Bay economy, which includes Napa, Marin, Solano, and Sonoma counties. Over the last decade, these counties experienced high levels of growth; eleven percent in population and ten percent in jobs within the region. The emergence of telecommunications companies, expansion of the region's wine industry and population growth have contributed to a dynamic regional economy. Job growth in the North Bay area has been higher than the region as a whole as job growth has occurred outside major urban centers (e.g. San Francisco, Oakland, San Jose). Santa Rosa had approximately the same number of jobs in 2000 and 2006, 72,513 and 72,077 according to the U.S. Census and American Community Survey, respectively. ABAG projects a 56 percent job growth rate and 18 percent population increase between 2005 and 2035 within Sonoma County.

The economic expansion of the 1996-2006 decade has been followed by a period of contraction. Job creation has slowed and overall economic growth has been hampered by macro-level economic factors such as a declining housing market, changes in the lending industry, energy costs, and inflation. However, the Santa Rosa and Sonoma County economies remain relatively strong and are expected to persevere fairly well during any period of economic downturn due to strong local economies, a diverse production base, and skilled workforce. Because of recent economic growth and its historical role, Santa Rosa continues to be a viable and major regional center of trade for the North Bay.

ECONOMIC DEVELOPMENT IN SANTA ROSA

Santa Rosa is Sonoma County's seat of government and center of trade and commerce. It also serves as the regional office location for several state and federal government offices, which together with local government and educational institutions, account for the majority of public sector employment in the city. As a major private sector employment center, Santa Rosa's economic base is dominated by services, including high-technology, research and development, and retailing. Manufacturing products include electronic test equipment, medical devices, optical products, and telecommunications. Growth during the 1990s has allowed Santa Rosa to become a viable center for major regional services for the wholesale and industrial sectors as well.

Santa Rosa recognizes the need to proactively facilitate job growth and retention in order to sustain local economic interests. Programs which promote local spending and highlight successful, locally produced goods and services not only benefit the city's economic and business interests but also are touted for their environmentally sound practice of reducing greenhouse gas emissions by limiting the energy needed to transport people, goods, and services. The city's economic strategy recommends attracting businesses to existing employment centers through promotion or incentives, improving infrastructure, and promoting an entrepreneurial image for the City of Santa Rosa as ways of creating jobs. The strategy also recommends growing dollars spent in the community by promoting tourism and attracting visitors to the city's surrounding wine country and its downtown and entertainment venues, along with promoting arts and cultural events and retail opportunities. All of these actions combine to promote economic growth and sustainability by making Santa Rosa a destination city for prospective residents, employers and tourists.

ABAG estimates that Santa Rosa contained approximately 93,500 jobs in 2005, which comprises 42 percent of Sonoma County jobs and 16 percent of the jobs within the four county North Bay region. The General Plan projects approximately 132,100 total jobs through year 2035.



Source: American Community Survey (ACS) 2006

REDEVELOPMENT

Redevelopment is an integral component of local economic activity in Santa Rosa. The purpose of redevelopment is to revitalize physically and economically disadvantaged areas of the city, provide affordable housing and home ownership opportunities, assist private development projects and build needed capital improvements, such as roads, sewer and water lines, sidewalks, greenways, parks, and libraries. Redevelopment activities have created thousands of new jobs and have provided millions of dollars to construct and rehabilitate vital civic improvements. Redevelopment is also beneficial because it helps communities to grow with infill development, reduce crime and long commutes, reuse historic structures, and preserve the environment. Within the Santa Rosa Urban Growth Boundary (UGB), the city's Redevelopment Agency has the following plans in place:

- **Southwest Redevelopment Plan.** This project area encompasses approximately 2,000 acres, addressing deteriorating and inadequate infrastructure, ground water contamination, and unsafe and deteriorating structures. The area is generally changing from an agricultural to a suburban character. Redevelopment financing is necessary to provide new infrastructure to the area; the project will use tax increment financing to attract financial investment. Resolution of health and safety concerns caused by hazardous materials contamination, a lack of public utilities, and circulation deficiencies are a priority for the southwest.
- **Santa Rosa Center Redevelopment Plan.** This project area encompasses 84 acres of Santa Rosa's downtown core and represents over 40 years of redevelopment history, helping to transform the central business district into the commercial, cultural, governmental and service center for the region. Approximately 70 buildings were constructed or substantially rehabilitated with the help of redevelopment programs. In addition, redevelopment in the project area created over 5,000 permanent jobs and 3,000 construction-related jobs; completed numerous public improvements, including Old Courthouse Square Plaza, Sonoma Avenue Park, the Fourth Street pedestrian mall, the Comstock pedestrian mall, various parking garages and parking lots, and infrastructure; and constructed or substantially rehabilitated more than 1,800 affordable housing units citywide.
- **Grace Brothers Redevelopment Plan.** The Grace Brothers Project is an eight acre site located adjacent to Historic Railroad Square along Santa Rosa Creek. The project



Preservation of historic structures, such as the Western Hotel in Railroad Square, is important during redevelopment and reuse projects.

transformed a contaminated site into a hotel, conference center and restaurant with on-site parking. The project attracts local residents, tourists, and business visitors and it stimulates economic activity through enhanced activity as well as spin-off restaurant and retail sales in the community.

- ***Transit-Oriented Redevelopment Plan.*** The 11 acre project area, commonly known as “TORPA” is located within Historic Railroad Square adjacent to Santa Rosa Creek along the rail corridor. Major goals for the area include creating a destination; promoting downtown, and creating a pleasant space for social interaction, commerce and civic display; supporting rail and bus transit use; and integrating with adjacent properties through superior architectural design and circulation.
- ***Roseland Redevelopment Plan.*** The Roseland Redevelopment Project is a joint Santa Rosa and Sonoma County effort to revitalize the Sebastopol Road commercial corridor and to strengthen existing neighborhoods and expand the stock of affordable housing. The project area includes approximately 264 acres generally along Sebastopol Road east of Stony Point Road. This plan’s priorities are economic development, including infrastructure improvements, open space, public facilities, commercial revitalization, and affordable housing. The County of Sonoma currently administers this project area.
- ***The Gateways Redevelopment Plan.*** The project area includes approximately 1,100 acres, primarily along the central north-south axis of Santa Rosa, including many of the major corridors and adjacent areas that serve as “gateways” to the civic heart of Santa Rosa, namely downtown and Historic Railroad Square. Some of these major corridor areas include Santa Rosa Avenue, Petaluma Hill Road, Steele Lane, Mendocino Avenue, Fourth Street, Brookwood Avenue, Wilson Street, Cleveland Avenue, Range Avenue, West Ninth Street, North Dutton Avenue, Jennings Avenue, and College Avenue. Infrastructure improvements, historic preservation, civic structures, commercial enhancements, and affordable housing are all recognized needs. Redevelopment activities in this project area are expected to commence in 2009.

10-3 GOALS AND POLICIES

EV-A *Maintain a positive business climate in the community.*



EV-A-1

Continue to promote Santa Rosa as the North Bay’s premier location for technology, clean/green technologies, and entrepreneurial businesses, which create new products and business models that will attract national and international markets.

- EV-A-2 Maintain close city/business contacts and a Business Visitation Program to conduct visits to local businesses by city officials to ensure that mutual goals are compatible.
 - EV-A-3 Survey the business community periodically to determine its evaluation of city services and to seek suggestions for improvement.
 - EV-A-4 Provide expedited permit review processing for time-sensitive development proposals which meet General Plan goals.
 - EV-A-5 Maintain diversity in the types of jobs available in Santa Rosa to lessen the impact of economic cycles.
- EV-B*** ***Facilitate the retention and expansion of existing businesses and provide sufficient land for business expansion and attraction of new employers that utilize the area's existing labor pool.***
- EV-B-1 Monitor land use and development trends in the city to ensure an adequate supply of land that offers diverse use designations and development intensities.
 - EV-B-2 Identify industries whose employee needs will utilize the area's existing talent pool, and develop strategies to attract such employers.
 -  EV-B-3 Promote the establishment and expansion of workplace alternatives, including home occupations and telecommuting. Continue to allow home occupations in all residential districts.
 - EV-B-4 Develop specific strategies to increase business-to-business commerce within Santa Rosa.
 - EV-B-5 Work with Santa Rosa Junior College and private educators to encourage local job training that is suited to local job availability.
 -  EV-B-6 Work with business, labor, and community oriented groups to encourage businesses to use the area labor force to reduce commuting impacts on city roadways.
 - EV-B-7 Focus business attraction efforts on filling vacancies in commercial and industrial structures. With the Redevelopment Agency and Economic Development and Housing Department, develop incentives for those efforts such as low cost loans for tenant improvements, façade improvements, and new business incubation.



Promote new retail and higher density uses along the city's regional/arterial corridors.

EV-C-1 Develop a retail and business services strategy to locate regional and local serving industries, and ensure appropriate location of such uses along major regional/arterial corridors. Incorporate initiatives to retain and expand existing retail and business service uses.

Retail and business services need to be located in areas with heavy pass-by traffic, good visibility, and image.

EV-C-2 Establish an inventory of ready-to-go non-residential sites complete with zoning, infrastructure, and environmental clearances.

EV-C-3 During pre-application meetings with non-residential developers, discuss General Plan policies relating to the development of retail and residential activities along regional/arterial corridors and mixed uses within community shopping centers.

Maintain the economic vitality of the downtown, business parks, offices and industrial areas.

EV-D-1 Continue to promote Santa Rosa's role as a regional center.

EV-D-2 Maintain space in business parks for distribution and research uses. Attract a wide range of industries which serve local and regional needs and contribute to the community's economic vitality, and at the same time protect the local environment and quality of life.

EV-D-3 Focus office development within downtown. Encourage business services to locate within downtown to support professional and administrative office uses.

EV-D-4 Seek innovative ways to reduce the cost burden of infrastructure provision on industrial and commercial development, without transferring the burden to the residential sector.

EV-D-5 Preserve and enhance structures that contribute to the unique character of downtown and add to the downtown pedestrian retail attraction.

EV-D-6 Pursue expansion of the number of hotel rooms and conference facilities in order to attract more meetings and conventions to the city. Aggressively

promote the city to the visitor and convention markets.

- EV-D-7 Facilitate additional attractions and amenities that bring people downtown, including restaurants, local shopping, festivals/special events, and entertainment.
- EV-D-8 Encourage retail diversity in the downtown, including the establishment of small specialty retail shops, pop up retail, boutiques, arts, winery, restaurant, and entertainment uses, as well as residential and convenience shopping.
- EV-D-9 Facilitate and promote the expansion of arts, cultural and entertainment opportunities downtown which will attract retail customers during nonpeak hours.



A wide variety of industries in business parks strengthens Santa Rosa's economic vitality.

- EV-E*** ***Utilize economic incentives in a cost-effective manner and ensure the use of incentives which result in substantial benefits to the city.***
- EV-E-1 Utilize funds from the statewide Community Infrastructure Program for local improvements.
- EV-E-2 Utilize city-sponsored incentives for those businesses that demonstrate a long-term commitment to the community.
- EV-E-3 Ensure that city-sponsored incentives serve as catalyst projects for downtown which will result in further investments.

11

HISTORIC PRESERVATION



This element presents an overview of the prehistory and history of Santa Rosa, and establishes goals and policies for identifying and preserving significant prehistoric and historic resources. Resources include buildings and neighborhoods of historic architectural significance, places of special historic or archaeological interest, and other features that have special value to the community.

In the following sections, the term prehistoric resource is synonymous with Native American resource; this type of resource dates back to pre-Euroamerican contact. Historic (or historic-period) resources date back no further than the time of Euroamerican contact.

11-1 VISION

In 2035, several Santa Rosa neighborhoods are designated as historic preservation districts, ensuring protection of historic structures that contribute to the city's character and charm. Restoration of historic structures continues, preserving Santa Rosa's architectural heritage. Santa Rosa's Native American resources are fully evaluated and protected, providing valuable information about the area's prehistory.

11-2 NATIVE AMERICAN HERITAGE

Santa Rosa is rich with Native American heritage. Archaeologists speculate that Native American habitation in the region began approximately 7,000 years ago. A 2001 review of records and literature on file with the California Historical Resources Information System indicates that Santa Rosa contains 190 recorded Native American resources.

Santa Rosa's Planning Area encompasses the Santa Rosa Basin with six major drainages, including Santa Rosa, Matanzas, Piner, Rincon, Austin, and Brush Creeks. These creeks are significant with respect to prehistoric resources because Native American archaeological sites tend to be located near waterways, as well as along ridge tops, midslope terraces, alluvial flats, the base of hills, and near vegetation ecotones. In addition, Annadel State Park constitutes an important obsidian source for Native American tool manufacture. Native American resources may include chert or obsidian flakes, projectile points, mortars, pestles, dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials.

Remnants of Native American civilization have been discovered along Santa Rosa Creek and its tributaries, in the adjacent alluvial valleys and surrounding plains, in the hills, in the Annadel State Park area, in the Laguna de Santa Rosa, and in the Windsor area. The remains of entire settlements, including three former villages, have been found in northern Santa Rosa. Given the environmental settings, the archaeologically rich nature of the Santa Rosa area, and the amount of unsurveyed land (at least half of the Planning Area has not been surveyed for archaeological resources), there is a high potential for finding additional Native American sites in Santa Rosa.



A Victorian home at Cherry and Orchard Streets lends the city a sense of history and identity.

11-3 HISTORIC RESOURCES

Historic resources include sites, structures, districts, landmarks, or other physical evidence of past human activity generally greater than 50 years old. Santa Rosa has a rich architectural heritage spanning many periods, with Mexican Period adobes, 19th century Gothic, Greek Revival and Italianate houses, turn of the century Stick/Eastlake styles, early 20th century Craftsman and California bungalows, 1920s Spanish Revival, and 1930s art deco buildings. The city's eclectic collection of different styles and periods is represented by numerous well-preserved structures, which form part of the city's character and identity. Some of the more notable historic resources are the Luther Burbank Home and Gardens, Sonoma County Museum (U.S. Post Office), DeTurk Round Barn, Church of the One Tree, Carrillo Adobe, Fountaingrove Winery, Fountaingrove Round Barn, and Santa Rosa Air Center and its compass rose.

Santa Rosa has 21 landmarks and 8 designated historic preservation districts, established to officially recognize individual properties and whole neighborhoods as key components of the city's heritage. A landmark is any site having a specific historical, archaeological, cultural, or architectural value, and preservation districts are areas that have special historic significance or represent one or more architectural periods or styles typical to the city's history. Historic preservation districts include: Cherry Street, Saint Rose, Olive Park, Railroad Square, West End, McDonald, Burbank Gardens and Ridgway. Santa Rosa's historic preservation districts are shown in Figure 11-1.

Adopted in 1988, the Historic and Cultural Preservation Ordinance created the Cultural Heritage Board. The Board recommends to the City Council designation of landmarks and preservation districts, reviews permits for alterations to landmarks, and promotes public awareness of historic resources. Although many historic structures have been lost through

reconstruction, fire, and neglect, there remain many restoration opportunities. A growing interest in the city's historic resources and appreciation of the value of special historic architecture is resulting in continued restoration and preservation efforts.

Owners of landmark properties and individual historic properties within a preservation district can take advantage of: State Historic Building Code (which provides safe alternatives to the Uniform Building Code), Housing Rehabilitation Assistance, possible federal income tax credits, technical assistance from the Community Development Department, increased property values, neighborhood protection, and official recognition.

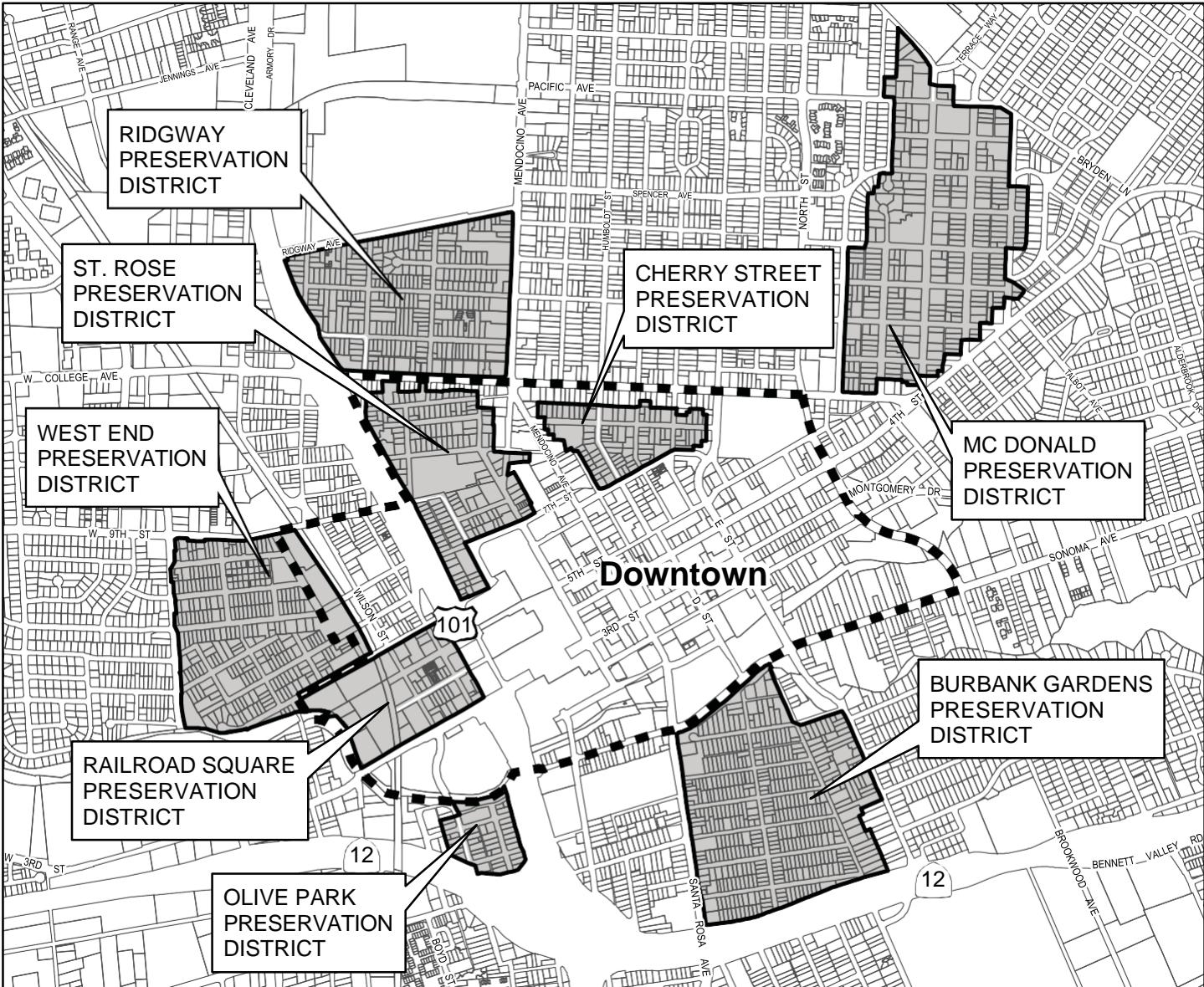
General Plan policies strive to ensure long-term historic preservation in Santa Rosa by encouraging preservation of historic structures, as well as their surrounding setting in areas of new development and redevelopment, and by discouraging demolition of historic resources and misguided home improvements.

11-4 GOAL AND POLICIES ---

HP-A Protect Native American heritage.

- HP-A-1 Review proposed developments and work in conjunction with the California Historical Resources Information System, Northwest Information Center at Sonoma State University, to determine whether project areas contain known archaeological resources, either prehistoric and/or historic-era, or have the potential for such resources.
- HP-A-2 Require that project areas found to contain significant archaeological resources be examined by a qualified consulting archaeologist for recommendations concerning protection and preservation.
- HP-A-3 If cultural resources are encountered during development, work should be halted to avoid altering the materials and their context until a qualified consulting archaeologist and Native American representative (if appropriate) have evaluated the situation, and recorded identified cultural resources and determined suitable mitigation measures.
- HP-A-4 Consult with local Native American tribes to identify, evaluate, and appropriately address cultural resources and tribal sacred sites through the development review process.
- HP-A-5 Ensure that Native American human remains are treated with sensitivity and dignity and assure compliance with the provisions of California Health and

Figure 11-1
Historic Preservation Districts



Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.

HP-B Preserve Santa Rosa's historic structures and neighborhoods.

- HP-B-1 Ensure that alterations to historic buildings and their surrounding settings are compatible with the character of the structure and the neighborhood. Ensure that specific rehabilitation projects follow the Secretary of Interior's Standards for Rehabilitation to a reasonable extent, taking into consideration economic and technical feasibility.
- HP-B-2 Preserve significant historic structures. Consider the life cycle costs when evaluating the alternatives to demolition of these structures, including the adaptive reuse of historic buildings for contemporary uses.
- HP-B-3 Establish priorities and pursue designating new landmarks and historic preservation districts, following study by the Cultural Heritage Board, to preserve historic areas.
- HP-B-4 Allow for the adaptive reuse of historic landmark structures for institutional, office, or limited commercial uses, incorporating improvements to minimize negative impacts on existing neighborhoods to the extent feasible.
- HP-B-5 Update the Survey of Historic Properties Inventory of 1990, taking into consideration buildings, neighborhoods and other features of historic, architectural or cultural significance.
- HP-B-6 Provide historic street name signs for each designated preservation district.
- HP-B-7 In establishing zoning designations for historic properties, consider historic uses and establish provisions to encourage retention of the historic use and/or setting.
- HP-B-8 Preserve sites that are eligible for the National Register of Historic Places, and pursue listing eligible sites in the Register.



General Plan policies seek to ensure that new development is designed in character with historic structures, such as the Hotel La Rose in Railroad Square.

-  HP-B-9 Integrate the common goals of the city's green ordinances and historic preservation objectives. Provide building owners of older and historic structures clear and cost effective options to measurably enhance energy efficiency while maintaining the structure's historic character to the greatest degree possible.
- HP-C** *Increase public participation in the historic preservation process.*
- HP-C-1 Prepare and distribute educational guides and walking tour brochures of places of historical, architectural or cultural interest in Santa Rosa, to increase public awareness of these resources.
-  HP-C-2 Hold neighborhood meetings to achieve the following:
- Increase public awareness of preservation issues and opportunities;
 - Provide information on the historic designation process;
 - Publicize low-impact/low-cost/high benefit options for energy efficiency upgrades in context of green building program requirements; and
 - Alert neighborhoods, when necessary, to the pending loss of significant buildings or other features.
- HP-C-3 Educate citizens about Santa Rosa's historic past by creating a lecture program for presentation to community groups and school classes.
- HP-D** *As part of the development of the Old Naval Air Station, create opportunities for the development and placement of a Historical Air Museum and Nature Center.*
- HP-D-1 Consider locating the museum and nature center within the community shopping center designated on the Old Naval Air Station site, as part of the new community park in the vicinity of the south runway or with a new branch library in southwest Santa Rosa.
- HP-D-2 Coordinate development of the Historical Air Museum/Nature Center between the city, neighborhood interest groups and private interest parties.
- HP-D-3 Seek funding for development of the museum/nature center from private sources such as fund raising activities, donations or grants.

12

NOISE AND SAFETY

This element presents an overview of the environmental and man-made hazards affecting Santa Rosa. Noise generation, geology and seismicity, flooding, hazardous materials, and wildland fires are all addressed.

12-1 VISION

Santa Rosa has safe and livable neighborhoods, shopping areas, workplaces, and recreation facilities in 2035. Noise levels along highways and regional/arterial streets are reduced through improved levels of service and noise attenuation measures, such as wide setbacks, landscaping, and traffic control signals. Noise along Highways 101 and 12 is buffered through construction of attractive sound walls adjacent to residential neighborhoods.

All new rehabilitated structures are constructed according to the California Building Code to ensure safety. Geologic hazards are considered in site and building design, and storm water improvements ensure that development along creek corridors is protected from flooding hazards. New structures built within downtown or along the Rodgers Creek Fault Zone are designed to withstand seismic activity. Potential for wildland fires is addressed through site and landscaping design. Education about safety in the event of disaster continues, to ensure that Santa Rosa residents are well prepared for earthquakes, floods, and fires.

12-2 DISASTER PREPAREDNESS

The Santa Rosa Emergency Operations Plan addresses how the city will respond to extraordinary events or disasters, from preparation through recovery. It includes a comprehensive assessment of potential hazards and threats, and sets forth policies and procedures pertaining to emergency planning, organization, and response. The plan is based on the principles and functions of the Standardized Emergency Management System (SEMS). Additionally, in 2006 the city adopted a Local Hazard Mitigation Plan. The plan's overall goal is to make Santa Rosa a disaster resistant community by reducing the potential loss of life, property damage, and environmental degradation from natural disasters while accelerating economic recovery. The Sonoma County Fire and Emergency Services Department is the lead

agency for the Sonoma Operational Area and the City is one of nine incorporated cities within the organizational boundary.

12-3 NOISE

Noise is defined as unwanted sound. In most of Santa Rosa, noise can be characterized as routine background sounds, and unusual or intermittent events. Cars, trucks, buses, trains, air conditioning systems, and aircraft generate background city noise. Intermittent, and sometimes excessive, noise can come from leaf blowers, helicopters, train whistles (at grade crossings), chain saws, un-muffled motor vehicles, and similar sources. Excessive noise can cause annoyance, health problems, economic loss, and ultimately hearing impairment.

Sound waves, traveling outward from a source, exert a sound pressure level usually measured in decibels (dB). Environmental noise is usually measured in A-weighted decibels; a metric corrected for the human ear's response to various frequencies (some animals can hear sounds outside the human range). This plan describes noise in A-weighted scale. Most people can detect a change in sound level at about 3 dB. An increase of 10 dB is perceived as a doubling of loudness.

PROJECTED NOISE SOURCES

The major sources of noise in Santa Rosa throughout the General Plan timeframe include:

U.S. Highway 101 and State Highway 12. Widening Highway 101 to six lanes through the city may increase noise levels as traffic is attracted from alternate routes (i.e. Petaluma Hill Road). Noise is created by tire interaction with the roadbed, and truck engines. In terms of sound energy, noise from one truck is equivalent to 20 autos.

Regional/Arterial streets. Major regional/arterial streets with substantial noise levels include Fulton Road, Guerneville Road, Bellevue Avenue, Stony Point Road, Mendocino Avenue, Fountaingrove Parkway, Calistoga Road, Summerfield Road, and College Avenue. In general, auto traffic volumes will increase by 2035, along with greater noise levels.

Railroad operations. When freight service resumes and passenger rail commences on the Northwestern Pacific Railroad, a number of large trucks and some vehicles may be removed from travel on Highway 101. Railroad noise will be most noticeable from horn soundings at grade crossings.

Emergency medical helicopters and vehicles. Emergency medical vehicles with sirens create intermittent but significant noise. Helicopter operations can affect a large population; the city has received complaints regarding the medical helicopter operations at Memorial and Sutter hospitals.

Landscaping equipment. Landscaping equipment, such as gasoline powered leaf blowers, generate noise and are regulated by the city's Noise Ordinance.

Charles M. Schulz-Sonoma County Airport. Operation of the Charles M. Schulz-Sonoma County Airport is addressed in the Sonoma County Transportation Element and the Airport Land Use Plan. The city regulates the type of development permitted on a small portion of land within the noise-shed of the airport runways.

Industrial and commercial facilities. To a lesser extent, industrial and commercial facilities are sometimes the sources of noise, particularly auto wrecking and commercial loading operations. The city receives infrequent complaints about noises occasionally generated by these businesses.

The noise standards used by the City of Santa Rosa include the Land Use Compatibility Standards for Community Noise environment (Figure 12-1), State of California Noise Insulation Standards (California Code of Regulations, Title 24, Part 2), and applicable standards in the City of Santa Rosa Noise Ordinance. General Plan policies address noise attenuation along major regional/arterial streets through location of land uses, site design, architectural standards, barriers, and street materials.

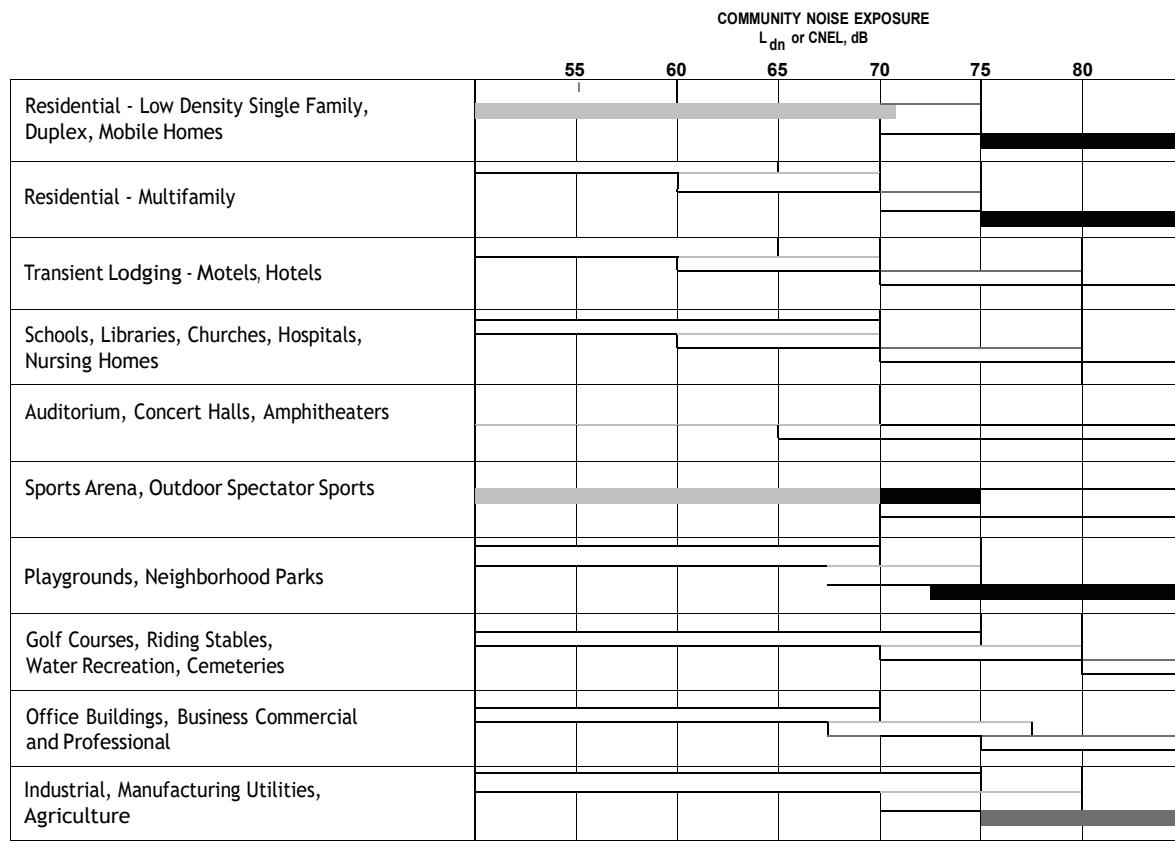
Figure 12-2 illustrates projected noise contours. A larger, separate fold-out map illustrating projected 2020 noise contours, along with data tables specifying projected distances to 2020 noise contours, is available from the Santa Rosa Community Development Department.

12-4 GEOLOGY AND SEISMICITY

Santa Rosa is within the natural region of California known as the Coast Ranges geomorphic province. The geology of Santa Rosa can vary from bedrock uplands to alluvial flatlands. Because of this varied geology, geologic hazards that could affect the City of Santa Rosa include:

- *Expansive soils.* Expansive soils possess a “shrink-swell” characteristic (cyclic change in volume due to the increase or decrease in moisture content) that occurs in fine-grained clay sediments. Expansion and contraction over the long term causes structural damage, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils.
- *Landsliding.* A landslide is a mass of rock, soil, and debris displaced down-slope by sliding, flowing, or falling. Steep slopes and down-slope creep (slow downward slope movement) of surface materials characterize areas most susceptible to landsliding. The landslide hazard is increased with steep slopes located close to the Rodgers Creek Fault Zone.

Figure 12-1
Land Use Compatibility Standards



LEGEND:



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Figure 12-2
Noise Contours

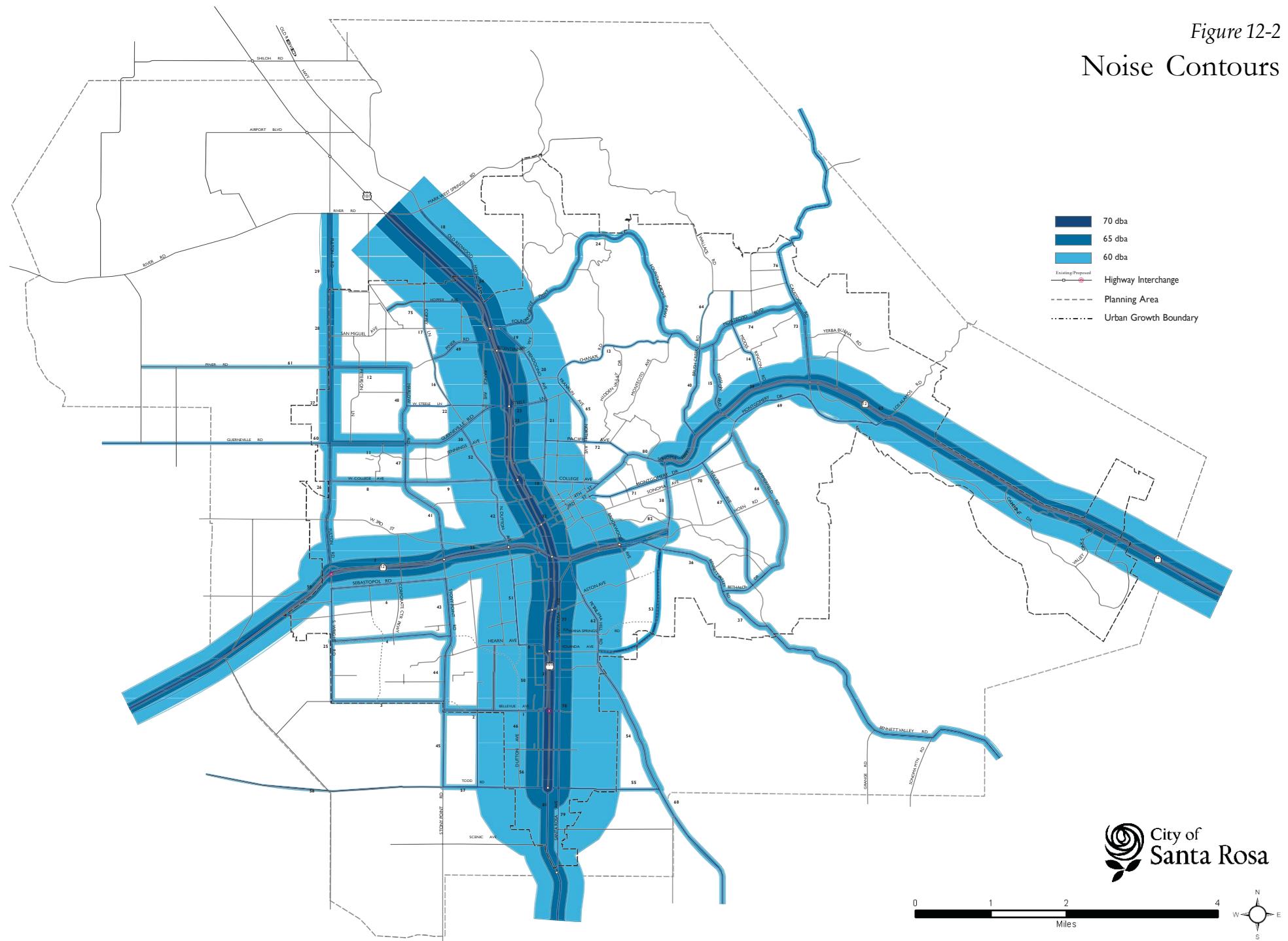
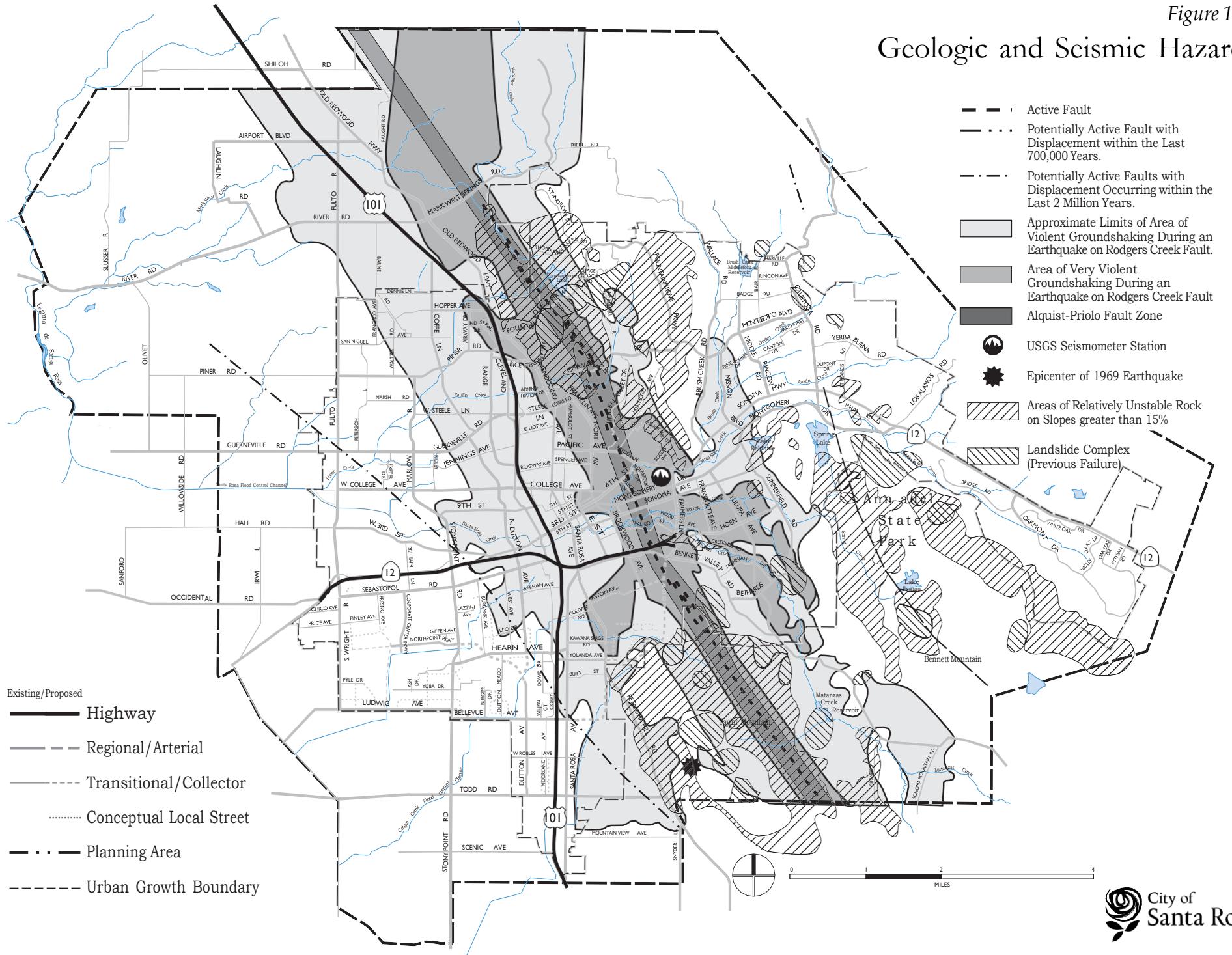


Figure 12-3

Geologic and Seismic Hazards



SEISMICITY

Earthquakes pose especially high risks to Santa Rosa because of the city's proximity to active faults, as shown in Figure 12-3. The Rodgers Creek Fault Zone, approximately eight miles southeast of the Maacama Fault Zone, and 20 miles northeast of the San Andreas Fault Zone runs through the central part of Santa Rosa. The Rodgers Creek and San Andreas faults are the two principally active, Bay Area "strike-slip" faults and have experienced movement within the last 150 years--strike-slip faults primarily exhibit displacement in a horizontal direction. The San Andreas Fault Zone is a major structural feature in the region. Other principal faults capable of producing ground shaking in Santa Rosa include the Hayward, San Gregorio-Hosgri Fault Zone, the Calaveras fault, and the Concord-Green Valley fault.

Santa Rosa could experience a major Rodgers Creek Fault Zone earthquake or an earthquake on any one of the active or potentially active faults in the greater San Francisco Bay Area. General Plan policies seek to ensure that the new structures are built with consideration of the four major hazards associated with earthquakes.

- *Surface Fault Rupture.* Surface fault rupture, displacement at the earth's surface resulting from fault movement, is typically observed close to or on the active fault trace. The Rodgers Creek Fault Zone extends beneath downtown and has the highest potential for significant fault rupture.
- *Ground Shaking.* Santa Rosa could be affected by strong ground shaking caused by a major earthquake during the next 30 years. Ground shaking can be described in terms of peak acceleration, peak velocity, and displacement of the ground. Areas that are underlain by bedrock tend to experience less ground shaking than those underlain by unconsolidated sediments such as artificial fill. Ground shaking may affect areas hundreds of miles away from the earthquake's epicenter.
- *Liquefaction and Ground Failure.* Liquefaction is the process by which water-saturated soil materials lose strength and fail during strong seismic ground shaking. The shaking causes the pore-water pressure in the soil to increase, thus transforming the soil from a solid to a liquid. Liquefaction has been responsible for ground failures during almost all of California's great earthquakes.
- *Earthquake-Induced Landslides.* Seismically induced landsliding is typical of upland areas with slopes greater than 25 percent. Earthquake groundshaking can trigger slope movements such as earth flows and rotational landslides, or dislodge fractured bedrock material resulting in a rockfall.

12-5 FLOODING

Flooding hazards may be considered in two categories: natural flooding and dam inundation. Natural flooding hazards are those associated with major rainfall events, which result in the flooding of developed areas due to overflows of nearby waterways, or inadequacies in local storm drain facilities. In the City of Santa Rosa, most of the annual precipitation falls between the months of November and April. The Federal Emergency Management Agency (FEMA) has identified several 100-year and 500 year flood zones along portions of Spring Creek, Matanzas Creek, Colgan Creek, Naval Creek, Roseland Creek, and Kawana Springs Creek in Santa Rosa. Figure 12-4 illustrates areas subject to flooding and dam inundation.

Major creeks in Santa Rosa have the potential to cause flooding during a large storm event and historically flooding has occurred in areas near creeks. In northern Santa Rosa, the number and geographic distribution of creeks, combined with favorable topography creates a condition in which flooding risks are expected to remain minimal during the planning period. In southern Santa Rosa, drainage conditions are less favorable due to flat topography and the limited number of drainageways (creeks and conduits) that are available for storm water disposal. Currently, the majority of collected storm water in southern Santa Rosa is channeled into Colgan and Roseland creeks. Limited capacity and concentrated discharge place these creeks at the greatest risk of flooding during a 100-year storm event. Drainage improvements to both creeks will be necessary to minimize flooding risks in the future.

To reduce flood risk within the community, the City of Santa Rosa complies with National Flood Insurance Program regulations which apply to all areas of special flood hazard within the city. Flood hazard maps indicate the level of risk for flooding within various watersheds and provide a foundation from which to make key decisions for future developments and projects.

Dam inundation hazards are those associated with the downstream inundation that would occur given a major structural failure in a nearby reservoir. A major earthquake could potentially cause damage or failure to a dam structure, and cause localized flooding. Although dam failure is unlikely due to current state regulations for design, maintenance, and monitoring of dams, Santa Rosa is exposed to the hazard of inundation from failure of local dams such as Lake Ralphine.

Improvements to the storm drain system consistent with expansion or intensification of urban development is essential to protecting Santa Rosans from flooding hazards. Additionally, General Plan policies require provision of open space areas for storm water retention and infiltration and opportunities for groundwater recharge. Monitoring urban runoff resulting from planned development will allow for controlled stormdrain discharge into existing creeks while also adding to groundwater supply in order to replenish existing aquifers. Limiting the

amount of stormwater runoff discharged into the city stormdrain system will help reduce flooding events. The city will maintain and monitor the city hydraulic corridors in order to prevent future hazards associated with flooding.

12-6 HAZARDOUS MATERIALS

Hazardous materials are used in the city for industrial, commercial, and household purposes, and are regulated by federal, state, and local government agencies. These regulations are intended to protect both the environment and public health and safety from improper use, handling, storage, and transport of hazardous materials and waste. For example, the U.S. Department of Transportation (DOT) regulates transportation of hazardous materials. The North Coast Regional Water Quality Control Board has jurisdiction over water quality issues, including groundwater contamination. The Santa Rosa Fire Department has been designated by the State of California as a Certified Unified Program Agency (CUPA) for hazardous materials regulatory enforcement. The Fire Prevention Bureau is responsible for hazardous materials, hazardous waste program management, hazardous materials enforcement and oversight of contaminated soils remediation, including underground and aboveground storage tanks containing hazardous materials and petroleum products. The Santa Rosa City Fire Department Hazardous Materials Response Unit responds to hazardous materials spills.

Potential environmental and health and safety risks associated with hazardous materials in Santa Rosa include automobile accidents involving vehicles transporting hazardous materials or wastes (particularly along the Highway 101 corridor), accidental spills or leaks associated with seismic events, and improper use, handling, storage, transport, and disposal of hazardous materials.

Santa Rosa strictly adheres to federal, state, and local regulations to prevent chemical storage and handling activities associated with industrial and commercial uses. These regulations ensure that underground storage tanks do not release hazardous materials such as petroleum products into the soil and groundwater. Public education efforts reduce improper disposal of household-generated hazardous waste such as used motor oil, paints, and solvents which can impact local waterways and drinking water supplies.

12-7 WILDLAND FIRES

Hillside residential neighborhoods located in the northern and eastern portions of the city are subject to risk of wildland fire, and historically have been the site of such fires. Open areas and slopes covered with tall grasses and/or chaparral provide fuels to feed wildfires, once started. The City has identified a Wildland Urban Interface (WUI) zone that encompasses four types of fire hazard zones: moderate, high, very high, and mutual threat. Approximately 30 percent of Santa Rosa is located within the WUI zone. Figure 12-6 depicts the WUI zone and the location of very high fire hazard severity zones within the WUI zone. While the Santa

Figure 12-4

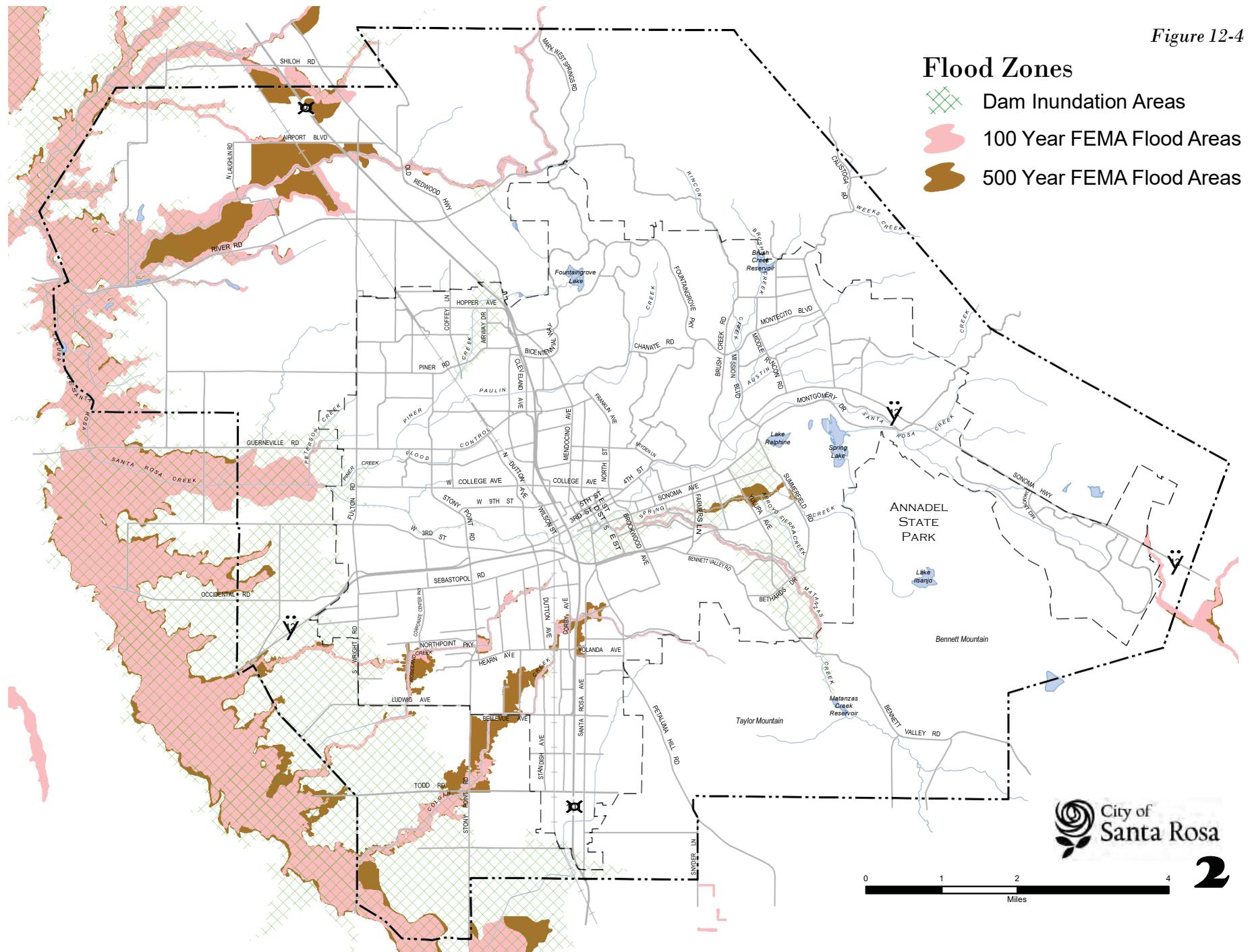
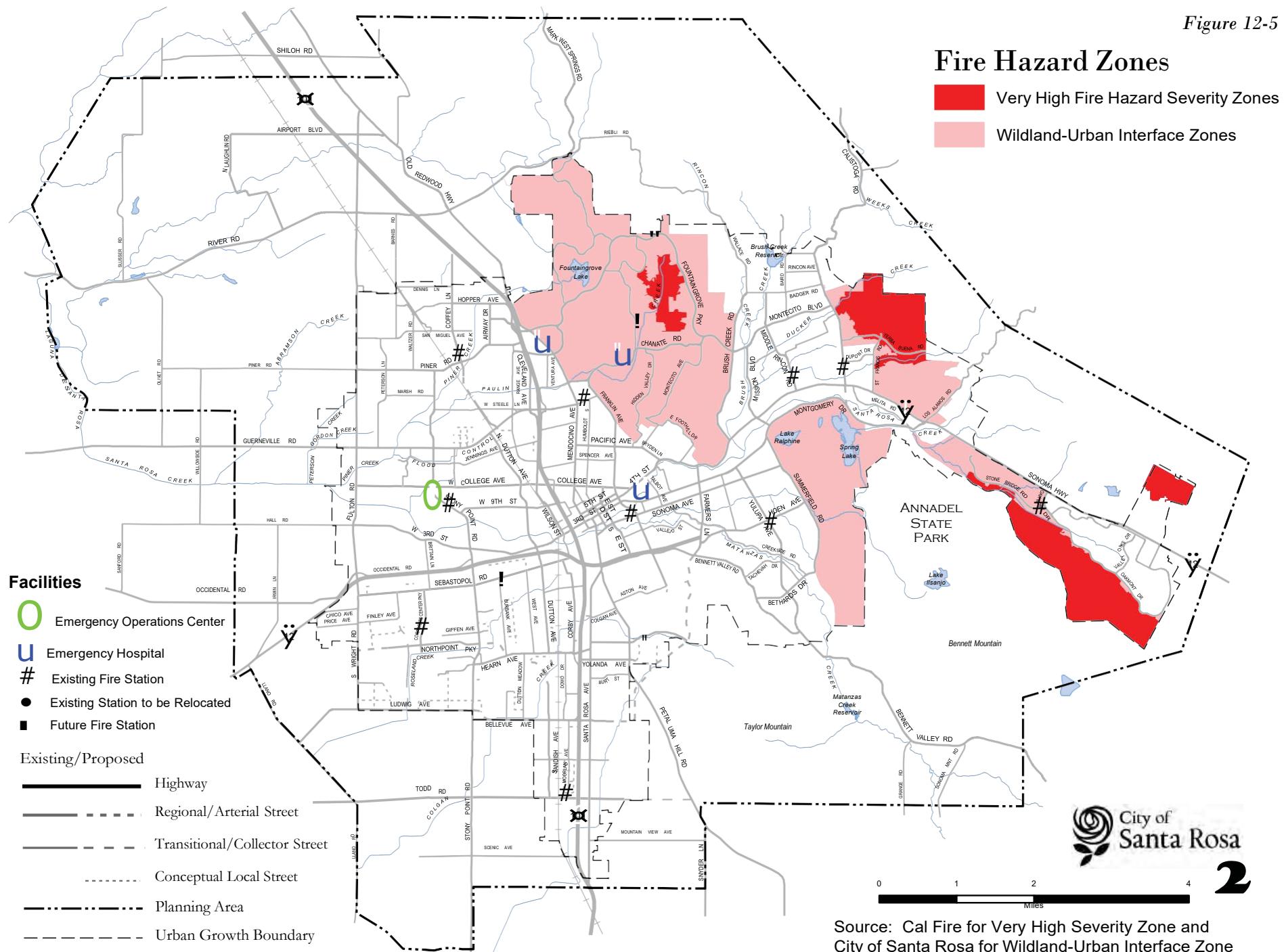


Figure 12-5



2

Rosa Fire Department has primary responsibility for fire protection within City limits, the City is aided by California Department of Forestry and Fire Protection and other surrounding fire departments such as Rincon Valley Fire Protection District, Bennett Valley Fire Department, Kenwood Fire Department, Rohnert Park Department of Public Safety, Windsor Fire Department, and Sebastopol Fire Department. Fire-resistant building materials and landscaping contribute to prevention of damage to residences in case of a wildfire. General Plan policies requiring adequate fire flows and community fire breaks in residential subdivisions also minimize potential for fire damage.

12-8 GOALS AND POLICIES

NS-A *Prepare for disasters.*

- NS-A-1 Maintain the Emergency Operations Plan as the city's disaster-response plan. Work with Sonoma County to update joint-emergency response and disaster response plans, as needed.
- NS-A-2 Continue to promote the Citizens Organized to Prepare for Emergencies (COPE) public awareness program on the nature and extent of natural hazards in the Planning Area, and ways of minimizing the effects of disasters.
- NS-A-3 Establish community programs which train volunteers to assist police, fire, and civil defense personnel during and after disasters.
- NS-A-4 Implement the Local Hazard Mitigation Plan to better prepare Santa Rosa for disaster.

The Local Hazard Mitigation Plan is an adopted "implementation appendix" to this Safety Element. It can be viewed on the City of Santa Rosa website.

- NS-A-5 Locate essential public facilities, such as hospitals and clinics, emergency shelters, emergency command centers, and emergency communications facilities, outside of high fire risk area, flood hazard zones, and areas subject to dam inundation.

NOISE

- NS-B *Maintain an acceptable community noise level to protect the health and comfort of people living, working and/or visiting in Santa Rosa, while maintaining a visually appealing community.*

- NS-B-1 Do not locate noise-sensitive uses in proximity to major noise sources, except residential is allowed near rail to promote future ridership.
- NS-B-2 Encourage residential developers to provide buffers other than sound walls, where practical. Allow sound walls only when projected noise levels at a site exceed land use compatibility standards in Figure 12-1.
- In some established neighborhoods and subdivisions, sound walls may provide the only alternative to reduce noise to acceptable community standards. The Design Review process shall evaluate sound wall aesthetics and landscaping to ensure attractiveness along with functionality.*
- NS-B-3 Prevent new stationary and transportation noise sources from creating a nuisance in existing developed areas. Use a comprehensive program of noise prevention through planning and mitigation, and consider noise impacts as a crucial factor in project approval.
- The Land Use Compatibility Standards specify normally acceptable levels for community noise in various land use areas.*
- NS-B-4 Require new projects in the following categories to submit an acoustical study, prepared by a qualified acoustical consultant:
- All new projects proposed for areas outside of the Downtown Station Area with existing noise above 60dBA DNL. Mitigation shall be sufficient to reduce noise levels below 45 dBA DNL in habitable rooms and 60 dBA DNL in private and shared recreational facilities. Additions to existing housing units are exempt.
 - All new projects in the Downtown Station Area where ambient noise conditions exceed 65dBA DNL. Mitigation shall be sufficient to reduce noise levels below 45dBA DN
 - All new projects that could generate noise whose impacts on other existing uses would be greater than those normally acceptable (as specified in the Land Use Compatibility Standards).
- NS-B-5 Pursue measures to reduce noise impacts primarily through site planning. Engineering solutions for noise mitigation, such as sound walls, are the least desirable alternative.
- NS-B-6 Do not permit existing uses to generate new noises exceeding normally acceptable levels unless:
- Those noises are mitigated to acceptable levels; or
 - The activities are specifically exempted by the City Council on the basis of community health, safety, and welfare.

NOISE AND SAFETY

- NS-B-7 Allow reasonable latitude for noise generated by uses that are essential to community health, safety, and welfare. These include emergency medical helicopter and vehicle operations, and emergency vehicle sirens.
- NS-B-8 Adopt mitigations, including reduced speed limits, improved paving texture, and traffic controls, to reduce noise to normally acceptable levels in areas where noise standards may be exceeded (e.g., where homes front regional/arterial streets and in areas of mixed use development.)
- NS-B-9 Encourage developers to incorporate acoustical site planning into their projects. Recommended measures include:
- Incorporating buffers and/or landscaped earth berms;
 - Orienting windows and outdoor living areas away from unacceptable noise exposure;
 - Using reduced-noise pavement (rubberized-asphalt);
 - Incorporating traffic calming measures, alternative intersection designs, and lower speed limits; and
 - Incorporating state-of-the-art structural sound attenuation and setbacks.
- NS-B-10 Work with private enterprises to reduce or eliminate nuisance noise from industrial and commercial sources that impact nearby residential areas. If progress is not made within a reasonable time, the city shall issue abatement orders or take other legal measures.
- NS-B-11 Work with CalTrans to assign a high priority to traffic noise mitigation programs. Support construction of attractive sound walls, as necessary along Highway 101 and Highway 12.
- NS-B-12 Cooperate with Santa Rosa Memorial Hospital, Sutter Medical Center, and other hospitals proposing helipads. Minimize the noise and safety impacts of medical emergency helicopters through location and design of landing pads, regulation of flight times and frequency and, if necessary, sound attenuating alterations to nearby residences.
- NS-B-13 Prohibit new helipads in developments of industrial, commercial, office, or business park uses. The city may make an exception if the helipad will provide a significant benefit for community health, safety, and welfare.
- NS-B-14 Discourage new projects that have potential to create ambient noise levels more than 5 dBA DNL above existing background, within 250 feet of sensitive receptors.

GEOLOGY AND SEISMICITY

NS-C *Prohibit development in high-risk geologic and seismic hazard areas to avoid exposure to seismic and geologic hazards.*

NS-C-1 Prior to development approval, require appropriate geologic studies to identify fault trace locations within active fault zones as designated by the provisions of the Alquist-Priolo Earthquake Fault Zoning Act. California registered geologists or engineers must conduct these studies and investigation methodologies must comply with guidelines set forth by the Alquist-Priolo Earthquake Fault Zoning Act.

Compliance with the Act would insure proper setback or appropriate design to minimize the potential hazards resulting from fault movement and surface displacement.

NS-C-2 Require comprehensive geotechnical investigations prior to development approval, where applicable. Investigations shall include evaluation of landslide risk, liquefaction potential, settlement, seismically-induced landsliding, or weak and expansive soils. Evaluation and mitigation of seismic hazards, including ground shaking, liquefaction, and seismically-induced landslides, shall comply with guidelines set forth in the most recent version of the California Division of Mines and Geology (CDMG) Special Publication 117.

The level of investigation would depend on physical site location, local or regional geologic or seismic hazards, and recommendations by a consulting engineer.

NS-C-3 Restrict development from areas where people might be adversely affected by known natural or manmade geologic hazards. Hazards might include unstable slopes, liquefiable soils, expansive soils or weak poorly engineered fills, as determined by a California registered geologist or engineer.

NS-C-4 Restrict development of critical facilities--such as hospitals, fire stations, emergency management headquarters, and utility lifelines, including broadcast services, sewage treatment plants, and other places of large congregations--in areas determined as high-risk geologic hazard zones (e.g. Rodgers Creek Fault zone, liquefiable soils, areas of slope instability).

NS-C-5 Require identification and evaluation of existing structural hazards related to unreinforced masonry, poor or outdated construction techniques, and lack of seismic retrofit. Abate or remove any structural hazard that creates an unacceptable level of risk, including requiring post-earthquake buildings that are

not currently retrofitted and are located within areas determined to experience strong ground shaking during an earthquake.

- NS-C-6 Require appropriate and feasible seismic retrofit, as determined by a registered structural engineer, of commercial, industrial, and public buildings that are not currently retrofitted and are located within areas determined to experience strong ground shaking during an earthquake.
- NS-C-7 Require inspection for structural integrity of water storage facilities, water conveyance facilities, electricity transmission lines, roadways, water detention facilities, levees, and other utilities after a major seismic event, especially on the San Andreas or Rodgers Creek faults.
- NS-C-8 Adopt mandatory, minimum erosion control measures for current properties and those under construction that exhibit high erosion potential, are in areas of steep slopes, or have experienced past erosion problems. Control measures shall reduce soil erosion from primary erosional agents, including wind, construction operations, and storm water runoff.

FLOODING

- NS-D** *Minimize hazards associated with storm flooding.*

- NS-D-1 Ensure flood plain protection by retaining existing open areas and creating new open areas needed to retain stormwater, recharge aquifers, and prevent flooding.
Creek beds that are dry most of the year can provide flood retention needed for public safety.
- NS-D-2 Maintain current flood hazard data, and coordinate with the Army Corps of Engineers, FEMA, Sonoma County Water Agency, and other responsible agencies to coordinate flood hazard analysis and management activities.
- NS-D-3 Require that new development and redevelopment projects meet the requirements of the Storm Water Low Impact Development Technical Design Manual to reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events. Such features may include:
- Additional landscape areas;
 - Vegetated swales with bioretention;

- Rain gardens; and
- Pervious pavement.

- NS-D-4 Incorporate features and appropriate standards that reduce flooding hazards.
- NS-D-5 Apply design standards and guidelines to new development that help reduce project runoff into local creeks, tributaries, and drainage ways.
- NS-D-6 Evaluate flood hazards prior to approval of development projects within a Federal Emergency Management Agency (FEMA) designated flood zone. Ensure that new development within flood zones is designed to be protected from flooding without negatively affecting adjacent areas.
- NS-E** *Provide protection of public and private properties from hazards associated with dam inundation.*
- NS-E-1 Support efforts to conduct periodic inspections of local dams to ensure all safety measures are in place.

HAZARDOUS MATERIALS

- NS-F** *Minimize dangers from hazardous materials.*
- NS-F-1 Require remediation and cleanup, and evaluate risk prior to reuse, in identified areas where hazardous materials and petroleum products have impacted soil or groundwater.
- NS-F-2 Require that hazardous materials used in business and industry are transported, handled, and stored in accordance with applicable federal, state, and local regulations.
- NS-F-3 Restrict siting of businesses, including hazardous waste repositories, incinerators or other hazardous waste disposal facilities, that use, store, process, or dispose large quantities of hazardous materials or wastes in areas subject to seismic fault rupture or very violent ground shaking.
- NS-F-4 Where applicable, identify and regulate appropriate regional and local routes for transportation of hazardous materials and hazardous waste. Require that fire and emergency personnel can easily access these routes for response to spill incidences.

NS-F-5 Require commercial and industrial compliance with the Sonoma County Hazardous Materials and Waste Management Plan.

 NS-F-6 Generate and support public awareness and participation in household waste management, control, and recycling through county programs including the Sonoma County Household Hazardous Waste Management Plan.

WILDLAND FIRES

NS-G *Minimize the potential for wildland fires.*

NS-G-1 Require proposed developments in the Wildland Urban Interface zone, including the Very High Fire Hazard Severity zone, to investigate a site's vulnerability to fire and to minimize risk accordingly.

NS-G-2 Require new development in Wildland Urban Interface areas to utilize fire-resistant building materials. Require the use of on-site fire suppression systems, including enhanced automatic sprinklers systems, smoke and/or detection systems, buffers and fuel breaks, and fire resistant landscaping. Require development and ongoing implementation of vegetation management plans to reduce the risk of wildland fires and to help prevent fires from spreading.

NS-G-3 Prohibit untreated wood shake roofs in Wildland Urban Interface areas.

NS-G-4 Continue monitoring water fire-flow capabilities throughout the city and improving water availability at any locations having flows considered inadequate for fire protection.

NS-G-5 Require detailed fire prevention and control measures, including community fuel breaks, for development projects in the Wildland-Urban Interface, including very high fire hazard severity zones.

NS-G-6 Minimize single-access residential neighborhoods in development areas near open space, and provide adequate access for fire and other emergency response personnel.

 **NS-H** *Prepare for climate changes*

 NS-H-1 Participate in regional efforts to prepare for the impacts of climate change.

 NS-H-2 Engage the community in preparing for climate change through the promotion of Climate Action Plan measures, distribution of information, and through local schools.

13

ART AND CULTURE

This element recognizes that art and culture pay important economic, educational and social dividends for the city. Provisions for public art displays, facilities to house art production and performance and art programs are all addressed.

13-1 VISION

In 2035, arts and culture contribute to an elevated quality of life in Santa Rosa through economic vitality, local cultural pride, inspired education and productive art jobs. Policy decisions regarding city services and allocation of city resources include and support arts and cultural activities.

Public art and centralized cultural facilities enhance the city's identity, pride, and image. These gathering places contribute to a positive business climate, as well as provide a draw for tourism. Because the city recognizes the contributions of arts and culture to the community, dedicated resources are established to support an Arts Commission within the city's structure. This Commission has a leadership role in shaping Santa Rosa as the cultural hub of Sonoma County.

13-2 PUBLIC ART

Approximately 150 art-related organizations exist in the City of Santa Rosa. In 1995, the Santa Rosa City Council requested, at the suggestion of the Board of Community Services, that research be conducted about responsibility for art and culture within the city. The Board of Community Services, the Cultural Arts Council of Sonoma County, Design Review Board and the Redevelopment Agency all had served to advise the city. In 1995, the Art in Public Places Committee was formed to oversee the integration of art in public spaces according to the Art in Public Places Policy (#000-42).

Public art and centralized cultural facilities enhance the city's identity, pride and image. These gathering places contribute to a positive business climate, as well as provide a draw for tourism. Arts districts can help revitalize blighted areas, fulfill the need for affordable live/work space for artists and bring increased tax revenue to the city.

The city's art and culture programs recognize and build on the city's rich culture and ethnic diversity. Art in educational programs can provide skills to develop creative and critical thinking needed for the contemporary work force. Constructive self-expression of creative work, offering positive reinforcement, contributes to guiding youth into positive directions.

13-3 GOALS AND POLICIES

- AC-A** *Develop places for art activities to take place.*
- AC-A-1 Support the development of centrally located multipurpose facilities to house visual and performing arts activities, such as exhibition, studio/class, performance, and theater/lecture space.
- AC-A-2 Develop outdoor locations that encourage cultural events for the enjoyment of the citizens as well as attract tourism.

Such outdoor cultural facilities might include a band shell in Juilliard Park, and performance space/amphitheatre on the Prince Memorial Greenway.
- AC-A-3 Explore innovative zoning to allow artists to obtain affordable live/work space.
- AC-A-4 Increase public art throughout Santa Rosa, while focusing art and cultural activities in the Downtown Arts District. Encourage the placement of art in locations that are interactive and accessible to the public and at entryways into the city.
- AC-A-5 Integrate public art with streetscape design in portions of the city's regional/arterial streets that may redevelop as boulevards.
- AC-B** *Establish strategic planning and programs for expansion of the arts community in Santa Rosa.*
- AC-B-1 Establish an Arts Commission to provide leadership in the arts community, and advise the City Council regarding all matters relating to the arts and culture of the city. The Arts Commission shall:



Visitors to Railroad Square are greeted by Charlie Brown and Snoopy.

- Act as a clearinghouse for all matters relating to arts and culture;
- Establish cooperative partnerships with private, public and educational agencies to promote and advocate for the arts; and
- Promote information exchanges with artists, businesses, schools and community leaders to develop mutual opportunities for art awareness, marketing, tourism, art education, and social benefits.

AC-B-2 Develop and maintain a dynamic and concise Arts and Culture Plan.

AC-B-3 Consider the diverse cultural needs and talents of the community, and encourage participation in such a manner that all facets have a voice in the cultural plan.

AC-B-4 Work cooperatively with all local school districts to encourage and nurture the development of cultural arts programs for youth and children.

AC-C Develop a funding strategy to ensure adequate funding to support the arts and culture programs.

AC-C-1 Increase city General Fund support for the arts. Make the Art in Public Places Policy more effective by integrating art with capital improvement projects, both public and private.

AC-C-2 Explore dedicated tax support for the arts – such as a percent for art allocation from the Transient Occupancy Tax (TOT), special taxes on cable company fees, video rentals, theater/concert tickets, business licenses, or other fees and transactions.

AC-C-3 Offer and encourage opportunities for private sponsorship and partnerships for art activities and programs.

AC-C-4 Establish a nonprofit organization – “Friends of Santa Rosa Arts and Culture” to actively raise funds for the city.

AC-C-5 Explore a variety of granting possibilities from federal and state agencies, such as:

- National Endowment for the Arts;
- Americans for the Arts;



Public art, such as the Veterans' Memorial outside City Hall, lends a sense of character to the city.

- National Endowment for the Humanities;
- California Arts Council;
- State Department of Education;
- Intermodal Surface Transportation Enhancement Act;
- Federal Economic Development Administration;
- Federal Community Development Block Grants; and
- State Department of Community Development.



GREENHOUSE GAS APPENDIX

SUMMARY OF SANTA ROSA GENERAL PLAN 2035 GREENHOUSE GAS EMISSION REDUCTION GOALS AND POLICIES

<i>Goal or Policy Number</i>	2 - LAND USE AND LIVABILITY
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-C-2	Review parking regulations downtown to consider its role as a pedestrian- and transit-friendly center.
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.
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-2	As part of planning and development review activities, ensure that projects, subdivisions, and neighborhoods are designed to foster livability.
LUL-E-6	Allow residential or mixed use development in the Retail and Business Services or Office designations.

Goal or Policy Number

2 - LAND USE AND LIVABILITY

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-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).
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): South of Hearn Avenue, at Dutton Meadow Avenue, West of Corporate Center Parkway, at Northpoint Parkway, Piner Road at Marlow Road, and 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.
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.

*Goal or Policy Number***2 - LAND USE AND LIVABILITY**

LUL-H-2	Require that development and/or redevelopment in this street corridor triggers installation of landscaping, medians, trees, sidewalks, and bike and pedestrian facilities designed to city standards.
LUL-I-3	Allow small neighborhood convenience centers with less than 5,000 square feet of total retail floor area that include corner groceries, 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.
LUL-I-8	Encourage commercial properties to be retrofitted for energy efficiency and water conservation.
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 walkingdistance 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 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 the Railroad Square and Courthouse Square areas. Give priority to pedestrian and bicycle improvements to and to promote use of these travel modes.

*Goal or Policy Number***2 - LAND USE AND LIVABILITY**

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 installation of roundabouts on A Street.
LUL-P-4	Use techniques such as special lighting, public art, and widened sidewalksto make highway underpasses at the 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 bicycllanes 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.
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-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.), to the surrounding rural countryside trail system, and the downtown area.

*Goal or Policy Number***2 - LAND USE AND LIVABILITY**

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-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-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 commercialactivity and neighborhood services for the Roseland area.
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.

<i>Goal or Policy Number</i>	2 - LAND USE AND LIVABILITY
LUL-Y-2	Incorporate bicycle lanes and a landscaped median along the corridor.
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.
LUL-Z	Provide for a comprehensive mix of transit-supportive land uses.
LUL-Z-1	Support future transit improvements and ridership, and provide a significant number of new residential units, through intensified land uses and increased residential densities.
LUL-Z-2	Support transit-oriented development in the project area by allowing adequate intensity of use and requiring pedestrian-oriented development (e.g., buildings along sidewalk, parking lots minimized).
LUL-AA	Provide multimodal connections throughout the project area.
LUL-AA-1	Improve connections in the project area by creating new streets or extensions of existing streets, as identified in the Plan.
LUL-AA-2	Prioritize pedestrian and bicycle circulation improvements to promote use of these travel modes by those living and/or working in proximity to the SMART station.
LUL-AA-3	Improve connectivity throughout the project area by creating new public or private streets that follow a grid pattern and by establishing maximum block lengths of no more than 500 feet, where feasible.
LUL-BB	Enhance quality of life in the project area by providing parks, trails, and recreational and cultural opportunities.
LUL-BB-1	Require that new development provide pedestrian connections and public open spaces.
LUL-CC	Promote economic activity that creates jobs and supports the transit-oriented environment.

*Goal or Policy Number***2 - LAND USE AND LIVABILITY**

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-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 cafes, 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.

*Goal or Policy Number***3 - URBAN DESIGN**

UD-A-10	Relate landscape design to the natural setting. Require that graded areas within new development be revegetated.
UD-A-12	Promote green building design and low impact development projects.
UD-A-13	Review guidelines for parking lot trees to ensure adequate summertime shading.
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.

*Goal or Policy Number***3 - URBAN DESIGN**

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-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-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.
UD-C-7	Install planted medians on wide regional/arterial streets to make them more pedestrian friendly.
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-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.
UD-E-1	Provide for new open space opportunities throughout the city, especially in neighborhoods that have less access to open spaces.
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.

<i>Goal or Policy Number</i>	3 - URBAN DESIGN
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.
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-G	Design residential neighborhoods to be safe, human-scaled, and livable by addressing compact development, multi-modal connectivity, and reducing energy use.
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.
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-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.
UD-H-6	Minimize vegetation removal in hillside areas, and preserve large trees that partially screen development or help blend new development into views.

*Goal or Policy Number***3 - URBAN DESIGN**

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| 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. |
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*Goal or Policy Number***4 - HOUSING**

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| 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. |
| 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 Cal Green 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 which would require energy efficiency improvements when a residential structure undergoes transfer of title or major renovation; the Sonoma County Energy Independence Program, which funds energy and water conservation improvements; and consider a program which requires energy audits and cost effective energy upgrades for existing residential structures. |
| 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. |
| H-G-3 | Promote energy efficiency in the provision and use of water in all residential developments. |
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*Goal or Policy Number***4 - HOUSING**

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.
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.
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.
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.
H-G-8	Increase local energy awareness.

*Goal or Policy Number***5 - TRANSPORTATION**

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 (9/80 work schedules); 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-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.

<i>Goal or Policy Number</i>	5 - TRANSPORTATION
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.
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-G-7	Provide bikeways along scenic roads, where right-of-way exists or where its acquisition will not jeopardize roadway character.
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-3	Require new development to provide transit improvements, where a rough proportionality to demand from the project is established.
T-H-5	Encourage ridership on public transit systems through marketing and promotional efforts.
T-H-8	Improve transit service along corridors where increased densities are planned.
T-I	Support implementation of rail service along the Northwest Pacific Railroad.
T-I-1	Support efforts to implement rail service along the NWPRR.
T-I-2	Preserve options for future rail stations along the NWPRR corridor by zoning land in proximity to the potential station sites for higher residential densities and/or mixed use development.
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-K	Develop a safe, convenient, and continuous network of pedestrian sidewalks and pathways that link neighborhoods with schools, parks, shopping areas, and employment centers.

*Goal or Policy Number***5 - TRANSPORTATION**

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-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.

<i>Goal or Policy Number</i>	5 - 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-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-5	Support continued operation of private shuttle services to San Francisco and Oakland International Airports.
<i>Goal or Policy Number</i>	6 - PUBLIC SERVICES AND FACILITIES
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-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-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.
<i>Goal or Policy Number</i>	7 - OPEN SPACE AND CONSERVATION
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.

*Goal or Policy Number***7 - OPEN SPACE AND CONSERVATION**

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-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-E	Ensure local creeks and riparian corridors are preserved, enhanced, and restored as habitat for fish, birds, mammals, and other wildlife.
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-H	Conserve significant vegetation and trees and plant new trees.
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.
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-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.

<i>Goal or Policy Number</i>	7 - OPEN SPACE AND CONSERVATION
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.
OSC-J-3	Reduce particulate matter emissions from wood burning appliances through implementation of the city's Wood Burning Appliance code.
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.
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.

*Goal or Policy Number***8 - GROWTH MANAGEMENT**

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.
GM-B-4	Direct growth to areas where services and infrastructure can be provided efficiently. Do not allow any development in the approximately 453-acre area generally east of Santa Rosa Avenue and north of Todd Road (as mapped in Figure 8-1), until 2010.

*Goal or Policy Number***10 - ECONOMIC VITALITY**

EV-A-1	Continue to promote Santa Rosa as the North Bay's premier location for technology, clean/green technologies, and entrepreneurial businesses, which create new products and business models that will attract national and international markets.
EV-B-3	Promote the establishment and expansion of workplace alternatives, including home occupations and telecommuting. Continue to allow home occupations in all residential districts.
EV-B-6	Work with business, labor, and community oriented groups to encourage businesses to use the area labor force to reduce commuting impacts on city roadways.
EV-C	Promote new retail and higher density uses along the city's regional/arterial corridors.

*Goal or Policy Number***11 - HISTORIC PRESERVATION**

HP-B-9	Integrate the common goals of the city's green ordinances and historic preservation objectives. Provide building owners of older and historic structures clear and cost effective options to measurably enhance energyefficiency while maintaining the structure's historic character to the greatest degree possible.
HP-C-2	Hold neighborhood meetings to achieve the following: increase public awareness of preservation issues and opportunities; provide information on the historic designation process; publicize low-impact/low-cost/high benefit options for energy efficiency upgrades in context of green building program requirements; and alert neighborhoods, when necessary, to the pending loss of significant buildings or other features.

Goal or Policy Number

12 - NOISE AND SAFETY

NS-F-6	Generate and support public awareness and participation in household waste management, control, and recycling through county programs including the Sonoma County Household Hazardous Waste Management Plan.
NS-H	Prepare for climate change.
NS-H-1	Participate in regional efforts to prepare for the impacts of climate change.
NS-H-2	Engage the community in preparing for climate change through the promotion of Climate Action Plan measures, distribution of information, and through local schools.



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GLOSSARY OF TERMS

ABBREVIATIONS

ADT:	Average daily trips made by vehicles or persons in a 24-hour period	CRA:	Community Redevelopment Agency
		dB:	Decibel
ALUC:	Airport Land Use Commission	dBA:	"A-weighted" decibel
BMR:	Below-market-rate dwelling unit	EIR:	Environmental Impact Report (State)
CBD:	Central Business District	EIS:	Environmental Impact Statement (Federal)
CC&Rs:	Covenants, Conditions, and Restrictions	FAR:	Floor Area Ratio
CDBG:	Community Development Block Grant	FAUS:	Federal Aid to Urban Systems
CEQA:	California Environmental Quality Act	FEMA:	Federal Emergency Management Agency
CFD:	A Mello-Roos Community Facilities District	FHWA:	Federal Highway Administration
CHFA:	California Housing Finance Agency	FIR:	Fiscal Impact Report
CIP:	Capital Improvements Program	FIRM:	Flood Insurance Rate Map
CNEL:	Community Noise Equivalent Level	FmHA:	Farmers Home Administration
CMP:	Congestion Management Plan	GMI:	Gross Monthly Income
COG:	Council of Governments	HAP:	Housing Assistance Plan
		HCD:	Housing and Community Development Department of the State of California

GLOSSARY OF TERMS

HOV:	High Occupancy Vehicle	UHC:	Uniform Housing Code
HUD:	U.S. Dept. of Housing and Urban Development	UMTA:	Urban Mass Transportation Administration
JPA:	Joint Powers Authority	VMT:	Vehicle Miles Traveled
LAFCo:	Local Agency Formation Commission		
Ldn:	Day and Night Average Sound Level		
Leq:	Sound Energy Equivalent Level		
LHA:	Local Housing Authority		
LOS:	Level of Service		
LRT:	Light (duty) Rail Transit		
NEPA:	National Environmental Policy Act		
OPR:	Office of Planning and Research, State of California		
PUD:	Planned Unit Development		
SRO:	Single Room Occupancy		
TDM:	Transportation Demand Management		
TDR:	Transfer of Development Rights		
TSM:	Transportation Systems Management		
UBC:	Uniform Building Code		

DEFINITIONS

Acceptable Risk. A hazard deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from “near zero” for nuclear plants and natural gas transmission lines to “moderate” for open space, ranches and low-intensity warehouse uses.

Access/Egress. The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Acoustical Engineer. An engineer specializing in the measurement and physical properties of sound. In environmental review, the acoustical engineer measures noise impacts of proposed projects and designs measures to reduce those impacts.

Acoustics. The physical qualities of a room, enclosure or space (such as size, shape and amount of noise) that determine the audibility and perception of sound.

Acres, Gross. The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net. The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Adaptive Reuse. The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact. A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordability Requirements. Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low- income households for a specified period.

Affordable Housing. Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household’s ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Agricultural employee. Person engaged in the tillage of soil, dairying, production, cultivation, growing and harvesting of any agricultural or horticultural commodities; raising livestock, bees, furbearing animals, or poultry; practices including forestry and lumbering; and preparation and transport of products to market, as further defined by Section 1104.4 of the California Labor Code.

Agriculture. Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Agriculture-related Business. Feed mills, dairy supplies, poultry processing, creameries, auction yards, veterinarians and other businesses supporting local agriculture.

Air Pollution. Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Airport-related Use. A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

Alquist-Priolo Act, Seismic Hazard Zone. A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Alteration. Any change, particularly to a hillside area, including grading or removal of vegetation.

Ambient. Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Americans with Disabilities Act. The Americans with Disabilities Act of 1990 provides civil rights protections to individuals with disabilities and guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications.

Annex, v. To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment. (1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Approach Zone. The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and that should be free from obstruction.

Appropriate. An act, condition, or state that is considered suitable.

Aquifer. An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological. Relating to the material remains of past human life, culture, or activities.

Area; Area Median Income. As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), “area” means metropolitan area or non-metropolitan county. In non-metropolitan areas, the “area median income” is the higher of the county median family income or the statewide non-metropolitan median family income.

Army Corps of Engineers (ACOE). A federal agency responsible for the design and implementation of publicly supported engineering projects. Any construction activity that involves filling a watercourse, pond, lake (natural or man-made), or wetlands (including seasonal wetlands and vernal pools), may require an ACOE permit.

Arterial. (See “Regional/Arterial Streets.”)

Article 34 Referendum. Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49 percent of the units are set aside for low-income households.

Assisted Housing. Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

Attainment Area. An area determined to have met federal or State air quality standards, as defined in the federal Clean Air Act or the California Clean Air Act. An area may be an attainment area for one pollutant and a non-attainment area for others.

Auto-oriented Uses. Land uses designed to accommodate customers who use autos to travel to the site, including automobile sales and service, building supplies and materials and drive-up or drive-through uses.

Below-market-rate (BMR) Housing Unit. (1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as “low income” or “moderate income.” (2) The financing of housing at less than prevailing interest rates.

Bicycle Boulevard. A residential street with low volume, low speed where bicycles have priority over automobiles by discouraging non-local motor vehicle traffic. Conflicts between bicycles and automobiles are minimized and bicycle travel time is reduced by the removal of unwarranted stop signs and other impediments to bicycle travel. Design features include a variety of different street treatments such as traffic calming, traffic diverters, and bicycle actuated traffic signals.

Bicycle Lane (Class II facility). A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility). A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility). A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways. A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biotic Community. A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Biotic Diversity. Species diversity – i.e., number of different species occurring in a location or under some condition.

Blight. A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Building. Any structure used or intended for supporting or sheltering any use or occupancy.

Building Height. The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Buildout; Build-out. Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See “Carrying Capacity (3).”)

California Environmental Quality Act (CEQA). A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a “program EIR.”

California Housing Finance Agency (CHFA). A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Capital Improvements Program (CIP). A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide. A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide. A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity. Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See “Buildout.”)

Census. The official decennial enumeration of the population conducted by the federal government.

Channelization. (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

Character. Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Circulation Element. One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

City. City with a capital “C” generally refers to the government or administration of a city. City with a lower case “c” may mean any city or may refer to the geographical area of a city (e.g., the city bikeway system.)

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

Clear Zone. That section of an approach zone of an airport where the plane defining the glide path is 50 feet or less above the center-line of the runway. The clear zone ends where the height of the glide path above ground level is above 50 feet. Land use under the clear zone is restricted.

Clustered Development. Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Collector. (See “Transitional/Collector Streets.”)

Commercial. A land use classification that permits facilities for the buying and selling of commodities and services.

Commercial Strip. Commercial development, usually one store deep, that fronts on a major street for a distance of one city block or more. Includes individual buildings on their own lots, with or without on-site parking, and small linear shopping centers with shallow on-site parking in front of the stores.

Community Care Facility. Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care.

Community Child Care Agency. A non-profit agency established to organize community resources for the development and improvement of child care services.

Community Development Block Grant (CDBG). A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District. Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 et seq), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL). A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park. Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks (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.

Community Separator. Largely open, natural areas with low intensity development between cities and communities in Sonoma County.

Compatible. Capable of existing together without conflict or ill effects.

Condominium. A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See “Townhouse.”)

Congestion Management Plan (CMP). A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt by December 1, 1991, and annually update a Congestion Management Plan.

Conservation. The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Conservation Element. One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the conservation, development, and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.

Consistent. Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Convenience Goods. Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Creek. Natural or once natural flowing waterway. Some creeks are channelized and used as drainage systems.

County. County with a capital “C” generally refers to the government or administration of a county. County with a lower case “c” may mean any county or may refer to the geographical area of a county (e.g., the county road system).

Critical Facility. Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility “lifeline” facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac. A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Culvert. A drain, ditch or conduit not incorporated in a closed system that carries drainage water under a driveway, roadway, railroad, pedestrian walk or public way. Culverts are often built to channelize streams and as part of flood control systems.

Cumulative Impact. As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

Curb Cut. The opening along the curb line at which point vehicles or other wheeled forms of transportation may enter or leave the roadway. Curb cuts are essential at street corners for wheelchair users.

Day-Night Average Sound Level (Ldn). The A-weighted average sound level in decibels during a 24-hour period with a 10 dB weighing applied to nighttime sound levels (10 p.m. to 7 a.m.). This exposure method is similar to the CNEL, but deletes the additional weight given in that measurement to noise during the evening time period (7 p.m. to 10 p.m.).

Decibel, dB. A unit used to express the relative intensity of a sound as it is heard by the human ear.

Decibel, A-weighted, dBA. The “A-weighted” scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication. The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In lieu of. Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density, Residential. The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See “Acres, Gross,” and “Developable Acres, Net.”)

Density Bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides

20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Employment. A measure of the number of employed persons per specific area (for example, employees/acre).

Density, Gross. The number of dwelling units per gross acre of developable residential land designated on the General Plan Diagram.

Design Capacity. The capacity at which a street, water distribution pipe, pump or reservoir, or a wastewater pipe or treatment plant is intended to operate.

Design Review. The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee.

Detention Dam/Basin/Pond. Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. The other type, most often called a Retention Pond, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a Water-Spreading Dam or Dike because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called Debris Dams.

Developable Acres, Net. The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land. Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Development. The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Rights, Transfer of (TDR). Also known as “Transfer of Development Credits,” a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the “donor” site) to another (“receiver”) site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Disabled. A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person’s ability to live independently can be improved by appropriate housing conditions.

Discourage, v. To advise or persuade to refrain from.

District. (1) An area of a city or county that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities, or land uses. (2) A portion of the territory of a city or county within which uniform zoning regulations and requirements apply; a zone.

Diversity. Differences among otherwise similar elements that give them unique forms and qualities. E.g., housing diversity can be achieved by differences in unit size, tenure, or cost.

Downtown. The major commercial center of the community. The Downtown’s general boundaries are Sonoma Avenue, Brookwood Avenue, College Avenue, and the Northwestern Pacific Railroad tracks.

Dwelling Unit. A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement. Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation. A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be

positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Embodied Energy. A measure of the energy required to grow, harvest, mine, and otherwise extract raw materials; process/manufacture the material/product (ideally including factory heating, lighting, employee transportation and pro-rated capital equipment); transportation of raw materials and finished product/materials at each stage of the process and finally; field preparation and installation at the point of use.

Emergency Shelter. A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs.

Emission Factor. The rate at which pollutants are emitted into the atmosphere by one source or a combination of sources.

Emission Standard. The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage, v. To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species, California. A native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant, which is in serious danger of becoming extinct throughout all or a significant portion of its range, due to one or more factors, including loss in habitat, change in habitat, over-exploitation, predation, competition, or disease. The status is determined by the State Department of Fish and Game together with the State Fish and Game Commission.

Endangered Species, Federal. A species which is in danger of extinction throughout all or a significant portion of its range, other than the species of the Class Insect determined to constitute a pest whose protection under the provisions of the 1973 Endangered Species Act, as amended, would present an overwhelming and overriding risk to humans. The status is determined by the US Fish and Wildlife Service and the Department of the Interior.

Enhance, v. To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environment. CEQA defines environment as “the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance.”

Environmental Impact Report (EIR). A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Environmental Setting. The physical conditions in an area, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance, which will be affected by a proposed project. The area involved shall be the area in which significant effects would occur either directly or indirectly as a result of the project. The "environment" includes both natural and man-made conditions.

Equivalent Noise Level (Leq). A single-number representation of the fluctuating sound level in decibels over a specified period of time. It is a sound-energy average of the fluctuating level.

Erosion. (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction. A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Fair Market Rent. The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family. (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Fault. A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible. Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

Federal Candidate Species, Category 1 (Candidate 1). Species for which the U.S. Fish and Wildlife Service has sufficient biological information to support a proposal to list as Endangered or Threatened.

Federal Candidate Species, Category 2 (Candidate 2). Species for which existing information indicates that these species may warrant listing, but for which substantial biological information to support a proposed rule is lacking.

Finding(s). The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone. An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Flood, 100-Year. The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM). For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain. The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an “area of special flood hazard” by the Federal Insurance Administration.

Floor Area, Gross. The total horizontal area in square feet of all floors within the exterior walls of a building, but not including the area of unroofed inner courts or shaft enclosures.

Floor Area Ratio (FAR). The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, a FAR of 1.5 would allow 15,000 sq. ft. of floor area; a FAR of 2.0 would allow 20,000 sq. ft.; and a FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Freeway. A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with “turnpikes” or other “toll roads” that are now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service “E,” they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Gateway. A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

General Plan. A compendium of city or county policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a “City Plan,” “Comprehensive Plan,” or “Master Plan.”

Geographic Information System (GIS). A computer-based database to organize spatial information.

Geological. Pertaining to rock or solid matter.

Goal. A general, overall, and ultimate purpose, aim, or end toward which the City or County will direct effort.

Groundwater. Water under the earth’s surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge. The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage (“aquifers”).

Growth Management. The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See “Congestion Management Plan.”)

Habitat. The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material. Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Hazardous Waste. Waste which requires special handling to avoid illness or injury to persons or damage to property. Includes, but is not limited to, inorganic mineral acids of sulfur, fluorine, chlorine, nitrogen, chromium, phosphorous, selenium and arsenic and their common salts; lead, nickel, and mercury and their inorganic salts or metallo-organic derivatives; coal, tar acids such as phenol and cresols and their salts; and all radioactive materials.

High Occupancy Vehicle (HOV). Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

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.

Hillside. Land having an average slope equal to or exceeding ten percent.

Historic; Historical. An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation. The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Home Occupation. A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Homeless. Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing.")

Hotel. A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite.

Household. All those persons--related or unrelated--who occupy a single housing unit. (See "Family.")

Housing and Community Development Department of the State of California (HCD). The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Authority, Local (LHA). Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing.

Housing Element. One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD). A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit. The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

Human Scale. Features of such a proportion to allow harmonious interaction between people and their urban surroundings.

Hydrocarbons. A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Identity. A consistent quality that makes a city, place, area, or building unique and gives it a distinguishing character.

Impact. The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee. A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 et seq specifies that development

fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface. Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation. Actions, procedures, programs, or techniques that carry out policies.

Improvement. The addition of one or more structures or utilities on a parcel of land.

Inclusionary Requirement. Regulations that increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Indirect Source. Any structure or installation which attracts an activity which creates emissions of pollutants. For example, a major employment center, a shopping center, an airport or a stadium can all be considered to be indirect sources.

Industrial. The manufacture, production, and processing of consumer goods. Industrial is often divided into “heavy industrial” uses, such as construction yards, quarrying, and factories; and “light industrial” uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development. Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infiltration. The introduction of underground water, such as groundwater, into wastewater collection systems. Infiltration results in increased wastewater flow levels.

Infrastructure. Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

In Lieu Fee. (See “Dedication, in lieu of.”)

Institutional Use. (1) Publicly or privately owned and operated activities that are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious organizations; and (3) other nonprofit activities of a welfare, educational, or philanthropic nature that can not be considered a residential, commercial, or industrial activity.

Intersection Capacity. The maximum number of vehicles that has a reasonable expectation of passing through an intersection in one direction during a given time period under prevailing roadway and traffic conditions.

Intrusive Noise. The noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence.

Issues. Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Jobs/Employed Residents' Balance. Total jobs divided by total employed residents (i.e. people who live in the area, but may work anywhere). A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Jobs/Housing Balance; Jobs/Housing Ratio. The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint Powers Authority (JPA). A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Landmark. (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landscaping. Planting (including trees, shrubs, and ground covers) suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Landslide. A general term for a falling mass of soil or rocks.

Land Use. The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Classification. A system for classifying and designating the appropriate use of properties.

Land Use Element. A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

Land Use Regulation. A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Less than Significant Impact. An impact that would not result in a substantial and adverse change in the environment and would not require mitigation.

Level of Service (LOS). (1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

LOS A. Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

LOS B. Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

LOS C. Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

LOS D. Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

LOS E. Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

LOS F. Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Life Cycle Assessment. The comprehensive examination of a product's environmental and economic aspects and potential impacts throughout its lifetime, including raw material extraction, transportation, manufacturing, use, and disposal. It incorporates, but is distinct from Embodied Energy, which does not include use or disposal. Life Cycle Assessment (LCA) is relevant to historic buildings in that, through their use and adapted reuse, much less energy is used than building a new building as using LCA.

Linkage. With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction. The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo). A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

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, 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.

Local Streets, 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.

Local Streets, 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.

Local Streets, Neighborhood Streets. Neighborhood streets are the most common type of access road in healthy neighborhoods. This is the preferred street to service residential streets when the street does not exceed 100 homes or 1000 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.

Local Streets, Minor Streets. Minor streets are utilized when the traffic volume exceeds 1000 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.

Low-income Household. A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

Maintain, v. To keep in an existing state. (See "Preserve, v.")

Materials Recovery Facility (MRF). A permitted solid waste facility which sorts or separates, by hand or by use of machinery, solid wastes or materials for the purposes of recycling, composting, or transformation.

Maximum Credible Earthquake. The largest Richter magnitude (M) seismic event that appears to be reasonably capable of occurring under the conditions of the presently known geological framework.

Median Strip. The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mercalli Intensity Scale. A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Metropolitan. Of, relating to, or characteristic of a large important city.

Mineral Resource. Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize, v. To reduce or lessen, but not necessarily to eliminate.

Mitigate, v. To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mitigation. A specific action taken to reduce environmental impacts. Mitigation measures are required as a component of an environmental impact report (EIR) if significant impacts are identified.

Mitigation Measure. Action taken to reduce or eliminate environmental impacts. Mitigation includes: avoiding the impact altogether by not taking a certain action or parts of an action; minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance during the life of the action; and compensating for the impact by replacing or providing substitute resources or environments.

Mixed Use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Mobile Home. A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park.

Mobile Sources. A source of air pollution that is related to transportation vehicles, such as automobiles or buses.

Moderate-income Household. A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

National Ambient Air Quality Standards. The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Flood Insurance Program. A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act. A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places. The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural State. The condition existing prior to development.

Need. A condition requiring supply or relief. The city or county may act upon findings of need within or on behalf of the community.

Neighborhood. A physical environment recognized by some common, identifying character.

Neighborhood Park. City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park. 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.

Neighborhood Unit. According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was the model for American suburban development after World War II.

Nitrogen Dioxide (NO₂). A reddish brown gas that is a byproduct of the combustion process and is a key to the ozone production process.

Nitrogen Oxides (NO_x). Chemical compounds containing nitrogen and oxygen; reacts with volatile organic compounds, in the presence of heat and sunlight to form ozone. It is also a major precursor to acid rain.

Noise. Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is “unwanted sound.”

Noise Attenuation. Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour. A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Noise Element. One of the seven State-mandated elements of a local general plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community’s exposure to noise.

Non-conforming Use. A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. “Non-conforming use” is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Non-point Source. A pollutant source introduced from dispersed points and lacking a single, identifiable origin. Examples include automobile emissions or urban run-off.

Objective. A specific statement of desired future condition toward which the City or County will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the “objectives,” principles,

standards, and proposals of the general plan. “The addition of 100 units of affordable housing by 1995” is an example of an objective.

Office Use. The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Open Space Element. One of the seven State-mandated elements of a local general plan, it contains an inventory of privately and publicly owned open-space lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

Open Space. Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety. Open space areas are often preserved in association with agencies such as the Sonoma County Agricultural Preservation and Open Space District and the Sonoma County Water Agency through joint acquisition and maintenance partnerships.

Ordinance. A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overlay. A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Oxidant. The production of photochemical reactions in the atmosphere between reactive organic gases and oxides of nitrogen.

Ozone. A tri-atomic form of oxygen (O₃) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Parcel. A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parks. Open space lands whose primary purpose is recreation. (See “Public Plazas and Gathering Places”, “Neighborhood Park”, “Community Park”, “Citywide Park”, and “Special Purpose Parks and Facilities”).

Passive Solar System. A system that distributes collected heat via direct transfer from a thermal mass rather than mechanical power. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Peak Hour/Peak Period. For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where “F” Levels of Service are encountered, the “peak hour” may stretch into a “peak period” of several hours’ duration.

Pedestrian-oriented Development. Development designed with an emphasis on the street sidewalk and on pedestrian access to the building, rather than on auto access and parking areas.

Percent Slope. A common way of expressing the steepness of the slope of terrain, which is derived by dividing the change in elevation by the horizontal distance traversed. For example, an increase of 20 feet elevation over a 100-foot distance is a 20 percent slope.

Performance Standards. Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Personal Services. Services of a personal convenience nature, as opposed to products that are sold to individual consumers, as contrasted with companies. Personal services include barber and beauty shops, shoe and luggage repair, fortune tellers, photographers, laundry and cleaning services and pick-up stations, copying, repair and fitting of clothes, and similar services.

Planned Unit Development (PUD). A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Area. The Planning Area is the land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence that encompasses land both within the City Limits and potentially annexable land.

Plume. The volume of air, surface water or groundwater space containing any of the substance emitted from a point source.

PM-10. The current standard for measuring the amount of solid or liquid matter suspended in the atmosphere (“particulate matter including dust”). Refers to the amount of particulate matter over 10 micrometers in diameter. The smaller PM-10 particles penetrate to the deeper

portions of the lung, affecting sensitive population groups such as children and people with respiratory diseases.

Point Source. A source of pollutants which may be traced to a discrete point of emission.

Policy. A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollutant. Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose

Pollution. The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point. Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point. In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Precursor. A chemical compound that leads to the formation of a pollutant. Reactive organic gases and nitrogen oxides are precursors of photochemical oxidants.

Preserve, n. An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. v. To keep safe from destruction or decay; to maintain or keep intact.

Program. An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Protect, v. To maintain and preserve beneficial uses in their present condition as nearly as possible.

Public and Quasi-public Facilities. Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Public Plazas and Gathering Places. 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 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 an area that is sometimes referred to as a “pocket” park 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. They are not part of the park standard of 3.5 acres per thousand population.

Quality of Life. A personal measure of satisfaction with one’s living environment. Quality of life can be measured by beauty or location of living environment, ease in traveling through an area or city, and/or cultural and recreational opportunities available.

Rare or Endangered Species. A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reactive Organic Gases (ROG). Classes of hydrocarbons (olefins, substituted aromatics, and aldehydes) that are likely to react with ozone and nitrogen dioxide in the atmosphere to form photochemical smog.

Reclaimed Wastewater. Treated sewage or excess irrigation water with chlorine or other chemical disinfectants added.

Recreation, Active. A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children’s play equipment.

Recreation, Passive. Type of recreation or activity that does not require the use of organized play areas.

Recycle, v. The process of extraction and reuse of materials from waste products.

Redevelop, v. To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Redevelopment Agency (RDA). A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency’s plans must be compatible with adopted community general plans.

Regional. Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan. A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Regional Park. A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Regional/Arterial Streets. Regional streets connect town centers to the greater region. They 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 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.

Regional Streets, 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 to 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.

Regional Streets, 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.

Regulation. A rule or order prescribed for managing government.

Rehabilitation. The repair, preservation, and/or improvement of substandard housing.

Research and Development Use. A use engaged in study, testing, design, analysis, and experimental development of products, processes, or services.

Residential. Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family. Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family. A single dwelling unit on a building site.

Single-family, Attached. A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-family, Detached. A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Response Time. The amount of time for an emergency service response, measured from the time of the distress call until arrival on the scene.

Rideshare. A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridgeline. A line following the highest point formed by the meeting of slopes.

Right-of-way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian. Pertaining to the bank of a natural course of water, whether seasonal or annual. Riparian habitat is defined by the surrounding vegetation or presence of known wildlife movement pathways; it borders or surrounds a waterway.

Risk. The danger or degree of hazard or potential loss.

Safe Routes to School Program. A program created by Section 1404 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* Act (SAFETEA-LU) to increase the number of children who walk or bicycle to school. Funds are provided to projects which remove the barriers to walking and bicycling such as lack of infrastructure, unsafe infrastructure, and lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.

Safety Element. One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the protection of the community from any unreasonable risks associated with seismic and geologic hazards, flooding, and wildland and urban fires. Many safety elements also incorporate a review of police needs, objectives, facilities, and services.

Sanitary Landfill. The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Scattered Site Policy. The City's policy to disperse lower income units throughout the community and within residential developments to avoid a concentration of lower income units in one area.

Scenic Highway/Scenic Route. 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 and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways element.

Second Unit. A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Secretary of the Interior's Standards for Rehabilitation. Standards which have been developed by the Secretary of the Interior to guide work undertaken on historic buildings. The standards are used to determine if rehabilitation qualifies as a certified rehabilitation for tax purposes and have guided Federal agencies in carrying out their historic preservation responsibilities.

Section 8 Rental Assistance Program. A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seismic. Caused by or subject to earthquakes or earth vibrations.

Seniors. Persons age 62 and older.

Sensitive Receptors. Persons or land uses that are most sensitive to negative effects of air pollutants. Persons who are sensitive receptors include children, the elderly, the acutely ill, and the chronically ill. The term "sensitive receptors" can also refer to the land use categories where these people live or spend a significant amount of time. Such areas include residences, schools, playgrounds, child care centers, hospitals, retirement homes, and convalescent homes.

Setback. The horizontal distance between the property line and any structure.

Shopping Center. A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

Shopping Center, Community. A complex of retail services and enterprises anchored by a supermarket and/or a super-drugstore, and serving a community clientele. Typical uses include restaurants and shops offering convenience goods. Residential uses shall be incorporated into the overall design.

Shopping Center, Neighborhood. 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 food stores, restaurants, barber or beauty shops, cleaners, shoe repair, and shops offering convenience goods. Residential uses shall be incorporated into the overall design.

Should. Signifies a directive to be honored if at all possible.

Sign. Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Significant and Unavoidable Impact. An impact that would result in a substantial adverse effect on the environment which would not be mitigable to a less-than-significant level. A project with such an impact could still proceed, provided the City prepare a Statement of Overriding Considerations, pursuant to Section 15093 of the CEQA Guidelines, explaining why the City would proceed with the project despite the occurrence of such an impact.

Significant Impact. CEQA (§ 21068) defines a significant impact as that which has “a substantial, or potentially substantial, adverse change in the environment.” Mitigation measures are proposed, where feasible, to reduce the magnitude of significant impacts.

Single Room Occupancy (SRO). A single room, typically 80-250 square feet, with a sink and closet, but that requires the occupant to share a communal bathroom, shower, and kitchen.

Site. A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Skyline. An outline of a ridge against the background of the sky.

Slope. Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil. The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solid Waste. Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Source Separation. A process in which solid waste materials are produced as an autonomous waste product which are stored separately at the site of generation, or a physically separated from all other solid wastes into recyclable, compostable, or other fractions at the site of generation.

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.

Specific Plan. Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence (SOI). The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standard Urban Stormwater Mitigation Plan. A program which addresses stormwater discharge from new development and redevelopment projects to prevent and control potential detrimental effects of such projects on stormwater quality and runoff. Generally, new or redevelopment projects which create more than one acre of impervious surfaces or are directly adjacent to a waterway are required to implement source and treatment control practices to reduce project runoff and eliminate stormwater pollutants.

Standards. (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and

development as distinguished from use restrictions) for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Stationary Source. A source of air pollution that is not mobile, such as a heating plant or an exhaust stack from a laboratory.

Storm Runoff. Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Street Furniture. Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

Structure. Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision. The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act. Division 2 (Sections 66410 et seq) of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subsidence. The gradual settling or sinking of an area with little or no horizontal motion.

Subsidize. To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing. Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Substantial. Considerable in importance, value, degree, or amount.

Sulfur Dioxide (SO₂). A heavy, pungent, colorless air pollutant formed primarily by the combustion of fossil fuels. It is a respiratory irritant, especially for asthmatics and is the major precursor to the formation of acid rain.

Tax Increment. Additional tax revenues that result from increases in property values within a development area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very low-and low-income housing.

Threatened Species, California. A species of animal or plant is endangered when its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, disease, or other factors; or when although not presently threatened with extinction, the species is existing in such small numbers that it may become endangered if its environment worsens. A species of animal or plant shall be presumed to be rare or endangered as it is listed in: Sections 670.2 or 670.5, Title 14, California Code of Regulations; or Title 50, Code of Federal Regulations Sections 17.11 or 17.12 pursuant to the Federal Endangered Species Act as rare, threatened, or endangered.

Threatened Species, Federal. A species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Threshold of Significance. The established and identifiable quantitative, qualitative, or performance levels of environmental effect beyond which environmental impacts are considered to be significant. Thresholds of significance are based on current City policy and other normally accepted standards for environmental review.

Topography. Configuration of a surface, including its relief and the position of natural and man-made features.

Tourism. The business of providing services for persons traveling for pleasure, tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Townhouse; Townhome. A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners' association on behalf of all townhouse members of the association.

Traffic Calming. Techniques to slow traffic including physical design modifications such as directive landscaping, narrow streets, traffic islands, speed bumps, innovative traffic enforcement, and other innovative methods.

Traffic Model. A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses.

Transit. The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transient Occupancy Tax (TOT). Levied on those staying in overnight facilities such as hotels, to help defray provision of City services related to the occupancy.

Transit, Public. A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transitional/Collector Streets. Transitional streets connect residential neighborhoods to commercial centers and service commercial districts. In addition to providing access, they carry large and more diverse amounts of traffic, and 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.

Transitional Streets, 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.

Transitional Streets, 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.

Transitional Housing. Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing.

Transportation Demand Management (TDM). A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM). A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Heritage. Trees planted by a group of citizens or by the City or County in commemoration of an event or in memory of a person figuring significantly in history.

Trees, Street. Trees strategically planted--usually in parkway strips, medians, or along streets--to enhance the visual quality of a street.

Trip. A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Trip Generation. The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route. A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Undevelopable. Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City or County are designated as "undevelopable" by the City or County.

Uniform Building Code (UBC). A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC). State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Design. The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Growth Boundary (UGB). Boundary adopted in 1996 by the Santa Rosa voters within which all urban development is to be contained for 20 years (i.e., until 2016).

Urban Sprawl. Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Use. The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

Use Permit. The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Vacant. Lands or buildings that are not actively used for any purpose.

Variance. A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the zoning ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zone district.

Vehicle Miles Traveled (VMT). A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household. A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a City or County, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

View Corridor. The line of sight (identified as to height, width, and distance) of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewer's attention.

Viewshed. The area within view from a defined observation point.

Volatile Organic Compounds (VOCs). A group of chemicals that react in the atmosphere with nitrogen oxides in the presence of heat and sunlight to form ozone: does not include methane and other compounds determined by EPA to have negligible photochemical reactivity. Examples of VOCs include gasoline fumes and oil-based paints.

Volume-to-Capacity Ratio. A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Wastewater Irrigation. The process by which wastewater that has undergone appropriate treatment is used to irrigate land.

Watershed. The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Wetlands. Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife Corridors. A natural corridor, such as an undeveloped ravine, that is frequently used by wildlife to travel from one area to another.

Wildlife Refuge. An area maintained in a natural state for the preservation of both animal and plant life.

Williamson Act. Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a 10-year contract between the City or County and an owner of land whereby the land is taxed

on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zero Lot Line. A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Traffic. In a mathematical traffic model, the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning. The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning Code. The City ordinance which divides Santa Rosa into districts and establishes regulations governing the use, placement, spacing, and size of buildings, open spaces and other facilities.

Zoning District. A designated section of a City or County for which prescribed land use requirements and building and development standards are uniform.

Zoning Map. Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

