Community Input Survey

October 10 - 26, 2016

Thank you for taking our survey! Please fill in your email address and zip code to ensure one response per person. This information will not be shared or attributed to your answers.

Please complete and return the survey by October 26, 2016.

Please contact Lisa Kranz at Lkranz@ssrcity.org if you have questions.

Please provide your email address and zip code below:

Zip Code ________________________________________________________________

Email _________________________________________________________________

☐ I wish to receive information about this project via email.

Return options include:
• Drop off at City Hall, Room 10 (open 8 am -5 pm), Monday - Friday.
• Or you can mail your survey to City Hall, Room 3.
  City Hall is located at 100 Santa Rosa Avenue Santa Rosa, CA 95404
Introduction

The City of Santa Rosa and the Southeast Greenway Community Partnership are working on a collaborative community engagement process to develop a shared vision for 57 acres of land known as the Southeast Greenway. This land is currently owned by Caltrans, who has determined that it may be sold for uses other than a highway. This survey seeks your input on conceptual land use and circulation alternatives and draft guiding principles that will guide the planning for the property.

Project Background

The Santa Rosa City Council directed study of several land uses on the site, including:

- A linear park and Class 1 bicycle path connecting Farmers Lane to Spring Lake Regional Park
- Retail and business services at the northeast corner of Hoen Frontage Road and Farmers Lane to facilitate retail development along Farmers Lane
- Higher density residential to facilitate future construction of affordable housing
- Public/Institutional land uses near Montgomery High School for possible education-related uses
- Other land uses which emerge from the community engagement process

Input from a community workshop in August 2016 with approximately 200 people in attendance, along with the direction from City Council, has provided ideas to help the planning team develop the three land use alternatives described on the following pages. Land use conditions, opportunities, and constraints have also guided the development of the land use alternatives. These include:

- Connection to existing and planned bicycle/pedestrian paths along the greenway
- Creek restoration
- Existing and proposed water wells and pipelines
Draft Guiding Principles

The following statements are draft guiding principles using the input received at the community workshop in August and the project’s Technical Advisory Committee and Partnership meetings, as well as the City Council’s directive. These principles establish a framework for the greenway’s land use planning, design, and development.

1 Please review each principle below and mark your priorities. If you disagree with any of the statements, select “Disagree with this Principle”.

A. The Greenway provides a continuous, non-motorized transportation connection from Spring Lake Regional Park to Farmers Lane, as well as to downtown Santa Rosa, surrounding neighborhoods and schools, and the regional trail system.

   □ Highest Priority □ Priority □ Neutral □ Lower Priority □ Lowest Priority □ I disagree with this principle.

B. The Greenway provides open space and active and passive recreation for local residents and visitors.

   □ Highest Priority □ Priority □ Neutral □ Lower Priority □ Lowest Priority □ I disagree with this principle.

C. The Greenway is developed sustainably to enhance and protect natural resources, promote economic vitality and encourage social equity, and minimize negative impacts on neighbors.

   □ Highest Priority □ Priority □ Neutral □ Lower Priority □ Lowest Priority □ I disagree with this principle.

D. Uses on the Greenway are designed to face the Greenway, provide easy access to pathways, maximize views of the hills, promote safety, and preserve the privacy of surrounding neighbors.

   □ Highest Priority □ Priority □ Neutral □ Lower Priority □ Lowest Priority □ I disagree with this principle.

E. The community, public agencies and private partners work together on the Greenway’s planning, acquisition, development, maintenance, stewardship, safety, and funding.

   □ Highest Priority □ Priority □ Neutral □ Lower Priority □ Lowest Priority □ I disagree with this principle.

2 If you would like to add a guiding principle or modify one of the above, please write it in the space below.

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
Overview of Alternatives

Using the criteria set forth by Santa Rosa’s City Council and the feedback received from the community, the planning team has derived three district land use and circulation alternatives.

First review the three illustrative maps showing the alternatives that describe the overall concept and the locations of land use designations. Then review the types of land uses that could be located on the property.

After reviewing the overall concepts, you will be able to "zoom in" and review the land use concepts in three detailed segments of the property and provide your feedback on each.
Alternative 1: Minimal Footprint

Alternative 1 has a variety of open spaces, including linear open space on either side of a multi-use path, picnic areas and playgrounds, school facilities, active recreation, urban agriculture, and habitat restoration areas. The path would accommodate bicycles and pedestrians and connect all of these different types of open spaces. The property at the far western end near Farmers Lane could be separated from the rest of the Greenway and developed as mixed-use housing and retail.
Alternative 2: Active to Tranquil

Alternative 2 includes separate bike and pedestrian paths linking Downtown Santa Rosa to Spring Lake Regional Park with a range of uses along them. The most active uses, including lodging, mixed-use, and residential, are located to the west between Farmers Lane and Franquette Avenue. School facilities and residential uses are interspersed along the greenway, with public plazas, picnic areas, playgrounds, and urban agriculture between Franquette and Yulupa Avenues. East of Yulupa Avenue, the uses become less active, with some lower density housing at Yulupa Avenue. The eastern area is more tranquil with a range of open space uses, including greenway with playgrounds and picnic areas, urban agriculture, a visitor center, and habitat restoration.
Alternative 3: **Nodes of Activity**

Alternative 3 has focused nodes of activity at four main access points with smaller nodes of recreation and community gardens along the greenway's multi-use pathways. The separated bike and pedestrian paths connect new housing and retail spaces to picnic and play areas, joint-use school facilities, visitor center, and community gardens, terminating at a public plaza to admire the view at the entrance to Spring Lake Regional Park.
Open space with a mostly natural appearance will comprise most of the property, and include pathways for non-motorized access, native plantings, and some areas dedicated to play areas and picnic areas near access points.

Open Space Restoration
These areas would be restored for wildlife habitat and planted with appropriate native plants. Aside from designated trails, these areas would have minimal access.

Active Recreation
Active recreational uses could include ballfields, running tracks, basketball or tennis courts, and associated restrooms and lighting.

Urban Agriculture
These areas would allow community gardens or working farms, including orchards and are primarily located near pedestrian/bicycle cross intersections.

Lodging
Lodging in the form of a hotel, motel, or hostel and link to the greenway’s recreational uses.

Visitor/Education Center
A visitor center or museum/educational facility.

Community Gathering Space
This space could allow facilities for large, organized community events like celebrations, festivals and concerts. It could include an amphitheater.

Public Plaza/Trailhead
Locations for small gatherings, trailheads, and gateways. These areas would include signage and seating, at a minimum, and could include restrooms, kiosks and public art.

Intersection Crossings
Improved intersection crossings could include enhanced signing, striping, and/or signal operations.

Mid-block Crossings
The multi-use path would require new visible mid-block crossings at Summerfield Road, Yulupa Avenue, and Franquette Avenue.

School Facilities
This is intended to be an area for joint-use recreation and “outdoor classrooms” that would serve as an extension of Montgomery High School. The area would be usable by other schools, as well as the community at-large and could benefit from its proximity to the school’s parking lots.

2-3 Story Attached Housing
Apartments or condos up to three stories in height facing the greenway.

3-4 Story Attached Housing
Apartments or condos up to four stories in height facing the greenway.

Urban Agriculture
These areas would allow community gardens or working farms, including orchards and are primarily located near pedestrian/bicycle cross intersections.

Parking
Spaces for on-street and off-street parking.

Creek Restoration
Areas around creeks would be restored with riparian vegetation where appropriate. Aside from designated trails, these areas would have minimal access.

Mixed-Use
Residential development with ground-floor retail uses.

Small Café
Small scale retail development such as a café, bicycle rental shop and other greenway-related retail use.

Multi-use Path
Multi-use paths running east to west to accommodate non-motorized travel in both directions (including paved and non-paved surfaces to accommodate bicyclists, runners and possibly equestrians). The bike path would connect to existing bike facilities, as well as north/south pedestrian/bike connections to the neighborhoods and area schools.

Vehicular Access
Streets or driveways that provide vehicular access to the greenway property.
3 After reviewing the three west segments, please select the one with the most land uses you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

☐ Alternative 1  ☐ Alternative 2  ☐ Alternative 3

4 Now that you have selected your preferred land uses for the west segment, what would you change about them? You may write in below what land use(s) you would like to change and how you would change it. Skip this question if you would not like to change anything.

5 After reviewing the three west segments, please select the one with the circulation you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

☐ Alternative 1  ☐ Alternative 2  ☐ Alternative 3

6 Now that you have selected your preferred circulation for the west segment, what would you change about the proposed circulation? You may write in below what circulation components you would like to change and how you would change them. Examples of components you can change are multi-use path locations; vehicle access and circulation; mid-block crossing locations; and intersection improvements. Skip this question if you would not like to change anything.
3 After reviewing the three central segments, please select the one with the most **land uses** you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

- [ ] Alternative 1
- [ ] Alternative 2
- [ ] Alternative 3

4 Now that you have selected your preferred land uses for the central segment, what would you change about them? You may write in below what land use(s) you would like to change and how you would change it. Skip this question if you would not like to change anything.

5 After reviewing the three central segments, please select the one with the **circulation** you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

- [ ] Alternative 1
- [ ] Alternative 2
- [ ] Alternative 3

6 Now that you have selected your preferred circulation for the central segment, what would you change about the proposed circulation? You may write in below what circulation components you would like to change and how you would change them. Examples of components you can change are multi-use path locations; vehicle access and circulation; mid-block crossing locations; and intersection improvements. Skip this question if you would not like to change anything.
3 After reviewing the three east segments, please select the one with the most land uses you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

☐ Alternative 1  ☐ Alternative 2  ☐ Alternative 3

4 Now that you have selected your preferred land uses for the east segment, what would you change about them? You may write in below what land use(s) you would like to change and how you would change it. Skip this question if you would not like to change anything.

5 After reviewing the three east segments, please select the one with the circulation you prefer. Pick the one you like the most; the following question will allow you to specify what you would change about it.

☐ Alternative 1  ☐ Alternative 2  ☐ Alternative 3

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Thank you for taking the survey for the Southeast Greenway plan!

Please encourage your neighbors to submit the survey by October 26th.

If you have any questions, contact Lisa Kranz at Lkranz@srcity.org or 707-543-3259.