

# SONOMA COUNTY AIRPORT AREA SPECIFIC PLAN ADVISORY TEAM WORKSHOP SUMMARY NOTES

SONOMA COUNTY PERMIT & RESOURCE MANAGEMENT HEARING ROOM  
FEBRUARY 27, 2019 | 12:00 PM – 2:00 PM

## ATTENDEES

### COUNTY STAFF

Amy Lyle, Supervising Planner  
Cecily Condon, Planner III (Specific Plan Update Project Manager)  
Chet Jamgochian – Sonoma County Public Works  
Chris Seppeler – Sonoma County PMRD

### CONSULTANTS (M-GROUP)

Heather Hines, Principal, M-Group  
Milan Nevajda, Project Manager, M-Group  
Shannon Bowman, Associate Planner, M-Group  
Bill Lee, Senior Partner, Land Econ Group (LEG)  
Meghan Weir, Senior Associate, Nelson\Nygaard

### ADVISORY TEAM MEMBERS

Libby Payan – SMART  
Ken Tam – Sonoma County Regional Parks  
Willie Lamberson – Former Planning Commissioner  
Marlene Soiland – Soiland Management  
Will Seppi – Costeaux Bakery  
Ken McNab – Town of Windsor  
Natalie Balfour – Airport Business Center  
Richard Coombs – Airport Business Center  
John Stout – Airport Manager (by phone)

## MEETING AGENDA

- Welcome & Introductions 10 Min
- Presentation on Preferred Plan 30 Min
- Facilitated Discussion: Preferred Plan 60 Min
- Summary of Findings for Advisory Team Report 10 Min

## MEETING HIGHLIGHTS

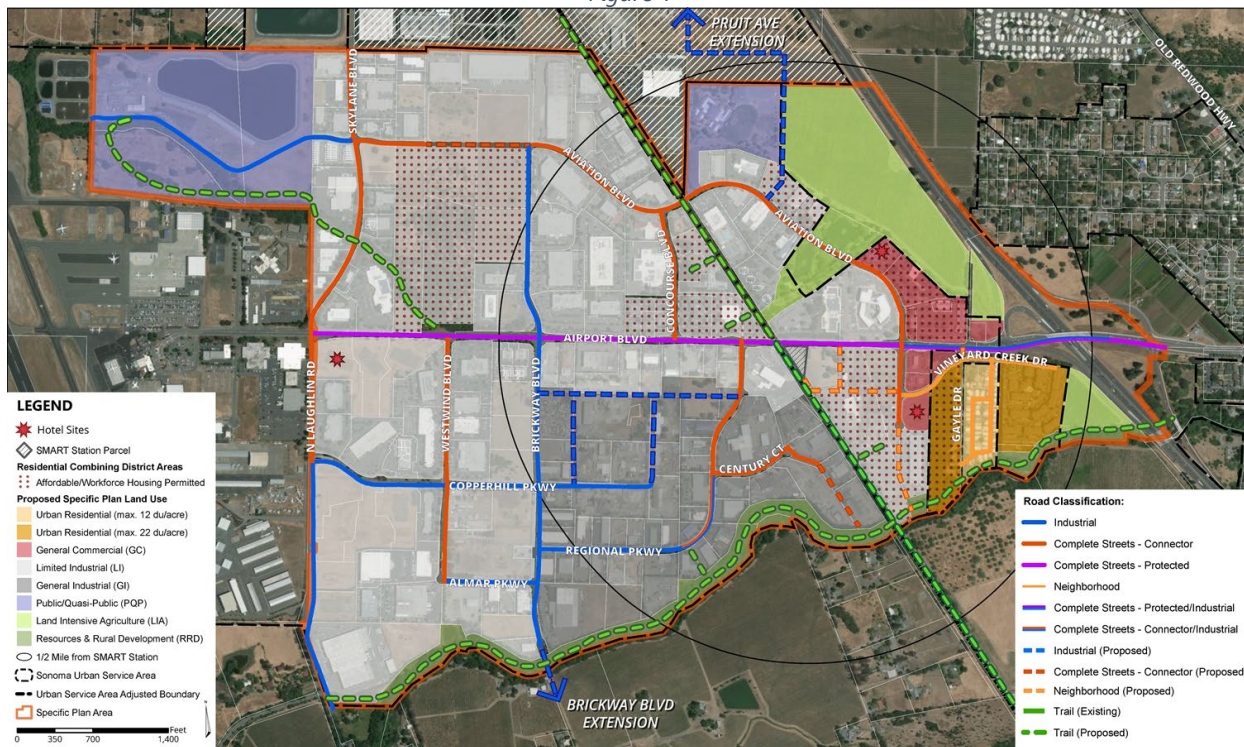
### WELCOME AND INTRODUCTIONS

M-Group Project Manager, Milan Nevajda, provided an overview of the Specific Plan update process, the preliminary alternatives that were explored for the planning area in 2017, the “Preferred Plan” framework, and clarified the purpose of the workshop: to seek input from the Advisory Team on the Preferred Plan and receive direction to proceed with the framework as the basis for the Specific Plan Update.

### PRESENTATION ON PROJECT BACKGROUND

Milan Nevajda provided an overview of the project progress. Intervening events since the last property owner workshop on June 1, 2017 include updates to cannabis regulation, the Sonoma Complex Fire, changes in housing policy, and addressing concerns about water supply. Milan also outlined the direction of the Specific Plan effort moving forward, which is to hold a community workshop in April for CEQA scoping and to review a draft of the Specific Plan Update through Summer 2019. M-Group provided a summary of where the project left off in 2017 by summarizing the preliminary alternatives for land use policy in the planning area in the (A) distributed clusters model, (B) a corridor model focused on Airport Boulevard, and (C) a nodal model with growth focused around the SMART station and undeveloped areas near the Airport-Westwind intersection. M-Group concluded with an overview of the Preferred Plan framework (Figure 1).

Figure 1



## PRESENTATION ON STAKEHOLDER FEEDBACK FROM FEBRUARY 27, 2019 MEETING:

M-Group provided a summary of feedback received in the morning workshop on the Preferred Plan with property and business owners, community members and other stakeholders (meeting summary notes for this meeting are available on the Project website:

### GROUP DISCUSSION

M-Group facilitated a discussion with the Advisory Team to receive feedback on the Preferred Plan. The Advisory Team provided the following recommendations:

- **Housing Overlays:** The Advisory Team supported the housing overlay approach.
  - **Overlay Locations:** Agreement with stakeholder input to remove overlays near Concourse Boulevard and to add the SCWA site.
  - **Specific Plan Goal #9:** Use the term “promoting housing” rather than “accommodating housing” in the goal statement.
  - **Promote Livable Areas:** Ensure areas around housing overlays are livable for residents (member Rich Coombs recommended retail, cafés, and childcare).
  - **Land Use Compatibility/Industrial Preservation:** Agreement with stakeholder feedback that disclosures should be required from future residential tenants or property owners to reduce nuisance complaints against pre-existing industrial uses and future industrial activities in the planning area. This could be a condition of approval for housing developments.
- **Heavy Industrial Zone.** The Advisory Team supported the stakeholder recommendation to maintain the General Industrial (heavy industrial) land use designations west of Brickway, not converting these sites to Limited Industrial (light industrial/business park).
- **Height Limits:** Increase from 50’ to 65’ referencing height restrictions/navigation to provide flexibility without impeding airport operations.
- **Circulation Updates:** The Advisory Team expressed general support for roadway improvements with the following comments:
  - **Century Court.** The extension to Mark West Creek appears prescriptive. Adopt policy language to encourage circulation connectivity with redevelopment but do not prescribe the location. This should be a negotiation with property owners at the time of redevelopment.
  - **Brickway to Regional Connection.** As with the proposed Century Court extension, provide policy language to establish a connection between Brickway and Regional parkway that provides rear access to properties fronting on Airport Blvd., but allow negotiation with property owners at the time of redevelopment on the precise location.
  - **Street Design:** Provide street design standards and ensure consistency with available right-of-way and roadway functionality.
  - **Brickway Extension:** The extension and road widening should continue to be included in the plan and improvements should be prioritized along this corridor.

- **ROW widths and Bike Facilities:** Include a summary of the linear feet under each roadway classification, ROW widths throughout the plan area, and clear ROW cross sections in plan.
- **Aviation.** Re-examine road width recommendations on Aviation Boulevard (approaching Skylane Boulevard).
- **Right-of-Way.** Ensure that street design utilizes existing ROW for existing roads.
- **Roundabouts:** Consider the financial feasibility of adding roundabouts.
- **Trails.** Strong support for the trail systems proposed, particularly the pathway from Westwind and Airport Blvds along the seasonal creek northwesterly, and the railroad and Mark West Creek corridors.
  - **Connections to Regional:** Removing the link from the Mark West Creek trail to Regional Pkwy will not undermine the trail and is acceptable. In all probability, informal trail access will be created in time by users of the trail system. Property owners should be encouraged through policy to provide connections, but they should not be prescribed.
- **Addition of Park Space:** Rich Coombs commented that he may consider adding park space with developments in his parcels and is supportive of policies that promote park space at the time of property (re)development where the site and proposed development may support or require the amenity.
- **Sustainability:** Support environmental goals and mitigate impacts in the Specific Plan:
  - **Renewable Energy:** Promote a green electricity micro-grid in the area
  - **Water Impacts:** Ken McNab advised to ensure that water supply is sufficient and that future development is considerate of the potential water demand that would be generated.
    - The Specific Plan should be very strategic about applying the housing overlay to only the sites where housing is truly feasible and expected. The current plan provides for the overlays in high-likelihood sites as well as additional opportunity sites that have less likelihood of converting to residential use. The overlays should be focused on the high-likelihood sites and the adjustments to the overlay locations (identified above in the meeting notes) address this concern.
    - The Specific Plan EIR should analyze the highest and most impactful use in areas with the overlays (whether industrial, commercial, or residential) when assessing impacts.
- **Financing.** The financing strategy for identified improvements must reflect the regional or community/county-wide benefit for some improvements (e.g. Brickway and Pruitt Avenue extensions) versus localized benefits at the Specific Plan level, and individual property level.

## SUPPORT FOR PREFERRED PLAN

Before adjourning, the Advisory Team provided unanimous approval to proceed with the Preferred Plan as the framework for updating the Specific Plan, inclusive of the amendments discussed above.