

Sonoma County Airport Industrial Area Specific Plan

Sonoma County Permit and Resource Management Department
2550 Ventura Avenue
Santa Rosa, CA 95403

Adopted

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CONTENTS

PREFACE.....	8
I. SUMMARY.....	9
II. INTRODUCTION.....	13
A. PLAN PURPOSE.....	13
B. PLAN BACKGROUND.....	14
III. PLANNING AREA.....	17
A. REGIONAL LOCATION.....	17
B. LOCAL SETTING.....	17
C. GENERAL SITE CHARACTERISTICS.....	20
D. PARCELIZATION AND OWNERSHIP.....	20
IV. PLAN GOALS.....	25
A. GENERAL GOALS.....	25
B. ECONOMIC GOALS.....	26
C. LAND USE GOALS.....	26
D. CIRCULATION GOALS.....	28
E. CAPITAL IMPROVEMENT GOALS.....	30
F. FINANCING GOALS.....	31
G. VISUAL AND NATURAL RESOURCE PRESERVATION GOALS.....	31
V. LAND USE AND OPEN SPACE ELEMENT.....	33
A. GENERAL LAND USE AND CONSERVATION CONCEPT.....	33
B. INDUSTRIAL PARK AREAS.....	37
C. HEAVY INDUSTRIAL AREAS.....	48
D. COMMERCIAL AREAS.....	51
E. RESIDENTIAL AREAS.....	55
F. OPEN SPACE AND AGRICULTURAL AREAS.....	56
G. PUBLIC FACILITIES.....	61
H. PROJECTED PLANNING AREA ABSORPTION RATE.....	62
VI. CIRCULATION ELEMENT.....	64
A. ROADWAY CLASSIFICATIONS.....	64
B. INTERNAL ROADWAY IMPROVEMENTS.....	65
C. EXTERNAL ROADWAY IMPROVEMENTS.....	85
D. CIRCULATION ELEMENT POLICIES.....	89
E. ROAD CONSTRUCTION SEQUENCES AND COSTS.....	90
VII. PUBLIC FACILITIES ELEMENT.....	99
A. SEWER SERVICE MASTER PLAN.....	99
B. WATER SERVICE MASTER PLAN.....	101
C. STORM DRAINAGE MASTER PLAN.....	102
D. SEWER, WATER, AND DRAINAGE SERVICE POLICIES.....	103
E. FIRE SERVICE.....	103
VIII. FINANCING AND IMPLEMENTATION.....	109
A. DEVELOPMENT REVIEW AND REGULATION.....	109
B. REQUIRED CAPITAL IMPROVEMENTS.....	110
C. EXPANSION OF COUNTY SERVICE AREA #31.....	111
D. PHASING OF CAPITAL IMPROVEMENTS.....	112
E. APPORTIONMENT OF CAPITAL IMPROVEMENT COST RESPONSIBILITIES.....	112
F. FINANCING COMMON CAPITAL IMPROVEMENT COSTS.....	118

G. FINANCING IMPROVEMENTS TO INDIVIDUAL PARCELS	121
H. ADMINISTRATION OF CAPITAL IMPROVEMENTS CONSTRUCTION AND MAINTENANCE	122
I. INDUSTRIAL DEVELOPMENT PROMOTIONAL APPROACHES	123
IX. SPECIFIC PLAN RELATIONSHIP TO LOCAL POLICIES.....	125
A. SONOMA COUNTY AIRPORT LAND USE COMMISSION POLICIES	125
X. APPENDICES	127
Appendix A Typical Two-Way Left Turn Lanes	128
Appendix B Land Use Allocations by Parcel – February 3, 1987	129
Appendix C Vegetation and Wildlife.....	133
Appendix D Traffic Generation Increases by Source – 1995 and Buildout	134
Appendix E Consultant Team Personnel	135

TABLES

Table 1 Summary Data	7
Table 2 Parcelization and Ownership – 1987	20
Table 3 Planning Area Ownerships of 20 Acres or More.....	22
Table 4 Summary of Land Use Allocations*	36
Table 5 Projected Planning Area Absorption Rate	62
Table 6 Key Road Component Capacity Limitations	86
Table 7 Estimated Road Improvement Costs and Responsibilities (1984 Dollars)	93
Table 8 Approximate Local Landowner Cost Responsibilities for Road Improvements, 1985- 2000 (From Table 7).....	98
Table 9 Cumulative Sewer Flow Rates vs. Design Capacity	100
Table 10 Cost Estimates for Additional Fire Services	104
Table 11 Existing and Proposed Zoning.....	110
Table 12 Capital Improvements Needed in the Planning Area.....	111
Table 13 Estimated Cost Responsibilities for Common Capital Improvements Benefitting All Planning Area Landowners – 1985 to 2000	117
Table 14 Estimated County Capital Improvement Cost.....	118

FIGURES

Figure 1 Regional Location	18
Figure 2 Planning Area Vicinity	19
Figure 3 Year 2000 Aerial Photo	23
Figure 4 Planning Area Ownership and Parcelization	24
Figure 5 Land Use and Open Space Plan.....	35
Figure 6 Special Yard Requirements (1)	46
Figure 7 Special Yard Requirements (2)	47
Figure 8 Circulation Plan.....	68
Figure 9 Airport Boulevard Design Standards – Phase I.....	72
Figure 10 Airport Boulevard Design Standards – Phase II.....	73
Figure 11 Intersection Turning Lane Diagram – 1995.....	74

Figure 12	Intersection Turning Lane Diagram – Buildout.....	75
Figure 13	Airport Boulevard/Collector Intersection.....	76
Figure 14	Airport Boulevard/Collector T-Intersection	77
Figure 15	Collector, Connector, and Minor Street Design Standards	78
Figure 16	Typical 4-Way Collector/Minor Street Intersection	79
Figure 17	Typical Collector/Minor T-Intersection and Collector/Connector Intersection.....	80
Figure 18	Street Signs and Street Lights	84
Figure 19	Suggested Entrance Sign (See Figure 8 for location)	84
Figure 20	US 101 Airport Boulevard Interchange at Plan Buildout	88
Figure 21	Master Sewer Service Plan.....	106
Figure 22	Master Water Service Plan Preliminary Layout.....	107
Figure 23	Master Drainage Plan	108

Table 1 Summary Data¹

Planning Area Location	One-half mile north of the city of Santa Rosa and three miles south of Windsor; along Airport Boulevard between the Sonoma County Airport and U.S. 101	
Planning Area Size	Approximately 770 acres	
Parcelization and Ownership	68 recorded parcels ranging in size from 0.48 to 97.7 acres; held by approximately 38 owners	
Existing Governmental and Service Jurisdictions	Fourth Supervisorial District Fire: Rincon Valley Fire Protection District Police: Sonoma County Sheriff Sewer: County Services Area 31, Assessment District 1	
Existing and Planned Land Use (in Acres)	<u>Existing (1987)</u>	<u>Planned (Buildout)</u>
Heavy Manufacturing	100	191
Industrial Park	50	411
Commercial	0	5
Vacant Lands, Agriculture and Open Space	597	140
Residential Units	65	49

¹ Former Table 2 deleted per plan amendment dated March 9, 1993, Resolution No. 93-0337.

PREFACE

A Sonoma County Airport Industrial Area Specific Plan and EIR were adopted and certified by the Sonoma County Board of Supervisors in October of 1984. Since then, three separate requests to amend the October 1984 specific plan have been submitted to the county. The amendment requests have involved three properties. The location of the three properties and the requested land use changes are mapped and tabulated on the opposite page². They include the Airport Boulevard Business Park property (113 acres), the Airport 101 property (20.6 acres) and the Tollefson property (19.2 acres).

In addition, the Standard Structures property (14.6 acres) has been deleted from this plan and added to the Windsor Specific Plan.

In response to these three amendment applications, a new or supplemental environmental impact report was prepared describing the additional impact implications and mitigation needs associated with the requests. On December 16, 1986, the Board of Supervisors certified the supplemental EIR and adopted Resolution #86-2613 expressing its intent to amend the Sonoma County Airport Industrial Area Specific Plan to incorporate the three amendment requests with certain modifications. This document represents the final version of the Sonoma County Airport Industrial Area Specific Plan 1987 incorporating all changes authorized by the board in its December 16, 1986 resolution.

The December 1986 environmental impact report on the plan amendments was prepared in the form of a "supplement to an EIR" as provided for in Section 15067 of the State Government Code. Entitled "Supplement to the Environmental Impact Report for the Sonoma County Airport Industrial Area Specific Plan," this December 1986 SEIR, in combination with the October 1984 Final Environmental Impact Report for the Sonoma County Airport Industrial Area Specific Plan, provides the necessary environmental documentation for the amended specific plan. Both the October 1984 EIR and the December 1987 SEIR are available for public review at the offices of the Sonoma County Department of Planning, 2550 Ventura Avenue, Santa Rosa, CA 95403.

² These calculations were identified in former Table 2, which was deleted per plan amendment dated March 9, 1993, Resolution No. 93-0337.

I. SUMMARY

A. PLAN SUMMARY

This specific plan constitutes a master program for development of the 770-acre Airport Boulevard industrial area in central Sonoma County between the Sonoma County Airport and US 101. The plan designates specific land uses plus detailed design and development standards, as provided by Sections 65451 and 65452 of the California Government Code. Specific plan summary data are provided in Table 1.

Buildout of the Airport Industrial Area is expected to occur gradually over the next 15-25 years³. The plan as proposed will ultimately accommodate 603 acres of industrial development (412 acres of industrial park and 191 acres of heavy industrial), 5 acres of retail commercial, and 140 acres of agriculture and open space. The projected employment population of the planning area at buildout will be between 6,600 and 14,800 people⁴.

The plan establishes the airport industrial area as a centralized location appropriate for meeting the County's short- and long-term requirements for industrial development. The plan accommodates local interest and market demands for the expansion of existing heavy industrial development as well as for the future accommodation of industrial park development.

Heavy industrial use areas are preserved, substantially expanded, and contained by the plan in an internal area south of Airport Boulevard. Frontage properties along the south side of Airport Boulevard and east side of Skylane Boulevard are designated for industrial park use in order to contain and insulate the internal heavy industrial area and provide for a high quality land use and visual environment along these routes. A majority of the area north of Airport Boulevard between the highway and the airport is designated for industrial park development. Two sites, one on each side of Airport Boulevard between the highway and the railroad tracks, have been designated for retail commercial uses serving the needs of planning area industrial development. Portions of the existing open space area between US 101 and the railroad tracks have been preserved and dedicated as permanent open space in order to protect scenic values and provide clear separation and visual relief between county communities as called for in the General Plan.

3 Wagstaff and Brady, Draft Supplement to the Environmental Impact Report for the Sonoma County Airport Industrial Area Specific Plan, August 1986, Table S3

4 Wagstaff and Brady, Draft Supplement to the Environmental Impact Report for the Sonoma County Airport Industrial Area Specific Plan, August 1986, Table S4

B. COUNTY ACTIONS

The following County actions have been taken to carry out this plan:

1. A specific plan for the Sonoma County Airport Industrial Area and an accompanying Environment Impact Report were adopted and certified by the Sonoma County Board of Supervisors on October 30, 1984 by Resolution No. 84-2213 and Ordinance No. 3359.
2. The Sonoma County General Plan land use map has been amended so that existing Agriculture (1A-1 Orchards and Vineyards) designated areas are redesignated for Mixed Land Use (IV Industrial, Commercial, Residential, and Agricultural uses) to accommodate the industrial and commercial land use pattern set forth in this latest plan.
3. The General Plan Circulation Element has been amended to: (a) designate the proposed new roadway connections to Shiloh Road and Laughlin Road as "New Facilities, Collectors," and (b) change the designation for Airport Boulevard from "Collector" to "Arterial."
4. The Sonoma County Commercial/Industrial Study - Final Report has been amended to include specific industrial land use designations for the planning area that are consistent with this latest plan.
5. The Sonoma County zoning map has been revised to make it consistent with the zoning recommendations in this latest plan.
6. The Board of Supervisors has expressed its intent to establish development fees for benefitting parcels in the planning area that, at maturity, can be applied to the funding of:
7.
 - a. Plan-specified offsite road improvements including reconstruction of the Airport Boulevard/US 101 interchange, construction of a southbound and northbound auxiliary lanes on US 101 between Airport Boulevard and Fulton Road, construction of an extension of Skylane Boulevard from the planning area boundary to Shiloh Road and extension of Brickway Boulevard south to River Road, including a bridge across Mark West Creek; and
 - b. Plan-recommended fire protection improvements including construction of a fire station and purchase of fire equipment per Resolution No. 84-2210.
8. The Board of Supervisors has established a county industrial development agency, the Economic Development Board, with the authority to issue Industrial Development Bonds (IDBs) to assist planning area developers with the financing of onsite infrastructure.
9. The Board of Supervisors has certified a Supplement to the Environmental Impact

Report for the Sonoma County Airport Industrial Area Specific Plan describing the changes in environmental impacts and mitigation needs associated with a set of proposed amendments to the October 1984 specific plan. The Board of Supervisors has also adopted a resolution of intent, describing how these proposed specific plan amendments are to be modified and incorporated into this updated specific plan per Resolution No. 86-2613.

10. The Board of Supervisors has established an assessment district for the purposes of funding the following plan specified improvements:
 - a. Initial widening of Airport Boulevard (three lanes plus related storm drainage and railroad crossing improvements);
 - b. Construction of Copperhill Parkway from Laughlin Road east 3,000 feet, including curb and gutter storm drainage, sidewalks, sewer, water, and public utilities;
 - c. Widening of the easterly half of Laughlin Road from Copperhill Parkway south 1,400 feet to collector standards, including the same related improvements listed above for Copperhill Parkway;
 - d. Construction of a new 2,000 foot roadway segment, identified as 4th Street on the associated improvement plans, south from Airport Boulevard (including same related improvements listed above for Copperhill);
 - e. Construction of the westerly half-section of Brickway Boulevard (including related improvements listed above); and
 - f. Construction of storm drainage facilities along Airport Boulevard between Regional Parkway and 4th Street.

The following additional actions should also be taken by the County to carry out this amended plan:

1. The Board of Supervisors should adopt this updated specific plan, including its amended goals, policies, recommendations, and maps, to supersede the October 1984 version of the plan.
2. The County should apply to LAFCO for expansion of the boundaries of County Service Area (CSA) #31 to include those additional areas where this amended plan calls for industrial and commercial development.
3. The County should resolve to administer the implementation of initial common water and street improvements in these added development areas.
4. The County should establish additional assessment district procedures as the need arises to fund added local collector streets and related storm drainage, sewer, and

water facilities (costs will be spread among landowners served by these improvements).

5. The County should fund that portion of the plan recommended public improvements which the plan identifies as being the County's responsibility.
6. The County should initiate plan line studies necessary to implement the recommended offsite extensions of Skylane Boulevard (to Shiloh Road) and Brickway Boulevard (to River Road).

II. INTRODUCTION

A. PLAN PURPOSE

This document constitutes a specific plan and master environmental assessment for future use of the 770-acre Airport Boulevard planning area in the vicinity of Sonoma County Airport in central Sonoma County (see Figures 1, 2, and 3). The plan sets forth detailed land use and circulation standards, capital improvement requirements, and associated financing and improvement sequencing measures, as well as regulatory schemes and supporting policies necessary to implement the plan.

Prior to adoption of the October 1984 version of this specific plan, many of the lands within the planning area already had industrial zoning. In addition, a County Service Area and an associated assessment district had already been established to construct and operate a sewage system in the area. By October 1984, a number of property owners in the planning area were experiencing the financial burden associated with the new sewer assessment.

Given this background, the 1984 Sonoma County Airport Area Specific Plan and EIR was initiated by the Board to provide the following benefits to planning area landowners and the County as a whole:

1. Establishment of clear guidelines for the development and conservation of the area;
2. Development of mechanisms to provide and finance necessary public service improvements in the area;
3. Preparation of master environmental documentation so that a reduced scope of environmental review would be sufficient for individual project applications which are consistent with the plan;
4. Establishment of a clear basis for development review so that individual applications which are consistent with the plan can be "fast-tracked" i.e., processed more quickly; and
5. Establishment of specific policies with respect to County desires to: (a) enhance Airport Boulevard as the ground approach to the Sonoma County Airport; (b) ensure that industrial development in the area takes place in an orderly, well-conceived manner as the necessary public services are provided; and (c) improve the County's economic and tax base.

The Sonoma County General Plan and associated Sonoma County Commercial/Industrial Study - Final Report provided the primary policy foundation for this specific plan program. This

specific plan is essentially an elaboration of the General Plan and Commercial/Industrial Study, and is formulated to be generally consistent with related goals, policies and directives. In addition, both the General Plan and the Commercial Industrial Study have been amended to accommodate specific plan particulars.

This Sonoma County Airport Specific Plan has been prepared in a manner consistent with the requirements of State Planning and Conservation Law, Title VII, Article 8, Section 65450. By law, specific plans are expected to implement the general plan, providing an intermediate level of detail between the general plan and individual development master plans.

B. PLAN BACKGROUND

1. Local History

Prior to World War II, the planning area was almost exclusively agricultural (composed of grazing land, orchards and vineyards). The airport, which lies to the west, was initially planned as a joint venture of the County of Sonoma and the Civil Aviation Agency in 1939. With the advent of World War II, the Army Air Corps took over the airport and completed its construction. The airport was operated by the U.S. Fourth Air Corps for fighter training between 1943 and 1946. During this period, as many as 10,000 men were stationed at the local air base. Most of the housing for those stationed at the base was located east of the airport and south of Airport Boulevard in what is now part of the planning area. A grid of roads was laid out in this area to provide access and circulation to the barracks. In 1946, the Air Corps returned the airport to the County, removed the barrack structures and returned the land east of the airport to private ownership. The internal roads remained, however, and some still function in the main system south of Airport Boulevard.

Since the War, the planning area has remained largely agricultural. However, more recent years have also seen the development of a mixture of non-agricultural uses including various industrial, warehouse, and construction activities (see Figure 3).

2. Planning Activity Background

- a. **Pre-Specific Plan.** The planning area has long been considered suitable for industrial development and has been identified as such in airport and County planning studies. Existing zoning prior to 1984 was largely MP (Industrial Park) and M2 (Heavy Industrial), demonstrating County intentions to devote much of the planning area to industrial development. While the County General Plan adopted in 1978 limited local industrial development to the area south of Airport Boulevard and west of the Northwestern Pacific tracks, the subsequent Sonoma County Commercial/Industrial Study (1980) indicated industrial development areas on both sides of Airport Boulevard between the railroad tracks and the airport. The study also recognized that sewer service would be required for such development and recommended: (a) the creation of a sewer assessment district over a portion of the planning area to finance the cost of collection and treatment facilities; and (b) downzoning to non-urban use of those lands north of Airport Boulevard currently zoned for industrial use which were not included in this

designated sewer district (approximately 109 acres)⁵. A more detailed description of County land use policies and regulations affecting the planning area is provided in Section IX of this report.

Prior to 1984, the lack of adequate sewerage facilities in the Airport-Larkfield-Wikiup area had been a major problem for property owners and regulatory agencies for more than a decade. Until 1984, almost all development in the area utilized septic tanks and leaching fields for sewage treatment and disposal. Local soil conditions, however, proved unsuitable for this sewage treatment approach.

In an effort to resolve this problem, the County in 1974 sponsored preparation of a Feasibility Study and Draft Environmental Impact Report for a sewerage system for the Airport-Larkfield-Wikiup area. After exploring several possibilities, the study concluded that a new treatment plant in the vicinity of the airport represented the most viable alternative. In subsequent years, various additional efforts were made to address the sewerage issue. Lack of community support or unresolved land use issues prevented any of these efforts from being successful.

In the meantime, the Water Quality Control Plan adopted for the basin in 1975 designated the local area as "critical" with regard to possible adverse effects of onsite sewage treatment on public health and local water quality objectives. The Water Quality Control Board further held that the area was not eligible for the discretionary waivers which normally permit case-by-case exemptions from the requirements of the Plan. This combination of more stringent Health Department requirements and the designation of the area as a Waiver Prohibition Area resulted in a virtual ban on all new construction pending installation of a community sewerage system.

Previous efforts and studies made it clear that no sewerage project could be installed before the development of a comprehensive land use plan. In 1978, two plans which helped clarify land use and sewerage issues were authorized by the County. The Larkfield-Wikiup study (adopted as a specific plan in 1980) dealt with land use issues for the area east of U.S. 101. This study did not directly address the airport area except to recommend that a sewer trunk line be routed through the planning area to a treatment plant near the airport. In addition, the County Commercial/Industrial Study identified the Airport Boulevard area as one of four major locations in the Santa Rosa planning area slated for long range development of industrial and heavy commercial uses.

In 1979, Lone Redwood, Inc., a corporation composed of landowners along Airport Boulevard and Old Redwood Highway, was organized to spearhead the effort to develop a community sewerage system in the Airport-Larkfield-Wikiup area. In late 1980 this group initiated the preparation of an Environmental Impact Report and Sewer Feasibility Study⁶ for the Airport Sewer Project. The

5. Sonoma County Community and Environmental Services, Planning Division, Sonoma County Commercial/Industrial Study Final Report, January 1980; pp. V-40 to 41.

6 Brelje and Race, Airport-Wikiup-Larkfield County Service Area: Feasibility Report for Wastewater Collection,

findings of these two reports prompted the majority of the property owners to support the creation of a voluntary assessment district to finance the initial phase of the project. On December 7, 1982, the Board of Supervisors of the County of Sonoma passed resolution #73258 approving the establishment of County Service Area #31 (Airport-Larkfield-Wikiup).

In April 1982, the County Commercial/Industrial Study was amended by the Board of Supervisors (Resolution No. 71309) to change the designation of certain parcels north of Airport Boulevard from "long range industrial" to "short range industrial." The Board also authorized the preparation of an industrial park master plan and the formation of a multi-service assessment district to finance required services and facilities for such industrial development.

In May 1983, the Planning Department took the issue back to the Board with the recommendations that: (a) the master plan be prepared as a specific plan under authority of Section 65450 et seq. of the Government Code; (b) a master EIR be included; and (c) consultants be engaged to prepare the draft plan/EIR. On May 24, 1983, the Board approved these recommendations and subsequently directed that this planning effort be funded by the County, in part from the County's Community Development Block Grant "jobs bill" program. The area north of the sewer service district was included within the study boundaries for the purpose of re-evaluating the downsizing recommendations noted in the Commercial/Industrial Study.

- b. **October 1984 Specific Plan.** On October 30, 1984, the Board of Supervisors adopted the first version of this Sonoma County Airport Industrial Area Specific Plan and an associated EIR (Resolution No. 84-2213), plus a number of related implementation measures including necessary general plan amendments (Resolution No. 84-2217), and development fee procedures (Resolution No. 84-2210). A number of additional implementation actions have also been taken by the County since 1984 which are listed on pages 10 and 11 of this plan.
- c. **1987 Specific Plan.** Since October 1984, three separate requests to amend the initial specific plan were submitted to the County. On December 16, 1986, the Board of Supervisors certified a supplemental Environmental Impact Report addressing the environmental consequences of the proposed amendments, and passed a resolution of intent to amend the specific plan to incorporate the three amendment requests with certain modifications. On May 27, 1987, the Board of Supervisors adopted this amended version of the Sonoma County Airport Industrial Area Specific Plan

III. PLANNING AREA

A. REGIONAL LOCATION

As illustrated in Figure 1, the planning area is located near the geographic center of Sonoma County, approximately 51 miles north-northwest of San Francisco and approximately 20 miles east of the Pacific Ocean coastline. The incorporated community of Healdsburg is approximately 8 miles to the northwest and Santa Rosa, the Sonoma County seat, lies approximately 4 miles to the southeast. Regional access is available from US Highway 101, a major north-south limited access freeway, which passes along the east boundary of the planning area and extends the length of the West Coast from Los Angeles to Olympia, Washington.

Rail freight transportation is available to the area from the Northwestern Pacific Railroad. Its tracks bisect the eastern end of the planning area about 1/2 mile west of US 101. Commuter air service to the Sonoma County Airport is currently provided by United Express.

B. LOCAL SETTING

The planning area included approximately 770 acres of land situated three miles north of the City of Santa Rosa's existing northern boundary and three miles south of the unincorporated community of Windsor. Figures 3 and 4 show the limits of the planning area and its relationship to the surrounding environs. The Sonoma County Airport is west of and adjacent to the planning area. The eastern boundary is formed by US 101, beyond which are the residential communities of Larkfield and Wikiup. Mark West Creek forms a natural boundary along the southern edge of the area; the property immediately south of the creek is predominately in agricultural use. The northern boundary lies about 2,600 feet north of and parallel to Airport Boulevard. Lands immediately north of the planning area are primarily in agricultural uses, except for a concentration of industrial uses between the railroad tracks and the freeway (see Figure 3).

Primary local access to the planning area is provided by Airport Boulevard which bisects the area and connects directly to US 101 and the Old Redwood Highway. Secondary access is available from Laughlin Road which enters the area from the south and west.

Figure 1 Regional Location

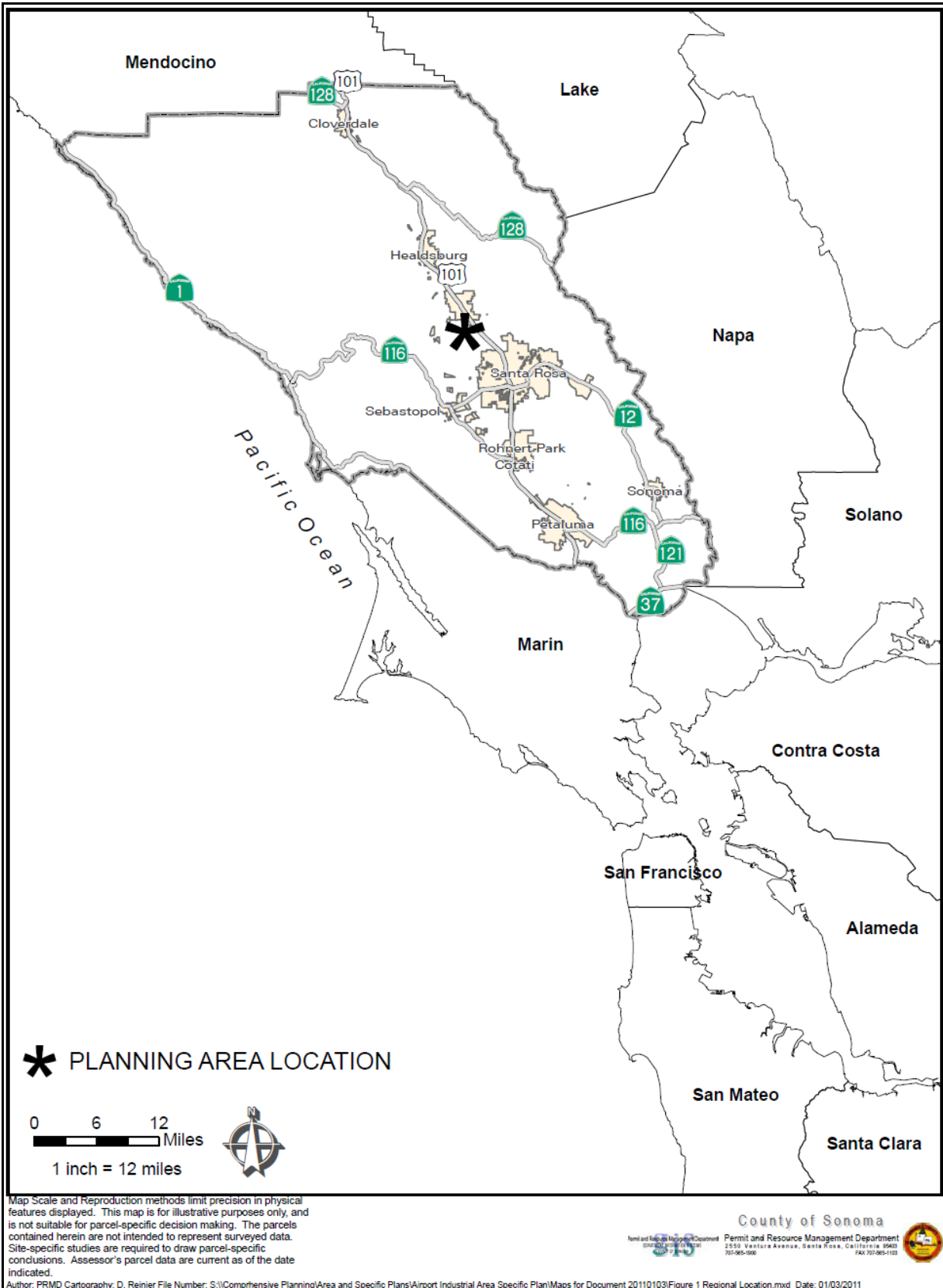
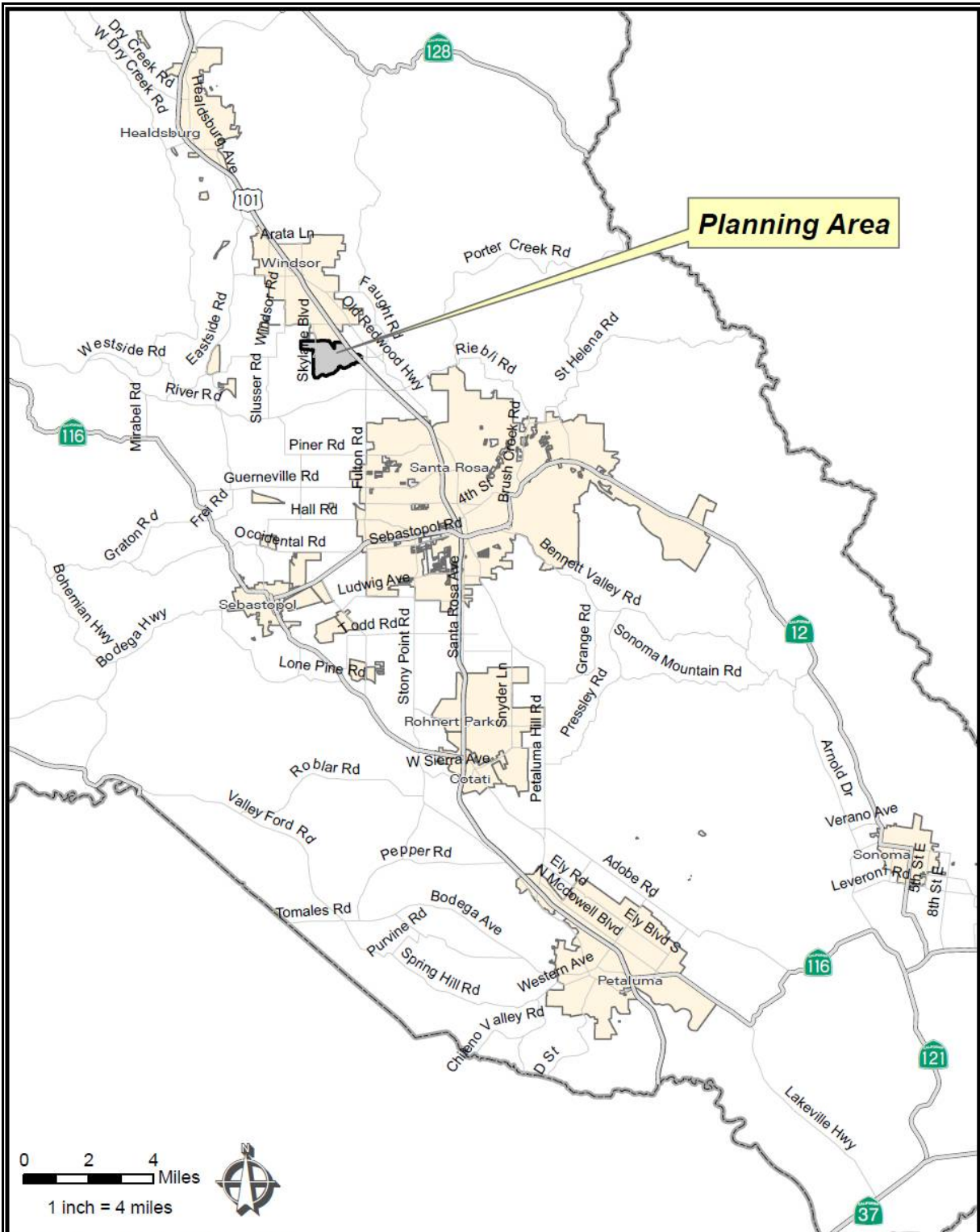


Figure 2 Planning Area Vicinity



Map Scale and Reproduction methods limit precision in physical features displayed. This map is for illustrative purposes only, and is not suitable for parcel-specific decision making. The parcels contained herein are not intended to represent surveyed data. Site-specific studies are required to draw parcel-specific conclusions. Assessor's parcel data are current as of the date indicated.

County of Sonoma
Permit and Resource Management Department
2550 Ventura Avenue, Santa Rosa, California 95405
707-545-1999

Author: PRMD Cartography; D. Reinier File Number: S:\Comprehensive Planning\Area and Specific Plans\Airport Industrial Area Specific Plan\Maps for Document 20110103\Figure 2 Planning Area Vicinity.mxd Date: 01/03/2011

C. GENERAL SITE CHARACTERISTICS

The majority of the planning area is relatively flat, with a change in elevation of approximately 40 feet from the southeast corner to the northwest corner. Airport Boulevard divides the area approximately in half. North of Airport Boulevard, the property is primarily in agricultural use (i.e., pastureland, orchards, vineyards), while the area south of the boulevard contains many industrial activities along with some agricultural uses. Two smaller creeks, Airport Creek and Redwood Creek, pass through the area north of Airport Boulevard.

D. PARCELIZATION AND OWNERSHIP

1. Parcelization

Planning area parcelization is mapped on Figure 4. There are 68 recorded parcels. Consecutive numbers have been assigned to each for purposes of this planning effort. Parcel names, sizes, and assessor’s parcel numbers are listed in Table 2. Sizes range from 0.48 to 97.7 acres. The average parcel size is roughly 11 acres.

Thirty of the 68 parcels have Airport Boulevard frontage. Four have frontage on Laughlin Road.

2. Ownership

Planning area ownership is listed in Table 2 and keyed to Figure 4 by lot numbers. The 68 planning area parcels are held by 36 owners. Ownerships of more than 20 acres are tallied in Table 3.

Table 2 Parcelization and Ownership – 1987

Map Key	Owner	Acreage	Assessor’s Parcel No.
1.	Tollefson	19.21	059-190-001
2.	Cali-Co Hardwoods	4.47	059-210-002
3.	Airport Blvd. Business Park	0.48	059-210-003
4.	Soiland	9.09	059-210-005
5.	Cali-Co Hardwoods	37.41	059-210-006
6.	Soiland	25.33	059-210-007
7.	Airport 101	20.61	059-230-051
8.	Green	3.24	059-230-056
9.	Ginn	7.71	059-230-060

Map Key	Owner	Acreage	Assessor's Parcel No.
10.	Darblay	1.20	059-230-061/062
12.	Trucker	0.94	059-240-002
13.	Soiland	0.60	059-240-006
14.	Colli	2.79	059-240-008
15.	Laier	12.85	059-240-009
16.	Buelina	9.45	059-240-012
17.	Laier	5.00	059-240-013
18.	Ginn	9.77	059-240-014
19.	Soiland	3.81	059-240-015
20.	Soiland	41.69	059-240-017
21.	Trucker	1.55	059-240-018
22.	Wholesale Lumber	5.12	059-240-019
23.	Soiland	1.56	059-240-020
24.	Cream	3.87	059-250-003
25.	K & C Trucking	6.78	059-250-004
26.	County of Sonoma	1.40	059-250-005
27.	Haggard	2.67	059-250-006
28.	Treanor	1.66	059-250-007
29.	Finnila	1.66	059-250-008
30.	Graves	3.37	059-250-010
31.	Silver	1.95	059-250-011
32.	Graves	2.55	059-250-012
33.	Crocker	4.73	059-250-013
34.	Hawkins	3.45	059-250-014
35.	Cali-Co Hardwoods	12.96	059-250-017
36.	Lavell	4.70	059-250-019
37.	Shapiro	13.09	059-250-021
38.	Soiland	2.15	059-250-023
39.	Ferronato	2.16	059-250-024
40.	Henricksen	1.5	059-250-025
41.	Tillett	1.78	059-250-026
42.	Carver	1.00	059-260-008
43.	Linkletter	28.38	059-260-012
44.	Linkletter	23.02	059-260-013
45.	Linkletter	23.89	059-260-014
46.	Airport Blvd. Business Park	24.55	059-270-011
47.	Airport Blvd. Business Park	9.69	059-270-012
48.	Standard Structures*		059-270-028
49.	Airport Blvd. Business Park	97.72	059-270-032

Map Key	Owner	Acreage	Assessor's Parcel No.
50.	Airport Blvd. Business Park	5.64	059-270-033
51.	Airport Blvd. Business Park	5.30	059-270-034
52.	Serlis	5.85	059-270-036
53.	Serlis	5.85	059-270-037
54.	Serlis	5.85	059-270-038
55.	Judge	7.18	059-270-039
56.	Airport Blvd. Business Park	12.04	059-270-041
57.	Airport Blvd. Business Park	12.00	059-270-042
58.	Airport Blvd. Business Park	12.25	059-270-043
59.	County of Sonoma	29.53	059-270-060
60.	County of Sonoma	21.42	059-270-061
60A.	Sarasy	14.48	059-270-062
61.	Airport Blvd. Business Park	11.25	059-270-046
62 & 63	Mitchell	14.10	059-270-007
64 & 65	Litzky	25.00	059-270-008
66.	Wulf	41.79	059-270-056
67.	Airport Blvd. Business Park	10.58	059-270-057
68.	Soiland	0.60	059-241-016
	Airport Boulevard R-O-W	11.57	
	NWPRR R-O-W	11.94	
	Total Acres	769.98	

SOURCE: County of Sonoma Standard Assessment Roll, Fiscal Year 1986/87, pp.5515, 5518-23, and 5532-35.

*The Standard Structures property has been deleted from this plan and added to the Windsor Specific Plan.

Table 3 Planning Area Ownerships of 20 Acres or More

Parcel Key (Figure 4)	Owner	Approx. Total Acres
3, 46, 47, 49, 50, 51, 56, 57, 58, 61, 66, 67	Airport Blvd. Business Park	205.5
4, 6, 13, 19, 20, 23, 38, 68	Soiland	84.8
43, 44, 45	Linkletter	75.3
2, 5, 35, 42	Cali-Co Hardwoods	56.8
64, 65	Litzky	25.0

SOURCE: Wagstaff and Brady

Figure 3 Year 2011 Aerial Photo

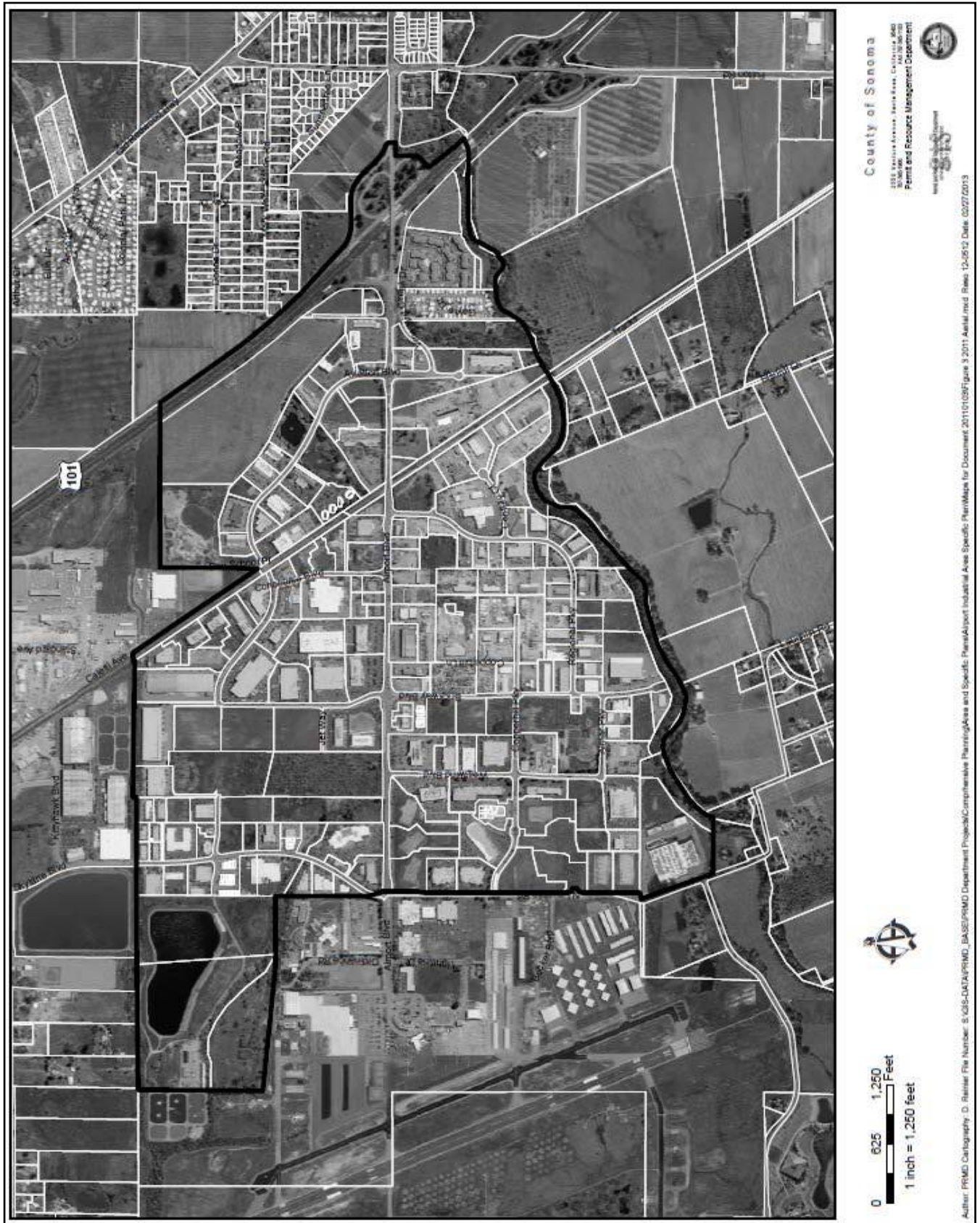
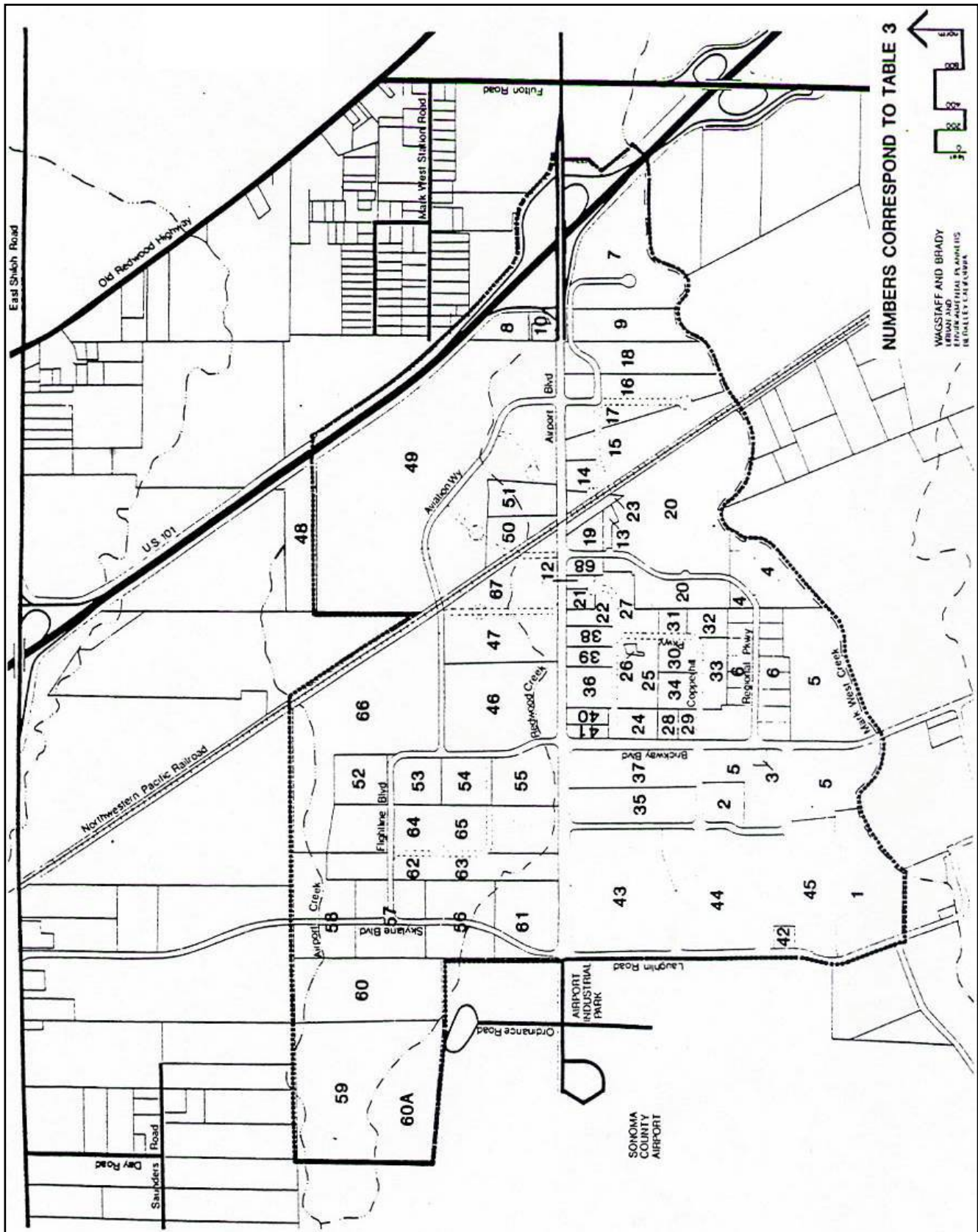


Figure 4 Planning Area Ownership and Parcelization



IV. PLAN GOALS

The list of planning goals and objectives outlined below provide the framework for development of the specific land use, circulation, capital improvement, and financing recommendations presented in this plan. The list is based on the site capability, industry market, capital improvement, and financing factors identified in the early stages of the planning process (documented in Memorandum 1, Preliminary Analysis Findings, October 1983), and related input from planning area landowners and county staff.

A. GENERAL GOALS

1. Provide a specific plan which recognizes the economic importance to the county and region of the airport industrial area and responds to its identification in the County Commercial/Industrial Study as a priority area for meeting short-term and long-term requirements for industrial development.
2. Provide a specific plan which expedites development of lands within Assessment District #1 of County Service Area #31 (subject to increased tax assessments associated with the new sewer system) in a manner which:
 - a. Serves the short- and long-term economic interests of the county as a whole;
 - b. Is consistent with the land use, circulation, conservation, open space, public safety, circulation, air quality, noise and air transportation elements of the Sonoma County General Plan, amendments thereto, and subsequent County resolutions pertaining to the planning area; and
 - c. Mitigates significant environmental and community impacts.
3. Provide a specific plan which is compatible with the adopted development policies of the Sonoma County Airport, Airport Industrial Park, and Windsor Specific Plan.
4. Provide for expanded employment opportunities for county residents in order to achieve County (General Plan) goals for a more balanced distribution between jobs and people, and reduced home-to-work travel.
5. Provide a specific plan which sets forth land development and related capital improvement actions in a manner that avoids adverse fiscal impacts on the county as a whole.
6. Accommodate growth in the planning area in accordance with the ability of public agencies to provide adequate services.

7. Provide a system of individual land use and transportation components, each designed to:
 - a. Meet the immediate needs associated with separate near-term development actions; and
 - b. Ultimately combine with other similar components to comprise a coordinated, harmonious overall land use and capital improvement network.
8. Provide for the timing of planning area absorption to be primarily dependent upon private market conditions.
9. Accommodate opportunities for affordable housing in compliance with the Sonoma County General Plan Housing Element⁷

B. ECONOMIC GOALS

1. Place specific plan emphasis on implementing Sonoma County General Plan goals to:
 - a. Encourage diverse and stable economic growth;
 - b. Attract industries in order to reduce unemployment in the county's existing workforce;
 - c. Encourage development of more local sources of employment to reduce the need for out-of-county commuting;
 - d. Assist new industries attempting to locate in the county; and
 - e. Treat the planning area as a priority location for meeting both short- and long term requirements for industrial development in the county.
2. Sustain current levels of economic activity in the planning area and encourage new business development by providing subareas and infrastructure for:
 - a. "Lower end" industrial development, i.e. opportunities for comparatively small capital investment outlays for land and improvements; and
 - b. "Middle" and "higher end" industrial development.
3. Provide a County program of specific assistance to industries attempting to locate in the planning area.

C. LAND USE GOALS

1. Accommodate landowner interests and identified market demands for both industrial park and additional heavy industrial land uses within the planning area in order to maximize the pace of economic development.
2. Provide for the continuation and expansion of those existing industrial and heavy

⁷ Plan amendment dated April 8, 2003, Resolution No. 03-0362, PRMD File No. PLP02-0054.

commercial land uses in the planning area which contribute to the achievement of county economic goals.

3. Upgrade and expand existing heavy commercial uses in the area south of Airport Boulevard in a manner which maximizes the near-term attractiveness of these areas for continued heavy industrial areas.
4. Promote development of additional industrial activity in the planning area portions west of the Northwestern Pacific Railroad tracks as called for in the General Plan, the Commercial/Industrial Study, and subsequent County resolutions pertaining to the planning area.
5. In portions of the planning area designated as Critical Community Separator and Scenic Areas, retain substantial acreage in open space (as called for in the General Plan) in order to maintain a distinct separation between communities and visual relief from urbanization.
6. Organize the planning area into a number of land use components distinguished by the following factors or differences:
 - a. Ownership and parcel configurations,
 - b. Existing land uses,
 - c. Near-term and longer term landowner intentions,
 - d. Near-term and longer term market trends,
 - e. Access characteristics,
 - f. Visual prominence, and
 - g. Proximity to existing planning area features including Airport Boulevard, heavy industrial development south of Airport Boulevard and north of the planning area, light industrial uses in the Airport Industrial Park, the railroad, and the airport itself.
7. To maintain healthy market conditions, set aside acreage for industrial development in excess of the land supply likely to be needed.
8. Provide for a diversity of industrial lot size and activity demands.
9. Provide a set of development standards and design guidelines in the plan which will provide for a compatible blending of a variety of industrial land use types.
10. Avoid land use policies and regulations which foreclose future conversion of heavy industrial areas to light industrial and business park uses.
11. Where future proposals are anticipated to develop new "higher end" uses within or adjacent to existing "lower end" uses, consider the following measures to minimize land use conflicts:

- a. Additional onsite requirements for new development, such as special setback, landscaping, signage, and architectural standards; and
 - b. Additional offsite improvement requirements for new development, such as individual roadside improvements, or contributions to common roadside improvements (landscaping, signage, fencing, etc.).
12. Provide adequate land area to accommodate supportive or secondary land uses which may be required to support the operations of primary planning area uses (support commercial, maintenance, or ancillary types of operations).
 13. In the interest of maximum accommodation of future industrial demands and minimization of traffic volumes, limit retail and service commercial development in the planning area to uses and needs generated by primary internal industrial activities.
 14. Maintain compatibility between planning area land uses and Sonoma County Airport activities. Ensure that planning area development actions are consistent with the safety policies and land use/noise compatibility criteria of the Airport Land Use Commission, and the height limitation formulas of the Federal Aviation Administration.
 15. As far as possible, use zoning districts and related development review processes currently in effect in the county to implement the plan.
 16. Formulate land use policies oriented to private market implementation.
 17. Provide a plan framework which allows individual landowners to develop their lands efficiently and independently, but in a manner which is harmonious with a comprehensive land use plan for the area.
 18. Retain planning area lands along and convenient to the Northwestern Pacific Railroad tracks for industrial activities.
 19. Further controls on planning area industrial land use may be necessary in the future, should the intensity of development approach identified circulation and other infrastructure capacities and environmental impact thresholds.
 20. Consider redesignation of industrial areas to residential land use for projects which include an affordable housing component, where environmental concerns can be adequately mitigated and there will be no adverse effects on the function of adjacent industrial properties.⁸

D. CIRCULATION GOALS

1. Accommodate industrial and other land uses permitted in the planning area with an integrated transportation system incorporating vehicular, rail, pedestrian, and bicycle facilities.

⁸ Plan amendment dated April 8, 2003, Resolution No. 03-0362, PRMD File No. PLP02-0054.

2. Establish a planning area roadway system of primary and secondary routes to adequately serve traffic demands as they develop. Include sufficient ultimate improvement capacity to accommodate the maximum level of buildout and industrial intensity permitted by the plan.
4. Treat the U.S. 101/Airport Boulevard interchange as the primary regional access point to the planning area. Defer major improvements to the interchange until warranted by increased traffic volumes.
5. Provide for secondary regional access to the site to offset future traffic congestion problems and provide alternative access during periods of construction and/or emergency closures.
6. Provide for an improved future north-south link between Airport Boulevard and River Road to provide:
 - a. Secondary freeway access to the planning area from the south via the River Road/U.S. 101 interchange, and
 - b. Improved direct access to developing areas between the planning area and north Santa Rosa.
7. Provide a north-south link between Airport Boulevard and Shiloh Road to provide:
 - a. A direct link between future Airport Boulevard and Shiloh Road business activity,
 - b. Emergency access to the northern airport runway areas, and
 - c. Secondary freeway access to the planning area via the Shiloh Road/U.S. 101 interchange.
8. Route interior planning area roadways to maximize access in and out of all designated development areas, avoid fragmentation of industrial lands into inadequately sized or shaped parcels, and minimize disruption of natural values.
9. Prioritize and sequence planning area road improvements to respond to the circulation needs of near-term industrial development, and minimize costs assigned to longer-term development areas.
10. Bring existing secondary roads which are retained in the circulation plan (Figure 8) up to County standards and dedicate to the County.
11. Add plan-designated additional secondary road segments as associated development occurs.
12. Design internal roadways to discourage through traffic. Avoid lengthy cul-de-sacs in order to disperse traffic impacts as much as possible. Consider loop or curvilinear internal roadways.

13. Maximize and balance the separation between intersections along Airport Boulevard to allow signalization for smooth, 40 mph traffic flow in both directions.
14. Wherever possible, separate heavy truck traffic from normal vehicular traffic to:
 - a. Reduce obstruction of normal traffic,
 - b. Reduce truck/automobile safety conflicts,
 - c. Increase road capabilities, and
 - d. Reduce noise and visual impacts associated with heavy truck movements.
15. Provide adequate safety provisions wherever rail lines and vehicular roadways intersect, to increase motorist safety and to minimize risks associated with transfer of hazardous materials.
16. Provide special bicycle lanes along major planning area driving routes, since the flat terrain and moderate local climate make bicycle use a viable alternative to the automobile.
17. Provide for future service by fixed route transit and airport shuttle buses, van pools, and/or subscription buses in the planning area land use and transportation scheme.
18. Provide adequate and safe pedestrian access to future transit stop locations and between principal activity areas.

E. CAPITAL IMPROVEMENT GOALS

1. Condition land use modifications and expansions in the planning area upon adequate developer provision of road access, sewage collection, water supply, storm drainage, and other capital improvement needs and requirements set forth in this plan.
2. Provide a system of road, sewage collection, water supply, and storm drainage facilities in the planning area designed for construction in components or sequences which:
 - a. Meet the immediate needs of separate, near-term development actions, and
 - b. Can ultimately combine with other similar components to form an integrated overall capital improvement network.
3. Provide a water supply system adequate to meet near term industrial, domestic, and fire flow needs, while minimizing related cost burdens assigned to longer term development areas.
4. Expand the service authority of County Service Area #31 as necessary to provide other required public services in the planning area, including common roads, storm drainage facilities, sewer mains, water mains, common landscaping, and street lighting.
5. Wherever practical, consolidate road, water, sewer, electrical, and gas utilities in common utility corridors.

F. FINANCING GOALS

1. Require each benefitting landowner to contribute a fair share towards the cost of the common planning area improvement requirements established in this plan.
2. Use assessment bonds, developer refunding agreements, development fees, and service charges to finance basic planning area infrastructure.
3. In light of the County airport entranceway benefits and the county economic growth-inducement benefits associated with plan-specified improvements to Airport Boulevard, consider County assistance in the funding of these capital improvements.
4. Require the Sonoma County Airport and benefitting industrial development on airport property to contribute their fair share to the cost of common planning area improvements from which it will benefit.
5. Consider using a portion of the County Community Development Block Grant entitlement as a source of funds for those capital improvements in the planning area which will benefit the county as a whole.
6. Require site-specific infrastructure requirements to be funded entirely by each benefitting developer.
7. Allow the use of industrial development bonds in the planning area as a financing option for individual landowners and developers.

G. VISUAL AND NATURAL RESOURCE PRESERVATION GOALS

1. Preserve and protect significant vegetative and wildlife values in the planning area.
2. Minimize alterations of, or damage to, identified natural values in the planning area, including creeks and specimen trees.
3. Enhance and protect the visual experience along Airport Boulevard to provide an attractive entranceway image for the planning area and County airport.
4. Provide an effective visual buffer between heavy manufacturing activities and Airport Boulevard.
5. Airport Boulevard improvements should include roadside landscaping treatments which:
 - a. Indicate the route's status as the principal arterial of an important county development area and entranceway,
 - b. Emphasize the use of low maintenance, native plant species, and
 - c. Feature high quality and coordinated signage and lighting techniques.
6. Provide varying levels of development regulation and design control tailored to the

range of industrial and commercial activities desired in the planning area. Development standards for industrial park (MP) and commercial (C-2) areas should emphasize rigorous design restrictions to enhance the overall market attractiveness of the planning area. Development standards for heavy industrial (M2) areas should emphasize special treatments along road frontages and site boundaries contiguous to community separator, industrial park (MP), and other nuisance-vulnerable uses.

7. Establish a coordinated system of signage, landscaping, lighting, and other design features for reasonable application throughout the planning area in order to identify, visually enhance, and integrate the airport industrial area.

V. LAND USE AND OPEN SPACE ELEMENT

This element translates the goals framework established in Chapter IV into a set of specific land use and open space policies for the planning area. Establishment of these specific policies has required that certain tradeoffs be made between the economic, land use, circulation, visual, natural resource, and capital improvement goals set forth in Chapter IV.

Factors considered in developing the specific land use and conservation policies include existing Sonoma County General Plan policies, parcelization and ownership configurations, existing land uses, landowner intentions, market trends, access characteristics, physical and environmental constraints, visual prominence, and public service conditions. (These determinants are described in Sections III and IX of this specific plan and in Section X and Appendix C of the 1984 Specific Plan).

A. GENERAL LAND USE AND CONSERVATION CONCEPT

The land use and conservation configuration established for the planning area is mapped on Figure 5. The map designates land uses, major transportation corridors, and principal open space areas.

Table 4 provides a summary of the proposed plan land use allocations diagrammed on Figure 5. The land use plan has been designed to provide for a balance between industrial park and heavy industrial development. These two industrial classifications are designated in the plan to accommodate local interest and market demands for expansion of existing heavy industrial development, as well as future industrial park development.

Existing heavy industrial land use areas have been retained, substantially expanded, and contained in the internal area south of Airport Boulevard (for a total of approximately 191 acres). The designation allows heavy industrial expansion in response to identified near term market demands.

All lands north of Airport Boulevard and west of the railroad, including lands outside the current "Ultimate Sewer Services Area," are designated for future industrial park development (approximately 198 acres), with the exception of the sewer pond site at the northwest corner of the planning area which is designated as permanent open space (43.6 acres), and an airport-related heavy industrial designation south of the sewer pond site (14.7 acres) for airport support uses. Approximately half of the area north of Airport Boulevard and east of the railroad (previously in the General Plan designated Critical Community Separator) is also designated for urbanization, including industrial park (48.6 acres) and retail commercial (2.8 acres). These urban uses are separated from the freeway by a dedicated permanent open space (42.7 acres). Approximately half of the area in the southwest quadrant of the Airport Boulevard/US 101 interchange (previously in the General Plan designated Critical Community

Separator) has been designated for a high density residential affordable housing project,⁹ separated from the freeway by a dedicated permanent open space area (11.3 acres).

In keeping with Sonoma County General Plan policies, the two designated permanent open spaces along U.S. 101 are intended to maintain scenic values along the freeway and to provide a clear separation and visual relief between urban communities.

Areas fronting on the south side of Airport Boulevard and the east side of Laughlin Road have been designated for industrial park use in order to contain and insulate the internal heavy industrial area, and to provide for a high quality environment along these principal planning area routes.

Finally, a permanent open space corridor is designated along Mark West Creek to provide an adequate buffer zone between industrial development and riparian habitat. The average width of the setback is 100 feet. Specific guidelines and policies with respect to the width and use of this zone are established in Figure 8 in this plan.

⁹ Plan amendment dated April 8, 2003, Resolution No. 03-0362, PRMD File No. PLP02-0054.

Figure 5 Land Use and Open Space Plan

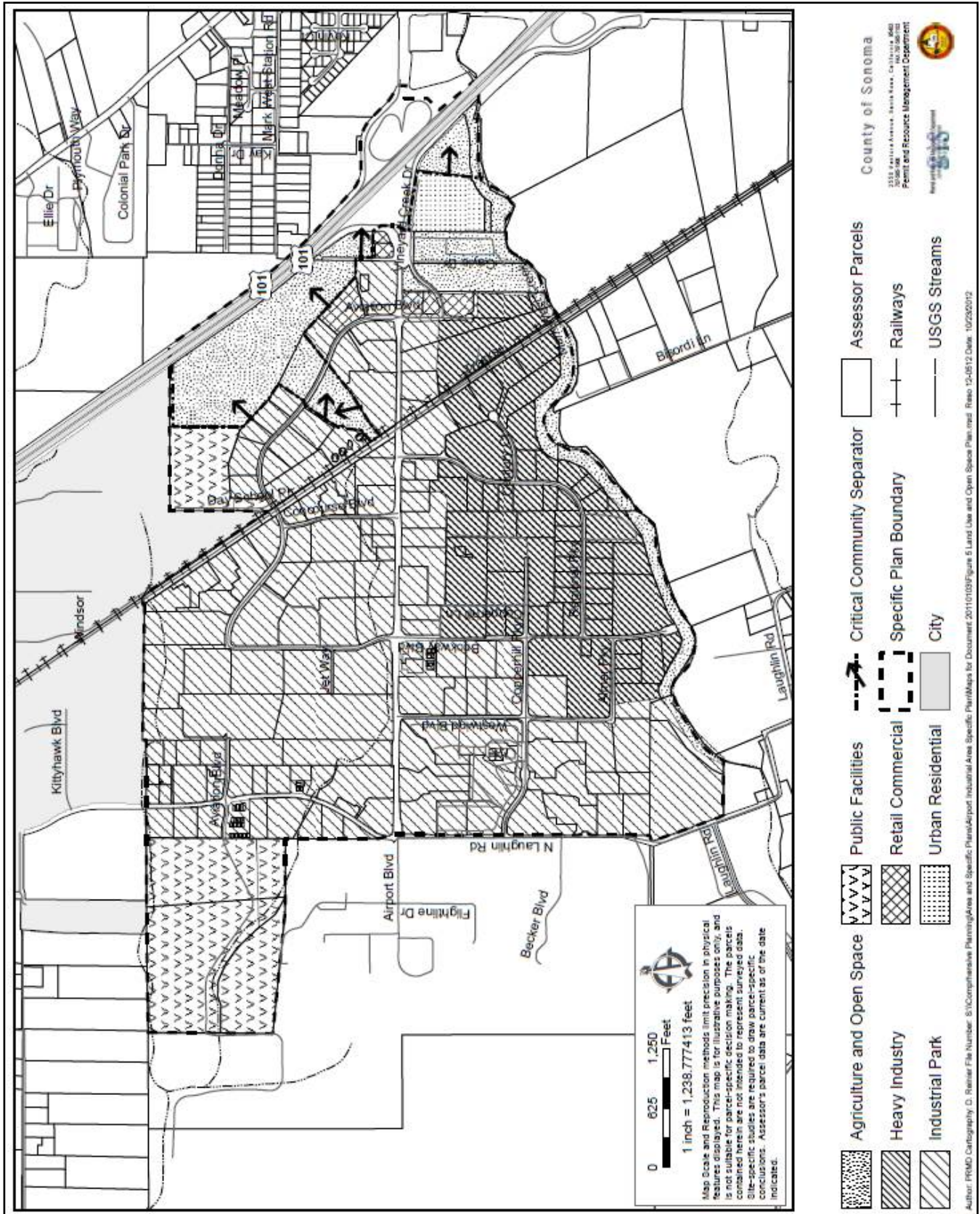


Table 4 Summary of Land Use Allocations

Designated Land Use	Gross Acres	Percent of Total Planning Area
Heavy Industrial	191	24.7
Industrial Park	402	52.1
Retail Commercial	5	0.7
Residential Land Use	10	1.3
Agriculture and Open Space	140	18.1
(Critical Community Separator and Scenic Area)	(73)	(9.5)
Major rights-of-way**	24	3.1
Totals	772	100.0

SOURCE: Wagstaff and Brady, February 1987.

* See Appendix B for land use breakdowns by parcel.

** Airport Blvd. and the NWPRR

B. INDUSTRIAL PARK AREAS

1. Purpose and Objectives

The “industrial park” land use designation is intended to provide areas exclusively for modern, non-nuisance industrial activities which are compatible both among themselves and with adjoining non-industrial areas, including the existing Airport Industrial Park on Airport Boulevard west of Laughlin Road, and surrounding agricultural and open space areas. Industrial uses in these areas are subject to special performance standards to ensure harmonious development.

The Industrial Park designation is intended to attract development of high quality in terms of construction characteristics, onsite amenities, standards of acceptable use, and offsite common improvements. The designation is intended to accommodate light industrial uses such as warehousing and distribution, research and development, administrative activities, light manufacturing and assembly, machine shops, and professional uses. This designation allows for the implementation of special requirements for common improvements, site and building design, landscaping, signage, off-street parking, noise control, and outdoor storage. Design review is required for implementation.

2. Allowable Uses

All permitted uses listed in the Sonoma County Zoning Ordinance for the MP-Industrial Park District are allowable. These include non-nuisance manufacturing, processing, assembling, fabricating, refining, repairing, packaging, testing, warehousing, disturbing, research, administrative and professional activities, fitness and gymnastic centers, and childcare facilities.

In addition to these uses, certain commercial support activities such as finance, retail, and service businesses (including restaurants) which are directly related to needs generated within the planning area and the County airport may be allowed under a conditional use permit. Such commercial support uses shall be allowed only as components of industrial park development plans of 15 acres or more in area, and should comprise no more than 5 percent of the total floor space in such development plans.

3. Areas Outside of the Pre-1984 Sewer Services Boundary

- a. **Rationale for Industrial Park Designations.** Industrial park designations on parcels 1, 7, 49, 50-53, 57, 58, 62 and 64 include lands which are outside the pre-1984 sewer services area boundary (CSA #31)¹⁰. In formulating this subsequent specific plan for the airport industrial area, these policies were reevaluated in light of more detailed, location-specific planning analyses. Based on that reevaluation, this plan now includes these parcels in its industrial park

10 The pre-1984 sewer services boundary was designated by the Board of Supervisors in accordance with recommendations found in the Sonoma County Commercial/Industrial Study – Final Report, January 1980. That study provided a countywide overview of industrial development needs and opportunities. The report recommended that lands between this sewer service boundary and Shiloh Road which were then zoned industrial (109 acres inside the planning area and 113 acres to the north) be down-zoned to “non-urban use.”

inventory because:

1. Most of the land between these properties and Shiloh Road is currently in industrial use (the 67-acre Standard Structures operation) or has had industrial zoning reaffirmed through special use permit approvals by the Board of Supervisors since adoption of the C/I Study.¹¹ Also, additional business park designations have been established along Shiloh Road in the Windsor Specific Plan.
 2. These added parcels represent a moderate increment in relation to the total sewer service area. The "Ultimate Sewer Service Area" for CSA #31 includes 1,560 acres. Addition of these parcels would represent a 12 percent increase in this total.
 3. Preliminary examination by the engineers who designed the new sewer system indicates that the 24-inch CSA #31 sewer trunk line (see Figure 21 and Appendix E) will be adequate to serve this expansion of the CSA #31 service area.¹²
 4. The areas would be adjacent to or near the proposed Windsor Water District-SCWA Aqueduct #1 intertie (Windsor Water Master Plan).
 5. The tendency of the industrial area enlargement to slow the rate of absorption of industrial lands now in Assessment District No. 1 is expected to be offset by the resulting perception of the overall planning area as a larger, more flexible, and thus more attractive, industrial park location.
- b. **Special Development Requirements.** Approval of development permits in these added parcels 1, 7, 49, 50-53, 57, 58, 62, 64, and 69 shall be contingent upon their annexation to CSA #31 with an equitable refunding agreement, and upon the following traffic impact considerations:
1. US 101/Airport Boulevard interchange design adequate to accommodate full buildout of the planning area would be more costly if these areas were included in the development inventory. Responsibility for interchange improvement costs directly attributable to this added area traffic increment shall be assigned to those particular lands. An estimate of the cost

11 Since adoption of the C/I Study Final Report in January 1980, the 60-acre parcel on the west side of the NWRR opposite Standard Structures has been granted a special use permit for industrial use (Piombo Construction).

12 According to its engineers, Brelje and Race, the system was designed to accommodate a sewer demand rate of 600 gallons per day per acre for all urban land uses, residential and otherwise. Actual allocations of residential development intensity in the service area, as established primarily by the Larkfield-Wikiup Study (1980), are expected to result in substantially less sewage discharge per average acre than 600 gpd. Sewer demand standards for industrial uses generally range from 125 (M2) to 1,500 (MP) gpd. Thus, the overall sewage collection and treatment demand figure per average acre for the service area, including the northern area, is expected to be less than 600 gpd. See Table 10 for a computation of estimated sewer demand.

difference is provided in the Circulation Element (section (VI(E)(3)) of this plan.

4. Site Development Standards

The following standards are established by this plan to provide minimum guidelines for development of planning area parcels. They are intended to create a uniformity of quality design within the industrial park area while allowing enough flexibility to encourage innovative building and site design.

- a. **Lot Size and Coverage.** Industrial park uses should be subject to the following lot size and coverage requirements:
 1. **Lot Area:** one (1) acre minimum lot size, 1 to 3 acre average, as shown on the zoning map;
 2. **Lot Width:** minimum width of 125 feet;
 3. **Lot Coverage:** maximum of fifty percent (50%) lot coverage by buildings or structures, provided that all landscaping and parking requirements are accommodated.
 4. **Planned Developments:** within Airport Boulevard Business Park subdivision units No. 1 and 2 (Official Records: Map Book 376, pages 32, 33, 34, and 35), the following shall apply if a Use Permit is first secured in each case pursuant to the MP-Industrial Park District of the Sonoma County Code:
 - a. The otherwise specified lot area may be reduced from a one (1) acre minimum lot size to a fifteen thousand (15,000) square foot minimum lot size.
 - b. The otherwise specified lot width may be reduced from one hundred twenty five (125) feet to one hundred (100) feet.
- b. **Yards.** The following yard requirements should apply:
 1. **Front yards:** A 40-foot average, 25-foot minimum building setback shall be required from the street right-of-way lines. The 25 feet nearest the property line adjacent to the street shall be reserved as a landscaped area, as illustrated in Figure 6. (Front yard standards apply to all street frontages). Additional setbacks apply on Airport Boulevard, as indicated on Figure 10.
 2. **Side yards:** A minimum landscaped building setback of 10 feet shall be required from interior property lines. Subject to the approval of the Design Review Committee, contiguous parcels under the same ownership may utilize structures coincident with the property line, provided a 10-foot landscaping strip is maintained on the opposite side of the property line. In lieu of the above setbacks, an aggregate landscaped setback of 20 feet with a minimum of 5 feet may be approved by the Design Review Committee based on site-specific design considerations, provided at least 10 feet of landscaping is provided between structures.

3. **Rear Yards:** A minimum building setback of 10 feet shall be required from rear property lines. Landscaping shall be required within the setback unless a specific exception is approved by the Design Review Committee.
4. **Parking:** Parking may be permitted in required front, side, and rear yard setbacks, provided that the following landscaped separations are maintained from lot lines:
 - a. Front yard: 25 feet from front lot line.
 - b. Side and rear: 5 feet. In the case of a rear yard, the requirement may be waived by the Design Review Committee.
5. **Special Yard Requirements:**
 - a. Where any side of a lot in an industrial park use adjoins a heavy industrial use, the minimum required building setback shall be 55 feet. The 20 feet nearest the property line shall be planted with a dense landscape screen, as diagrammed in Figure 6.
 - b. Where any side of a lot adjoins the NWPRR right-of-way, the minimum required building setback shall be 20 feet from the railroad right-of-way. The 15 feet nearest the right-of-way shall be planted with a dense landscape screen, similar to the treatment diagrammed on Figure 7.
 - c. Industrial park lots bordering Airport Boulevard shall have an 85-foot minimum building setback from the road right-of-way. The 30 feet nearest the property line shall be reserved as a landscaped area, as diagrammed in Figure 10. This 30-foot setback shall be landscaped according to specifications set forth in an Airport Boulevard landscape master plan (refer to Section VI.B.4.b). Parking may be permitted within the remaining building setback provided that an additional 10 foot planting strip is provided between paved parking lots and the fronts of structures. In lieu of the above setback, a 60-foot average, 55-foot minimum setback may be approved by the Design Review Committee provided the entire setback is landscaped.
 - d. Industrial development plans for the parcel indicated as #1 on Figure 4 (Tollefson) shall include the following:
 - Provision of a dense tree row using shrubs and specimen trees along the site's Laughlin Road frontage which will screen views into the site entirely, with Laughlin Road views of project business activity limited to one low-profile identification sign on each of the two sides of the project entrance drive and subject to sign design criteria set forth in Section V.B.4.d herein; and
 - Provision of a minimum building setback of 20 feet along the southern property line, with the 10 feet nearest that property line

planted with a dense landscape screen similar to the treatment diagrammed on Figure 7.

- e. Where a lot in an Industrial Park area is adjacent to an agricultural area designated by the General Plan, any proposed use shall provide a buffer between the proposed use and the agricultural parcel, pursuant to the provisions the General Use and Bulk Exceptions – Building Lines section of Sonoma County Code.¹³
- c. **Building Design.** The following criteria should be applied to building design in all industrial park areas:
- 1. All structures shall be designed to be harmonious with the local setting and with neighboring developments. All facilities shall reflect a high standard of architectural design and be subject to careful architectural review. Buildings shall be of either reinforced concrete and steel or wood frame construction. Prefabricated metal buildings shall not be permitted unless an exception is made by the Design Review Committee based on meritorious design.
 - 2. Height of Structures: Structures shall not exceed 28 feet in height at any building setback line. Between the 25-foot minimum and 40-foot setback lines, structures shall not exceed 28 feet in height. For each foot of setback interior to the 40 foot building setback line, an additional 6 inches of building height shall be permitted; the total height shall not exceed 50 feet. Additional height may be permitted under stringent special use permit procedures only. Heating, cooling, and other roof equipment should be included in these building height restrictions.
 - 3. All rooftop or outdoor mechanical equipment shall be screened from ground view in a manner which is architecturally integrated with the structure.
- d. **Signs.** All industrial park development should be subject to the following sign requirements:
- 1. **Signs to identify industrial park district/subdivision:**
 - a. At the street entrance to each industrial park district/subdivision, only one detached sign on each side of the street shall be permitted. The information displayed on the signs shall be limited to the name of the district and the symbol or logo of the district. No advertising should be permitted on these signs.
 - b. Such signs shall be low profile, wall type signs less than 6 feet in height with maximum message area of approximately 75 square feet.

13 Plan amendment dated March 9, 1993, Resolution No. 93-0337.

- c. Such signs shall be located in the landscape setback at least 10 feet from the street right-of-way line.
 - d. Wood and other natural earth materials such as concrete, aggregate, stone, brick, or slumpstone are acceptable building materials for these signs. Signs shall be externally illuminated. Plastic signs shall not be permitted. Signs shall be integrated with landscaping (i.e. mounted on landscaped berms, etc.).
2. **Detached business identification signs:**
- a. One detached sign shall be permitted on each development site for the purpose of identifying the occupant of the site. The information displayed on these signs shall be limited to the name and symbol of the business or businesses occupying the site or the name of the building occupying the site and the street and street number. No advertising shall be permitted on these signs.
 - b. Signs shall be low-profile, wall-type signs less than 4 feet in height with a maximum message area of 32 square feet.
 - c. Wood and other natural earth materials such as concrete, aggregate, stone, brick, or slumpstone are acceptable building materials for these signs. The choice of materials should match major building materials. Signs shall be externally illuminated.
 - d. District identification signs shall not be combined with business identification signs.
3. **Mounted business identification signs:**
- a. One mounted sign shall be permitted on each structure for the purpose of identifying the occupant of the building. The information displayed on this sign shall be limited to the name and symbol of the building's occupant or occupants and the address.
 - b. Mounted signs attached to vertical surfaces of a building or building-associated wall shall be allowed, with the provision that such signs appear as an integral part of the overall architectural and site design concept. Sign materials shall complement those of the structure to which they are attached. Such signs shall be externally illuminated. Occupant signs shall be scaled proportionately to the amount of overall space within the building. The attached sign area shall not exceed three percent (3%) of the total area of the walls on any face of the building to which they are attached.
 - c. Fascia and roof signs are not permitted.
4. Informational signs pertaining to street directions, etc., shall be a maximum of 6 square feet in area and 6 feet in height and shall be coordinated and complementary to the overall sign program.
5. A coordinated sign program shall be developed for each district or subdivision, and should include a unified design approach to monument

signs, attached signs, and informational signs. Upon approval of the Design Review Committee, the sign criteria shall be incorporated into the CC and Rs for the project.

6. Additional signs and sign area are subject to the provisions of the MP Industrial Park Zoning District of the County Zoning Ordinance.
- e. **Lighting.** Exterior architectural and site lighting should be utilized to highlight the facilities' entrances and architectural and landscape features. Light shall be directed so as not to cause offsite glare. Project lighting shall be adequate to meet safety requirements, but also recognize the need for energy conservation.
- f. **Parking and Loading Requirements:**
 1. Onstreet parking shall not be permitted on any public streets within an industrial park district.
 2. Parking and loading standards for each development site shall be in accordance with Parking and Loading Requirements of the County Zoning Ordinance. As provided by subsections (b)(3) and (4), loading spaces shall not be located in the required front yard and shall not be placed so as to face any public street.
 3. All parking shall be screened from any public street by a combination of mounding and landscape materials treatment. Parking lots shall be landscaped at a minimum ratio of one tree per six parking spaces for double-loaded stalls, one per three spaces for single-loaded stalls.
- g. **Landscaping and Outdoor Storage:**
 1. A minimum of 20 percent of the site shall be landscaped. All landscape designs shall relate to building structures, master landscape plans, and natural site features. Plans shall reflect a high standard of landscape design and are subject to the review and approval of the County Design Review Committee.
 2. All development sites within an MP district shall reserve a minimum 25-foot wide area (from the adjoining street curb line) to be used exclusively for landscaping. The owner, lessee, or occupant shall be responsible for landscaping and maintaining this area.
 3. A minimum of 50 percent of the area between the curb line and the minimum building setback line shall be mounded and bermed and planted in lawn, or in a suitable substitute established in a landscape master plan approved by the Design Review Committee.
 4. All unused portions of each occupied parcel shall be maintained as landscaped area. For phased developments, landscaping shall be

installed along the entire street frontage during the first phase. Undeveloped areas are to be mowed for grass/fire control, shall not be used for any kind of storage, and shall be kept in a clean and orderly fashion at all times.

5. All landscaped areas shall have an automated irrigation system to ensure that plantings are adequately watered.
 6. Landscape and sidewalk master plans shall be developed for the 25-foot street frontage area for each industrial park subdivision prior to final map approval and/or for subareas with multiple ownerships, to ensure a continuity of landscape treatments. Such master plans shall establish recommended lists of plant materials, placements of street trees, locations of walkways, guidelines for grading and drainage, approaches to visual screening, and fence treatments.
 7. Sidewalk requirements established in the Circulation Element of this specific plan shall be installed by the developer within 90 days of completion or occupancy of the building. The walk shall be constructed within the landscape setback along street frontages as shown on Figure 8 and as approved in master landscape plans and shall connect with those of neighboring lots to form a continuous pedestrian circulation system at buildout.
 8. Landscaping approved by the County shall be installed within 90 days of occupancy or completion of the building, whichever occurs first.
 9. In the interest of public safety, trees shall be planted not less than 25 feet from the beginning of curb returns at intersections, and 10 feet from street lights, utility poles, fire hydrants and driveways. Trees shall be planted a minimum of 2.5 feet behind a curb.
 10. Preservation of existing stands of mature native and naturalized vegetation where feasible shall be a primary goal in site plan development and site preparation. Special techniques, such as fencing, shall be used to protect trees from grading equipment.
 11. The standards for outdoor storage provided in the MP – Industrial Park District section of the Zoning Ordinance shall apply to all industrial park uses in the planning area.
- h. **Architectural and Site Plan Approval.** Development on all industrial park parcels shall be subject to design review as provided for in the Design Review Section of the County Zoning Ordinance.

- i. **Performance Standards.** Performance standards started in the MP – Industrial Park District section of the County Zoning Ordinance shall apply to all industrial park uses in the planning area.

Figure 6 Special Yard Requirements (1)

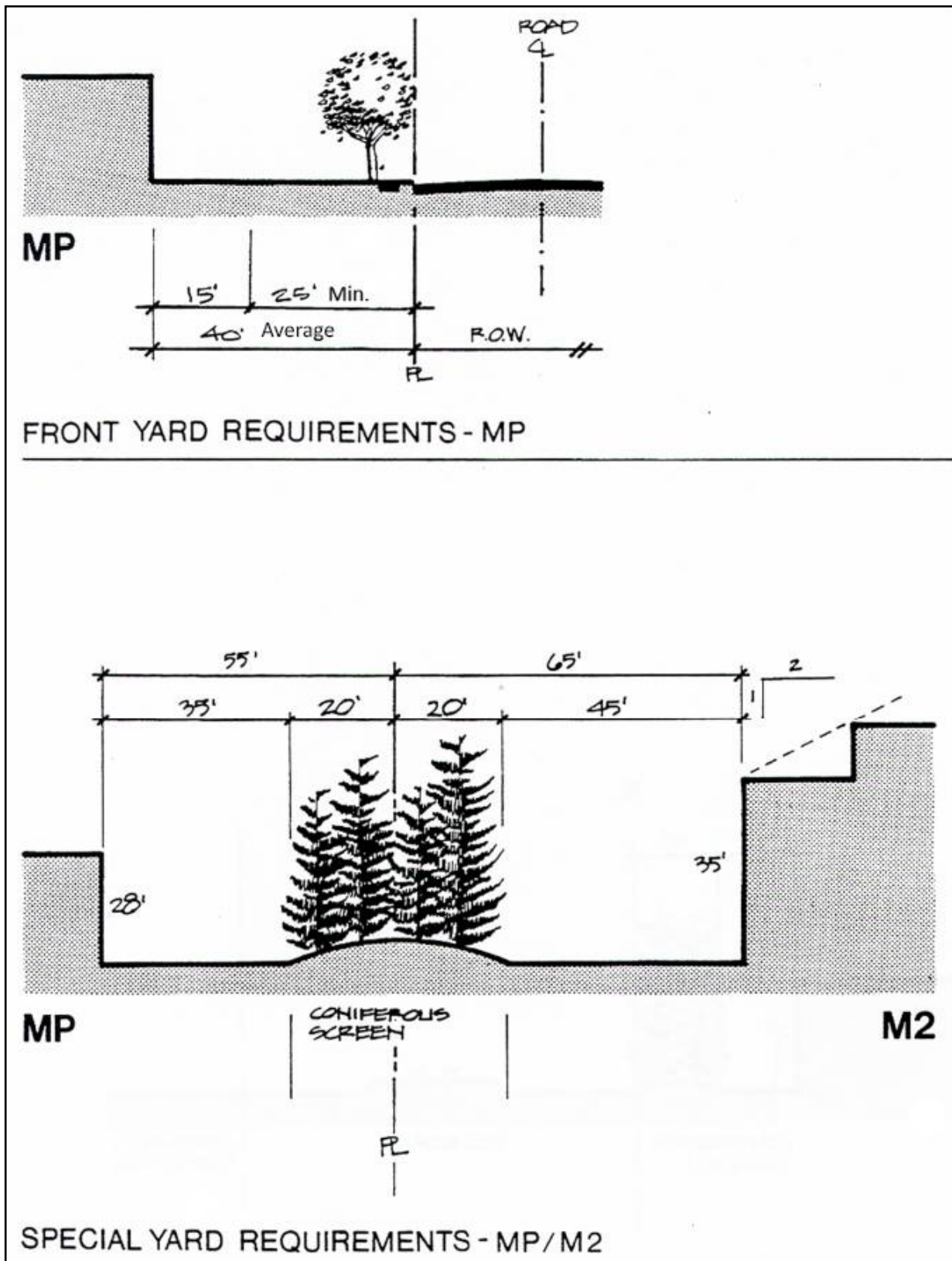
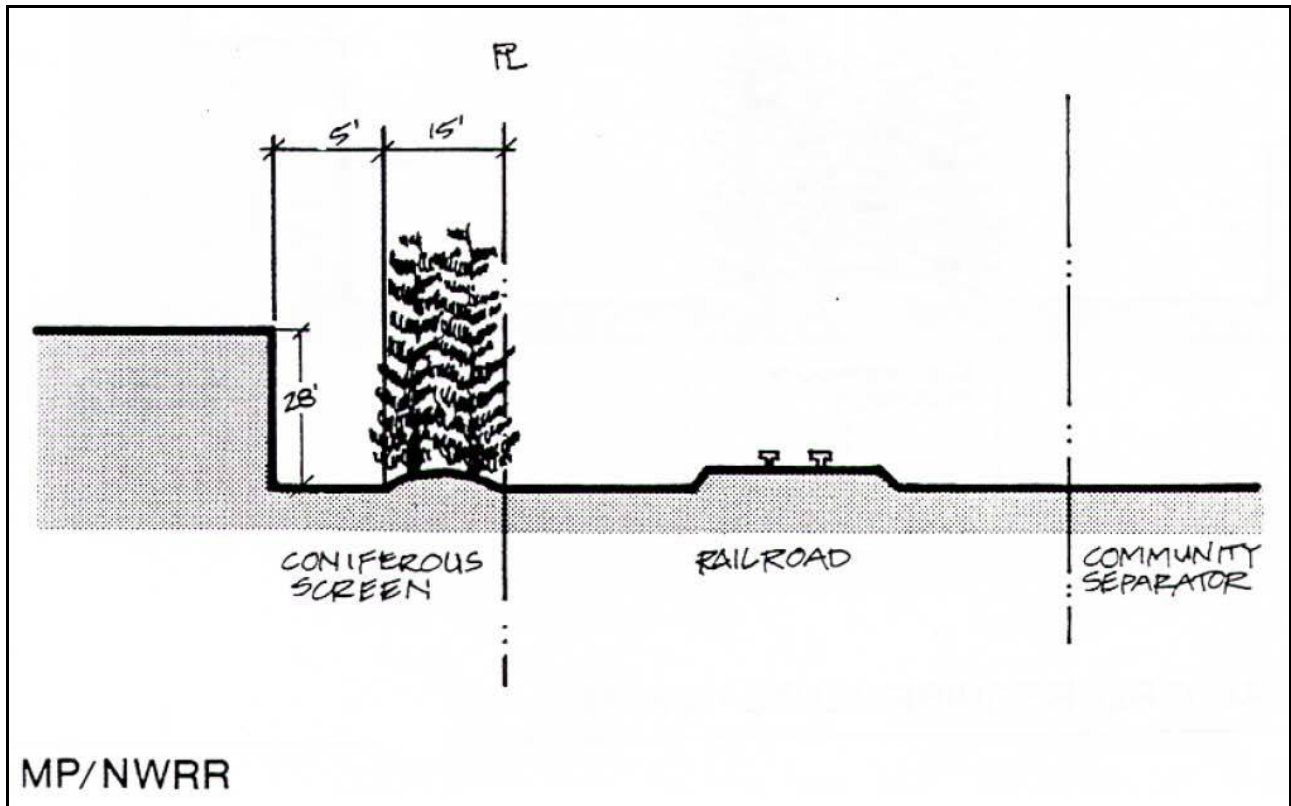


Figure 7 Special Yard Requirements (2)



C. HEAVY INDUSTRIAL AREAS

1. Purpose and Objectives

The heavy industrial land use designation mapped on Figure 5 is intended to accommodate and encourage sound near-term industrial development in the county by providing land area exclusively for such activity. The designation is intended to accommodate operations which may require relatively low land values and reasonably good accessibility, and are not adaptable to higher quality development criteria. The designation is intended to provide for such activities in areas which are visually contained and where land use and environmental impacts can be minimized.

The quality of onsite and common improvements in this area will be generally lower than in industrial park areas, e.g., metal buildings, open storage, and visible product manufacturing, such as batch plants and lumber yards, are allowable.

The designation is considered important for meeting near-term economic and market demands in the county for expansion of heavy industrial and heavy commercial businesses.

2. Allowable Uses

All permitted uses listed in the County Zoning Ordinance for the M2 – Heavy Industrial District are allowable with the exception of the following:

1. Outdoor advertising structures or other signage which are not appurtenant signs subject to the Sign Regulations of the County Zoning Ordinance;
2. Public airports and private landing strips;
3. Professional, administrative, and general offices except as ancillary uses to a permitted user; and
4. Concrete production at 1240 Century Court, APN 059-240-050.¹⁴

3. Site Development Standards

- a. **Lot Size and Coverage.** All heavy industrial development should be subject to the following lot size and coverage requirements:
 1. Lot Area: 40,000 square feet average, 20,000 square feet minimum;
 2. Lot Width: 100 feet minimum—all lots shall have full public street frontage;
 3. Lot Coverage: 10 percent landscaping.
- b. **Yards.** The following yard requirements shall apply:
 1. **Front Yard:** 20 feet
 2. **Side Yard:** none
 3. **Rear Yard:** none

¹⁴ Plan amendment dated December 12, 2000, Resolution No. 00-1504, PRMD File No. PLP00-0040. This parcel was formerly a portion of APN 059-240-017, and is identified as APNs 059-240-062 and -063 in 2012.

4. **Special Yard Requirements:**

- a. Where a lot in a heavy industrial area adjoins an industrial park area, a minimum building setback of 65 feet shall be required. The 20 feet nearest the property line shall be planted with a dense landscape screen (See Figure 6). In lieu of the above requirement, a 30-foot landscape setback planted with a dense landscape screen may be approved by the Design Review Committee based on site-specific design considerations.
- b. Where a lot in a heavy industrial area adjoins a street on the other side of which is an industrial park use, a 50-foot minimum building setback shall be required. The 20 feet nearest the street right-of-way shall be landscaped consistent with MP standards. Storage yards and open manufacturing uses shall be screened.
- c. Where a lot in a heavy industrial area is adjacent to an agricultural area designated by the General Plan, any proposed use shall provide a buffer between the proposed use and the agricultural parcel, pursuant to the provisions of the General Yard Regulation and Exceptions section of the Sonoma County Code. The 30 feet nearest the property line shall be landscaped and shall be planted with a dense landscape screen.¹⁵
- d. In those areas where a heavy industrial area adjoins or is across the street from an industrial park area, the mix of heavy industrial uses with industrial park uses can result in noise conflicts. Heavy industrial developers along this sensitive boundary shall be responsible for controlling their noise emission so that levels measured at the property line shall not exceed 70 dBA for more than thirty minutes in any hour.

- c. **Height of Structures.** Maximum height of structures should be limited to 50 feet, provided that additional height may be permitted under special use permits where special structures are required. Other exceptions shall include those areas where a heavy industrial use adjoins agriculturally designated property, an industrial park area, or a street on the opposite side of which is an industrial park designation. In these instances, the maximum building height at the building setback line is 35 feet. For each foot of setback interior to the building setback lines, an additional 6 inches of building height shall be permitted. Heating, cooling and other roof equipment shall not be included in the building height restrictions.

d. **Parking and Loading Requirements:**

- 1. Parking and loading requirements shall be in accordance with the Parking Regulations of the Zoning Ordinance.

¹⁵ Plan amendment dated March 9, 1993, Resolution No. 93-0337.

2. Onstreet parking shall not be permitted on any public streets within a heavy industrial area.
- e. **Landscaping:**
1. A minimum of 10 percent of each lot shall be landscaped. All development plans shall reserve a 20-foot setback from the adjoining street curb line to be used exclusively for landscaping. Parking lots located between the street and structures shall be landscaped at the ratio of one tree per six parking spaces for double-loaded stalls, one tree per three spaces for single loaded. Landscape plans shall be approved by the County Planning Department prior to approval of final development plans. The following standards shall apply to such landscape plans and for the plans required under section b(4):
 - a. The owner, lessee, or occupant shall be responsible for landscaping and maintaining the unpaved areas between the street curb line and the property line adjoining the street as well as between the property line and the landscape setback line.
 - b. Where the use is adjacent to or on the opposite side of the street from an industrial area, a minimum of 50 percent of the area between the curb line and the landscape setback line shall be mounded and bermed and planted in lawn or a suitable substitute established in a landscape master plan and approved by the Design Review Committee; outdoor storage or open manufacturing uses shall be screened.
 - c. All landscaped areas shall have an automated irrigation system to ensure that plantings are adequately watered.
 - d. Landscaping approved by the County shall be installed within 90 days of occupancy or completion of the building, whichever occurs first.
 - e. In the interest of public safety, trees should be planted not less than 25 feet from the beginning of curb returns at intersections, and 10 feet from street lights, utility poles, fire hydrants and driveways. Trees should be planted a minimum of 2.5 feet behind a curb, and lower branches of established trees should be trimmed up to a minimum of 6 feet above the road surface to ensure adequate safe stopping sight distance.
 - f. Existing vegetation, especially mature trees and shrubs, should be preserved whenever practical.
- f. **Architectural and Site Plan Approval.** Architectural and site plan approval in a heavy industrial area shall be required for all uses in the manner provided in the Design Review section of the Zoning Ordinance.

- g. **Performance Standards.** Standards provided in the Limited Rural Industrial District section of the Zoning Ordinance shall apply in all heavy industrial areas.
- h. **Signs.** Signs in heavy industrial areas shall be in accordance with the standards stated in the Sign Regulations section of the Zoning Ordinance with particular attention given to the compatibility of proposed signs with surrounding development standards. Signs on heavy industrial lots adjacent to or across the street from industrial park areas shall conform to the more restrictive sign standards of the industrial park area.
- i. **Lighting.** Exterior site lighting shall be adequate to meet safety and security needs while recognizing the need for energy conservation. Lights shall be directed so as not to cause offsite glare.

D. COMMERCIAL AREAS

1. Purpose and Objectives

The “commercial” land use designation is intended to accommodate those commercial activities which provide for the convenience goods and services needs of the airport industrial area. Allowable uses are limited to those which are dependent upon the internal support needs of planning area businesses and employees. Development in these “commercial designations” is subject to special design criteria to ensure that development takes place in a manner which: (a) is consistent with the overall goals of the specific plan, (b) contributes to the viability and quality image desired for the planning area, and (c) is compatible with adjacent MP and other land uses. To ensure that these objectives are met, all development within commercial designations shall be subject to County Use Permit and Design Review procedures.

2. Allowable Uses with a Use Permit

All permitted uses listed in the Sonoma County Zoning Ordinance for the C2 – Retail Business and Service District are permitted in planning area commercial areas with a use permit only, with the exception of those uses listed below as Uses Not Permitted. Use Permits may be issued by the Board of Zoning Adjustments as set forth in the Administrative and Public Noticing Procedures section of the Sonoma County Zoning Ordinance.

Allowable uses with a use permit include commercial lodging, automotive service, restaurants with associated bars and cocktail lounges, corporate conference centers, small food and drug stores, personal services (cleaners, barbers, beauty shops, health spas, opticians, etc.), ticket offices, gasoline service stations, retail specialty stores (office supplies, newsstands, bakeries, etc.), financial institutions, computer supplies, reproduction services, cafes, delicatessens, sandwich shops, florists, repair services (shoe repair and tailor shops, office machine repair), and offices (business, administrative, professional, medical-dental, etc.).

3. Uses Not Permitted

The following commercial land uses which are listed for the C2 – Retail Business and Service District of the Sonoma County Zoning Ordinance as permissible in C2 zones are considered to be potentially detrimental to the desired quality image and viability of the planning area industrial center, and therefore shall be prohibited:

- a. Freestanding community convenience centers of 100,000 square feet or more in floor area;
- b. Domestic furniture and appliance stores;
- c. Department stores;
- d. Automobile sales; and
- e. Outdoor advertising structures.¹⁶

4. Site Development Standards

The following standards are established by this plan as minimum guidelines for development of planning area “commercial” parcels. They are intended to ensure that commercial development will be compatible with the basic industrial center intent of the specific plan and with the quality image desired for the area, while allowing enough flexibility to accommodate innovative building and site design.

- a. **Lot Size and Coverage.** Commercial uses shall be subject to the lot size and coverage requirements set forth in the Sonoma County Zoning Ordinance C2 – Retail Business and Service District section, plus the following:
 1. **Lot Area:** one (1) acre minimum lot size (to encourage design unity).
 2. **Lot Coverage:** maximum of fifty percent (50%) lot coverage by buildings or structures, provided that all landscaping and parking requirements set forth herein are accommodated.
- b. **Yards.** The following yard requirements shall apply:
 1. **Front yards:** Twenty-five (25) foot minimum building setback. The 10 feet nearest the property line adjacent to the street shall be reserved as a landscaped area (Front yard standards apply to all street frontages). Additional setbacks apply on Airport Boulevard, as specified.
 2. **Side Yards:** Same as for industrial park areas.
 3. **Rear Yards:** Same as for industrial park areas.
 4. **Parking:** Parking may be permitted in required side and rear yard setbacks, provided that a landscaped separation of at least 5 feet is maintained. This requirement may be waived by the Design Review Committee under special circumstances (no abutting urban use, etc.).
 5. **Special Yard Requirements:**
 - a. Where any side of a commercial lot adjoins an existing residential use (i.e., the mobile home park on parcel 9), the minimum required

¹⁶ Prohibition of drive-in and take-out restaurants removed July 18, 2006, Resolution No. 06-0656, PRMD File No. SPA05-0006.

building setback shall be 20 feet. The 10 feet nearest the residential property line shall be planted with a dense landscaped screen, similar to the treatment diagrammed on Figure 7.

- b. Where any side of a lot adjoins the NWPRR right-of-way, the minimum required building setback shall be 30 feet from the railroad right-of-way. The 10 feet nearest the right-of-way shall be planted with a dense landscaped screen, similar to the treatment diagrammed in Figure 6.
 - c. Commercial lots bordering Airport Boulevard shall be subject to the same special yard requirements as industrial park lots (refer to Section IV.B.4.b herein).
 - d. Where a lot in a commercial area is adjacent to an agricultural area designated by the General Plan, any proposed use shall provide a buffer between the proposed use and the agricultural parcel, pursuant to the provisions of the Agricultural Buffer requirements of the General Yard Regulations and Exceptions section of the Zoning Ordinance.¹⁷
- c. **Building Design.** Same as for industrial park areas (refer to Section V.B.4.c herein).
- d. **Signs.** All commercial development shall be subject to sign provisions set forth in the Sign Regulations section of the Sonoma County Zoning Ordinance. The following additional criteria shall also apply:
- 1. Signs oriented to U.S. 101 shall be prohibited.
 - 2. Mounted signs attached to vertical surfaces of a building or building-associated wall shall be allowed, with the provision that such signs appear as an integral part of the overall architectural and site design concept.
 - 3. Fascia and roof signs are not permitted.
 - 4. Informational signs pertaining to street directions, etc., shall be a maximum of 6 square feet in area and 6 feet in height and shall be coordinated and complementary to the overall sign program.
 - 5. A coordinated sign program shall be developed for each commercial subdivision, and should include a united design approach to monument signs, attached signs, and informational signs. Upon approval of the Design Review Committee, the sign criteria shall be incorporated into the CC and Rs for the project.

17 Plan amendment dated March 9, 1993, Resolution No. 93-0337.

- e. **Lighting.** Exterior architectural and site lighting should be utilized to highlight the facilities' entrances and architectural and landscape features. Light shall be directed so as not to cause offsite glare. Project lighting shall be adequate to meet safety requirements, but also recognize the need for energy conservation.

- f. **Parking and Loading Requirements:**
 - 1. Onstreet parking shall not be permitted on any public streets within a commercial district.
 - 2. Parking standards for each development site shall be in accordance with the Parking Regulations section of the County Zoning Ordinance.
 - 3. Loading provisions shall not be located in the required front yard and shall not be placed so as to face any public street.
 - 4. All parking shall be screened from any public street by a combination of mounding and landscape materials treatment. Parking lots shall be landscaped at a minimum ratio of one tree per six parking spaces for double-loaded stalls, one per three spaces for single-loaded stalls.

- g. **Landscaping and Outdoor Storage:**
 - 1. Landscape and sidewalk master plans shall be developed for the 25-foot street frontage area for each commercial subdivision prior to final map approval, to ensure a continuity of landscape treatments. Such master plans shall establish recommended lists of plant materials, placements of street trees, locations of walkways, guidelines for grading and drainage, approaches to visual screening, and fence treatments.
 - 2. A minimum of 15 percent of the site shall be landscaped. All landscape designs shall relate to building structures, master landscape plans, and natural site features. Plans shall reflect a high standard of landscape design and are subject to the review and approval of the County Design Review Committee.
 - 3. All development sites within a commercial district shall reserve a minimum 10-foot-wide area (from the adjoining street curb line) to be used exclusively for landscaping. The owner, lessee, or occupant shall be responsible for landscaping and maintaining this area.
 - 4. A minimum of 50 percent of the area between the curb line and the minimum building setback line shall be mounded and bermed and planted in lawn, or in a suitable substitute established in a landscape master plan approved by the Design Review Committee.
 - 5. All unused portions of each occupied parcel shall be maintained as

landscaped area. For phased developments, landscaping shall be installed along the entire street frontage during the first phase. Undeveloped areas are to be mowed for grass/fire control, shall not be used for any kind of storage, and shall be kept in a clean and orderly fashion at all times.

6. All landscaped areas shall have an automated irrigation system to insure that plantings are adequately watered.
 7. Sidewalk requirements established in the Circulation Element of this specific plan shall be installed by the developer within 90 days of completion or occupancy of the building. The walk shall be constructed as specified in the Circulation Element and in any approved in master landscape plans, and shall connect with those of neighboring lots to form a continuous pedestrian circulation system at buildout.
 8. Landscaping approved by the county shall be installed within 90 days of occupancy or completion of the building, whichever occurs first.
 9. In the interest of public safety, trees shall be planted not less than 25 feet from the beginning of curb returns at intersections, and 10 feet from street lights, utility poles, fire hydrants, and driveways. Trees shall be planted a minimum of 2.5 feet behind a curb.
 10. Preservation of existing stands of mature native and naturalized vegetation, where feasible, shall be a primary goal in site plan development and site preparation.
- h. **Architectural and Site Plan Approval.** Development on all commercial parcels shall be subject to design review as provided for in the Design Review section of the County Zoning Ordinance.

E. RESIDENTIAL AREAS

1. **Purpose and Objectives.** The "Residential" land use designation is intended to accommodate opportunities for affordable housing in compliance with the Sonoma County General Plan Housing Element.
2. **Allowable Uses.** Residential projects with an affordable housing component and directly related accessory structures and uses.
3. **Site Development Standards.** All projects shall meet the development standards listed in the Sonoma County Zoning Ordinance for the R3 (High Density Residential) zoning district. Projects shall also comply with all applicable standards of the Airport Industrial Specific Plan for setbacks, road improvements, and dedication of open space areas. Where a conflict between standards may occur, the more restrictive standard shall apply.

4. **Signs.** All signage shall be in compliance with the Sonoma County Zoning Ordinance. Signs oriented to U.S. 101 shall be prohibited.¹⁸

F. OPEN SPACE AND AGRICULTURAL AREAS

1. **Purpose and Objectives.** Open space and conservation areas and policies are established in this plan for the following purposes.

- a. To preserve existing agricultural values;
- b. To retain those planning area open space components with particularly high scenic and community separator values;
- c. To protect planning area native streams from water quality degradation and from alterations or obstructions which might create flood hazards;
- d. To protect planning area riparian values; and
- e. To mitigate potential development impacts on rare and endangered plant species.

2. **Open Space Area Designations**

- a. **Agriculture and Open Space Areas.** Agricultural and Open Space designations on Figure 5 are intended to accommodate and preserve agricultural uses, to provide a distinct open space separation between planning area industrial activity and other developed areas, to maintain rural scenic values along U.S. 101, and to provide general visual relief from urbanization without encroachment by incompatible uses.
- b. **Critical Community Separator and Scenic Area.** Approval of any industrial or commercial development on an assembly of planning area which includes a portion of the designated Critical Community Separator and Scenic Area (see Figure 5), including parcels 7, 49, 50, and 51 on Figure 4, shall be conditioned upon the following:
 1. Owner dedication to the County of a permanent open space and conservation or agricultural easement encompassing that portion of the subject land assembly which is within the Figure 5 designated Critical Community Separator Boundary;
 2. Establishment of a third-party interest in that dedication with a nonprofit organization involved in the preservation and protection of open space, to ensure that the open space nature of the easement remains in perpetuity;
 3. A developer commitment to fund and, in cooperation with designated third party, install and maintain a 15-foot average width

18 Plan amendment dated April 8, 2003, Resolution No. 03-0362, PRMD File No. PLP02-0054.

landscaped buffer along the outside edge of the development boundary. (The buffer area should be landscaped with a combination of Coast redwoods and Valley oaks, placed in natural looking clusters along the northern and eastern edge of the development boundary.)

4. A developer commitment to provide ongoing maintenance of grassland or to establish an agricultural use in the foreground between the development area boundary and the U.S. 101 right-of-way.
 5. The posting of notes on the Final Subdivision Proposal for these parcels explaining the permanent nature of the open space easement.
- c. **Mark West Creek.** The planning area segment of Mark West Creek has been designated as a major waterway by the Sonoma County Water Agency and has been identified as a significant riparian habitat by the California Department of Fish and Game. To ensure that these values are not adversely affected by planning area development, the following standards shall apply to those parcels with industrial designations that border Mark West Creek:
1. Mark West Creek shall be retained as a natural waterway.
 2. A permanent open space corridor shall be established along the planning area side of Mark West Creek to provide an adequate buffer zone between industrial development and riparian habitat. The following guidelines and policies shall be applied in establishing the zone:
 - a. The corridor shall include all riparian vegetation as indicated in aerial photographs taken of the creek on or before May 1984 (see Figure 3).
 - b. In addition, the corridor shall include an unobstructed access easement between the riparian growth and the edge of industrial development, to provide a means of controlled public and maintenance access.
 - c. Development of lands bordering the creek shall be made contingent upon erection by the applicant of a continuous 6-foot chainlink fence along the outside edge of the corridor.
 - d. The width of the access easement shall measure at least 10 feet from the outside drip line of the riparian canopy, as indicated by the aerial photography.
 - e. The average width of the creek setback shall be 100 feet between the top of the high bank, as defined by Sonoma County Water Agency criteria, and the face of the fence line described above. All riparian vegetation shall be included in

- the creek setback area.
- f. The corridor between the creek bank and fence line shall be granted in fee simple to the County of Sonoma or its designee as a permanent riparian conservation and enhancement corridor.
 - g. Where such standards are less restrictive than required for General Plan designated riparian corridors, compliance with the General Plan standards is required.¹⁹
3. To protect wildlife habitats, access to the creek shall be restricted.
 4. Where warranted, plantings of native species shall be introduced into the open space corridor between the access easement and creek bank to increase cover and enhance the wildlife habitat. The Department of Fish and Game shall be consulted regarding appropriate selection and use of plant materials to ensure successful growth and wildlife adaptation.
 5. The access easement shall be kept clear and periodically mowed to allow detection of infringements and controlled public access.
- d. **Airport and Redwood Creeks.** Planning area segments of Airport Creek and Redwood Creek are designated as minor waterways by the Sonoma County Water Agency, based on area of their tributary watershed. Vegetation and wildlife values associated with these creek segments are less substantial than those of Mark West Creek. The following standards shall apply to those industrial park designations through which these streams pass:
1. The Sonoma County Water Agency will be responsible for reviewing any projects that would substantially divert or obstruct natural stream flows, or would substantially change the bed channel or bank of either stream. Development plans that propose alterations to either of these stream channels shall be submitted to the SCWA for approval. The types of alterations that are permissible and associated design standards are set forth in the agency's Flood Control Design Criteria.
 2. All proposed development plans that affect these stream channels shall be submitted by the Planning Department to the California Department of Fish and Game, which will review them for possible adverse impacts on wildlife and vegetation, and suggest mitigation measures where indicated.
 3. Flood control improvements to these two creeks shall be designed

¹⁹ Plan amendment dated March 9, 1993, Resolution No. 93-0337.

to maintain or enhance the aesthetic qualities of the channel through preservation of existing vegetation and introduction of new landscaping.

- e. **Burke's Goldfields.** Past location studies near and within the planning area for a sewage effluent holding pond site determined that a small, annual wildflower of considerable interest occurs in the general vicinity, including parcel 58 on Figure 4. The plant, Burke's goldfields (*Lasthenia burkei*) is recognized by the California Native Plant Society²⁰ as very rare, endangered throughout its range, and declining in numbers. It is also officially listed as endangered by the California Department of Fish and Game²¹, and is currently under review for possible federal listing by the U.S. Fish and Wildlife Service.²²

In response to this preliminary finding, the landowner of two potentially affected parcels (Nos. 49 and 58) retained a consulting biologist selected from a list of qualified biologists provided by the county to prepare a detailed survey and assessment of the Burke's goldfields situation. The survey was completed in May 1984 by Western Ecological Services Company (WESCO) of Novato, California.²³ (Copies of the survey are available for review at the Sonoma County Department of Planning.) The survey includes (1) a documentation of the extent of the Burke's goldfields on and around the subject property, (2) an evaluation of the significance of the local populations, (3) an assessment of the potential impacts of industrial development, (4) a determination of mitigation needs, and (5) a set of recommended mitigation measures which would provide reasonable population conservation with development. The study included consultation with personnel from the California Native Plant Society, the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the California Natural Diversity Data Base to determine current status designations, agency policies, and potential mitigation adequacy.

Concern regarding development impacts on the Burke's goldfields were also recently raised with regard to wastewater irrigation and moving of habitats on the Sonoma County Airport property. In order to mitigate Burke's goldfields impacts associated with these airport area activities, the County and the California Department of Fish and Game agreed to set aside a small parcel of airport land to protect a colony of Burke's goldfields.

20 California Native Plant Society Inventory of Rare and Endangered Vascular Plants of California. Special Publication No. 1, 2nd edition. 1980

21 California Department of Fish and Game (CDFG). List of designated endangered or rare plants. List of California protected species compiled by the CDFG Rare Plant Office, Sacramento, CA 1982.

22 US Fish and Wildlife Service (FWS). Endangered and threatened wildlife and plants; supp. To review of plant taxa for listing ad endangered or threatened species. 50CFR, Part 17. Fed. Reg. 8 (229), November 28, 1983.

23 WESCO

Based on this recent agreement and recommendations formulated by WESCO in its detailed May 1984 survey, the following measures been incorporated with development proposals for parcels 57, 58, 60, and 66:

1. The major concentration of *L. burkei* on parcel 58 (0.35 acre) were avoided by including it as open space or within a landscaping easement (see the WESCO report and Appendix C of this plan for proposed area). A site-specific drainage design, criteria for adjacent landscaping, and restrictions on onsite uses shall be included.
 2. Continue to maintain the current *L. burkei* transplant effort on adjacent land (Parcel 60). A 100-foot open space buffer already established along the west boundary of parcel 60 is now providing suitable habitat areas (low, seasonally wet grasslands) for transplant in number of all *L. burkei* individuals which would otherwise have been destroyed through development of the remainder of parcel 58. The transplant effort has been initiated to allow new colonies to become established prior to the loss of existing populations. The effort has included collection of seeds, minor grading, transfer of some topsoil from colonies which will be lost, seeding, and monitoring by a qualified biologist.
 3. To ensure that the 100-foot open space buffer along the west boundary of parcels 58 and 57 remains as a permanent habitat protection area, the buffer shall be dedicated to the County as a conservation easement or granted in fee simple to the County of Sonoma or its designees.
 4. To protect *L. burkei* concentrations on parcel 58 and colonies established in the 100-foot open space buffer, access to these areas shall be restricted. Chain link fencing is recommended to control access and clearly identify protection area boundaries. These measures are intended to provide adequate protection for the *L. burkei* concentrations. The measures may be adjusted and revised by the Environmental Review Committee and the Planning Commission in response to the outcome of the current transplant effort, provided that an adequate measure of protection is maintained.
- f. **Existing Vegetative Stands.** Preservation of existing stands of mature native and naturalized vegetation is a primary goal of the plan. This applies particularly to stands of eucalyptus and valley oaks that are scattered throughout the planning area. The following standards shall apply to all developments:

1. Airport Boulevard improvements and alignments shall preserve existing oaks where feasible. Plans for improvements shall be submitted to the County Design Review Committee for review and approval.
2. Preservation of existing mature trees and shrubs shall be a prime consideration in the design of all development plans. All existing trees (exclusive of riparian areas unless proposed for development) and sizes shall be shown on all site plans. Tree removal is subject to the approval of the Design Review Committee which should specify suitable specimen replacement of trees.
3. Development under the drip line of oak trees will require special attention by the Design Review Committee, as oak trees can be damaged by pavement and water. Landscape plans shall incorporate preservation techniques.
4. Protective fencing shall be installed 6 feet outside the drip line during construction activities.
5. Any limbs, trunks, or exposed roots damaged during construction shall be painted immediately with a good grade of "tree paint." Limbs and roots larger than 3" shall not be cut without approval of the Design Review Committee.

G. PUBLIC FACILITIES²⁴

1. **Purpose and Objectives.** The Public Facilities category is intended to accommodate uses which: a) serve the community or public need, b) are owned or operated by a government agency, a nonprofit entity, or a public utility, and c) are designated 'Public and Quasi Public' by the General Plan.
 - a. **Allowable Uses.** Allowable uses include all uses listed in the PF District provided that such uses are not inconsistent with any specific type of public use that may be depicted on the General Plan land use maps, and subject to the restrictions listed in the following sections below.
 - b. **Uses Not Permitted.** Elementary schools, junior high schools, high schools, colleges, cemeteries, mausoleums, columbariums, crematoriums, and large residential community care facilities are inconsistent with the character of the industrial center and the nearby County airport and, therefore, are not permitted.
 - c. **Site Development Standards.** The following standards are established by this plan as minimum guidelines for the development of parcels designated Public Facilities.

24 Public Facilities section added by plan amendment dated March 9, 1993, Resolution No. 93-0337.

1. All proposed uses shall, at a minimum, meet the site development requirements applicable to Heavy Industrial Areas set forth in this plan at Section V.C.3a through i, inclusive, provided, however, that where such use is located adjacent on two or more sides to parcels designated Industrial Park, such use shall meet, at a minimum, the requirements for Industrial Park areas set forth in this plan at Section V.B.4.a through i, inclusive.
2. All proposed uses shall at a minimum meet the Open Space requirements set forth in this plan at Section V.F.2.b through f, inclusive.

H. PROJECTED PLANNING AREA ABSORPTION RATE

The rate of absorption of industrial land in the planning area will depend on market demand and on the development marketing and pricing strategies of landowners and developers. In addition, some owners may choose to refuse earlier offers, judging that a stronger market in the future will result in a substantial appreciation in the price.

Despite the difficulty these factors introduce, information from the market analysis completed in this planning program (see Appendix D of the 1984 specific plan) provides a general basis for comparative absorption rate forecasts. It is estimated that the Santa Rosa area, including the planning area and the Windsor area, will capture about half of county industrial growth (land absorbed) to the year 2000. The estimated planning area share of this growth is shown in Table 5.

According to Table 5, the planning area absorption rate is likely to favor heavy industrial development during the initial years (1984-1990). During the latter portion of the 1984-1990 period, and after the year 2000, the planning area is likely to become more competitive for middle-level activities and its rates of absorption will increase accordingly. Also, strong tendencies to increase the intensity of use on parcels previously developed with land-extensive uses are likely to develop.

Table 5 Projected Planning Area Absorption Rate

	Residential (Gross Acres)	Industrial Park (Gross	Heavy Industrial (Gross acres)	Commercial	Agricultural and Open Space*
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		Acres)			
Existing	0	25	100	0	622
1995	0	120	137	0	489
Buildout	10 ²⁵	401 ²⁶	192	5	140

SOURCE: Wagstaff and Brady from Recht Hausrath & Associates market analyses (see Appendix D of 1984 specific plan).

* Includes 46-acre sewer pond site and residential uses.

25 Plan amendment dated April 8, 2003, Resolution No. 03-0362 PRMD File no. PLP02-0054

26 Plan amendment dated April 8, 2003, Resolution No. 03-0362 PRMD File no. PLP02-0054

VI. CIRCULATION ELEMENT

This chapter translates framework goals established in Chapter IV related to circulation into a set of specific circulation policies for the planning area. The chapter includes a roadway classification system, related road improvement standards for the planning area, descriptions of offsite roadway improvements necessary to accommodate planning area buildout, suggested construction sequences, estimated costs, and suggested cost responsibilities.

A. ROADWAY CLASSIFICATIONS

The local roadway system set forth in this plan is mapped on Figure 8. The map shows a five²⁷-level classification system, based upon intended function and level of use. Different design standards associated with each classification are established in this Circulation Element. The five classifications are:

1. **Freeway.** The U.S. 101 freeway is a principal county thoroughfare which forms the core of the county highway system and is of regional and county-wide importance. The route provides for rapid and efficient movement of large volumes of through traffic between regions, across the county, and between county arterials and collectors. The route is not intended to provide direct land access.
2. **Arterial.** Airport Boulevard is designated on the Circulation Map as an arterial. The County General Plan Highway Map has been amended to change the designation for Airport Boulevard from "collector" to "arterial." Airport Boulevard is a major route of local importance which provides principal access to planning area collectors and local streets, and to the Sonoma County Airport. The boulevard is intended to be the circulation spine of the planning area, providing direct through movement to the freeway and county subareas to the east, with limited direct access to abutting property. The arterial is subject to special entrance, exit, and curb use controls.
3. **Collector Streets.** A system of collector streets is designated on the Circulation Map to connect the Airport Boulevard arterial with minor streets and to provide direct access to abutting property.
4. **Minor Streets.** A layout for minor streets is suggested on the Circulation Map to provide for local traffic movement and direct access to abutting parcels.
5. **Connector Streets.** A connector street is designated on the Circulation Map as a street that provides a direct access between collector streets in separate industrial areas and allows for increased circulation in the regional road network. Within the

²⁷ Plan amendment dated September 15, 2009, Resolution No. 09-0879, PRMD File No. SPA06-0002.

Specific Plan Area, no parcel access or on-street parking is permitted on a connector street. No connector streets shall be constructed until the Highway 101/Airport Boulevard interchange overpass widening, reconfiguration, and ramp signalization project has been fully funded and construction has commenced. An Emergency Vehicle Access (EVA) driveway may be constructed before the interchange is fully funded and under construction. The EVA shall meet minimum Fire Safe Standards with a curbcut, driveway apron, and gate with a Knox Box at the Aviation Boulevard entry.²⁸

B. INTERNAL ROADWAY IMPROVEMENTS

Figure 8 diagrams the recommended road system to serve planning area needs at full buildout. Road improvement sequences, traffic volume thresholds at which various improvements are likely to be required, associated order-of-magnitude cost information, and suggested cost responsibilities are described in Section E of this chapter.

The road standards specified in this Circulation Element are based on the requirements of the Sonoma County Department of Public Works, as well as on generally accepted contemporary standards for planned development. In addition, the recommended road system diagrammed on Figure 8, and associated improvement standards set forth below, also reflect traffic impact findings and mitigation recommendations documented in the 1984 specific plan EIR and the 1986 specific plan amendment supplemental EIR.

The one set of roadway standards set forth below applies to all land use classifications.

For all industrial and commercial land use designations, all parking – truck, employee, visitor, and patron – shall be accommodated with offstreet provisions.

1. Airport Boulevard

- a. **Design Standards.** Roadway design standards for Airport Boulevard are shown on Figures 9 and 10. The boulevard will serve as the principal access to the project area, the Sonoma County Airport, and limited nearby land uses. Consequently, it has been designed to handle fairly high speed through-traffic. The roadway will be improved in two stages, resulting ultimately in a four-lane roadway (two travel lanes in each direction) with paths for bike lanes and pedestrians. Onstreet parking shall be prohibited.

The four-lane roadway will require a minimum 86-foot combination right-of-way and easement, with a 56-foot curb-to-curb right-of-way width, up to a 74-foot right-of-way width at intersections, and a 15-foot easement on each side. This easement will be used for a 6-foot meandering bikeway/pedestrian path,²⁹ landscaping, and roadside surface drainage.³⁰

28 Plan amendment dated September 15, 2009, Resolution No. 09-0879, PRMD File No. SPA06-0002.

29 Caltrans, Planning and Design Criteria for Bikeways in California, June 1978. The standard calls for a minimum 4-foot width, with 6 to 8 feet desirable.

30 Plan amendment dated January 27, 1987, Resolution No. 87-0186.

As a general rule, the design speed for Airport Boulevard would be 45 mph. Since this route is relatively straight, the horizontal and vertical curvature of the road can be kept to a minimum. Intersection spacing has been kept as close to an even interval as possible to facilitate progressive (“synchronized”) traffic signalization in both directions. While traffic signals are not warranted at Airport Boulevard intersections under present conditions, the intersection spacing criteria will allow for smooth future signalization warrants as set forth in this plan.

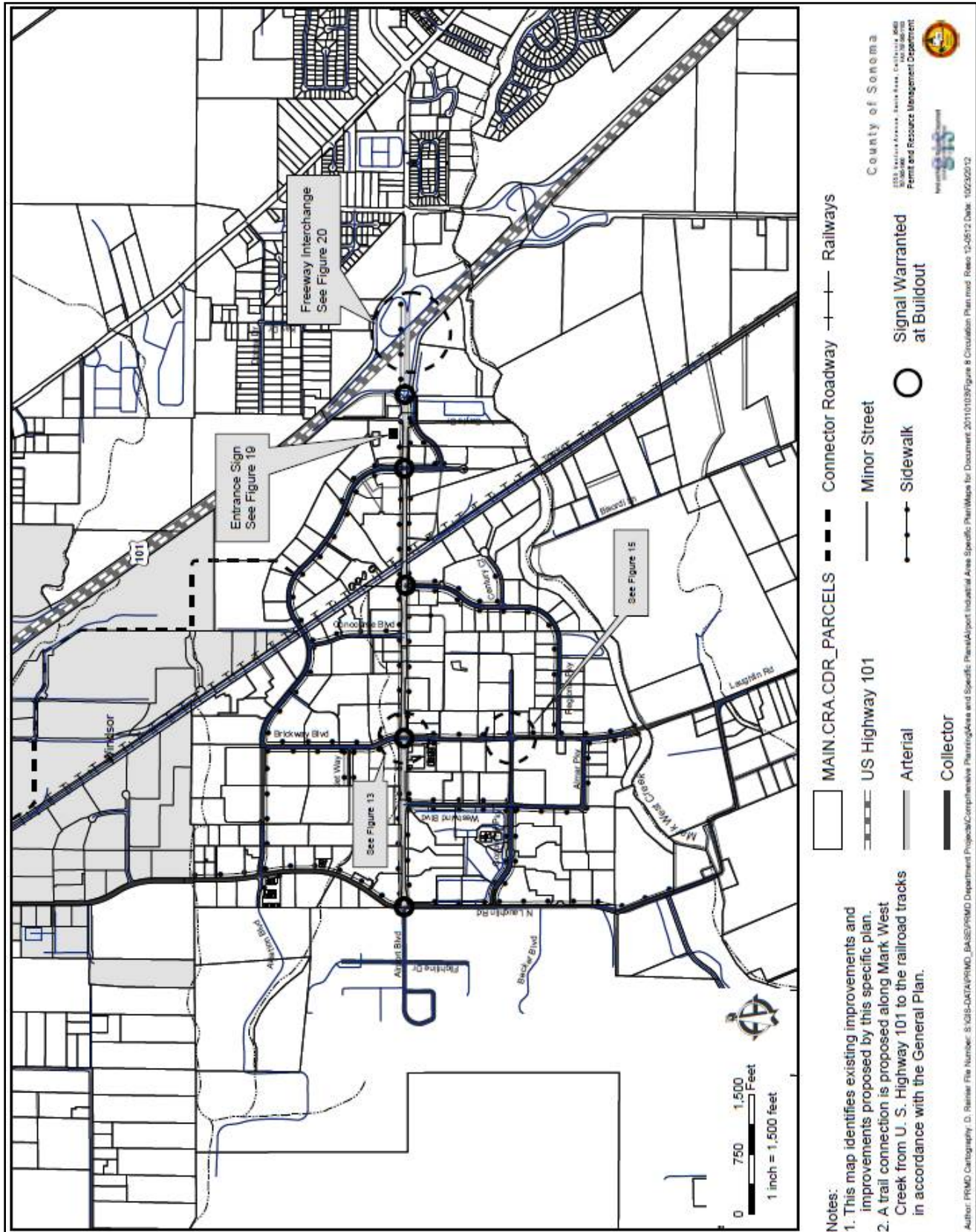
Bus turnouts shall be provided at four key intersections along Airport Boulevard, as shown in Figure 8. These turnouts shall be designed to provide a clearly designated location for passenger waiting and loading, and to improve safety and traffic flow by reducing bus movement interference with through traffic lanes. Wherever possible, far side bus turnouts shall be used in favor of other locations.

- b. **Direct Access Limitations.** Control of direct access is an important arterial design feature to increase efficiency of operation, reduce accidents, and avoid the wasteful practice of providing an added parallel (“frontage”) route as capacity drops on the existing arterial due to roadside interference. Because of the importance of accommodating efficient through traffic on Airport Boulevard, the following set of access controls is established by this plan:
1. Private driveway access to Airport Boulevard (for right-turning vehicles) shall be discouraged. Right-turning trucks would interfere with cumulative through traffic flow along the arterial and conflict with bicycle travel along the shoulder. If such direct, right-turn-only driveway access is essential on an interim basis and can be provided within the spacing requirements in this plan, the property owner shall enter into an agreement with the County for a short-term encroachment permit. The agreement shall not confer a vested right and shall include a termination date. Permanent access is to be provided by minor roads as shown on Figure 8.
 2. Existing businesses along Airport Boulevard may retain existing driveways for right-turn use under a non-conforming status. Any change of use or any addition or remodeling which exceeds 15 percent of the appraised value for structures will require either abandonment of the Airport Boulevard access or the property owner to enter into agreement as stipulated in 1.
 3. Private driveways which are permitted subject to sections 2 and 3 shall be spaced at least 200 feet apart (curbcut to curbcut) and shall be at least 200 feet from the closest intersection. Joint access driveways are encouraged. Exemptions to the policy may be granted by the Public Works Department based on data supplied by the project engineer that shows that traffic conflicts can be avoided.
- c. **Intersection Configurations.** Recommended configurations for intersection

turning lanes are diagrammed on Figure 11 for 1995 traffic, and on Figure 12 for buildout traffic. In general, the lane configuration has been selected to provide peak-hour traffic operation levels of service "C" or better. Anticipated traffic service levels under the plan are discussed more thoroughly in the separate EIR and SEIR sections analyzing traffic and transportation impacts. More detailed illustrative drawings of the ultimate intersection configurations are shown on Figures 13 and 14. A minimum turning radius of 45 feet is recommended at all intersections to accommodate the paths of large trucks expected to serve the development. At intersections, additional rights-of-way may be required to accommodate turning movements, acceleration, and deceleration lanes as determined necessary by the County Department of Transportation and Public Works.³¹

31 Plan amendment dated April 8, 2003, Resolution No. 03-0363, PRMD File No. PLP02-0054.

Figure 8 Circulation Plan



- d. **Railroad Crossing.** Airport Boulevard will continue to have an at-grade intersection with the Northwestern Pacific Railroad tracks. The tracks across Airport Boulevard will remain at an oblique angle. The following railroad crossing policies should be followed:
 - 1. A new gate and flasher shall be provided as part of Airport Boulevard widenings when warranted.
 - 2. Clear sight lines between Airport Boulevard and the tracks shall be preserved and maintained.
 - 3. No further rail crossings (spurs, sidings, drill tracks, etc.) of Airport Boulevard shall be permitted.
 - 4. Official requests should be made to the Northwestern Pacific Railroad to limit train movements to non-peak road traffic hours, i.e., to avoid 7-9 AM, 12-1 PM, or 4-6 PM weekday periods.
- e. **Traffic Signals.** Intersections where signals will ultimately be warranted are indicated on Figure 8. The proposed signal system would include appropriate interconnect technology (which could be time-based) to provide progressive speeds of 40-45 MPH during off-peak periods, and 30-35 MPH during peak periods.

2. Collector Urban Streets

- a. **Design Standards.** Collector streets will include one travel lane in each direction, plus a continuous center lane for left turns. Onstreet parking shall be prohibited. Typical urban collector cross-sections are illustrated in Figure 15. As shown, collector streets will have a minimum combination right-of-way/highway and public utility easement width which totals 46 feet, providing a 44-foot (curb-to-curb) street. A meandering 5-foot concrete pedestrian pathway shall be provided along the inside loop of internal streets as shown in Figure 8. The pathway shall be incorporated into required landscape plans and constructed concurrently with other landscape improvements by the property owners. Since buses are not expected to operate on collector streets, no bus turnouts will be necessary. The design speed for collectors is 35 MPH.
- b. **Direct Access Limitations.** A 200-foot minimum separation between driveways is encouraged for future new development. Joint or common access driveways are also encouraged.
- c. **Intersection Configurations.** Typical collector urban and minor urban street intersections are illustrated on Figures 16 and 17. At intersections, additional rights-of-way may be required to accommodate turning movements.

- d. **Layout Choices North of Airport Boulevard.** Given the extent of industrial-commercial development designated for the area north of Airport and east of the NWPRR tracks (51.4 acres), a secondary road connection to this area is desirable. Two alternatives are shown on Figure 8. The "Alternative A" connection between the northern industrial areas east and west of the tracks appears to be preferable to "Alternative B" provided that: (1) the railroad crossing is at least 1,400 feet north of the Airport Boulevard crossing (as shown on Figure 8), and (2) the first road intersection along the route west of the tracks is at least 350 feet away from the railroad crossing.

The "Alternative B" connection across the railroad to Regional Parkway would require a Regional Parkway/Airport Boulevard signalization interconnect with the Airport Boulevard railroad crossing control device to prevent westbound through and left-turn storage queues on Airport Boulevard from crossing the tracks (i.e., the interconnect device would be synchronized to allow these vehicles to get clear of the road segment between the intersection and the rail crossing). Any such railroad crossing device would be subject to the railroad crossing standards established under Section VI(B)(1)(d).

3. Minor Urban Streets

- a. **Design Standards.** Minor urban streets will provide primarily a "land service" function to tie individual or small groups of properties to the collector and arterial road system. Minor streets will include one travel lane in each direction. Onstreet parking shall be prohibited. These minor streets will be constructed by individual property owners. Design standards for these streets are illustrated on Figure 15, and include a combination right-of-way/highway and public utilities easement totaling 38 feet and a 36 foot curb-to-curb pavement width. No parking shall be allowed on minor urban streets. The design speed for minor streets is 25 MPH.
- b. **Intersection Configurations.** Typical collector and minor urban street intersections are illustrated on Figures 16 and 17. Somewhat greater rights-of-way could be required at those intersections with collector or arterial roads and minor streets where turning volumes are particularly heavy. Decisions regarding the necessity for turning lanes will be made on a case-by-case basis, depending on the exact circumstances of the parcel under development.

4. Connector Streets³²

- a. **Design Standards.** Connector streets provide direct access between two collector streets with no parcel access permitted within the Specific Plan area and shall be constructed by the benefitting property owners (see Chapter VIII –

³² New section added by plan amendment dated September 15, 2009, Resolution No. 09-0879, PRMD File No. SPA06-0002.

Financing and Implementation: Subsection E.1.a for improvement cost responsibilities). Streets may be public or private. Design standards for these streets are illustrated in Figure 16, and include one travel lane and dedicated bike lane in each direction and a sidewalk on one side for a right-of-way totaling 40 feet with a 34 foot curb-to-curb pavement width. On-street parking shall be prohibited. The design speed shall be 35 mph.

- b. **Intersection Configurations.** Typical collector/connector street intersections are illustrated on Figure 17. Somewhat greater rights-of-way may be required at intersections where turning volumes are particularly heavy. Decisions regarding the necessity for turning lanes will be made on a case by case basis, depending on the circumstances of the properties under development.

Figure 9 Airport Boulevard Design Standards – Phase I

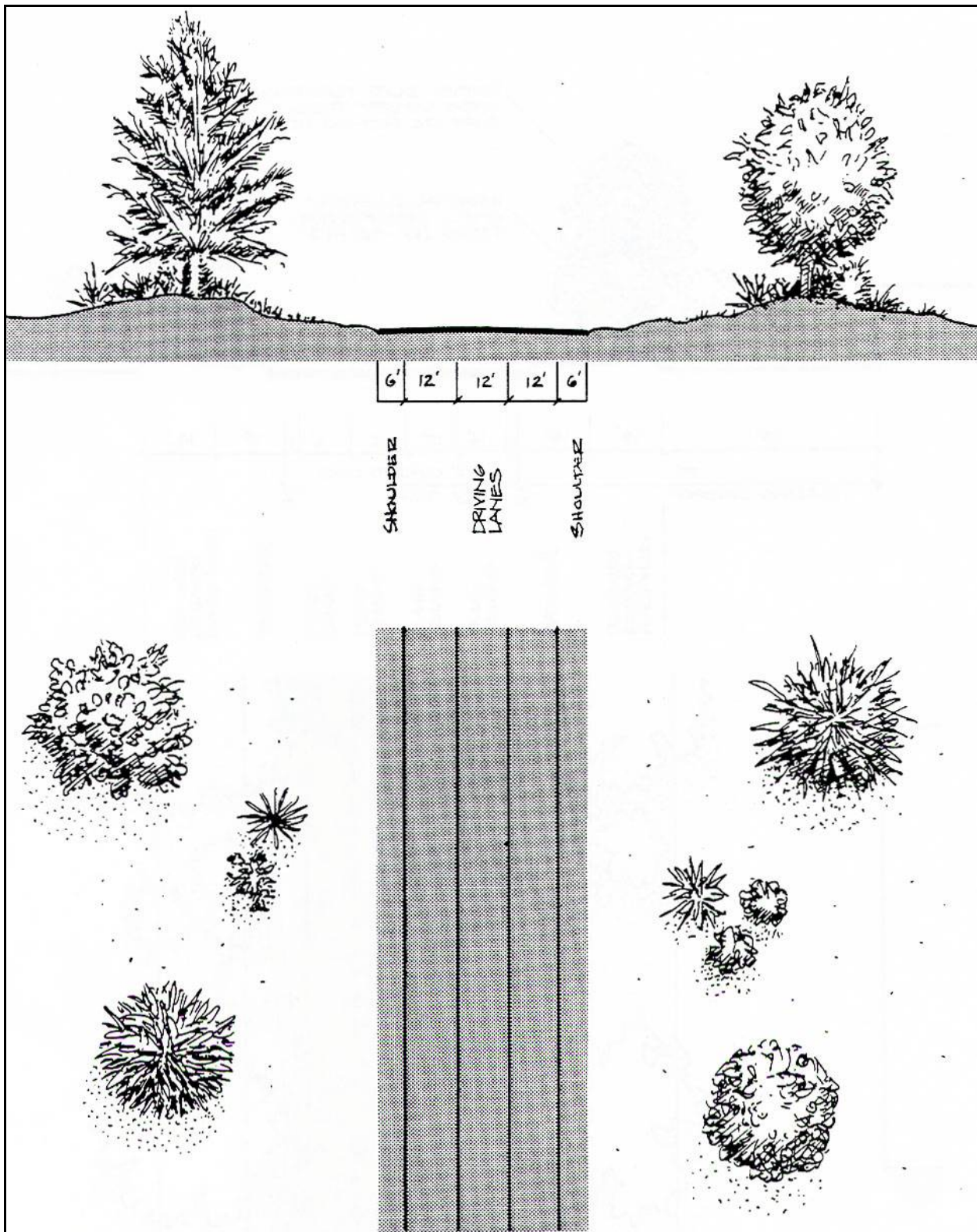


Figure 10 Airport Boulevard Design Standards – Phase II

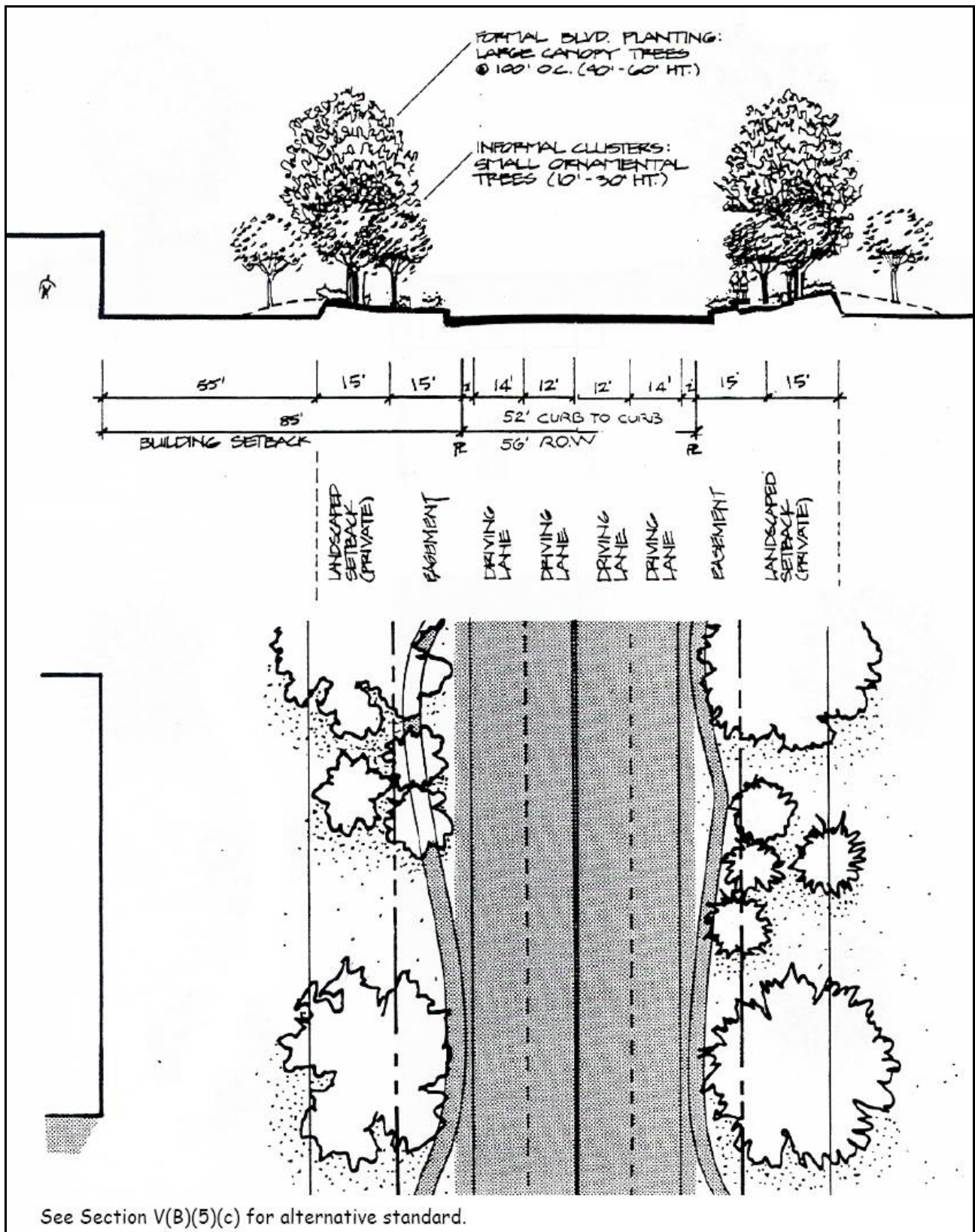


Figure 11 Intersection Turning Lane Diagram – 1995

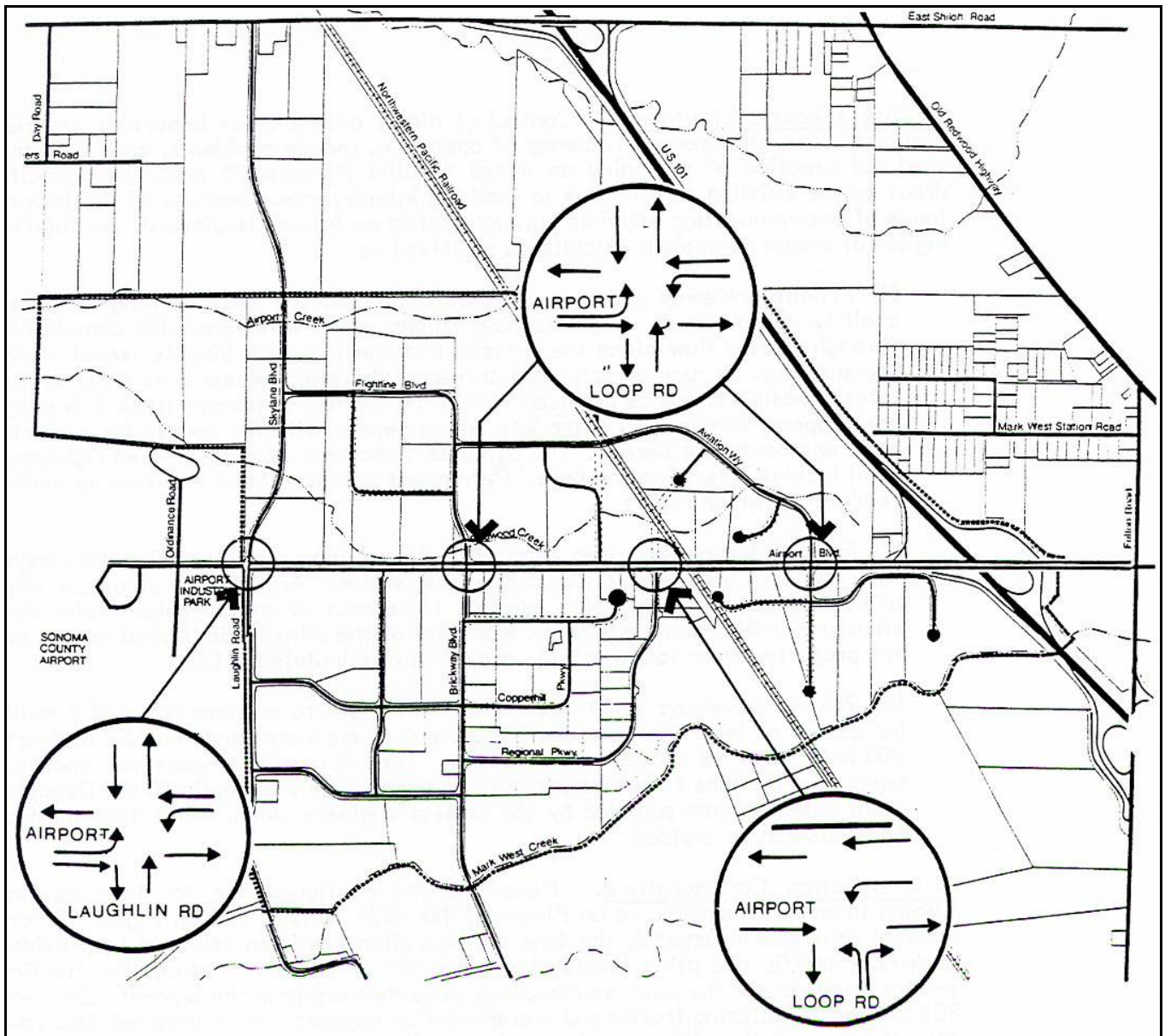


Figure 12 Intersection Turning Lane Diagram – Buildout

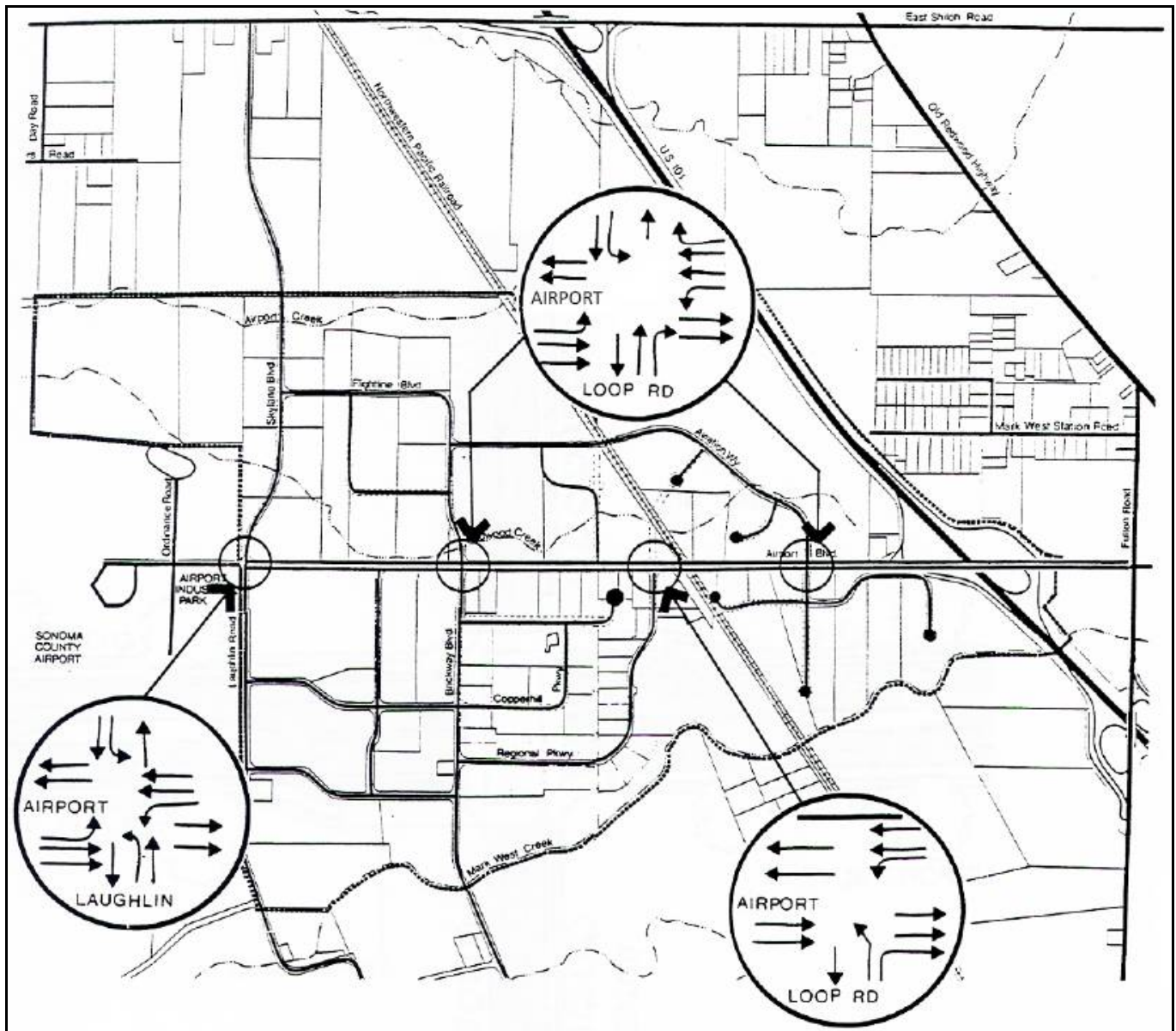


Figure 13 Airport Boulevard/Collector Intersection

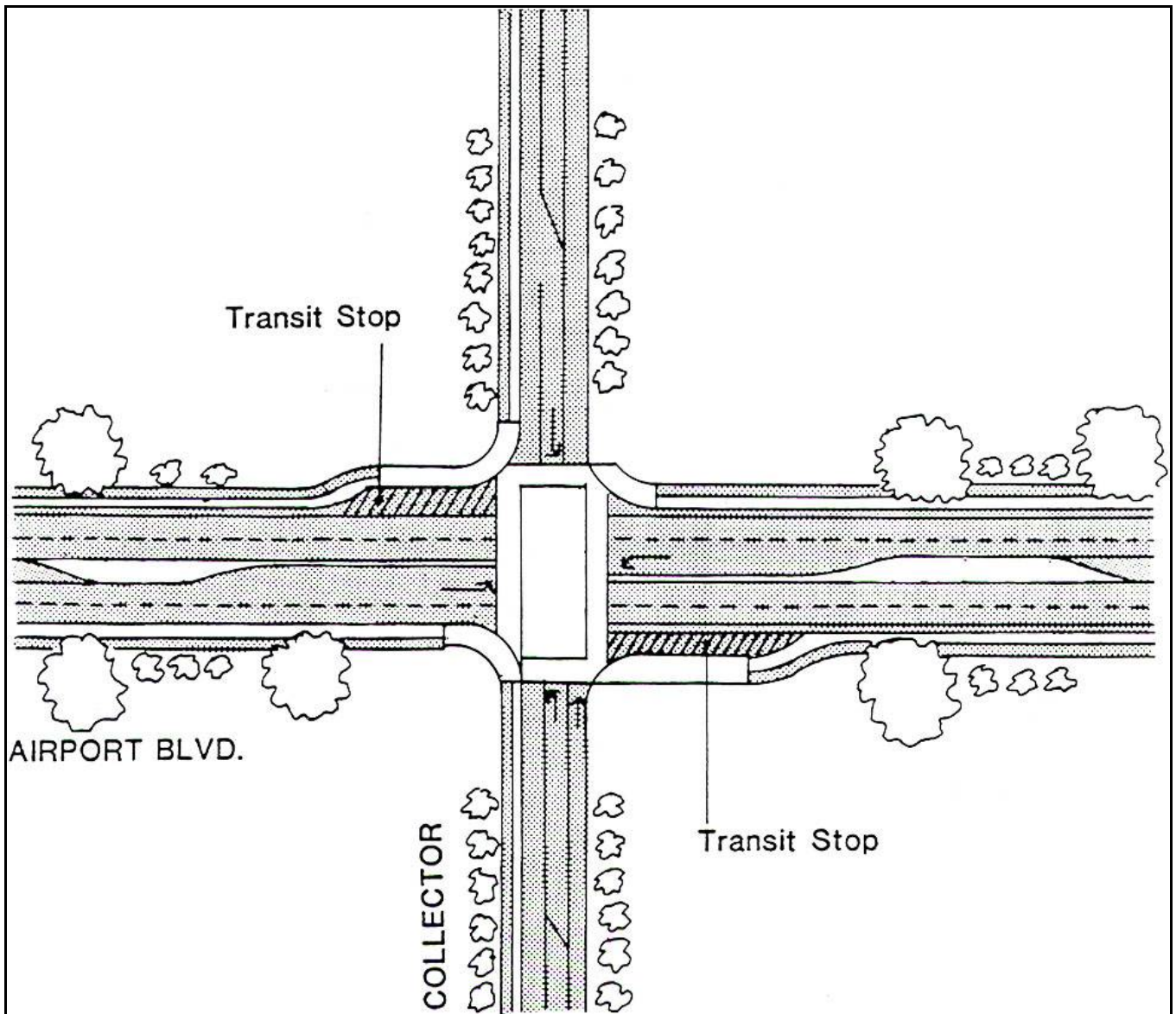


Figure 14 Airport Boulevard/Collector T-Intersection

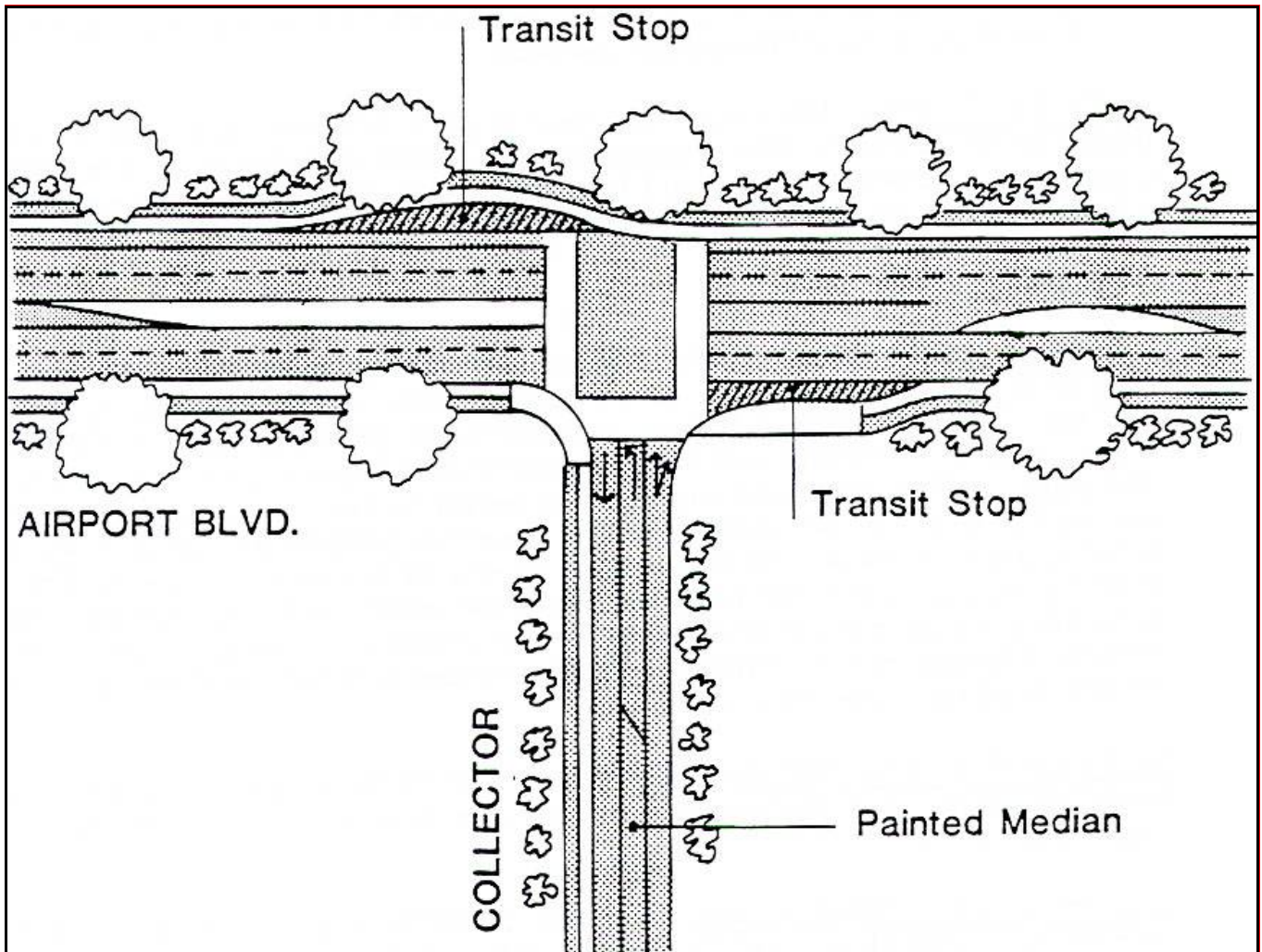


Figure 15 Collector, Connector, and Minor Street Design Standards

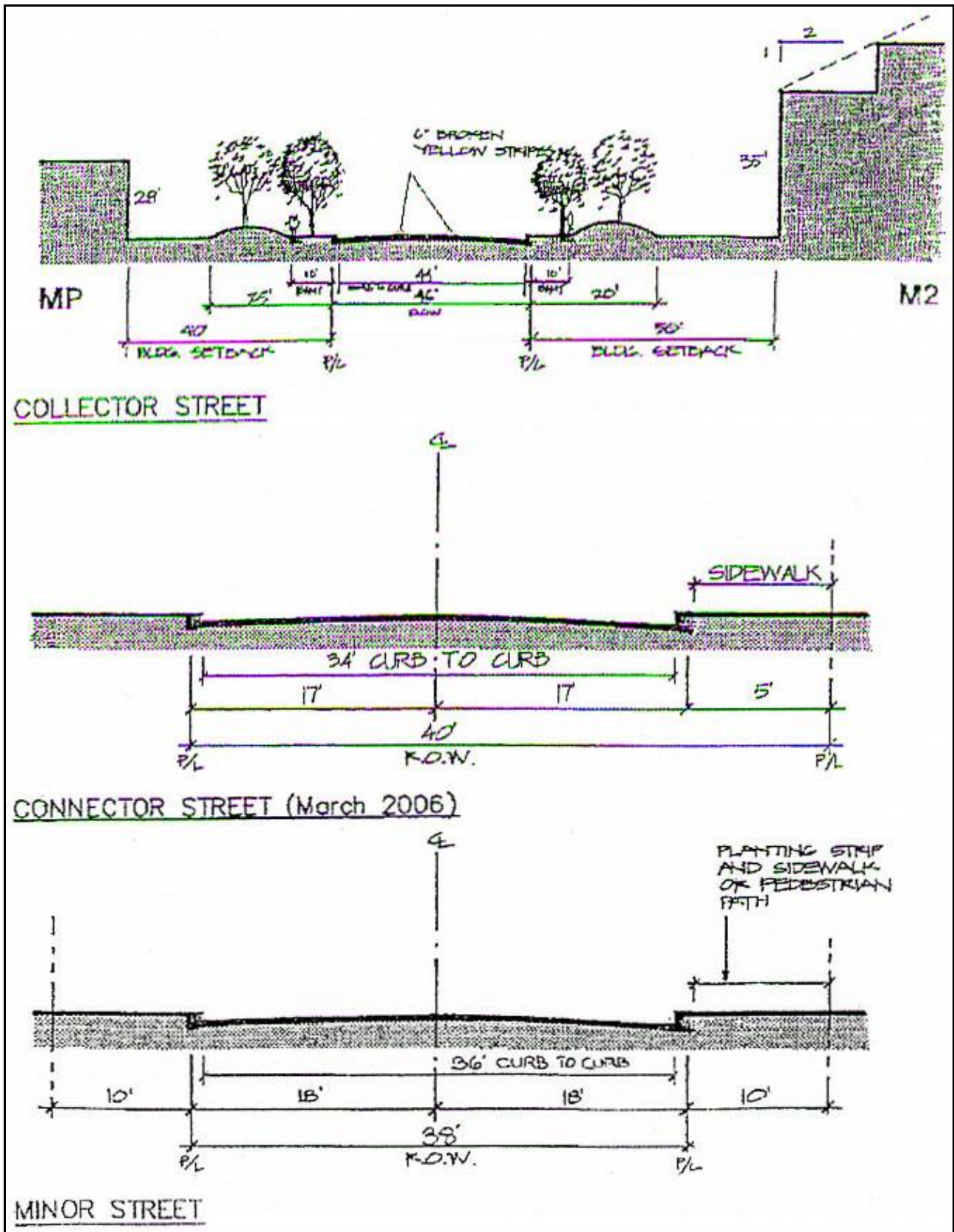


Figure 16 Typical 4-Way Collector/Minor Street Intersection

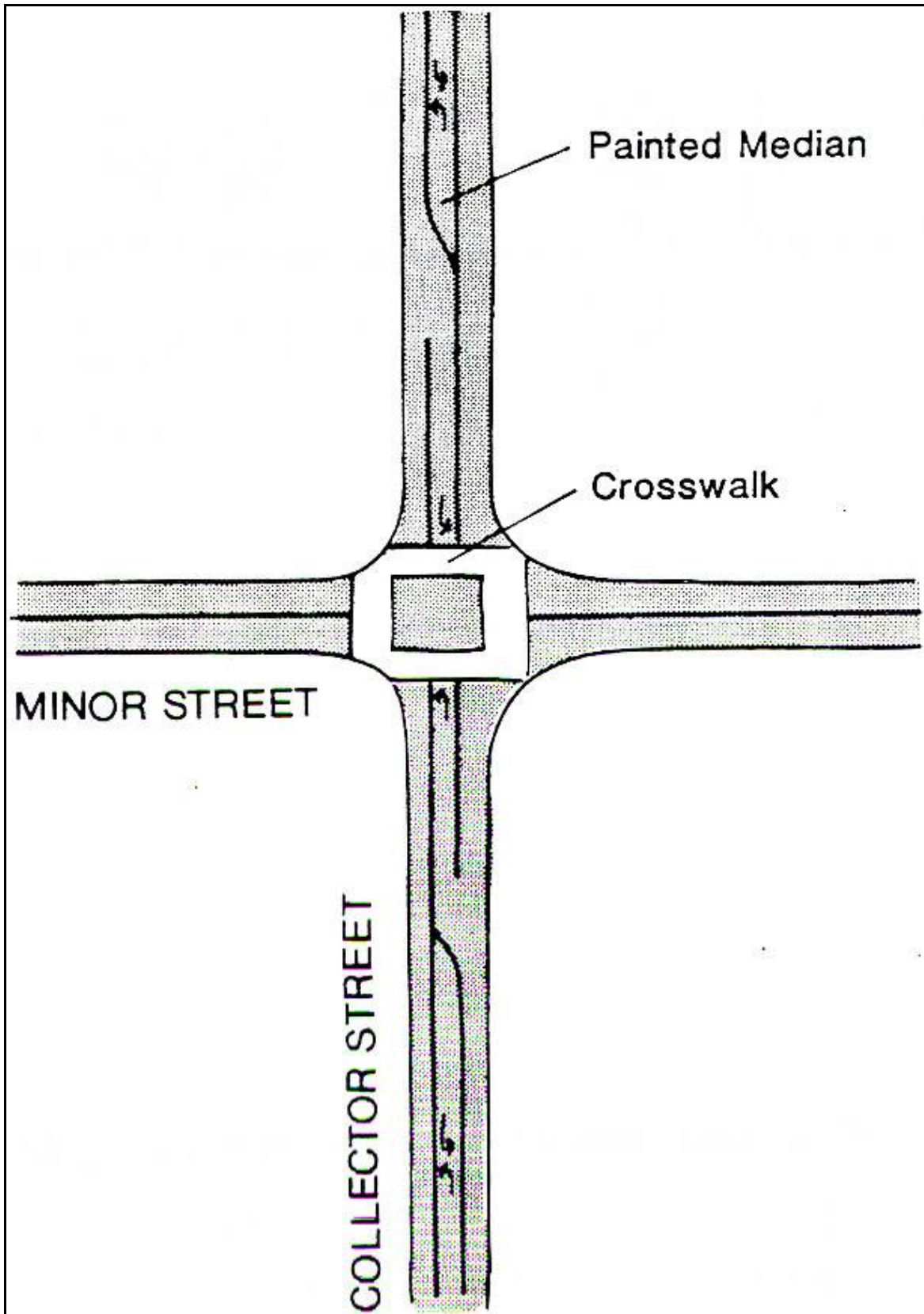
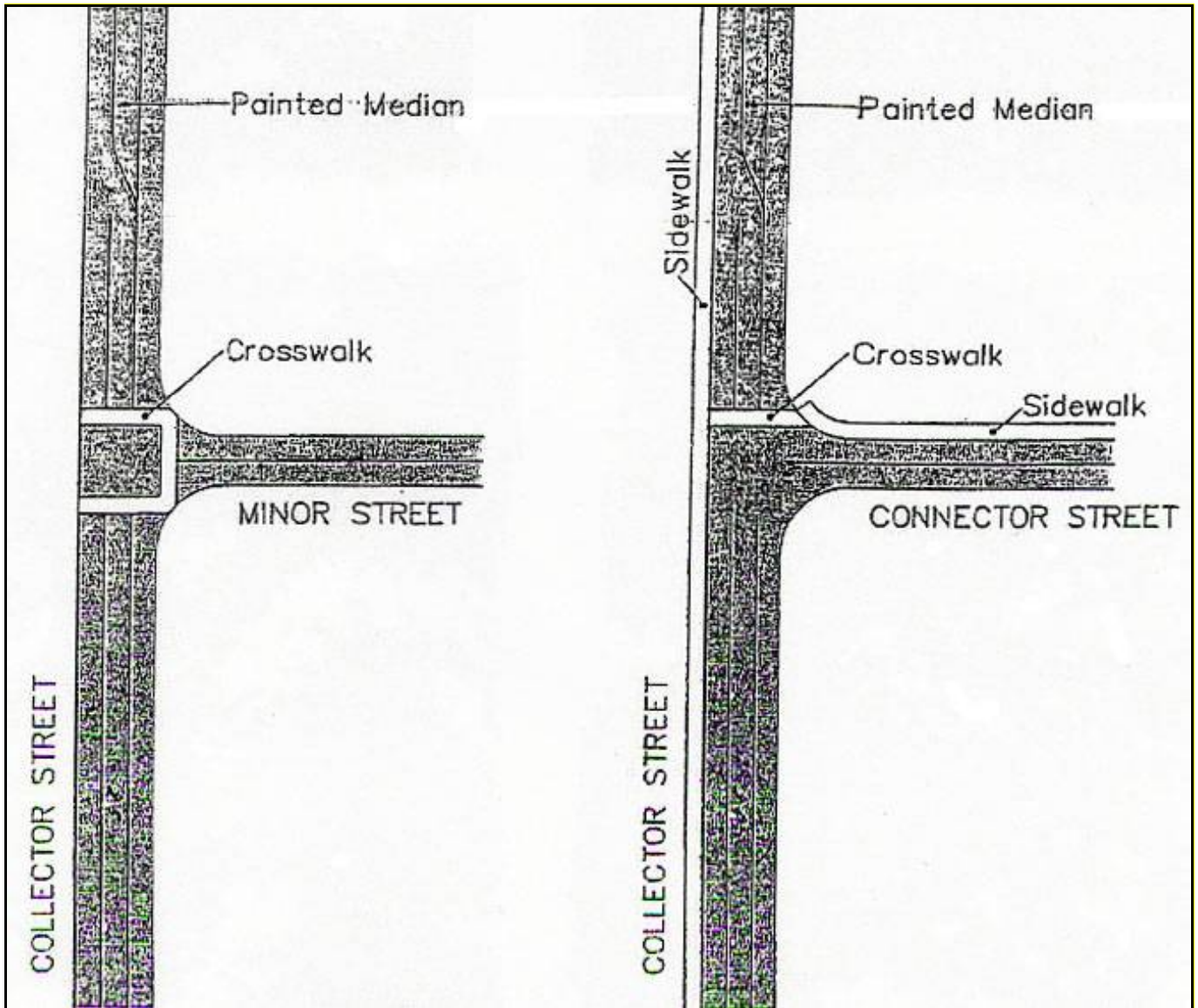


Figure 17 Typical Collector/Minor T-Intersection and Collector/Connector Intersection



5. Roadway Landscaping, Signage, and Lighting

A coordinated system of landscaping and signage along roadways within the planning area shall be required in order to: (1) establish a consistent, unified, and high quality appearance to the overall development, (2) promote smooth, efficient movement of traffic through the development, and (3) provide safe and efficient circulation for pedestrians and bicyclists.

- a. **Airport Boulevard.** The recommended cross-section for Airport Boulevard at buildout, as diagrammed on Figure 10, indicates a 30-foot minimum width private landscaped area along this principal route. Since this arterial provides primary access to both the industrial area and the airport, the visual quality of this entrance corridor should reflect the rural character of the county as a whole, while establishing a semi-urban identity and overall sense of quality for the planning area. The following provisions are recommended to achieve this goal:
 1. A landscape master plan has been prepared which identifies specific grading, planting, and other treatment requirements for the private planting areas on each side of the right-of-way. This plan will be used to guide landscape installation along the arterial in a unified manner as it is upgraded to its ultimate configuration.
 2. A schematic illustration of a landscape treatment for Airport Boulevard is shown on Figures 9 and 10. The landscape concept is of a semi-rural boulevard lined on either side with large, formally planted, canopy-type trees. These large trees should be a single species to create a strong edge and sense of continuity, with smaller trees planted in informal clusters along the sides to provide variety and a semi-rural effect. Underplantings of shrubs and groundcovers should be used for visual screening, erosion control, and ornamental accent.
 3. The final list of plant materials specified in the recommended landscape master plan shall be kept simple to ensure the level of consistency in the eventual landscape plan necessary to create a strong visual impression.
 4. In the selection of plant materials, emphasis should be given to native and other drought-tolerant plant species. In general, selected plant materials should be hardy and long lived, and require little maintenance (structurally strong, insect and disease resistant, minimal pruning requirements).
 5. Landscaped areas shall have an automated irrigation system to ensure that plantings are adequately watered.
 6. Existing vegetation along the corridor, especially mature native trees and shrubs, shall be preserved wherever practical.
 7. All landscape treatments shall avoid interference with vehicular sight lines

(particularly near intersections), shall not be more than 18-20 inches high when mature, and shall avoid encroachment on the roadway.

8. Special, more intensive landscape treatments (i.e., lush and with more ornamental planting) are recommended at intersections to create greater visual interest and for ease of identification.
9. A 6-foot wide meandering concrete pedestrian path/bikeway shall be located within the private landscaped strip along each side of Airport Boulevard.
10. In the interest of public safety, trees shall be planted not less than 25 feet from beginning of curb returns at intersections, and 10 feet from street lights, utility poles, fire hydrants, and driveways. Trees shall be planted a minimum of 2.5 feet behind curbs, and lower branches shall be trimmed to a minimum height of 6 feet to ensure adequate stopping sight distances.
11. Traffic control signs and street identification signs shall be the only signs permitted in the road right-of-way. Traffic control signs shall conform with standards set forth in the Caltrans Traffic Manual.
12. It is recommended that all roadway signs in the planning area be of the same design. A signage system design shall be included in the proposed landscape master plan for application throughout the planning area to establish a unified appearance to the streetscape. Street sign design suggestions are illustrated on Figure 18.
13. Street lights, traffic signals, and vehicular and pedestrian signs shall be integrated, when possible, onto a single pole (see Figure 18) to avoid the visual clutter often associated with the proliferation of signs and poles at intersections.
14. A monument sign should be placed along Airport Boulevard near the freeway southbound offramp to the industrial area to provide a sense of entrance and identity. An illustrative sketch of such an entrance monument is shown in Figure 19. Such a sign shall not exceed 8 feet in height with a maximum message area of 150 square feet. The sign shall be constructed of wood, concrete, stone, brick, or slumpstone. The sign shall be externally illuminated and accentuated by landscaping.
15. The street lighting design specifications for Airport Boulevard shall also be established in the proposed landscape master plan to ensure consistency in lighting appearance and coverage.

- b. **Collectors, Connectors,³³ and Minor Streets.** In general, collectors, connectors, and minor streets should have a more formal landscape character than the Airport Boulevard corridor. The following criteria should apply:
1. Selection of plant materials should emphasize native and other drought tolerant species. In general, plants should be hardy and long lived and should require little maintenance. All shrubbery should be no higher than 18-20 inches when mature.
 2. More intensive and ornamental landscape treatments should be provided at entrances and intersections for ease of identification and aesthetic enhancement.
 3. All landscape treatments should avoid interference with vehicular sight lines (particularly near intersections) and encroachment on roadways. Mature growth should not exceed 18-20 inches.
 4. Traffic control signs and street identification signs should be the only signs permitted in the street right-of-way. Traffic control signs should conform with standards set forth in the Caltrans Traffic Manual.
 5. It is recommended that all roadway guide signs in the planning area be of the same design. A signage system should be established for the entire planning area road system to provide the streetscape with a coordinated appearance.
 6. A street lighting master plan should be developed for the planning area to guarantee consistency in lighting design and coverage. The county should provide for lighting at major intersections, while lighting for other roadway sections should be privately financed.

33 Plan amendment dated September 15, 2009, Resolution No. 09-0879, PRMD File No. SPA06-0002.

Figure 18 Street Signs and Street Lights

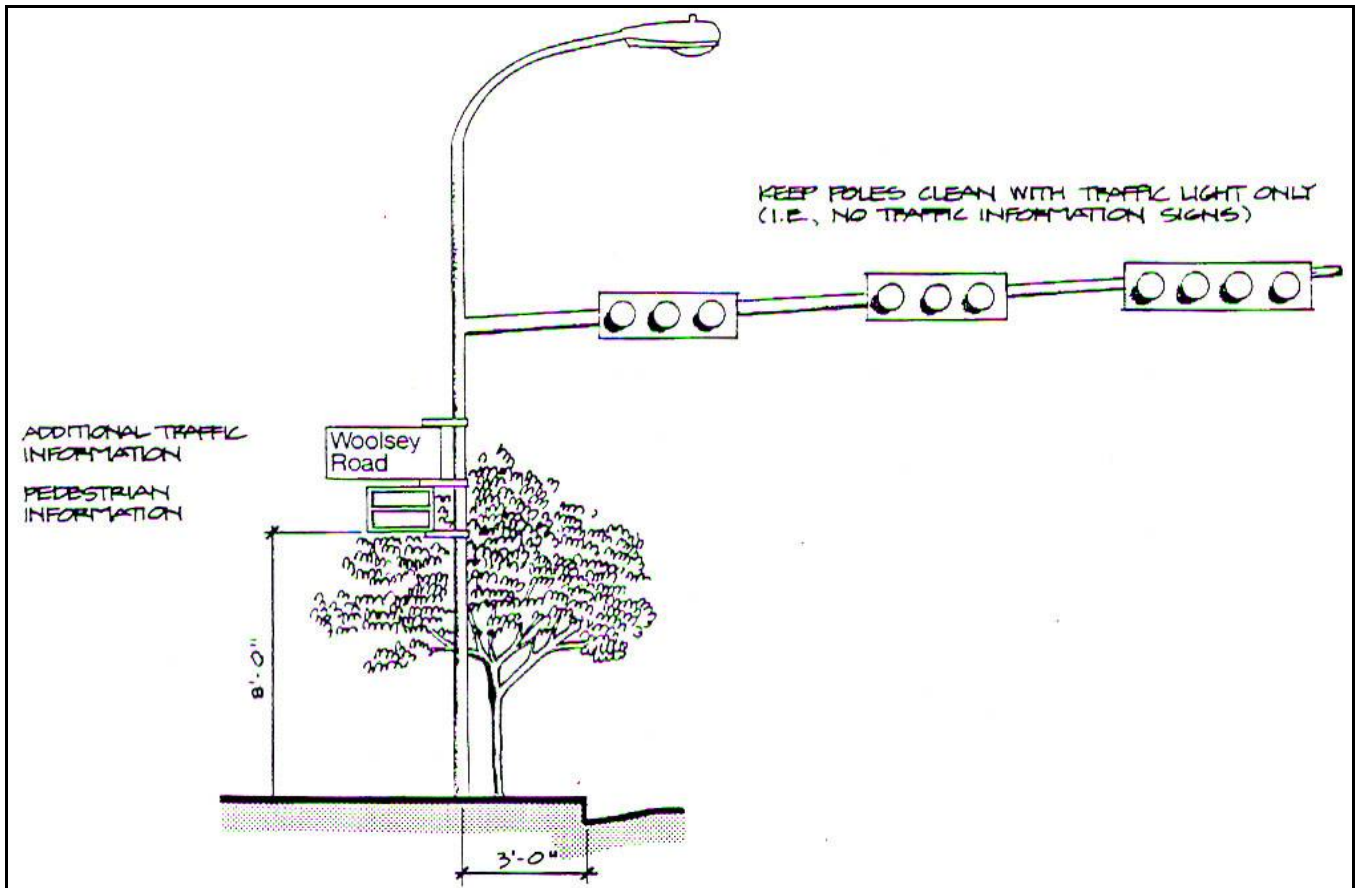
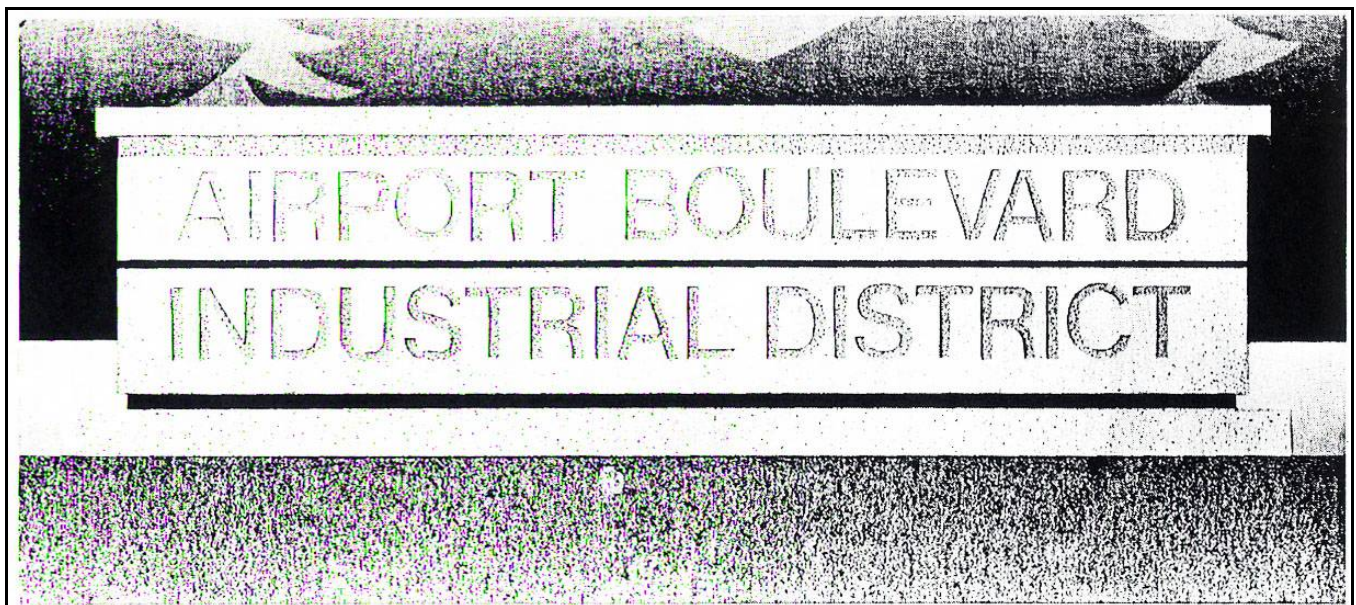


Figure 19 Suggested Entrance Sign (See Figure 8 for location)



C. EXTERNAL ROADWAY IMPROVEMENTS

1. Improvements to Laughlin Road South

Laughlin Road currently connects Airport Boulevard with River Road via a circuitous route including a jog to the west just south of Mark West Creek. This road also includes a number of substandard segments, including a one-lane bridge over Mark West Creek. As an initial plan implementation step, these segments should be improved to minimum county standards for a “rural collector.”

2. Shiloh Road Connection (Skylane Boulevard-Laughlin Road Extension)

A connection between the planning area and Shiloh Road, as shown on Figure 8, should be provided as an initial development phase in order to: (1) meet the road service needs of adjacent landowners who anticipate industrial park development in the near future, and (2) provide a direct link between planning area development and business park and residential development planned in the Windsor Specific Plan area. The connection will also be beneficial to the Sonoma County Airport in providing improved access to its northern runways. This route should be constructed to three-lane collector standards within the planning area, and to two-lane county standards between the planning area and Shiloh Road. With this connection, the Shiloh Road interchange with U.S. 101 could provide additional freeway access for trips having origins north of the area to and from western portions of the planning area, particularly in the future when the Airport Boulevard/U.S. 101 interchange becomes more heavily used.

A connector street between the planning area and the recently approved Shiloh Oaks Master Plan Industrial Area (see Figure 8) would provide an additional vehicular access route between planning area development and industrial development in the Town of Windsor, which would allow for improved access to commercial businesses at the Aviation/Airport Boulevard intersection and to the Sonoma County Airport. This route, designed in coordination with the Town of Windsor, would be constructed to connector street standards. However, this connector street shall not connect to Aviation Boulevard until the Highway 101/Airport Boulevard interchange overpass widening, reconfiguration, and ramp signalization project has been fully funded and construction has commenced. An Emergency Vehicle Access (EVA) driveway may be constructed before the interchange is fully funded and under construction. The EVA shall meet minimum Fire Safe Standards with a curbcut, driveway apron, and gate with a Knox Box at the Aviation Boulevard entry.³⁴

3. River Road Connection (Brickway Boulevard-Laughlin Road Extension)

An extension of Brickway Boulevard south of the planning area to connect with Laughlin Road and Woolsey Road will be required to provide a more centralized and direct connection between the planning area and River Road as the planning area approaches full buildout (see Figure 8). The new route would divert a substantial portion of planning area traffic away from the U.S. 101/Airport Boulevard interchange.

³⁴ Plan amendment dated September 15, 2009, Resolution No. 09-0879, PRMD File No. SPA06-0002.

A traffic signal will also eventually be needed at the River Road/Laughlin Road intersection. In addition, a westbound right-turn lane several hundred feet long will be needed on the River Road approach to this intersection. Also, the southbound Laughlin Road approach to this intersection should probably have a minimum of two travel lanes (one for exclusive left turns and one for through and right turns).

4. U.S. 101/Airport Blvd. Interchange

Although present traffic volumes on the U.S. 101/Airport Boulevard interchange are fairly light, they are expected to increase dramatically as the planning area and surrounding areas develop. By 1995, the cumulative impact of expected planning area development under this specific plan, plus background traffic (including trips to and from the County airport), could use nearly all the practical level-of-service C capacity of this interchange. The interchange components with key capacity limitations are the off-loop from U.S. 101 northbound to Airport Boulevard westbound (1,300 vph ³⁵ capacity), the bridge over U.S. 101 (1,500 vph capacity), and the U.S. 101 southbound onramp from eastbound Airport Boulevard (1,500 vph capacity).

A capacity "threshold" for the existing interchange is shown in Table 6. The southern connection between the planning area and River Road via the Laughlin Road extension shown on Figure 8 would allow a portion of planning area trips to and from the areas to the south to utilize the existing U.S. 101/River Road interchange, and would provide a more centralized and direct route for this purpose than would the existing Laughlin Road.³⁶

Table 6 Key Road Component Capacity Limitations

Component	Current Capacity (Vehicles per hour)
Airport Boulevard (2 lanes)	1,300 vph* w/median one way 2,000 vph two-way
U.S. 101 northbound off-loop to Airport Boulevard westbound	1,300 vph one-way
Bridge over U.S. 101	1,500 vph one-way 2,400 vph two-way
U.S. 101 southbound onramp from eastbound Airport Boulevard (one-lane)	1,500 vph

SOURCE: Wilbur Smith and Associates

* Vehicles per hour per lane.

In any case, before the planning area reaches build-out under the land use provisions of this specific plan, reconstruction of the U.S. 101/Airport Boulevard interchange will be required. The most cost-effective solution to rebuilding this interchange would be to construct it at the same time U.S. 101 is widened from four to six lanes, as presently called for in the County's General Plan. A recommended concept for a new U.S. 101/Airport Boulevard interchange is

35 Vehicles per hour per lane.

36 Signalization is likely to be required to control cumulative traffic volumes at the U.S. 101/River Road interchange, and at the River Road/Fulton Road intersection.

diagrammed in Figure 20. Key features of this new interchange are:

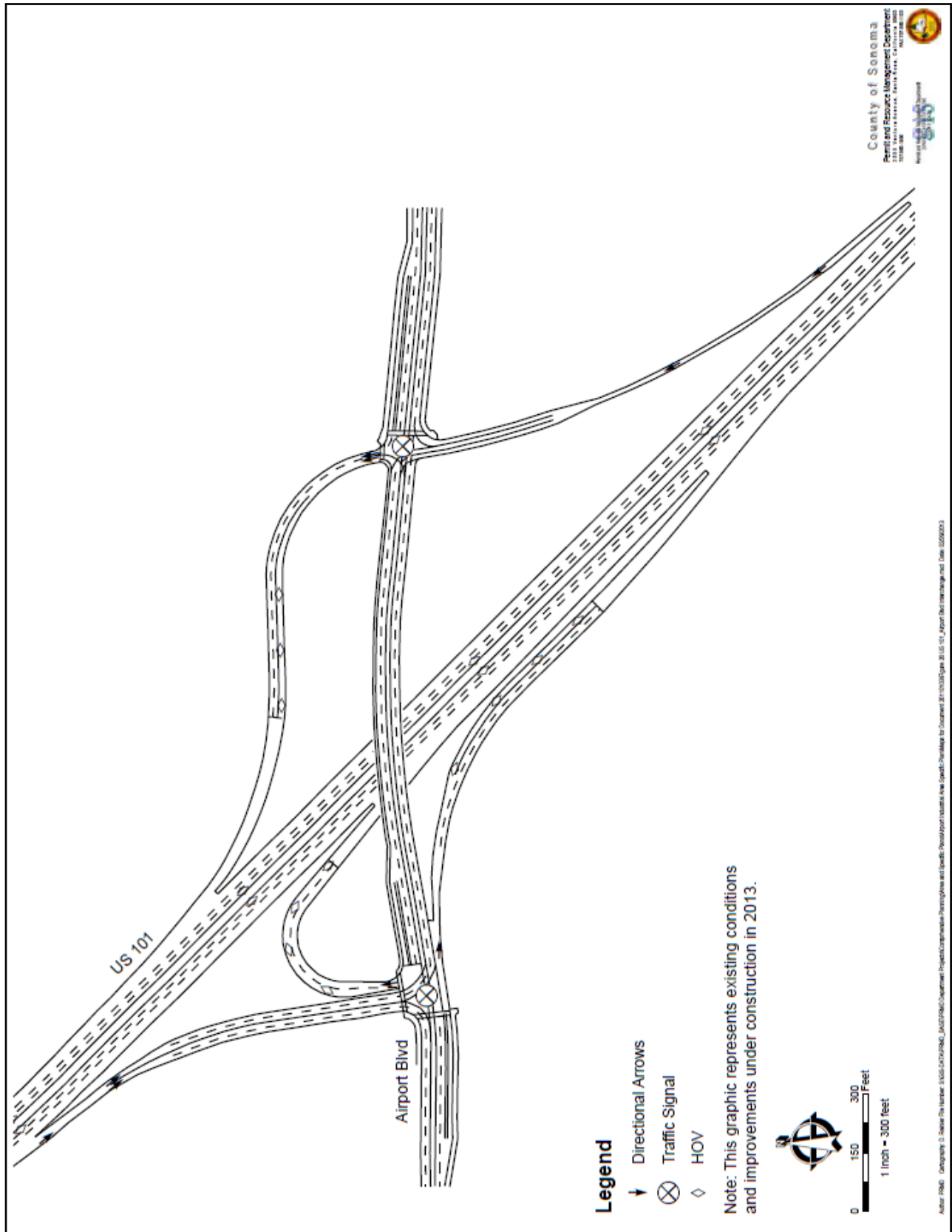
- a. Construction of a two-lane offramp from northbound U.S. 101 to a signalized T-intersection with Airport Blvd., providing a peak-hour capacity of about 2,600 vph;
- b. Widening of the onramp from e/b Airport Boulevard to s/b U.S. 101 to two lanes to provide a peak-hour capacity of approximately 2,600 vph. Widening of Airport Boulevard to 3 lanes in each direction from the railroad tracks to the U.S. 101 overpass, signalization of the southbound U.S. 101 on/off ramps, addition of a third west bound lane on the U.S. 101 overpass structure, and addition of a High Occupancy Vehicle third lane to the southbound U.S. 101 onramp.³⁷
- c. Addition of a 1,300-foot auxiliary lane on northbound U.S. 101 between the Fulton Road interchange n/b onramp and the Airport Boulevard interchange n/b offramp;
- d. Addition of a 1,000-foot auxiliary lane on southbound U.S. 101 between the Airport Boulevard onramp and the Fulton Road offramp;
- e. Widening of the Airport Boulevard/U.S. 101 overpass to provide four lanes; and
- f. Elimination of the existing on-loop from Airport Blvd. e/b to U.S. 101 n/b and replacement by a left-turn lane and n/b onramp to U.S. 101.

5. **Traffic Monitoring Program**

If the traffic generation and distribution assumptions applied in designing this interchange scheme prove to be correct, the interchange design shown in Figure 20 is expected to provide sufficient capacity for cumulative traffic generation at buildout of the planning area under the land use policies of this specific plan, plus anticipated full utilization of the County airport. However, significant differences in actual vs. projected traffic characteristics may occur. A traffic monitoring program is therefore recommended (see policy “a” below).

37 Plan amendment dated April 8, 2003, Resolution No. 03-0363, PRMD File No. PLP02-0054.

Figure 20 US 101 Airport Boulevard Interchange at Plan Buildout



D. CIRCULATION ELEMENT POLICIES

- a. Development fees should be established immediately which are adequate to fund County implementation of a traffic monitoring program. Field monitoring (local traffic counts, etc.) should be started in mid-1990 or when the planning area industrial-commercial land inventory reaches 25 percent buildout,³⁸ whichever comes first. The program should include monitoring of the following:
1. Weekday traffic volumes on all planning area access roads (east and west ends of Airport Boulevard, including Skylane Boulevard and Laughlin Road);
 2. Peak-hour levels of service at the intersection of Airport Boulevard and Aviation Way; and
 3. Peak-hour level of service at the Airport Boulevard/freeway interchange.

Levels of service should be computed based upon field traffic counts and improvements in place. The relationship should then be established between existing levels of development and associated traffic conditions. This relationship should be compared with the various road system critical design thresholds identified in Table 6 on page 94, and warranted road improvements should be identified and required as a condition of further development.

- b. New development approvals shall be conditional on applicant provision of the roadway needs and requirements set forth in this "Circulation Element" and in the "Financing and Implementation Element" of this specific plan. Streets shall be constructed to the standards established on Figures 9 through 17 and 20, and located as shown on Figure 8, the Circulation Plan map.
- c. Minor expansions of existing uses (i.e., expansions which do not exceed 25 percent of the appraised value of the improvements on a parcel) shall be conditioned upon applicant provision of half-width street frontage improvements, and related right-of-way dedication and landscaping improvement requirements set forth in this plan.³⁹
- d. Frontage improvement requirements established in this plan which are outside of the Airport Boulevard right-of-way shall be constructed at the applicant's expense at the time of project development.
- e. Development approvals for any project which has the potential to employ 200 or more full-time workers shall be conditioned upon applicant provision of a Transportation Management Plan outlining strategies to reduce peak period congestion traffic. Illustrative examples of such strategies are preferential parking for carpools, flextime, ride-sharing, transit facilities, and bicycle and pedestrian facilities.
- f. Development approvals for any project on the property located north of Airport

38 25 percent buildout = 130 acres of industrial-commercial development, including the 90 existing acres; see Table 6, p. 92, of this specific plan

39 Plan amendment, Resolution No. 85-549.

Boulevard and east of the Northwestern Pacific Railroad Tracks (Parcels 49 and 50) shall be conditioned upon applicant provision of a dedication to the County adjacent to the existing NWP right-of-way to be used by the County for future transit service.

- g. No curbcuts, parcel access, or on-street parking shall be permitted on the Pruitt Avenue extension connector street within the Specific Plan Area in order to preserve the agricultural lands abutting the road.⁴⁰

E. ROAD CONSTRUCTION SEQUENCES AND COSTS

Table 7 provides an outline of specific plan-designated road improvements by sequence, provides order-of-magnitude cost estimates for each improvement, and suggests related cost responsibilities. Improvement sequences for various road components are also described below:

1. Airport Boulevard

Airport Boulevard is proposed to be improved in two phases, as shown on Figures 9 and 10. Phase I is shown on Figure 9. At this initial stage, all of Airport Boulevard would be widened to at least three lanes, to provide for a continuous center turning lane. Phase I would have one lane of travel in each direction and would be constructed to meet rural standards (no curbs and gutters). Overhead utilities would be undergrounded. Improvement Phase II would include widening of Airport Boulevard to its ultimate 4-lane arterial configuration, plus installation of curbs and gutters and streetlighting. As shown on Figure 10, the route would be widened to four-lane urban standards, with two travel lanes in each direction plus curbs, gutters, sidewalks, and shoulders.

- a. **Segment between NWPRR Tracks and U.S. 101.** Improvement of this segment to its four-lane configuration should begin when traffic flows reach approximately 1,200 peak-hour/peak-direction vehicles per hour. This volume corresponds to approximately 100 gross acres of industrial park development, 100 gross acres of heavy industrial development or some combination of the two, on planning area lands served by the segment (including existing development). The improvement sequence and cost information in Table 7 and in other sections of this plan assume that this eastern segment of Airport Boulevard will be four lanes by 1995.
- b. **Segment between Brickway Boulevard and the NWPRR Tracks.** Improvement of this segment to its four-lane configuration should begin when monitored traffic flows reach approximately 1,200 peak-hour/peak-direction vehicles per hour. This traffic volume corresponds to approximately 350 gross acres of industrial park or heavy industrial development.
- c. **Segment between Ordinance Road and Brickway Boulevard.** Improvement of this segment to its four-lane configuration should begin at or before the point

40 Plan amendment dated September 15, 2009, Resolution No. 09-0879, PRMD File No. SPA06-0002.

when monitored traffic flows reach approximately 1,200 peak-hour/peak-direction vehicles per hour. This traffic volume corresponds to approximately 500 gross acres of industrial park development on planning area land.

From an industrial development marketing standpoint, it may be desirable to improve the Ordinance Road to Brickway Boulevard segment (nearest the Airport Business Park) to full four-lane standards in Phase I, as assumed in Table 7.

A portion of the traffic volume along this route will be attributable to Sonoma County Airport and Sonoma County Airport Industrial Park, as indicated in the plan EIR. County Airport and Airport Business Park fair-share contributions to the cost of required Airport Boulevard improvements are suggested in Table 8 and in the Finance and Implementation Element of this plan.

2. Collectors, Connectors,⁴¹ and Minor Streets

Construction of collectors, connectors, and minor streets will be required as necessary to serve new development when it occurs. Based on the likely sequence of development apparent at this time, assumed minor collector construction sequences are outline in Table 7 and listed below:

a. Phase 1:

1. Improve Laughlin Road bridge over Mark West Creek and improve roadway width to 26 feet;
2. Construct Laughlin Road northern extension (Skylane Boulevard); and
3. Construct eastern segment of Regional Parkway loop road south of Airport Boulevard (between Brickway Boulevard and Airport Boulevard).

b. Phase II:

1. Construct Flightline Boulevard loop road north of Airport Boulevard;
2. Construct Aviation Way from Airport Boulevard to NWPRR;
3. Construct collector road south of Airport Boulevard and east of NWPRR; and
4. Construct Regional Parkway between Brickway Boulevard and Laughlin Road.

c. Phase III:

1. Construct secondary connection north of Airport Boulevard between development areas east and west of the railroad (i.e., Alternative "A" and/or "B" on Figure 8); and
2. Construct Brickway Boulevard extension from planning area to River Road.

41 Plan amendment dated September 15, 2009, Resolution No. 09-0879, PRMD File No. SPA06-0002.

3. Allow for the construction of a connector street between the Planning Area and the Shiloh Oaks Master Plan industrial area in the Town of Windsor only if the Highway 101/Airport Boulevard interchange overpass widening, reconfiguration, and ramp signalization project has been fully funded and construction has commenced. An Emergency Vehicle Access (EVA) driveway may be constructed before the interchange is fully funded and under construction. The EVA shall meet minimum Fire Safe Standards with a curbcut, driveway apron, and gate with a Knox Box at the Aviation Boulevard entry.⁴²

1. Road Construction Cost Estimates

Preliminary order-of-magnitude estimates of roadway improvement costs and suggested cost responsibilities are listed in Table 7 for planning purposes. All costs are in 1987 dollars. Improvement costs described in Table 7 as benefitting all landowners should be shared by all benefitting property owners on an equitable basis, as described in the Financing and Implementation Element of this plan, with the following exception:

The plan EIR indicates that the addition of any one of the following additional industrial areas to the planning area industrial inventory designated in the Sonoma County Commercial/Industrial Study would trigger the need for the southbound U.S. 101 auxiliary lane component of the Airport Boulevard/U.S. 101 interchange reconstruction:

- a. The so-called "northern area," i.e., the added industrial park areas north of the pre-1984 CSA 31 boundary;
- b. The industrial-commercial designations north of Airport Boulevard and east of the NWPRR tracks added to the plan in 1987 (parcels 49-51);
- c. The industrial-commercial designation in the southwest quadrant of the Airport Boulevard/U.S. 101 interchange added to the plan in 1987 (parcel 7); and
- d. The 16.5-acre industrial designation at the southwest corner of the planning area added to the plan in 1987 (parcel 1).

Without development of these added areas, this auxiliary lane would not be necessary. The lane accounts for roughly \$110,000 of the \$3.2 million reconstruction estimate.

⁴² Plan amendment dated September 15, 2009, Resolution No. 09-0879, PRMD File No. SPA06-0002.

Table 7 Estimated Road Improvement Costs and Responsibilities (1984 Dollars)

Phase I (1985-1995)						
Route	Improvements	Total Cost			Suggested Cost Responsibilities (see Notes below)	
		Lin. Ft.	\$/l.f.	Total	County	Local Landowners
Airport Boulevard						
1. NWPRR Tracks to U.S. 101	3 lanes, rural standard (2 travel lanes, one cont. turning lane, utility undergrounding)	2,100	195	\$410,000		\$410,000
2. Brickway Blvd. to NWPRR tracks	Same	2,150	225	\$484,000		\$484,000
3. Ordinance Rd. to Brickway Blvd.	4 lanes, urban standard (4 travel lanes, curb & gutter, street lights, signage)	2,500	360	\$900,000		\$900,000
Northside Collector Streets						
1. Skylane Blvd. from Airport Blvd. to planning area boundary	3 lanes, urban collector standards (2 travel lanes, one cont. left-turn lane, curb & gutter, street lighting, signage, and elec. undergrounding)	2,500	285	\$713,000		\$713,000
2. Skylane Blvd. from planning area boundary to Shiloh	2 lanes, rural collector standards	2,500	207	\$518,000	\$155,000	\$363,000
Southside Collector Streets						
1. Eastern segment of Regional Pkwy. between Brickway and Airport Blvd.	3 lanes, urban collector standards (2 travel lanes, one cont. left-turn lane, curb & gutter, street lighting, signage, elect. undergrounding)	3,300	285	\$941,000		\$941,000

Phase I (1985-1995) Continued						
Route	Improvements	Total Cost			Suggested Cost Responsibilities (see Notes below)	
		Lin. Ft.	\$/l.f.	Total	County	Local Landowners
2. Laughlin Rd. improvements from Airport Blvd. to River Rd.	Improve substandard segments, widen bridge to 2 lanes			\$245,000*	\$245,000	
Totals – Phase I Road Improvements				\$4,296,000	\$300,000	\$3,996,000
County staff estimate, October 1986						

ESTIMATED ROAD IMPROVEMENT COSTS AND RESPONSIBILITIES (1984 DOLLARS)						
Phase II (1995-2000)						
Route	Improvements	Total Cost			Suggested Cost Responsibilities (see Notes below)	
		Lin. Ft.	\$/l.f.	Total	County	Local Landowners
Airport Boulevard						
1. Brickway Blvd. to NWPRR tracks	Widen from 3 to 4 lanes, add curb & gutter, street lights, and signage	2,150	250	\$538,000	\$538,000	
2. NWPRR tracks to U.S. 101	Widen from 3 to 4 lanes, add curb & gutter, street lights, and signage	2,100	250	\$525,000	\$525,000	
Northside Collector Streets						
1. Flightline Blvd. loop	3 lanes, urban collector standards (2 travel lanes, one cont. left-turn lane, curb & gutter, street lighting, signage, and electrical undergrounding)	900	285	\$257,000		\$257,000
Southside Collector Streets						
1. Collector road south of Airport Blvd. and east of NWPRR	Same	1,600	285	\$456,000		\$456,000
2. Regional Pkwy from Brickway Blvd. to Laughlin Rd.	Same	1,800	285	\$513,000		\$513,000
Signalization						
1. Laughlin Rd. @ Airport Blvd.	4-way signal			\$70,000	\$70,000	
2. Brickway Blvd. @ Airport Blvd.	4-way signal			\$70,000	\$70,000	

ESTIMATED ROAD IMPROVEMENT COSTS AND RESPONSIBILITIES (1984 DOLLARS)						
Phase II (1995-2000) Continued						
Route	Improvements	Total Cost			Suggested Cost Responsibilities (see Notes below)	
		Lin. Ft.	\$/l.f.	Total	County	Local Landowners
3. Regional Pkwy. @ Airport Blvd.	3-way signal			\$60,000	\$60,000	
4. Aviation Way @ Airport Blvd.	4-way signal			\$70,000	\$70,000	
Totals – Phase II Road Improvements				\$3,272,000	\$1,333,000	\$1,939,000

ESTIMATED ROAD IMPROVEMENT COSTS AND RESPONSIBILITIES (1984 DOLLARS) PHASE III (AFTER 2000)						
Route	Improvements	Total Cost			Suggested Cost Responsibilities (see Notes below)	
		Lin. Ft.	\$/l.f.	Total	County	Local Landowners
1. Airport Blvd./U.S. 101 interchange	Reconstruction as described in plan, including overpass, approaches, ramps, signal, and U.S. 101 bridge widening	—	—	\$3,128,000*	\$648,000*	\$2,590,000*
2. Southern extension of Brickway Blvd. to River Rd.	Roadway (2 lanes, rural collector standards)	1,900	207	\$393,000	\$59,000*	\$334,000*
	Bridge across Mark West Creek			\$1,600,000	\$240,000**	1,360,000**
Totals – Phase III Road Improvements***				\$5,230,000	\$947,000	\$4,284,000
<p>*The County's share of cost responsibilities for the interchange is estimated to be 25 percent. This figure is based upon an estimate of the County's contribution to peak-hour traffic on the interchange (airport, honor farm, etc.). The remaining 75 percent share will be allocated among landowners and possibly the State. State and landowner contributions would be determined at the time of design and construction. The improvement would probably be combined with the planned widening of U.S. 101 from four to six lanes. A portion of this figure (approximately \$110,000) is for the s/b U.S. 101 auxiliary lane. This portion of the costs will be the responsibility of landowners in the "northern area," the industrial-commercial designations located north of Airport Boulevard and east of the NWPRR tracks (Parcels 49-51), and in the southwest quadrant of the Airport Boulevard/U.S. 101 interchange (Parcel 7) and the 16.5-acre industrial designation at the southwest corner of the planning area (Parcel 1) added to the plan in 1987.</p> <p>**The traffic analysis completed in formulating this plan indicates that about 85 percent of the peak traffic using this new River Road connection would be attributable to private development in the planning area, and about 15 percent due to through traffic and the airport/honor farm.</p> <p>***Connector street between Aviation Boulevard and Shiloh Oaks Master Plan Area – Roadway designed to connector street standards – County Cost (None) – Local Landowners (100%).⁴³</p>						

NOTE: All of these cost estimates are extremely preliminary in nature and may be subject to significant adjustments based upon more detailed engineering studies. At their October 9, 1984 meeting, the Sonoma County Board of Supervisors agreed to accept a landowner suggestion that full responsibility for Phase I improvements to Airport Boulevard be taken by the landowners in exchange for County acceptance of full responsibility for Phase II improvements to Airport Boulevard. This switch in responsibilities was possible because the estimated dollar amount of the county's responsibilities would remain essentially the same. Phase I (1985-1995) Airport Boulevard and various initial collector road cost responsibilities have been assigned to benefitting landowners through development fee procedures established by Board of Supervisors Resolution RZ11301 (March 19, 1985). An assessment district has been formed to construct the Phase I improvements to Airport Boulevard.

43 Plan amendment dated September 15, 2009, Resolution No. 09-0879, PRMD File No. SPA06-0002.

Table 8 Approximate Local Landowner Cost Responsibilities for Road Improvements, 1985-2000 (From Table 7)

	Total Cost (from Table 7)	Cost Responsibility*		
		Planning Area (%)	County Airport	Airport Bus. Park
Phase I (1985-1995)	\$3,811,000	\$3,506,000 (92%)	\$267,000 (7%)	\$38,000 (1%)
Phase II 1995-Buildout	\$1,939,000	\$1,687,000 (87%)	\$233,000 (12%)	\$19,000 (1%)
Totals	\$5,750,000	\$5,193,000	\$500,000	\$57,000

SOURCE: Wagstaff and Brady.

* Based on ADT figures in August 1986 Draft SEIR, Table S10, p. 55.

Note: These figures are highly preliminary and are provided for planning purposes only. These figures may be subject to significant adjustments based upon more detailed engineering studies. The "total cost" figures include the cost of all designated collector roads which serve more than one ownership. The allocation for these cost responsibilities to individual landowners in the planning area will presumably be made based upon relative benefit, i.e., proximity to various road components and relative traffic generation characteristics.

VII. PUBLIC FACILITIES ELEMENT

A. SEWER SERVICE MASTER PLAN

1. Adequacy of New CSA #31 Provisions

- a. **CSA #31 Sewer Improvements.** The “backbone” sewerage construction instituted in the planning area by County Services Area 31 in 1984 is expected to be adequate to provide for the collection and treatment needs of planning area buildout under the land use policies of this amended plan. Construction of a 24-inch trunk sewer has been completed along the length of Airport Boulevard, and capacity has been added to treatment and disposal facilities northeast of the County airport (see Sewer Map in Appendix E).

The CSA #31 system has been designed for construction in four phases to allow staged financing. Within CSA 31, Assessment District No. 1 was established to fund construction of Phase I of the system. Phase I, including a 24-inch trunk line along Airport Boulevard and the first 300,000 gpd of treatment capacity (the treatment, storage, and disposal facility in the northwest corner of the planning area) was completed in late 1984. Phase II expansion of the system was begun in 1986 with the construction of a 15-inch sewer trunk line north of Redwood Creek from the treatment plant to Skylane Boulevard. The treatment plant capacity will be expanded by 300,000 gpd during the summer of 1987.

- b. **Collection System Capacity.** The incremental size of pipes, rather than precise design flows, have governed the size of the 24-inch trunk line on Airport Boulevard. As a result, the carrying capacity of the 24-inch trunk line exceeds anticipated flows.⁴⁴
- c. **Additional Sewage Treatment Needs.** Table 9 includes estimates of the sewage flow increases associated with planning area buildout under the land use policies of this specific plan. Planning area buildout is expected to occur at or beyond the year 2015. Table 9 indicates that cumulative planning area sewer demand projections would remain within the assigned design capacity of the CSA 31 system beyond the year 2000, but at buildout could exceed the assigned capacity of the system as currently proposed.⁴⁵

The figures indicate that if: (1) the sewer rate flows estimated in the specific plan

44 Brelje and Race/Carlile/Daugherty/Carlenzoli, Civil Engineers; from text inserts prepared for the Supplement to the Environmental Impact Report for the Sonoma County Airport Industrial Area Specific Plan, August 1986.

45 Idem

(Table 9) prove to be accurate, (2) the 607 acres of land designated in the amended plan for industrial and commercial development are fully developed at the rate projected, and (3) the Larkfield and Wikiup components of CSA 31 are fully developed as provided for in local plans, then the added effluent from the proposed projects could exceed the CSA 31 treatment system capacity as originally proposed.

The land use amendments incorporated in this 1987 version of the specific plan are based on the assumption that additional revenue collected from the projects would be adequate to cover any associated capacity improvement needs. Under the existing CSA 31 revenue program, funds are collected prior to the need for constructing the next phase of the treatment system. Construction beyond the original 1.2 MGD capacity could take place if this revenue collection program was continued. The additional revenue collected should be adequate to acquire any needed additional land and to fund improvements for treatment, storage and disposal.⁴⁶

Table 9 Cumulative Sewer Flow Rates vs. Design Capacity

Planning Area Design Flow Anticipated in the 1983 CSA 31 Sewer System Design	
600 gal/ac/day (design rate) x 340 acres (portion of CSA 31 in planning area)	204 gpd
Planning Area Demand Estimate Under the Land Use Policies of this Amended Specific Plan	
1995	110,000 gpd
Buildout	253,000 gpd

SOURCE: Supplement to the EIR for the Sonoma County Airport Industrial Area Specific Plan, p. 94; August 1986

2. Sewer Facilities Master Plan

The comprehensive sewer facilities master plan illustrated on Figure 21 is suggested as a preliminary layout for project planning and development review purposes. The intent is to establish an integrated planning area sewer system adequately sized to accommodate full buildout under the provisions of this specific plan. The layout has been designed to operate under gravity flow and to be constructed in increments as needed. The system should be located under streets wherever possible and sized as necessary to meet the estimated needs of the planning area at full buildout.

The project sewerage system would probably be divided into two subsystems or drainages. One subsystem would serve project areas south of Redwood Creek via a gravity connection to the existing 24-inch trunk line on Airport Boulevard. Areas north of Redwood Creek are adequately served by a secondary 15-inch trunk sewer that goes directly to the treatment plant. This secondary trunk line was constructed in 1986.

In some cases, gravity sewage flow to the two trunk sewers can be achieved by filling the low

46 Idem

areas. Some areas will not need filling. Other areas will need as much as 7 feet of fill.

3. Treatment Expansion Phasing

Future CSA #31 sewage treatment plant Phases II, III, and IV are expected to be constructed in cost-efficient 300,000 gpd capacity increments to keep ahead of demands, thereby limiting initial capital investment needs. An assessment district was established to finance Phase I of the sewer system. Connection fees have been set and are being collected to meet the cost of completing future phases of the system. Actual demand trends will be monitored to determine when treatment expansions are required. Development on those sites not currently within the CSA 31 boundary would require application to LAFCO for approval of annexations to CSA 31.

Annexation fees, connection fees, and system user charges or service district assessments for these properties would be set to cover the cost of any added capital improvement needs triggered by the projects, as well as any ongoing increases in system operation and maintenance costs anticipated as a result of the added project services.

B. WATER SERVICE MASTER PLAN

1. Existing System Capacity

The Windsor Water District (WWD) provides water service to Windsor and surrounding areas including planning area industrial properties, via an intertie from the airport aqueduct along the new Skylane Boulevard extension to Conde Lane. The District has adequate water supply from the Sonoma County Aqueduct to provide the domestic and fire-flow needs of the planning area industrial-commercial uses plus other projected district needs.⁴⁷

2. Water System Layout

Installation of a common water system will be required in the planning area to meet the needs of the industrial development authorized by this plan. The system will require such common improvements as an internal water transmission main or grid system and adequate gravity storage capacity to provide for peak, reserve, and emergency fire flow needs.

The water system master plan for the Airport Industrial Area, diagrammed on Figure 22, is suggested as a preliminary layout for project planning and development review purposes. The source of water supply for the system should be via installation of a 12-inch main along the length of Airport Boulevard eastbound from a connection to the existing 12-inch Laughlin Road main at the Laughlin Road/Airport Boulevard intersection and an existing 12-inch main in Regional Parkway from a connection at the existing 12-inch main in Skylane Boulevard.

⁴⁷ Hal E. Wood, General Manager, Windsor Water District, March 31, 1986.

3. **System Installation and Operation**

For the interim planning area development years, the Windsor Water District has entered into an agreement to purchase water from the Sonoma County Water Agency's "firm water supply" via Aqueduct No.1 to serve initial development as it occurs. No treatment would be required for the aqueduct water.

As described in the Financing and Implementation Element of this plan, construction of the various phases of the water system will be completed under refunding agreements, and/or assessment proceedings administered by the County of Sonoma.

C. **STORM DRAINAGE MASTER PLAN**

1. **Storm Drainage System**

The storm drainage system master plan diagrammed on Figure 23 is suggested as a preliminary layout for project planning and development review purposes. Topographic information was utilized to divide the planning area into drainage subareas tributary to the existing watercourses. Preliminary hydrologic calculations provided the basis for the general sizing of storm drain conduits.

The storm drainage system has been designed according to Sonoma County Water Agency standards. There are three main elements of the plan:

- a. The southerly portion of the planning area is proposed to drain to Mark West Creek as shown in Figure 23. Mark West Creek is proposed to remain in its present open-channel condition.
- b. The central portion of the study area is proposed to drain to Redwood Creek, which has a total watershed area of 867 acres. Redwood Creek should either be improved to 100-year storm event standards, or a combination of creek improvements and a storm drain bypass system should be constructed to handle the 100-year flow condition with full planning area buildout. Railroad culvert improvements may be a necessary part of this program, depending on the Redwood Creek improvement option selected.

Under ultimate buildout conditions, additional culvert capacity will be required for the railroad crossing with Redwood Creek. Culvert improvements will be necessary coincident with the first phases of project development east of the railroad. The Redwood Creek improvement system would also be required as part of the first phases of project development.

- c. The portion of the study area north of Redwood Creek would drain to Airport Creek, which has a watershed area of 530 acres. It is proposed that Airport Creek be improved to carry the 100-year storm event with full planning area buildout. This could be achieved by improvement of the existing channel, relocation of the channel, or a combination of these measures. The layout on

Figure 23 suggests construction of an open channel waterway along the northern planning area boundary from Skylane Boulevard to Aviation Way.

In general, primary storm drains must be constructed upon the development of outlying parcels tributary to secondary storm drains. Specific storm drain designs shall be completed with detailed individual development plans. An internal system of in-street catch basins and storm drains would discharge into adjacent drainages.

D. SEWER, WATER, AND DRAINAGE SERVICE POLICIES

1. Development in the planning area shall be accommodated in accordance with the ability of CSA #31 to provide adequate sewage collection, treatment, and disposal services.
2. Development approvals shall be conditioned on developer provision of the sewer, water, and drainage needs generally set forth in this Public Facilities Element.
3. The water supply system should be sized as necessary to meet the estimated ultimate fire flow and domestic pressure needs of project buildout. Water system “looping” should be provided wherever possible to ensure continuous service and maximum fire-flow reliability in the event of a main disruption. The system should be located in streets wherever possible.
4. Engineered storm drainage plans will have to be prepared at the development plan stage and approved for each project, as required by the Sonoma County Water Agency and the Sonoma County Public Works Department.
4. Sewer mains, water mains, and storm drains shall be installed in increments as needed, financed by benefitting developers, and sized as generally set forth on Figures 21, 22, and 23 of this Public Facilities Element.
5. In the interest of cost efficiency, sewer mains, water mains, and storm drains shall be installed and cost responsibilities assigned as needed as roadways are built.
6. The needed improvements shall be financed as set forth in the Financing and Implementation Element of this Specific Plan.
7. All development permits shall be conditioned on compliance with the sewage disposal regulations set forth in County Industrial Waste Ordinance #1917.

E. FIRE SERVICE

1. Current Service

The planning area, with the exception of the Tollefson property, is currently served by the Rincon Valley Fire Protection District. The developer of the Tollefson property will need to initiate proceedings with LAFCO to annex that property to the RVFPD.

2. Fire Protection Needs

The Rincon Valley District has estimated the requirements imposed by planning area development for fire protection services. Using ISO (Insurance Services Office, a fire service grading organization) standards for industrial areas, the district estimates that the planning area would require the following additional services at buildout:

- a. One 85-foot aerial truck;
- b. One engine (1,250-gallon-per-minute capability);
- c. One squad (specially equipped utility truck for medical and emergency supplies);
- d. Five on-duty personnel (requiring 12 to 17 additional personnel); and
- e. One station to house the vehicles, equipment, and personnel.

The existing service capacity of the district would be adequate for only a small amount of new development in the planning area. ISO standards call for an aerial truck when industrial floor space reaches 80,000 square feet. The remaining equipment would be needed by 1995 or sometime soon thereafter, assuming the pace of development estimated in Table 5 of the specific plan Land Use and Open Space Element. Because existing fire stations would not be adequate to house a ladder truck and associated personnel, a new station would be required when the truck is placed in service. A new station in the central portion of the planning area would provide for a 3-minute response time for the entire area, which is not possible from the existing stations of the Rincon District or California Department of Forestry.

Estimates provided by the two fire departments were used to assess fiscal impacts. Approximate costs for the additional facilities needed at buildout are shown below, in 1987 dollars.

Table 10 Cost Estimates for Additional Fire Services

Capital Costs			Annual Expenditures		
	1995	Buildout		1995	Buildout
Aerial truck	\$275,000		Personnel	\$330,00	\$550,000
Engine		\$125,000	Maintenance & Supplies	\$13,000	\$22,000
Squad	\$45,000				
Station (Excluding land)	\$440,000				
Total	\$760,000	\$885,000	Total	\$343,000	\$572,000

3. Fiscal Effects on Fire Protection Services

The EIR on the 1984 Specific Plan stated that the plan would have an adverse fiscal impact on the provision of fire protection services. A particularly large revenue shortfall was estimated due to tax formulas in effect at that time and the fact that most of the industrial area west of the NWPRR tracks was outside the boundaries of the Rincon Fire District. Since that time, this portion of the planning area has been annexed to the District under a new contract which allocates to the District a share of the county tax revenues collected in the area

equivalent to the amount the District has been receiving elsewhere in its boundaries, and also levies a special fire protection fee of \$100 per acre per year for industrial and commercial land.

In addition, development fees have been established in the planning area to fund fire protection improvements, as well as other improvements called for by this specific plan⁴⁸. In establishing these fees, the County agreed to provide facilities for a fire station.

4. **Sprinkler Requirement**

A fire flow of 4,000 gpm is required to provide for fire service needs. As these flows are not initially obtainable in the study area,⁴⁹ it is the policy of this specific plan to require sprinklers for all structures in excess of 5,000 square feet. Sprinklers will reduce the amount of water needed for structure protection and the number of personnel needed for the control of a fire, should it occur. This requirement is supported by the Rincon Valley Fire Protection District.

5. **Fire Protection Policies**

- a. A mutual aid or contractual agreement with the Windsor Fire District for the services of an aerial truck should be negotiated. This would eliminate the need to purchase a truck solely for the planning area and to hire the personnel required to operate the truck.
- b. Development approvals shall be conditioned to require the installation of sprinklers in all structures 5,000 square feet in area or larger. The sprinkler requirement shall be noted on all final subdivision maps and required as a condition of building permit issuance for all use permit and design review approvals. Building Department personnel shall check all plans and structures for compliance with the sprinkler regulation.
- c. Fire district improvements shall be financed as described in the Financing and Implementation Element of this specific plan.

48 Plan amendment dated March 19, 1985, Resolution No. 85-550, PRMD File No. RZ11301.

49 4,000 gpm would be available with the larger main sizes shown and with a combination water source of the County Aqueduct and the 12-inch connection to WWD facilities. 2,000 gpm would be available with only the 12-inch connection to WWD facilities. 3,000 gpm would be available with a looped 12-inch connection to WWD facilities.

Figure 21 Master Sewer Service Plan

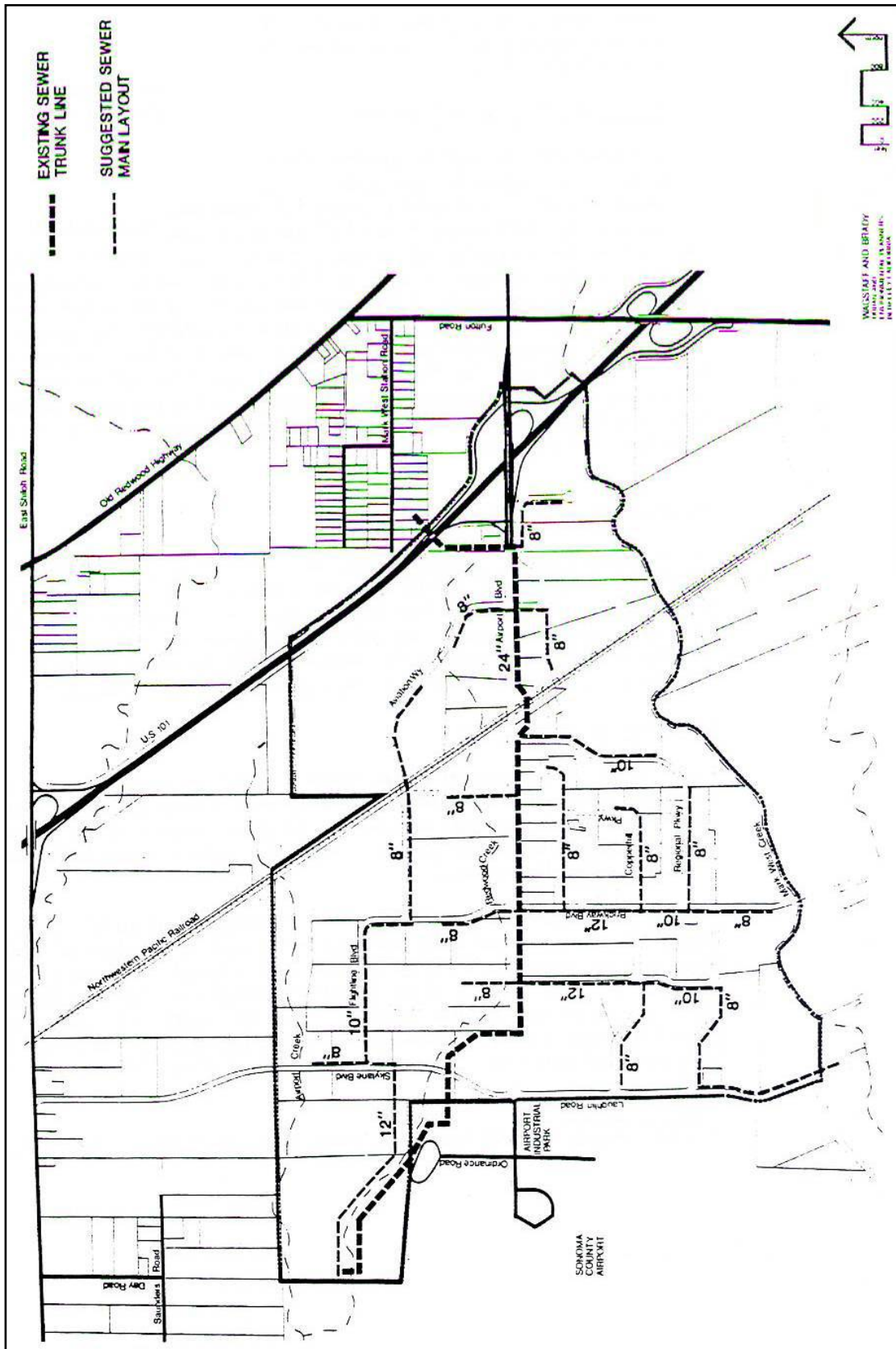


Figure 22 Master Water Service Plan Preliminary Layout

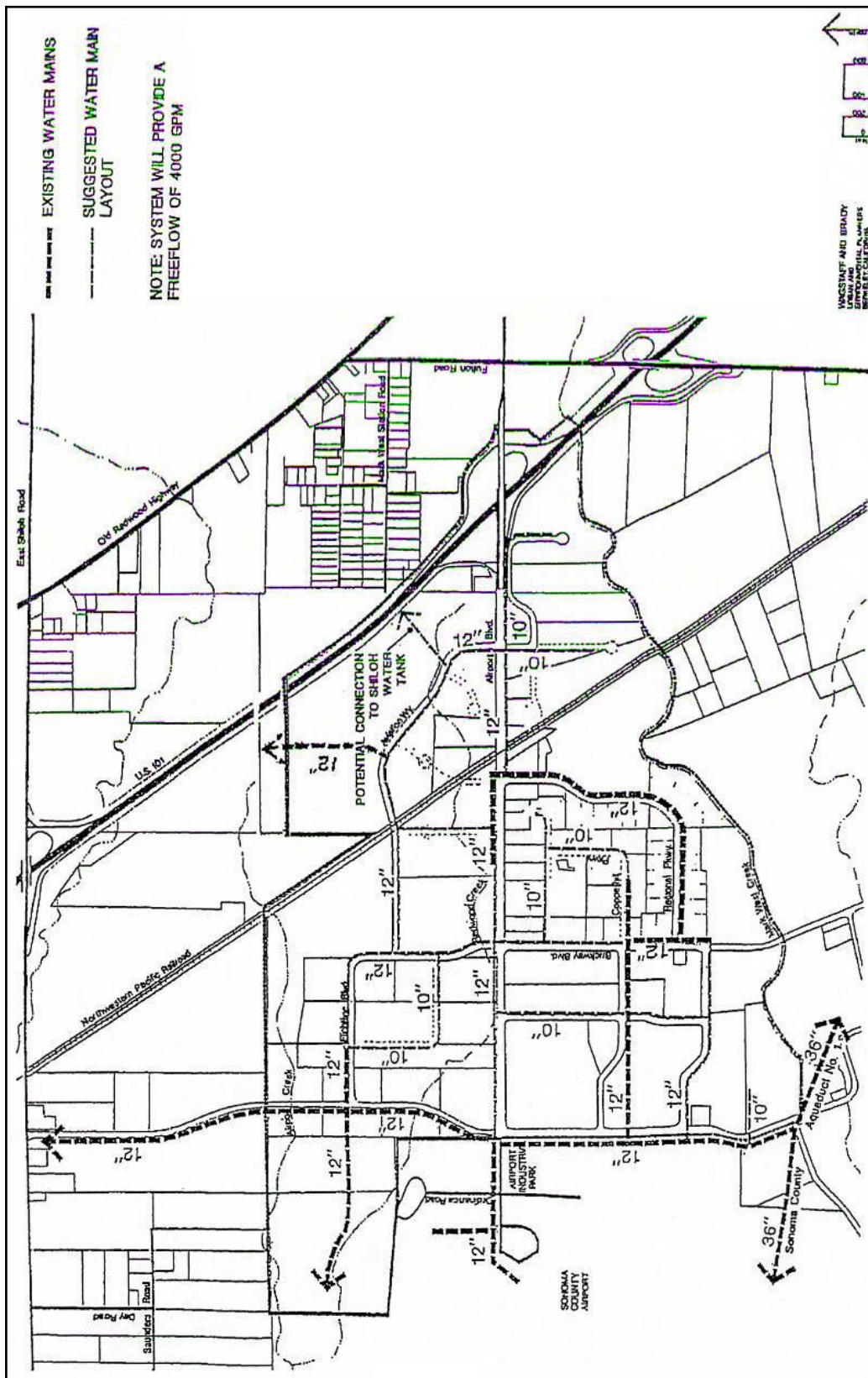
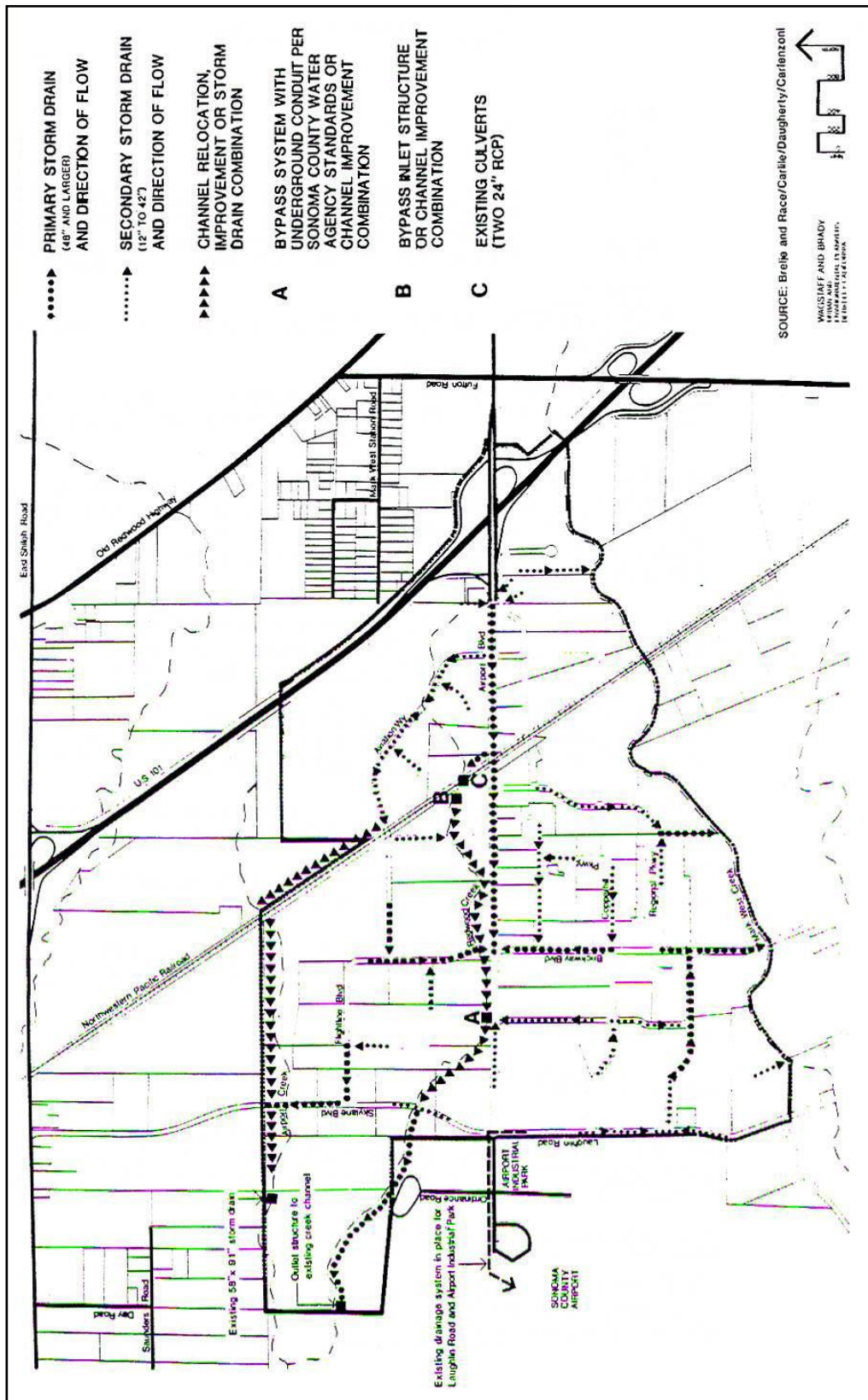


Figure 23 Master Drainage Plan



VIII. FINANCING AND IMPLEMENTATION

The policies and guidelines of this specific plan are intended to provide for orderly development in the planning area. This section of the plan makes recommendations regarding those administrative, financing, development review, and regulatory approaches that show the most promise for implementing the Specific Plan.

A. DEVELOPMENT REVIEW AND REGULATION

1. Plan Conformance

No subdivision, use permit, design review application or other entitlement for use and no public improvement shall be authorized for construction in the planning area until a finding has been made that the proposed subdivision, entitlement, or public improvement is in substantial compliance with this specific plan. Approval of a tentative map shall be contingent upon substantial compliance with applicable provisions of the Sonoma County General Plan and this specific plan.

2. Zoning⁵⁰

- a. **Existing Zoning.** Current zoning in the planning area, as of February 1987, is summarized in Table 11. Of the approximately 747 acres of property in the planning area (i.e., total area minus rail and road rights-of-way), roughly 339 acres (45 percent of the total area) are currently zoned MP: Industrial Park, 191 acres (26 percent) are zoned M2: Heavy Industrial, and 217 acres (29 percent) are zoned Agricultural.
- b. **Proposed Zoning.** To bring County zoning into consistency with this specific plan, the proposed zoning designations have been adopted by ordinance of the Board of Supervisors coincident with adoption of this plan. Table 11 compares previous zoning with recommended planning area zoning. The area encompassed by Agricultural designations has been reduced by approximately 77 acres, Industrial Park zoning has been increased by approximately 72 acres, Heavy Industrial zoning remains the same, and 5.1 acres of Retail Commercial has been introduced.

⁵⁰ Plan amendment dated March 9, 1993, Resolution No. 93-0337.

Table 11 Existing and Proposed Zoning

Zoning District	Existing Area (acres)	Recommended Area (acres)
AE Exclusive Agricultural	24.6	24.6
AI Primary Agricultural	192.7	115.5
MP Industrial Park	339.4	411.5
M2 Heavy Industrial	190.6	190.6
C2 Retail Commercial	0.0	5.1
Total	747.3	747.3

SOURCE: Wagstaff and Brady.

B. REQUIRED CAPITAL IMPROVEMENTS

The planning area in 1984 was largely undeveloped, and lacked many basic services, including such capital improvements as streets and water distribution facilities that would be needed as growth occurs. Sections VI and VII of this plan describe these needs. Capital improvement requirements necessary to accommodate planning area buildout under the policies of this specific plan are summarized in Table 12. Some improvements will provide benefits to all property owners in the planning area, while others will benefit only individual or groups of property owners.

Required improvements to the circulation system have been described in the Circulation Element, Section VI of this plan. They include widening and improving Airport Boulevard, constructing collector and minor streets, constructing Skylane Boulevard to Shiloh Road, connecting the planning area to River Road over Mark West Creek, improving the U.S. 101/Airport Boulevard interchange, and providing lighting and signage along public rights-of-way. Except for collector streets and minor streets which would benefit primarily individual landowners or groups of adjacent landowners, most of these improvements would benefit all properties in the planning area designated in this plan for industrial or commercial use.

Planning area water, sewer, and fire service policies are described in the Public Facilities Element, Section VII.

Sewage collection facilities are currently being installed in the planning area to accommodate new development increments. A trunk sewer is in place along Airport Boulevard and capacity has been added to the treatment plant. Future development both within the planning area and in other portions of CSA 31 will ultimately require further expansion of the plant's treatment capacity, as described in Section VII of this plan. Sewage system improvements benefitting individual landowners include collectors and laterals to serve interior sites.

New development in the planning area will also require construction of a water system, necessitating improvements such as water transmission mains and increased storage tank capacity to ensure peak reserves and adequate emergency fire flows. Smaller mains and laterals would benefit individual landowners or groups of landowners.

Various capital improvements are also necessary to provide adequate fire protection services

in the planning area. If ISO (Insurance Service Organization) standards for industrial areas are to be met, future development creates the need for a new aerial ladder truck, an engine, a squad truck, and a new more centralized fire station adequate to house the aerial ladder truck. These facilities would provide a common benefit for all landowners in the planning area.

Table 12 Capital Improvements Needed in the Planning Area

Type of Improvement	Improvements that Benefit All Property Owners	Improvements that Benefit Individual Property Owners
Streets and Roads	Widening of Airport Boulevard	Minor collector streets
	Extension of Skylane Boulevard to Shiloh Road	Interior or "local" streets
	Connection to River Road	Landscaping on collector and interior streets
	Improvements to U.S. 101/Airport Boulevard interchange	
	Lighting, signage, and utility undergrounding on Airport Boulevard	
Water Distribution System	Distribution mains	Minor mains and laterals
	Storage facility ⁵¹	
Sewage Collection and Treatment System	Expansion of treatment capacity	Collectors and laterals
Fire Protection	Aerial ladder truck, engine, and squad	
	Fire station	

SOURCE: Recht Haursath and Associates.

C. EXPANSION OF COUNTY SERVICE AREA #31

The County currently provides sewage collection and treatment services to a portion of the planning area through CSA #31. Other services, such as the maintenance of Airport Boulevard, are provided by the County independently of the CSA. County service areas are empowered to provide a number of services to unincorporated areas, so that the County can delegate more service responsibilities to it. As approved by the Board of Supervisors, additional services that CSA #31 could provide to the planning area include:

- Water Service
- Street construction and maintenance
- Street lighting
- Garbage collection
- Storm drainage
- Fire protection

⁵¹ Increased water storage may be required to provide peak reserves and emergency fire flow.

- Parks and parkways

CSAs can finance infrastructure and services in several ways. They share County authority to create assessment districts and issue assessment and revenue bonds. CSAs also have statutory authority to fix and collect charges for services sufficient to recover the costs of providing the service. Zones of Benefit may be created within the boundaries of a CSA to localize specific services and to allocate their costs among benefitting properties.

Expansion of the CSA offers the County a wider choice of options for financing services and the potential to relieve the countywide general fund of the burden of some local services. It also allows the Board of Supervisors to retain authority over policy decisions in the planning area.

In order for development to proceed on portions of the planning area not now included in the boundaries of CSA 31 and Assessment District #1, the Board of Supervisors or individual property owners must apply to LAFCO for annexation of these areas to Service Area 31.

D. PHASING OF CAPITAL IMPROVEMENTS

It is assumed that development in the planning area will occur over many years. An estimate of the pace of development is presented in Table 5. The estimate recognizes that demand for development will probably be stronger over the initial years for heavy industrial designations than for industrial park areas. Thereafter, as more competitive industrial park locations in the county become occupied, demand for industrial park lands in the planning area will increase.

The probable pace of development activity raises questions about the means of phasing construction of capital improvements. Several alternatives were evaluated: constructing all major improvements in advance of most development, constructing improvements in several large increments that generally reflect the timing and location of development activity, or constructing improvement in smaller phases as individual developments proceed. The capital improvements program incorporated as part of this plan includes elements of each of the three approaches. Some basic common facilities, such as major water main and improvements to Airport Boulevard, will be constructed during the initial phases of development. Facilities that would benefit large subareas of the planning area (such as collector streets) will probably be constructed in large increments that correspond to development pacing. Minor streets and water and sewer laterals will be constructed as individual developments occur.

E. APPORTIONMENT OF CAPITAL IMPROVEMENT COST RESPONSIBILITIES

The cost of constructing capital improvements in the planning area will be shared between private landowners and public agencies. In general, private landowners shall be responsible for improvements that provide direct benefits to their property. Public agencies shall assist in the financing of improvements that benefit their own enterprises (such as the County airport) or provide broader benefits to other areas of the county. Public agency participation in capital improvement financing further encourages development that expands the county's commercial-industrial base, offers employment opportunities, and adds to its economic well-being.

1. Internal Planning Area Improvement Cost Responsibilities

Internal planning area improvements include all capital facilities located within the planning area itself. These would include all road improvements identified in Table 7 except the U.S. 101/Airport Boulevard interchange, the southern connection to River Road, and the extension of Skylane Boulevard between the planning area boundary and Shiloh Road. Cost responsibility for internal planning area improvements are as follows:

a. Circulation Improvements:

- The improvements proposed for Airport Boulevard benefit all parcels in the planning area which are authorized for industrial or commercial use. The benefits also extend to the County airport and to the occupants of the Airport Industrial Park. Tables 7 and 8 in the Circulation Element allocate cost responsibility for road improvements based upon relative traffic contribution. These tables provide a preliminary basis for attributing financial contributions.
- The portion of the cost for Airport Boulevard improvements attributed to property owners (rather than the County) shall be allocated among property owners based on their parcel's contribution to future traffic volumes.
- The costs of constructing collector, connector, and minor streets (including signalization, street lights, and road signs) shall be the responsibility of benefitting private landowners. The costs of collector streets will be apportioned among the landowners in relationship to the benefit received. The costs of connector and minor streets shall be the responsibility of individual landowners.⁵²

b. Street landscaping:

- The costs of meeting the landscaping requirements set forth in this plan for areas along all streets except Airport Boulevard shall be borne by developers individually.

c. Water System:

- The facilities required to establish a common water system in the planning area shall be the financial responsibility of the landowners, since they will be the sole beneficiaries of these improvements. Costs shall be shared among landowners based on development potentials and anticipated water usage. (The existing airport and existing Airport Industrial Park are served by a separate existing system which is interconnected with the

52 Plan amendment dated September 15, 2009, Resolution No. 09-0879, PRMD File No. SPA06-0002.

planning area system).

d. **Sewage System:**

- Future additions to the sewage collection and treatment system in the planning area would benefit private landowners. The costs for these improvements shall be shared among landowners based on development potentials and anticipated sewage flows.
- Formulas have been established for sharing the cost of common improvements required for Phases I and II of the sewer system in the Sewer Service Area of CSA #31, including the trunk sewer and additions to the capacity of the treatment plant. Development in those areas now outside the boundaries of Assessment District #1 will also be expected to contribute to future expansions of treatment capacity through connection fees. Ongoing cost sharing shall then be based on development potentials and anticipated sewage flow, and be equitable with the costs borne by original participants in the sewer system.
- The construction of secondary collection sewers and laterals has not been provided for in the financing recommendations herein for Phases I and II, and should be the responsibility of landowners whose property they serve. The cost of secondary collection sewers and laterals could be shared by a number of landowners where development occurs in larger increments, or could be the responsibility of individual landowners where the facility would benefit one or more parcels under a single ownership.

e. **Fire Protection:**

- The improvements needed to achieve adequate fire protection in the planning area, as described in Section VIII.C of this plan, would provide common benefits for all parcels which are authorized for industrial and commercial use. The cost of these improvements shall be apportioned among those landowners on the basis of each parcel's development potential. The Board of Supervisors has authorized the establishment of planning area development fees to fund necessary fire protection improvements⁵³.
- The fire protection equipment and facilities needed for the planning area will provide benefits to other areas as well, e.g., the Airport Industrial Park and industrial development planned for the Windsor area. It is appropriate for these other beneficiaries to share some of the costs for these fire improvements, since the addition of facilities in the planning area would significantly improve the quality of fire service they receive.

53 Plan amendment dated March 19, 1985, Resolution No. 85-550, PRMD File No. RZ11301.

2. Off-Site Improvement Costs Responsibilities

In order to accommodate planning area growth, certain improvement needs have been identified in this specific plan for facilities located outside the planning area. These include improvements to the U.S. 101/Airport Boulevard interchange, the southern connection to River Road, and the extension of Skylane Boulevard from the planning area boundary to Shiloh Road. These costs are estimated and allocated in Table 7 of the Circulation Element, based upon the following:

a. U.S. 101/Airport Boulevard Interchange:

- The existing overpass and interchange configuration at U.S. 101 and Airport Boulevard will not accommodate the traffic generated by full development in the planning area. Major improvements eventually will be required regardless of whether other access is provided to the planning area (via River Road and Skylane Boulevard).
- The costs of the interchange improvements should be shared by the landowners, the County, and the State. The landowners will benefit from added interchange capacity and unimpaired traffic flows. The County will benefit from the interchange accommodation of full development of the planning area and future increased traffic to the airport. The benefits to the County also extend beyond the planning area and airport, since future growth in the Larkfield-Wikiup area will be served by the interchange. Since the State has jurisdiction over U.S. 101, it could also be a source of financial support (with grants toward the construction of interchange improvements and landscaping in interchange areas).
- The responsibility for costs should be shared equitably among all sources of additional traffic. Responsibility for the auxiliary lane component of the Airport Boulevard/U.S. 101 interchange (estimated at \$110,000) is directly attributable to the northern area and 1987 plan amendment development increments, as described in Section V.B.3 of this plan, and should be equitably assigned to these lands.
- Financing for the local (non-State) share of interchange costs should be allocated to benefitting local properties based on contributions to traffic flow. The traffic analysis conducted for this study estimated that about 20 percent of the peak hour traffic at the interchange would be due to the airport and to through traffic, which would be an appropriate share for the County. The costs that correspond to the remaining 80 percent share will be distributed among landowners based on anticipated traffic generation. Table 7 of this plan allocates interchange cost responsibilities (Phase III in the table) based upon this breakdown.

b. **River Road Connection:**

- A southern access to the planning area is included in the Circulation Element of this Specific Plan. This road would connect to River Road after crossing Mark West Creek. The connection would require a bridge over the creek.
- The planning area landowners and the County would benefit from this connection. The County would benefit from the additional access for the airport and from the extension and linking of the existing road network in the northern Santa Rosa Plain area.
- The traffic analysis estimates that about 85 percent of the peak hour traffic using the River Road connection would be attributable to private development in the planning area, and about 15 percent would be due to the airport and through traffic. Cost responsibilities between private development and the County shall be apportioned on this basis. Table 7 reflects this apportionment.

c. **Extension of Laughlin Road:**

- The Circulation Element designates Laughlin Road to be extended from its present terminus in the planning area to Shiloh Road via Skylane Boulevard. This would provide alternative access to U.S. 101, and link portions of the County's road network in the northern Santa Rosa Plain.
- The traffic analysis estimates that about 70 percent of the traffic using this Skylane Boulevard extension would be generated by private development in the planning area, and 30 percent would be generated by the airport. Costs between private development and the County shall be apportioned on this basis. Table 7 reflects this apportionment.

Table 12 provides an order of magnitude estimate of all common capital improvement cost responsibilities, including roads, which will be assigned to planning area landowners between 1985 and the year 2000. Table 13 provides an estimate of the county's capital improvement cost responsibilities for the same period.

**Table 13 Estimated Cost Responsibilities for Common Capital Improvements
Benefitting All Planning Area Landowners – 1985 to 2000**

Improvement	1985-1995	1995-2000	Total
Road System ^a (From Tables 7 and 8)	\$2,157,000		\$2,157,000
Sewer System Main trunk lines are in place			
Water Distribution System ^b			
Airport Blvd. (see Fig. 25) 12" main			
Cost /lineal ft.	\$38		
Length	\$4,000		
Subtotal	\$152,000		\$152,000
8" main			
Cost /lineal ft.	\$36		
Length	\$1,500		
Subtotal	\$54,000		\$54,000
Storage Reservoir Tank (1.0 MG tank) ^c	\$330,000		\$330,000
Storm Drainage System ^d			
Primary storm drains (See Fig. 26)			
\$140/l.f. ^e x 1,300 ft.	\$182,000		
\$140/l.f. ^e x 1,300 ft.		\$182,000	\$364,000
Fire Protection Services			
Aerial ladder truck, engine, station, and squad ^f	\$760,000	\$125,000	\$885,000
Totals	\$3,635,000	\$307,000	\$3,942,000
Acres in Service Area ^g	366	241	607
Approximate Cost/Acre	\$9,930	\$1,274	\$6,500

Source: Wagstaff and Brady

a Includes those costs identified as benefitting all planning area landowners, e.g., Airport Blvd. and Skylane Blvd. from planning area boundary to Shiloh Rd.

b Includes water system costs benefitting all planning area landowners, e.g., water main installation along Airport Blvd. (mains installed with Phase I improvements to Airport Blvd.); excludes hydrant costs along route.

c From Master Water Plan, Windsor Water District, Table 4-2 (p. 4-6), February 1984, adjusted to reflect 1987 dollars.

d Costs limited to those storm drain improvements necessary to provide a primary collection system adequate to serve all industrial and commercial areas.

f From Section VII.E of this plan.

g All industrial and commercial designations.

h Landowners to pay for Phase I of Airport Blvd. improvements (1985-1995); County to pay for Phase II (1995-2000); see Note at bottom of Table 7, page 102.

Table 14 Estimated County Capital Improvement Cost Responsibilities – 1985 to 2000

Improvement	1985-1995	1995-2000	Total
Road System (from Table 7)	\$400,000	\$1,333,000	\$1,733,000
Water System	None: Benefitting landowners responsible for all costs through development fees, connection fees, refunding agreements, and/or special assessments		
Sewer System	None: Same as water		
Storm Drainage System	None: Same as water		
Fire Protection System	None: same as water		
Totals	\$400,000	\$1,333,000	\$1,733,000

Source: Wagstaff and Brady

F. FINANCING COMMON CAPITAL IMPROVEMENT COSTS

1. Choices

The three principal methods for financing common capital improvements in the planning area are assessment districts, impact fees, and refunding agreements.

- a. **Assessment Districts.** Benefit assessment districts are appropriate for major improvements that benefit all landowners in the planning area, or for improvements in large subareas that benefit the landowners there.

In a benefit assessment procedure, a charge against any land area must reflect the specific benefit that would result from the public improvement. Lands that would not benefit until a later phase can have a levy that reflects the discounted present value of the benefit. In the case of phases that would not benefit at all by an improvement, but would benefit by a subsequent expansion of capacity, several "zones of benefit" could be defined and levies for future expansion imposed when the funds are required to finance that expansion. This method ensures an equitable distribution of the costs of capital facilities in the planning area.

The use of benefit assessments also can lower the total cost obligation for capital improvements. If the landowners take advantage of a municipal bond (assessment bond) issued to finance the initial investment, instead of paying the assessment in cash at the outset, their "front end" financing liability is limited. Using tax exempt municipal debt to finance infrastructure also substantially reduces the ultimate total cost compared to alternative private financing, due to lower interest rates.

- b. **Impact or Development Fees.** Impact fees can also be used for capital improvement financing. Total infrastructure costs are allocated among landowners based on the measure of benefit, and the corresponding fees are assessed when development approval is granted. The connection fees used to finance the expansion of water and sewer systems are one form of impact fee.

The use of fees or development charges has certain limitations for the funding of common improvements in the planning area. Since they are usually paid only when development is close to being initiated, e.g., when building permits are issued, impact fees may not provide adequate revenue for initial improvements if market demand is slow and building is phased over many years. However, if development occurs in a planned physical sequence and the improvements can be staged in relatively small increments, impact fees could provide a viable funding source. These fees are usually more costly for the developer than paying debt service for infrastructure financed with municipal bonds.

- c. **Refunding Agreements.** Refunding agreements are a third method of financing common improvements. These agreements are appropriate when one developer is interested in extending services to his or her parcel, but neighboring landowners have no immediate plans for development. Refunding agreements will be administered by the County to provide for the reimbursement of costs to the developer who constructs the improvement by all those who connect to or use the facility thereafter. Refunding agreements are best applied to construction of improvements that benefit subareas of the planning area, rather than common improvements for the planning area as a whole.

The multiple ownership of the planning area and the varying development intentions of the many landowners create obstacles to a coordinated approach to capital improvement planning and financing. Landowner cooperation in such a planning effort is essential. The availability of public financing mechanisms such as assessment bonds for infrastructure provides an incentive for individual landowners to cooperate in a coordinated planning approach to service provision. Since no one technique is likely to be appropriate for all improvements, the financing program authorized by this plan is flexible and permits the use of several approaches.

2. Policies

The following policies are adopted for financing common improvements in the planning area:

- a. It is the policy of this specific plan that expansions of sewage treatment capacity be financed through connection fees. The fees for portions of the planning area outside the Ultimate Sewer Service Area should be equitable with fees paid by those within the service area.
- b. It is the policy of this specific plan that the plan-specified improvements to Airport Boulevard be financed initially through development fees, and ultimately through formation of an assessment district and issuance of assessment bonds. The costs are to be spread among all parcels in the planning area which are authorized for commercial or industrial use. As described on page 10 of this 1987 specific plan, the Board of Supervisors adopted development fees.
- c. Planning area sewer maintenance needs should be provided through

annexations to CSA 31. Individual landowners will be required to apply to LAFCO for approval of these annexations. Alternatively, a consolidated annexation could be applied for by the Board of Supervisors upon adoption of this specific plan.

- d. Similarly, planning area water system maintenance needs should be provided for as follows:

Upon completion, water system facilities would be dedicated to the Windsor Water District. The County has entered into a water service agreement with the Windsor Water District to supervise installation of facilities, to inspect all work, and to relieve the County of all maintenance, labor supply, equipment, and retail sales management responsibilities. The Windsor Water District will provide metered service to all planning area customers. Connection fees payable to the WWD will be used to establish a water fund which will be used to install interties to the existing system at the airport, and to expand the District's own gravity storage and water supply system to adequately serve the planning area's future needs. The water service agreement includes a clause allowing the County to assume ownership of the system. The Windsor Water District has adopted policies, resolutions, and a 5-year capital improvement program to ensure completion of this plan.

- e. It is the policy of this specific plan that the cost of minor collector streets, collector sewers, and minor water mains be financed using "subarea" assessment districts. This method is feasible where large increments of development are being planned in separate portions of the planning area.
- f. If development is not likely to occur in increments within subareas of the planning area, collector streets, collector sewers, and minor water mains shall be financed by refunding agreement procedures administered by the County.
- g. It is the policy of this specific plan to establish impact fees or developer charges for the improvements to the U.S. 101/Airport Boulevard interchange and offsite road improvements. Interim impact fees have been established for the improvement of Airport Boulevard and the required fire protection facilities and equipment pending formation of an assessment district.
- h. It is the policy of this specific plan that fire equipment needed to protect planning area development be financed with a fire protection assessment district or development fees. The costs will be shared by all parcels authorized for industrial or commercial use. The County has agreed to allow use by the Rincon Valley Fire Protection District of the existing fire station at the airport.
- i. It is the policy of this plan that offsite improvements be financed with impact fees or refunding agreements. The County (and State, where applicable) may share the responsibility for these costs. Refunding agreements are appropriate for portions of the Laughlin Road extension.

- j. If developers offer to construct portions of common improvements without refunding agreements, they should be given credit against future assessments or impact fees that are levied to finance similar improvements.
- k. Prior to the issuance of an Encroachment Permit by the County for a new connector road or Emergency Vehicle Access (EVA) driveway between the Shiloh Oaks Master Plan area in the Town of Windsor and Aviation Boulevard (aka: the Pruitt Avenue Extension), the benefitting property owners/applicant shall pay California Tiger Salamander impact fees and pay traffic impact fees as determined in accordance with the Countywide Traffic Mitigation Fee Ordinance on the basis of an average daily trip (ADT) volume approved by the Department of Transportation and Public Works. The EVA only option would not require payment of traffic impact fees.⁵⁴

G. FINANCING IMPROVEMENTS TO INDIVIDUAL PARCELS

1. Choices

All improvements on the property of individual landowners, including interior streets, sewer and water lines, landscaping, and parking, shall be privately financed.

Several mechanisms are available to the County to assist in the development of individual parcels and businesses in the planning area. These provide incentives to development in the planning area similar to those incentives offered by competing industrial locations in the region.

- a. **Industrial Development Bonds.** Industrial development bonds (IDBs) can be used to assist private firms and corporations in the construction, expansion, and relocation of commercial and industrial facilities. The California Industrial Financing Act authorizes cities and counties to create industrial development bond authorities which may issue tax-exempt bonds to finance assembling, fabricating, manufacturing, or energy-related facilities for private enterprise. The County of Sonoma currently has the authority to issue IDBs through its Economic Development Board.
The construction of on-site infrastructure is an appropriate use of IDBs. Bonds issued under the act are repaid solely by private enterprise, with no taxes or other public monies involved.
- b. **Small Business Loans.** Various programs of the U.S. Small Business Administration (SBA) provide direct or guaranteed loans for small businesses. The Section 503 program is applicable to the construction of facilities in the planning area.

SBA-certified development companies organized under provisions of Section

54 Plan amendment dated September 15, 2009, Resolution No. 09-0879, PRMD File No. SPA06-0002.

503 provide long-term, fixed-asset financing. Through this joint public/private sector program, financing for the acquisition of land and building construction, expansion, renovation, and equipment is available to small business concerns for up to 25 years.

Businesses seeking to locate in the planning area could apply to the County's Economic Development Board for financing assistance through the 503 program.

H. ADMINISTRATION OF CAPITAL IMPROVEMENTS CONSTRUCTION AND MAINTENANCE

1. Water Service

The County has entered into an agreement with the Windsor Water District to allow the District to operate the planning area water system, with the provision that the County can assume control of the system at some future date.

2. Road Improvements

Circulation improvements recommended in this plan will be administered by the County and by CSA #31 with County public works staff providing the necessary administrative responsibilities. A zone of benefit corresponding to the planning area should be established to localize road service, lighting, and landscaping needs from the remaining portion of CSA #31.

3. Fire Protection

Fire protection improvements will be administered by the County and by the Rincon Valley Fire Protection District. The County has the authority to impose impact fees and to establish assessments for fire protection. The Board of Supervisors has authorized the establishment of interim development fees to fund fire protection needs.⁵⁵ Ultimately, these costs should be combined with the costs for common water and street improvements in an assessment district administered by the County.

4. Policies

- a. The Windsor Water District will administer the construction of water facilities through an agreement with the County. Facilities will be constructed to Windsor Water District standards or, if the system reverts to the County, to County standards.
- b. Street and circulation improvements shall be administered by the County or CSA #31.
- c. The County shall assume administrative authority for financing fire protection

⁵⁵ Plan amendment dated March 19, 1985, Resolution No. 85-550, PRMD File No. RZ11301.

facilities, initially through development fees and ultimately through an assessment district.

- d. A zone of benefit shall be established for CSA #31 that is coterminous with the planning area.

I. INDUSTRIAL DEVELOPMENT PROMOTIONAL APPROACHES

The development of the planning area will occur in the context of industrial and commercial activity throughout Sonoma County. The area will compete with industrial parks and industrial developments elsewhere in the county and region for expanding local companies and for businesses new to the area. The real estate market factors that will affect the demand for space in the airport industrial area are discussed in Appendix D of the 1984 Specific Plan.

The successful development of the planning area will benefit from the active involvement of the County and landowners in encouraging and promoting new industrial activity. Several approaches to consider in this planning and implementation program are outlined below:

1. Formulate a realistic expectation concerning the types of businesses that could be attracted to the planning area. Use the market analysis to focus attention on the industries with the most promise.
2. Carefully determine the level of public improvements to be made initially in various subareas of the planning area. Many businesses are attracted to industrial areas that have urban services already in place (streets, sewer, and water facilities, for example). For other businesses, particularly land-extensive uses looking for low-cost sites, a fully improved industrial park might not be a necessary condition for locating there.
3. Where possible, finance the cost of major public facilities with tax-exempt bonds (such as assessment bonds) that are repaid by those who benefit from the improvements. This lowers the cost of infrastructure for developers.
4. Encourage the use of industrial development bonds and Small Business Administration loans as a means to aid individual businesses seeking sites in the planning area.
5. Coordinate promotional efforts through the County's Economic Development Board. Provide a Specific Plan summary and other information on the area (available acreage, land prices, etc.) for the Board to use in assembling informational packets for interested developers.
6. Establish an association of planning area landowners to discuss the progress of development in the planning area and to plan and coordinate promotional efforts (such as the joint funding of advertising).
7. Contact industrial realtors in the county and region and familiarize them with the planning area. Follow up from time to time with new information.

8. Contact the facilities planners of moderate to large firms in the county and region concerning expansion plans.

IX. SPECIFIC PLAN RELATIONSHIP TO LOCAL POLICIES⁵⁶

The planning area is subject to County development policies and regulations set forth in the Sonoma County General Plan and the Sonoma County Commercial/Industrial Study, a general plan amendment. State law requires that the Specific Plan be consistent with the General Plan and contain measures to implement all policies set forth in the General Plan that pertain to the planning area. Planning for the future use of the area also requires consideration of the Sonoma County Airport Land Use Policy Plan. The relationship of this specific plan to pertinent provisions from these documents is summarized below.

A. SONOMA COUNTY AIRPORT LAND USE COMMISSION POLICIES

The Sonoma County Airport Land Use Commission Airport Land Use Policy Plan (1981), prepared for the County and adopted by the County Airport Land Use Commission (ALUC), contains criteria to evaluate the compatibility between aircraft operations and future development proposals near airports. The plan also establishes the geographic limits or “referral area” within which land use proposals must be referred to the Airport Land Use Commission for review. The entire planning area is included in the “referral area” of the Sonoma County Airport. The ALUC plan sets forth noise, airspace, and safety compatibility criteria to evaluate land use actions within the referral area.

Land use compatibility policies set forth in the ALUC plan to be used in referral areas include: (1) land use/noise compatibility criteria which rule out urban density residential development over a large portion of the planning area; (2) airspace regulations which include height limitation formulas based upon distances from airport runways; and (3) safety policies restricting activities which might affect safe air avigation (visual, electronic, or physical hazards; distracting light, glare, smoke; bird attractions such as sanitary landfills, etc.).

The Sonoma County Airport Department has prepared an Airport Protection Study for the Sonoma County Airport.

The study recommends that safety and noise conflicts between the airport and future adjacent land uses be mitigated through various development rights acquisition methods. The study recommends that a large portion of the western end of the planning area be included in an air avigation easement to protect the airport’s “access airspace.” The easement would run with these lands and give notice to prospective property owners that their land is subject to aircraft overflights. The easement would convey to the County the right to have aircraft overfly these properties as well as the right to prevent erection of structures or trees which would obstruct air avigation. According to the protection zone study, “it is reasonable to conclude that regular

⁵⁶ Plan amendment dated March 9, 1993, Resolution No. 93-0337.

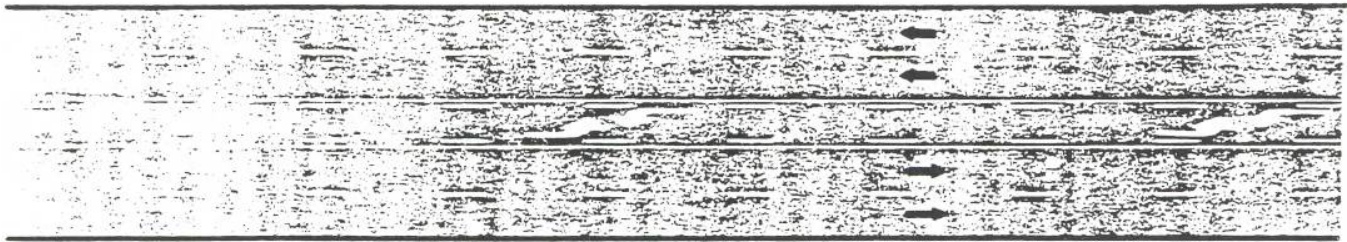
aircraft overflights below 500 feet are associated with these easements.”

The ALUC includes members appointed by the County, county cities, and County airport operators. The Commission reviews all General Plan and Specific Plan proposals as well as zoning ordinance changes. If the ALUC finds a proposal to be inconsistent with its Land Use Policy Plan, the author agency must either revise its proposal or overrule the ALUC by a two-thirds vote, provided that findings are made that the agency’s proposal is in fact compatible with airport operation. The Sonoma County Airport Industrial Area Specific Plan has been reviewed by the ALUC, and the following development standards adopted to ensure consistency with the ALUC’s Policy Plan:

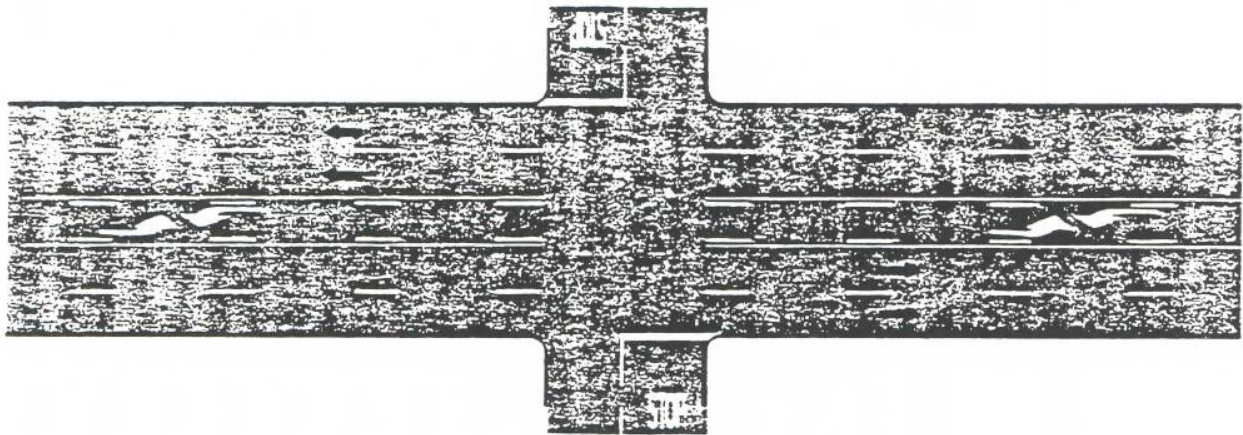
1. Offices and conference rooms shall be noise insulated so that maximum interior intermittent noise levels will not exceed 55 dBA.
2. No structure may exceed the height limits or building coverage allowed by the plan, even with special use permit approval.
3. An aviation easement shall be required to be granted to the County of Sonoma as a condition of any development agreement.

X. APPENDICES

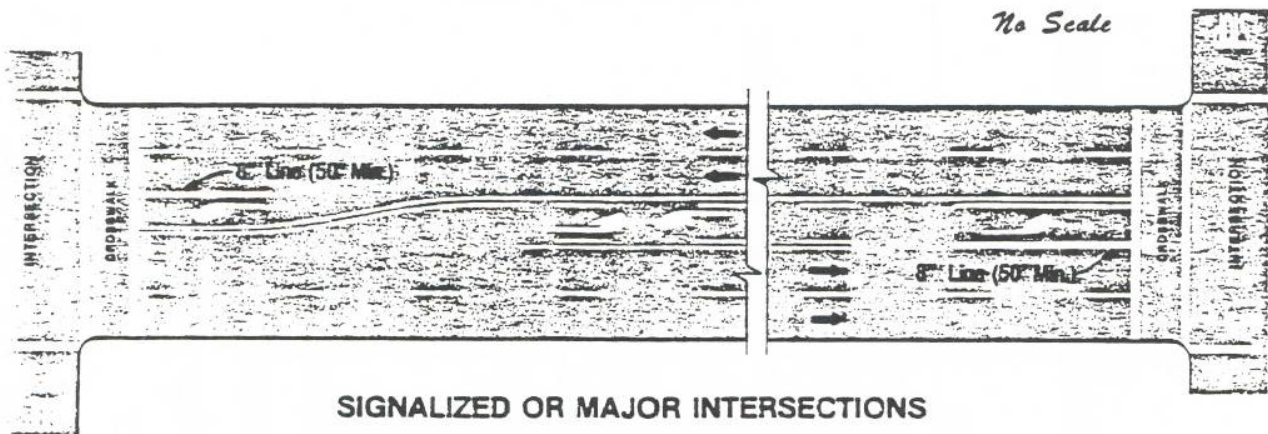
Appendix A Typical Two-Way Left Turn Lanes



STANDARD STRIPE



MINOR INTERSECTION



SIGNALIZED OR MAJOR INTERSECTIONS

LEGEND



Direction of travel

Two-way pavement arrows

NOTES:

1. See Figure 6-7 for two-way left turn lane markings.
2. Two-way pavement arrows and R67, R67A signs are optional.

Appendix B Land Use Allocations by Parcel – February 3, 1987

Map Key	Owner	Acreage	Assessor's Parcel No.	Heavy Industrial	Industrial Park	Retail Comm.	Agriculture and Open Space
1	Tollefson	19.21	059-190-001		16.47		2.74
2	Cali-Co Hardwoods	4.47	059-210-002		4.47		
3	Airport Blvd Business Park	0.48	059-210-003	0.48			
4	Soiland	9.09	059-210-005	6.34			2.75
5	Cali-Co Hardwoods	37.41	059-210-006	32.60			4.81
6	Soiland	25.33	059-210-007	25.33			
7	Airport 101	20.61	059-230-051		7.00	2.30	11.31
8	Green	3.24	059-230-056				3.24
9	Ginn	7.71	059-230-060				7.71
10	Darblay	1.20	059-230-061, -062				1.20
12	Trucker	0.94	059-240-002		0.94		
13	Soiland	0.60	059-240-006		0.60		
14	Colli	2.79	059-240-008		2.79		
15	Laier	12.85	059-240-009	10.56	1.95		0.34
16	Buelna	9.45	059-240-012	7.09	1.90		0.46
17	Laier	5.00	059-240-013	2.60	2.40		
18	Ginn	9.77	059-240-014	8.47	1.30		
19	Soiland	3.89	059-240-015		3.81		
20	Soiland	41.61	059-240-017	38.48			3.21
21	Trucker	1.55	059-240-018		1.55		
22	Wholesale Lumber	5.12	059-240-019	2.52	2.60		
23	Soiland	1.56	059-240-020		1.56		
24	Cream	3.87	059-250-003	3.54	0.33		
25	K & C Trucking	6.78	059-250-004	6.78			

Map Key	Owner	Acreage	Assessor's Parcel No.	Heavy Industrial	Industrial Park	Retail Comm.	Agriculture and Open Space
26	County of Sonoma	1.40	059-250-005	1.40			
27	Haggard	2.67	059-250-006	2.67			
28	Treanor	1.66	059-250-007	1.66			
29	Finnila	1.66	059-250-008	1.66			
30	Graves	3.37	059-250-010	3.37			
31	Silver	1.95	059-250-011	1.95			
32	Graves	2.55	059-250-012	2.55			
33	Crocker	4.73	059-250-013	4.73			
34	Omholt	3.45	059-250-014	3.45			
35	Cali-Co Hardwoods	12.96	059-250-017		12.96		
36	Lavell	4.70	059-250-019		4.70		
37	Shapiro	13.09	059-250-021		13.09		
38	Soiland	2.15	059-250-023		2.15		
39	Ferronato	2.16	059-250-024		2.16		
40	Henricksen	1.5	059-250-025		1.50		
41	Tillett	1.78	059-250-026		1.78		
42	Carver	1.00	059-260-008		1.00		
43	Linkletter	28.38	059-260-012		28.33		
44	Linkletter	23.02	059-260-013		23.02		
45	Linkletter	23.89	059-260-014		23.89		
46 ^a	Airport Blvd. Business Park	24.55	059-270-011		24.55		
47	Airport Blvd. Business Park	9.69	059-270-012		9.69		
48 ^b	Standard Structures		059-270-028				
49	Airport Blvd. Business Park	97.72	059-270-032		40.06	0.40	57.26

Map Key	Owner	Acreage	Assessor's Parcel No.	Heavy Industrial	Industrial Park	Retail Comm.	Agriculture and Open Space
50	Airport Blvd. Business Park	5.64	059-270-033		3.84	1.80	
51	Airport Blvd. Business Park	5.30	059-270-034		4.70	0.60	
52	Serlis	5.85	059-270-036		5.85		
53	Serlis	5.85	059-270-037		5.85		
54	Serlis	5.85	059-270-038		5.85		
55	Judge	7.18	059-270-039		7.18		
56	Airport Blvd. Business Park	12.04	059-270-041		12.04		
57	Airport Blvd. Business Park	12.00	059-270-042		12.00		
58	Airport Blvd. Business Park	12.25	059-270-043		12.25		
59	County of Sonoma	34.34	059-270-054	1.00			28.53
60	County of Sonoma	30.94	059-270-045	4.90			16.51
60A	Sarasy	14.48	059-270-062	14.48			
61	Airport Blvd. Business Park	11.25	059-270-046		11.25		
62 & 63	Mitchell	14.10	059-270-007 (52/53)		14.10		
64 & 65	Litzky	25.00	059-270-008 (54/55)		25.00		
66	Wulf	41.79	059-270-056		41.79		

Map Key	Owner	Acreage	Assessor's Parcel No.	Heavy Industrial	Industrial Park	Retail Comm.	Agriculture and Open Space
67	Airport Blvd. Business Park	10.58	059-270-057		10.58		
68	Soiland	0.60	059-241-016		0.60		
Subtotals with 1987 amendments				188.61	411.43	5.10	140.07
Subtotals prior to 1987 amendments (1984 Plan)				190.59	339.42	0.00	211.33

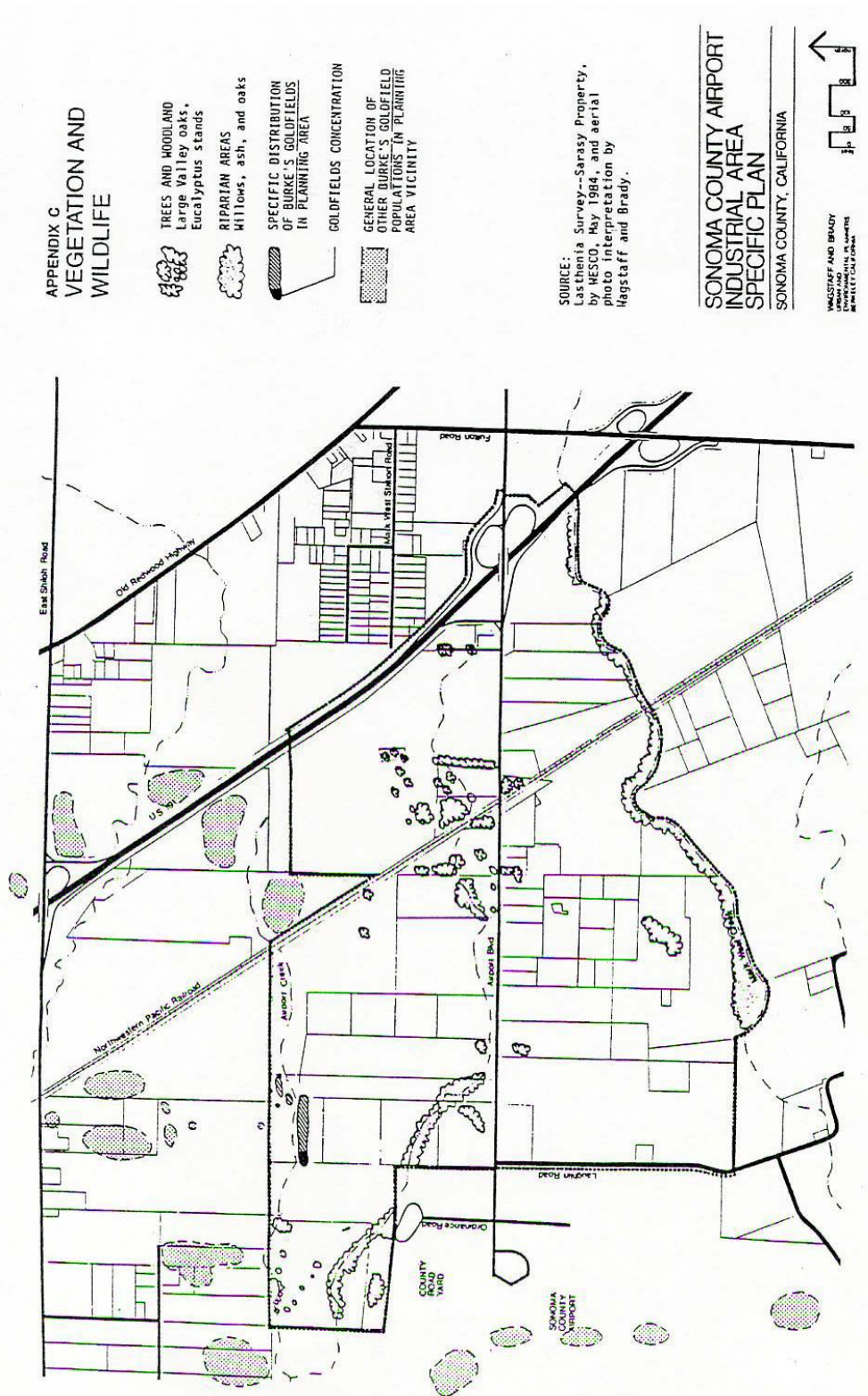
NOTES:

- a. Agricultural Preserve (Williamson Act); withdrawal application recorded on March 1, 1980; i.e., effective on March 1, 1990.
- b. The Standard Structures property has been deleted from this plan and added to the Windsor Specific Plan.






Map Key	Owner	Acreage
	Airport Boulevard R-O-W	11.57
	NWPRR R-O-W	11.94
Total Acres		784.31

SOURCE: County of Sonoma Standard Assessment Roll, Fiscal Year 1983/84, 8/27/83, pp. 5515, 5518-23, 5532-35.

Appendix C Vegetation and Wildlife

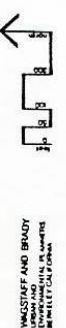


**APPENDIX C
VEGETATION AND
WILDLIFE**

-  **TREES AND WOODLAND**
Large Valley oaks,
Eucalyptus stands
-  **RIPARIAN AREAS**
Willows, ash, and oaks
-  **SPECIFIC DISTRIBUTION
OF BURKE'S GOLDFIELDS
IN PLANNING AREA**
-  **GOLDFIELDS CONCENTRATION**
-  **GENERAL LOCATION OF
OTHER BURKE'S GOLDFIELD
POPULATIONS IN PLANNING
AREA VICINITY**

SOURCE:
Lathenia Survey--Sarasy Property,
by HESCO, May 1984, and aerial
photo interpretation by
Hagstaff and Brady.

**SONOMA COUNTY AIRPORT
INDUSTRIAL AREA
SPECIFIC PLAN**
SONOMA COUNTY, CALIFORNIA



Appendix D Traffic Generation Increases by Source – 1995 and Buildout

Area	1984 ADT	1995 ADT			BUILDOUT ADT		
		Total	1984-95 Increase	% of Total	Total	1984-Buildout Increase	% of Total Increase
Planning Area	4,170	14,672 ^a	10,502	(92)	30,208 ^a	26,038	(87)
Airport	1,000	1,800	800	(7)	4,700 ^b	3,700	(12)
Airport Business Park	1,200	1,300	100	(1)	1,500 ^b	300	(1)
Totals	6,370	17,772	11,402	(100)	36,408	30,038	(100)

SOURCE: Wagstaff and Brady

a. From Supplement to the Environmental Impact Report for the Sonoma County Airport Industrial Area Specific Plan, August 1986, Table S10.

b. From 1984 Sonoma County Airport Industrial Area Specific Plan and EIR, Table 17, p. 148.

Appendix E Consultant Team Personnel

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