SPECIAL JOINT TOWN COUNCIL, WINDSOR
WATER DISTRICT AND WINDSOR
REDEVELOPMENT SUCCESSOR AGENCY
AND PLANNING COMMISSION
STUDY SESSION

Monday, November 2, 2015
Special Joint Study Session – 6:00 p.m.

Civic Center Council Chambers
9291 Old Redwood Highway, Building 400
Windsor, CA 95492

(For further information please call Town Hall: 838-1000)

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the Joint Study Session, please contact the Community Development Department at 838-1021. Notification at least 48 hours prior to the meeting will assist Town staff in assuring that reasonable accommodations are made to provide accessibility to the meeting.

The study session will be televised on Cable Channel 27, AT&T U-verse Channel 99 and via live webcast at http://www.ci.windsor.ca.us/media/media.aspx on the day of meeting.

The agenda and staff report are available on the Town’s website: www.townofwindsor.com

6:00 p.m.

1. Call to Order
   Call to order a Special Joint Study Session of the Windsor Town Council, Windsor Water District Board of Directors, and Windsor Redevelopment Successor Agency Board of Directors and the Windsor Planning Commission.

2. Town Council Roll Call

3. Planning Commission Roll Call

4. Pledge of Allegiance
5. Conflict of Interest Declaration

6. Public Comment
(Only comments or statements concerning the Agenda item listed below are allowed.)

7. Approval of Minutes
By motion, approve the minutes of the September 17, 2015 Special Joint Town Council and Planning Commission General Plan Update Study Session #6.

8. Regular Calendar

8.1 General Plan Update Special Joint Study Session #7: Receive and Discuss Land Use Concepts and Evaluation Criteria Workbook

9. Adjournment
The Town Council will adjourn to a regular meeting scheduled for Wednesday, November 4, 2015 at 6:00 p.m. in the Civic Center Council Chambers located at 9291 Old Redwood Highway, Building 400, Windsor.

The Planning Commission will adjourn to a regular meeting scheduled for Tuesday, November 10, 2015 at 5:30p.m. in the Civic Center Council Chambers located at 9291 Old Redwood Highway, Building 400, Windsor.
MINUTES

SPECIAL JOINT TOWN COUNCIL
AND PLANNING COMMISSION STUDY SESSION

September 17, 2015

1. **Call to Order:** The meeting was called to order at 6:04 p.m. by Mayor Okrepkie.

2. **Town Council Roll Call:** Mayor Okrepkie, Vice Mayor Millan, Councilmembers Fudge, and Salmon were present. Councilmember Foppoli was absent. [Note: Councilmember Foppoli arrived at 6:48 p.m.]

3. **Planning Commission Roll Call:** Chair Fisher, Vice Chair Albini, Commissioners Fritz, Huberts, and Zelig were present.

4. **Pledge of Allegiance:** As requested by Mayor Okrepkie, audience member Scott Schellinger led the pledge of allegiance.

5. **Conflict of Interest Declaration:** None.

6. **Public Comment:**

Mayor Okrepkie opened the public comment period.

Julian Cohen, Silk Road resident, opined that the community is not engaged in the General Plan Update process. He suggested a meeting between himself, Town Councilmembers, Planning Commissioners and staff to discuss ways to more actively involve the community.

Natalie Balfour, Pallino Court resident, stated that job growth projections provided by the Association of Bay Area Governments (ABAG) do not reflect the prominent role of wine production and wine storage in the local economy.

As there were no further speakers, Mayor Okrepkie closed the public comment period.

7. **Approval of Minutes:** On a motion by Councilmember Salmon, seconded by Vice Mayor Millan, the Town Council and Planning Commission approved the Special Joint Study Session meeting minutes of July 14, 2015. The motion passed on a 9/0/1 vote (Councilmember Foppoli was absent).

8. **Regular Calendar**

8.1 **General Plan Update Special Joint Study Session #6: Receive Reports, Review and Discuss Growth Options and Market Demand Analysis**

Ned Thomas, Community Development Director, introduced consultants Ted Holzem, Jim Harnish, Doug Svensson and Jim Heid.
Mr. Holzem, General Plan Update Project Manager, outlined the timeline for the General Plan Update process, noting that upcoming community outreach events will be held on a variety of days and times, including at least one Saturday. He noted that analysis of the data indicates a 0.8-1.2% growth rate is a reasonable range with which to forecast population growth.

Doug Svensson, Economic Development Task Manager, pointed out that the Market Analysis document is a high level report that attempts to match long term trends with historical data. [Note: the Market Analysis report is on file in the Community Development Department.] Mr. Svensson stated that Windsor is a bedroom community that provides housing for larger job centers to the south. He indicated there is pent-up demand for single family, multi-family and senior housing. He noted that current ABAG housing projections indicate Windsor will need to accommodate 2,100 more housing units by 2040. Mr. Svensson provided data on the Town’s retail leakage and non-residential market trends, including industrial and office vacancy data. He noted that while ABAG projects a decline in manufacturing in general in Sonoma County, the State projects continued growth, particularly in the wine, beer and electronic instrument manufacturing sectors. He noted that approximately 100 acres is needed to meet non-residential development, including retail, industrial, office and institutional needs (e.g. schools and medical facilities).

Mr. Holzem noted that there is enough available land in the Town of Windsor’s current Urban Growth Boundary (UGB) to accommodate both residential and non-residential forecasts for growth. He confirmed that given the number of housing units in the “pipeline” (projects with entitlements), there are approximately 800 housing units left to meet the required housing units needed, as projected by ABAG’s Regional Housing Needs Assessment. He noted that this assumes all projects with allocations will be built. He recommended the Council and Commission use the General Plan Update to design a land use plan to create a growth rate preferred by the community.

[Note: Councilmember Foppoli arrived at 6:48 p.m.]

Council and Commission discussed the following:
1) Town’s growth rate and the impact of the economic downturn on the rate of growth;
2) Basis for- and validity of- ABAG’s projections;
3) Management of the growth rate by ordinance, the economy and phasing;
4) Ability to provide discretionary review for approval of projects that have existing allocations but no formal approvals;
5) Projects in the Priority Development Area (Downtown) are exempt from the Growth Control Ordinance; however, based on the number of pipeline projects in this area, there will be few exemptions in the future;
6) Completion of the (re)development of the Downtown/Town Green;
7) Need for diverse housing types;
8) Responding to the needs of the Latino community;
9) Impact of vacation rentals;
10) Creating diverse development nodes throughout the Town; and
11) Messages on the e-banner (located at the northbound Central Windsor off ramp) should be crafted to create more public engagement.

Jim Heid, Project Advisor focusing on public outreach, visioning and alternatives development, stated that trends are cyclical; however, he noted the following: multi-generational households are becoming more
common; rentals of both apartments and single family homes are in high demand; co-working (sharing office space) is becoming more mainstream; and approximately half the population prefers to live in a smaller home located close to shopping, fitness centers and transportation. Mr. Heid suggested that planning and building the community should be done in a way that allows neighborhoods to evolve to suit different lifestyle preferences.

Mayor Okrepkie opened the public comment period.

Charlene Babbini, stated that she owns property on Shiloh Road and because of the zoning, she is unable to sell the properties. Mr. Thomas indicated he would contact Ms. Babbini after the meeting.

As there were no further comments, Mayor Okrepkie closed the public comment period.

Mr. Holzem stated that the next step in the process is to develop different land use concepts (without analysis) for how the community might develop, paying particular attention to the identified Focus Areas. After the Council and Commission provide guidance on the concepts, the consultants will analyze the preferred concepts and provide outreach and information to the public.

Mayor Okrepkie reopened the public comment period.

Julian Cohen, Silk Road resident, stated that the public needs to be better engaged in the General Plan Update process.

Ross Albertson, Jensen Lane resident, stated he was surprised at the lack of attendance at the meeting, and that he hopes more public outreach will be done.

As there were no further comments, Mayor Okrepkie closed the public comment period.

8. Adjournment

The meeting adjourned at 8:12 p.m. to a special joint Town Council and Planning Commission meeting scheduled for Wednesday, September 30, 2015 at 6:00 p.m. in the Civic Center Council Chambers located at 9291 Old Redwood Highway, Building 400, Windsor. The next Planning Commission meeting is a special meeting to be held on September 30, 2015 at 5:30 p.m., to be followed by the special Joint Town Council and Planning Commission meeting at 6:00 p.m. Both special meetings will take place in the Civic Center Council Chambers located at 9291 Old Redwood Highway, Building 400, Windsor.

Approved and adopted this 2nd day of November 2015.

__________________________
Sheila Wolski
Community Development Technician
MEMORANDUM

TO: Town Council and Planning Commission

FROM: Ned Thomas, Community Development Director

DATE: November 2, 2015

SUBJECT: General Plan Update – Joint Study Session No. 7
Land Use Concepts and Evaluation Criteria

BACKGROUND:
In April 2014, the Council directed staff and the consultants to facilitate a series of Joint Study Sessions with members of the Town Council and Planning Commission to provide input and direction during the General Plan Update process. Reference materials for previous six Joint Study Session discussions are available at www.Windsor2040.com.

At the outset of the current phase of the General Plan Update process, the Alternatives Analysis phase, the consultants prepared a Development Options Report and a detailed Market Analysis Study, to provide a summary of population, housing, and employment projections for Windsor and to facilitate a discussion about potential demand for new development in Windsor. Town staff and the consultants have subsequently identified ten key “Focus Areas” where land use transformations or enhancement of existing uses are expected or desired. These “Focus Areas” represent properties that have the greatest potential to accommodate new development or to redevelop into something new. For each area, the Town has identified a range of land use concepts for consideration. The Town has also identified the evaluation criteria that could be used to evaluate and compare the proposed land use alternatives.

DISCUSSION:
The General Plan Update consultants will use information presented in the Land Use Concepts and Evaluation Criteria Workbook (Attachment 1) to facilitate a discussion about the optimal mix of land uses that the Town should consider as part of the General Plan Update process. The workbook identifies existing conditions for each of the Focus Areas and presents a range of possible land use patterns that the Town may want to consider for its future. As concepts, the land use patterns presented in the workbook are not intended to elicit preferences for one concept over another, or to assess the perceived benefits or drawbacks of a concept. Rather, the workbook is intended to help residents and decision-makers think about different possibilities for future development around Windsor.
The *Land Use Concepts and Evaluation Criteria Workbook* is divided into three sections or parts:

- **Part 1** presents the land use types that are envisioned for Windsor’s future development. The land use types are based on the Land Use Designations included in the 1996 General Plan and new designations that reflect different development types expected in the future.

- **Part 2** presents the proposed land use concepts for ten Focus Areas in or around the Town. The Focus Areas highlight parts of the Town that have the greatest potential for significant changes over the next 25 years.

- **Part 3** presents the proposed evaluation criteria that will be used to analyze and compare the Focus Areas and Town-wide concepts. The proposed evaluation criteria include Land Use and Community Design, Economic and Fiscal Conditions, Transportation and Mobility, Infrastructure and Services, and Hazard and Safety.

Based on discussion and public input, the Town will revise and refine the concepts presented in the Workbook as the basis for development and evaluation of detailed land use alternatives. The land use alternatives will then be presented in a series of public workshops designed to solicit feedback from residents regarding a preferred land use alternative. Based on direction from the Town Council and Planning Commission, this preferred alternative will ultimately be used to update the General Plan policy document and Land Use Diagram.

Attachments:

1) Land Use Concepts and Evaluation Criteria Workbook
Land Use Concepts and Evaluation Criteria Workbook for Joint Study Session

Town of Windsor 2040 General Plan Update

October 2015
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Introduction

This report provides information about new land uses that may be considered for properties within the Town of Windsor Urban Growth Boundary (UGB). Planned land uses will have a significant effect on how Windsor grows and develops over time. Decisions about these uses will influence how many and where people live in Windsor; what kind of jobs and businesses locate and thrive; where new schools and parks will be built; and where traffic will flow.

This report is intended to present a range of possible land use patterns that the Town could consider to plan its future. As concepts, the land use patterns presented in this report are intended to facilitate discussion about the optimal mix of land uses the Town should consider as part of the General Plan Update process. It is not intended to elicit preferences for one concept over another, or to assess the perceived benefits or drawbacks of a concept. Rather, this report will help residents and decision-makers think about different possibilities for future development in and around Windsor.

Based on discussion and public input, the Town will revise and refine the concepts presented in this report as the basis for the development and evaluation of detailed land use alternatives. The land use alternatives will be used to solicit feedback from residents and direction from decision-makers for a preferred land use alternative, which will ultimately be used to update the General Plan Land Use Diagram.

If you believe there are other land use options that the Town should consider evaluating as part of the General Plan Update, now is the time to present your ideas. You are encouraged to provide comments to the Town or attend Town meetings to discuss how Windsor could grow and develop in the future.

General Plan Land Use Diagram

A critical part of the General Plan Update is to update the Land Use Diagram. The Land Use Diagram identifies the location and densities and intensities of allowed land uses in and around Windsor. It is an important part of the General Plan because many other issues addressed in the Plan originate from the land use pattern included in the Land Use Diagram. By law the Land Use Diagram must:

- Designate the location of housing, business, industry, open space, and public uses;
- Describe the permitted uses in all areas covered by the General Plan; and
- Specify the range of densities and intensities of development.

The Land Use Diagram does not necessarily reflect the existing land uses on each parcel of land in the town. Rather, it shows the planned or intended use of land.
Report Organization

This report presents the proposed land use concepts that will be used to develop future growth and development alternatives for the Town of Windsor General Plan Update, and the proposed evaluation criteria that will be used to analyze and compare the alternatives. This report is organized into three parts:

- **Part 1** presents the land use types that are envisioned for Windsor’s future development. The land use types are based on the Land Use Designations included in the 1996 General Plan and new designations that reflect different development types presented in the land use concepts. The land use types correspond to the proposed land uses presented in Part 2.

- **Part 2** presents the proposed land use concepts for 10 Focus Areas in or around the town. The Focus Areas are parts of the town that have the greatest potential to experience significant changes over the next 25 years (i.e. through 2040). Each Focus Area discussion includes a summary of existing land use conditions, major assets and opportunities, issues and constraints, and proposed alternative land use concepts.

- **Part 3** presents the proposed evaluation criteria that will be used to analyze and compare the Focus Area concepts. The proposed evaluation criteria is organized under six categories, including: Land Use and Community Design; Economic and Fiscal Conditions; Transportation and Mobility; Infrastructure and Services; Resources; and Hazards and Safety.

Alternatives Process

The process to prepare and evaluate land use alternatives and develop a preferred land use alternative involves substantial input from the public and decision-makers. The land use alternatives process includes the following basic tasks:

Assess Future Growth and Demand

At the outset of the Alternatives process, the Town and the General Plan Update Consultants prepared the Development Options report, which included a summary of population, housing, and employment projections for Windsor to the year 2040, and a Market Analysis, which identified potential demand for new development in Windsor. Both reports were presented to the Town Council and Planning Commission for consideration and discussion. These reports are available on the General Plan Update website: windsor2040.com.

Land Use Concepts and Evaluation Criteria

Next, the Town identified key areas where transformations or enhancement of existing uses are expected or desired. These “Focus Areas” represent areas that have the greatest potential to accommodate new development or to redevelop into something new. For each area the Town identified a range of land use concepts for consideration. The Town also identified the evaluation criteria that could be used to evaluate and compare the land use alternatives. The results of this effort were published in this Land Use Concepts and Evaluation Criteria workbook, and the public and Planning Commission and Town Council will be asked to weigh in on what is included in this document.
Analyze Alternatives

Following public review of the proposed land use concepts and evaluation criteria, the Town will convert the concepts into detailed land use alternatives. The land use alternatives will then be analyzed for their development potential and evaluated and compared based on the evaluation criteria. The land use alternatives and results of the analysis and evaluation will be published in an Alternatives Report.

Gather Public Input and Preferences

Next, the Town will conduct three community workshops and other forms of public outreach to gather feedback on preferences for future land use. Considering public input, the Planning Commission and Town Council will select a preferred land use alternative. The preferred alternative may be one of the alternatives presented in the Alternatives Report, or it may be a combination of different parts from the alternatives.

Prepare the Updated Land Use Diagram

Based on direction from the Town Council, the Town will prepare the General Plan Land Use Diagram, which will be the basis for updating the goals, policies, and implementation programs. The public will continue to play an important role after the selection of the preferred land use alternative. The Town will ask the community for input on the draft goals and policies and the draft environmental impact report, which were described earlier in this chapter. Public participation at these key steps is important to shaping a Plan that represents the values and vision of the community.
Land Use Concepts Workbook
Before evaluating future growth and development options, it is important to make sure the range of choices is discussed. This Land Use Concepts report presents a range of potential land use patterns the Town could consider as part of the General Plan Update. It is intended to facilitate discussions with residents and decision-makers about other ideas the Town may wish to further analyze and evaluate as part of the Update process. This report is available on the General Plan Update website: windsor2040.com.

General Plan Documents

General Plan Vision and Guiding Principles
The Town revised the existing 1996 General Plan Vision to reflect current community values and the community’s aspirations for the next 25 years. The updated Vision will be incorporated into the Policy Document and will serve as a foundation for the goals, policies, and implementation programs. This document is available on the General Plan Update website: windsor2040.com.

Background Report
The Background Report represents a “snapshot” of current (2014/15) Windsor conditions and trends. It provides a detailed description of a wide range of topics about the community, such as demographics and economic conditions and projections, land use, public facilities, environmental resources, and safety hazards. The Report provides context for making policy decisions, and is purposely policy neutral. The Background Report will also serve as the environmental setting section of the EIR. The document is available on the General Plan Update website: windsor2040.com.

Policy Document
The Policy Document is the most important part of the General Plan. It contains the Vision and the goals and policies that will guide future Town decisions. It includes implementation programs that will ensure the goals and policies in the General Plan are carried out. The Policy Document also contains the land use diagram, which establishes the distribution of land uses throughout the town, and the circulation diagram, which lays out the town street and highway system.
Part 1: Land Use Types

The land use concepts presented in Parts 2 and 3 identify a variety of land uses for various areas of the town and UGB. State planning law requires general plans to establish “standards of population density and building intensity” as well as allowed uses for the various land use designations in the plan (Government Code Section 65302(a)). To help visualize what development might look like in each concept, this part provides descriptions of the uses that could be built. These are examples only; the General Plan allows for and often encourages a wide variety of building types.

What is Density?

Standards of population density for residential uses are stated as the allowable range (i.e., minimum and maximum) of dwelling units per gross acre. Standards of population density for residential uses can be derived by multiplying the maximum number of dwelling units per net acre by the average number of persons per dwelling unit assumed for the applicable residential designation (e.g., two persons per dwelling unit or three persons per dwelling unit). Typically, smaller dwellings (e.g., apartments) house fewer persons per unit, and larger dwellings (e.g., single-family homes) house more persons per unit.

What is Floor Area Ratio?

Standards of building intensity for non‐residential uses are stated as maximum floor area ratios. Floor area ratio (FAR) is the ratio of the gross building square footage on a lot to the net square footage of the lot. For example, a FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built on a lot with 10,000 net square feet of land area, regardless of the number of stories in the building (e.g., a single-story building of 10,000 square feet or a two-story building with 5,000 square feet for each floor). On the same lot a FAR of 0.50 would allow 5,000 square feet of floor area, and a FAR of 0.25 would allow 2,500 square feet.
Very Low Density Residential (VLDR)

This land use type provides for a mix of housing types on traditional single family lots. This is the predominant residential land use designation in the town. New development within this designation is encouraged to accommodate a range of housing types to provide greater choices for Windsor residents. Uses may include single family homes, duplexes, and triplexes, provided that they lie within the density range indicated below. Other attached unit types may be considered subject to design review to ensure compatibility with single family detached development.

- Density Range: 3.0 - 6.0 DU/A
- Maximum Floor Area Ratio: N/A

Low Density Residential (LDR)

This land use type provides for a mix of housing types on smaller lots or as attached units. Housing types at this end would be characterized by detached units. Building intensity at the higher end of the range is appropriate near neighborhood centers, parks, and at transit stops. An existing example of this designation is the Windsor Court subdivision. Single family homes, duplexes, triplexes, and townhomes are compatible with this designation, provided that they lie within the density range indicated below.

- Density Range: 5.0 - 8.0 DU/A
- Maximum Floor Area Ratio: N/A

Current General Plan Residential Land Use Types

Rural Residential (RR)

This land use type provides areas for a rural residential living environment. Typically, these areas do not have urban services (such as public water supply, sewer, and storm drains). Uses may include limited agricultural operations such as ranchettes, recreation, and limited residential development. This type of land use exists primarily in the unincorporated lands around the town.

- Density Range: 0.2 DU/A
- Maximum Floor Area Ratio: N/A

Estate Residential (ER)

This land use type provides for a large-lot single family neighborhood environment. Examples of this designation in existing areas include Oak Hill Estates and Vintage Hills. This designation allows for single family detached units on large parcels.

- Density Range: 0.2 - 3.0 DU/A
- Maximum Floor Area Ratio: N/A

Gross versus Net Acres

The term “gross acre” includes all land (including streets and rights-of-way) designated for a particular use, while net acreage excludes streets and rights-of-way. In urban areas net acreage is normally 20 to 25 percent less for a given area than gross acreage. In rural areas the difference between net and gross can be as low as 5 percent.
Mobile Home Park (MHP)
This land use type provides for existing land devoted to mobile home parks. Uses allowed include mobile homes, trailer parks, manufactured units, and accessory support uses, such as an onsite office, utility structure, or park.

- Density Range: 8.0 - 12.0 DU/A
- Maximum Floor Area Ratio: N/A

Medium Density Residential (MDR)
This land use type provides for a residential living environment marked by attached units. Densities in this designation are suitable in activity centers, along major thoroughfares, and near transit stops and parks. Allowed uses include small single-family units, row houses, townhomes, and small apartment complexes.

- Density Range: 8.0 - 12.0 DU/A
- Maximum Floor Area Ratio: N/A

Medium-High Density Residential (MHDR)
This land use type provides for existing land devoted to higher density housing and to provide other opportunities for such development in Windsor. Allowed uses include small single-family units, row houses, townhomes, and small apartment complexes.

- Density Range: 12.0 - 16.0 DU/A
- Maximum Floor Area Ratio: N/A

High Density Residential (HDR)
This land use type provides for compact high-density housing in Windsor, especially in association with nearby mixed-use development and commercial centers, and near transit corridors or stops. Allowed uses include apartments, condominiums, and townhomes. In limited circumstances it may also allow for schools, parks, and other public facilities to serve the residential community.

- Density Range: 12.0 - 32.0 DU/A
- Maximum Floor Area Ratio: N/A

Commercial Land Use Types

Retail Commercial (RC)
This land use type provides locations for retail and services opportunities. Uses include individual shops on single parcels, as well as freestanding shopping centers offering a range of local-serving or community-serving personal, retail and service activities, restaurants, and business services.

- Density Range: N/A
- Maximum Floor Area Ratio: 0.25

Service Commercial (SC)
This land use type provides locations for personal and business services that are often land intensive (as opposed to labor intensive). Examples of uses compatible with this designation are landscape contractors, retail outlets for building, construction materials, construction equipment sales and rentals, automobile repair, and wrecking operations. Other uses compatible with this designation include travel-oriented land uses, such as gasoline stations, hotels and motels, outdoor recreation, and amusement parks.

- Density Range: N/A
- Maximum Floor Area Ratio: 0.25

Gateway Commercial (GC)
This land use type provides locations for automobile-oriented, highway-serving activities. Compatible uses include tourist-related uses, transient lodging, conference and recreation facilities, gasoline stations, and restaurants. Regional serving retail uses may also be considered in this designation. Because this designation is applied to visually prominent entryways into the town along Old Redwood Highway and U.S. 101, development in these areas must be of a high-quality design, considering architecture, building placement, signage, and lighting.

- Density Range: N/A
- Maximum Floor Area Ratio: 0.25
Regional Mixed Use (RMU)

This land use type provides locations where more intensive employment opportunities, residential, shopping, visitor-serving, and institutional uses are mixed to serve Windsor and the surrounding community. The Regional Mixed Use designation allows a diversity of compatible land uses that can occur within the same building or site. Typical combinations could include public facilities or plazas, retail, higher-density residential, hotel and motel accommodations, conference facilities, health services, and office uses. This designation is most appropriate in areas with convenient access to U.S. 101.

- Density Range: 16.0-32.0 DU/A
- Maximum Floor Area Ratio: 2.0

Town Center/Mixed Use (TC)

This land use type provides locations where the entire community can gather to socialize, shop, or recreate. The Town Center designation allows a diversity of compatible land uses that can occur within the same building or site. Typical combinations could include public, retail, and childcare uses. This designation is most appropriate in areas with convenient access to U.S. 101.

- Density Range: 16.0-32.0 DU/A
- Maximum Floor Area Ratio: 2.0

General Business (GB)

This land use type provides locations for commercial, office, and retail services. This allows a broader range of activities than the Retail Commercial designation. It is applied in a limited number of locations where retail and office uses would be permitted and would not likely detract from Town objectives to revitalize the downtown area.

- Density Range: N/A
- Maximum Floor Area Ratio: 0.40

Mixed Use Land Use Types

Neighborhood Center/Mixed Use (NC)

This land use type provides locations where local residents of a neighborhood can gather to socialize, shop, or recreate. Neighborhood centers include a diversity of compatible land uses that can occur within the same building or site. Typical combinations could include public, retail, and childcare uses. This designation is most appropriate along a major thoroughfare and adjacent to the Village Residential designation.

- Density Range: N/A
- Maximum Floor Area Ratio: 2.0

Boulevard Mixed Use (BMU)

This land use type provides locations for more intensive mixed-use development with extensive pedestrian-oriented frontage on a boulevard street, near transit service and stops. Boulevard mixed use allows a diversity of compatible land uses that can occur within the same building or site. Typical uses could include public facilities or plazas, residential, retail, office, and childcare services. This designation is most appropriate along or within one block of a boulevard and adjacent to higher-density residential designations.

- Density Range: 16.0-32.0 DU/A
- Maximum Floor Area Ratio: 2.0

Industrial Land Use Types

Light Industrial (LI)

This land use type provides locations for manufacturing, warehousing, office uses, and assembly, involving limited generation of nuisances. Typically, uses include industrial activities that do not generate objectionable noise, smoke, odor, dust, noxious gases, glare, heat, fire hazards, vibration, and industrial wastes.

- Density Range: N/A
- Maximum Floor Area Ratio: 0.35
Heavy Industrial (HI)
This land use type provides locations for industrial manufacturing, warehousing, office uses, and assembly that do not fit into the Light Industrial type. Uses typically include land-intensive manufacturing activities that may generate objectionable noise, smoke, odor, dust, noxious gases, glare, heat, fire hazards, vibration, and industrial wastes.
- Density Range: N/A
- Maximum Floor Area Ratio: 0.50

Public and Resource Land Use Types

Public/Quasi-Public/Institutional (PQ)
This designation is intended to provide locations for public facilities, public utilities, and public gathering facilities. Typical uses include public schools, libraries, government, police, and fire facilities; corporation yards; private utilities; the wastewater treatment plant; and cemeteries.
- Density Range: N/A
- Maximum Floor Area Ratio: 1.0

Parks (P)
This designation is intended to provide locations for public parks, open space, and recreation facilities. Uses may include club houses, gymnasiums, or storage facilities; or open space protection areas around sensitive features, such as creeks or trees, with passive recreational uses only.
- Density Range: N/A
- Maximum Floor Area Ratio: 0.1

Open Space (OS)
This land use type promotes the conservation of resource values, to protect public safety from hazardous conditions (such as floodways and active landslide areas), to provide visual relief from urbanization, to diminish land use incompatibilities between agricultural and urban development, and to allow development of outdoor recreation. Uses may include limited agricultural operations such as ranchettes, recreation, and limited residential development.
- Density Range: 1 dwelling unit per 20 acres
- Maximum Floor Area Ratio: N/A
Part 2: Land Use Concepts

General Plan Update Focus Areas

- North of Arata
- North of Jensen
- South of Jensen
- South of Pleasant
- Old Redwood Highway North
- Old Redwood Highway South
- Shiloh Road East
- Shiloh Road West
- Shiloh Industrial
- Station Area/Downtown
This page is intentionally left blank.
Focus Area 1 (North of Arata) is located north of Arata Lane to the east of U.S. Highway 101. Surrounding uses include U.S. Highway 101 to the west, agriculture to the north and east, and residential to the south. This area is currently part of unincorporated Sonoma County.
Existing Land Use

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<tr>
<td></td>
<td>Developable Land</td>
<td>166.3</td>
<td>90.9%</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td><strong>183.1</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014
**Existing Conditions**

Focus Area 1 (North of Arata) is one of the town's potential growth areas. The area is located outside the town limits, but within the UGB. Located on the far north end of town, just east of U.S. Highway 101, the area has views of the foothills and low-lying ridges to the north. Sotoyome Creek traverses the northern portion of the area, while Windsor and Starr Creeks drain the area from north to south. The area is comprised of 12 parcels over five acres in size and 21 parcels under five acres. Many of the parcels include residential homes. While there are some rural residential homes and a church in the area, most of the area is vacant, farmed or fallowed land, or underutilized. The area includes 166.3 acres of developable area. Most of this land is designated in the 1996 General Plan for Surrounding Residential, Village Residential, High Density Residential, and Gateway Commercial.

Properties access the area from private driveways along Arata Lane, Hillview Road, and the U.S. Highway 101 frontage road. The area is not served by Town infrastructure and relies on onsite water wells, septic systems, and drainage infrastructure. Future development of the area would require annexation and an extension of Town services. The 1996 General Plan called for this area to be developed under a Specific Plan in order to address the overall land use of the area, phasing of development, and extension and financing of infrastructure and circulation improvements.

**Potential Project Types**

Residential, mixed use, commercial, parkland, and potential school

**Issues & Constraints**

**U.S. Highway 101**
The northbound on-ramp access from Arata Lane will need to be completed to accommodate future development.

**Need for Additional Parkland**
As the area develops, additional parkland will be needed.

**Agriculture Buffer**
Active agricultural uses (vineyards) are located to the north and west of the Focus Area. A 200-foot agriculture buffer is required to reduce conflicts.

**Annexation**
Needs to be annexed into the Town.

**Streets**
Complete realignment of Los Amigos.
Circulation plan needed.

**Assets & Opportunities**

- Northern gateway to Windsor
- Proximity to U.S. Highway 101
- Future realignment of Los Amigos Road
- Large parcels of vacant land with limited number of property owners
- Potential school site
## Concept Land Use Distribution

<table>
<thead>
<tr>
<th>Land Use Designation Map Color</th>
<th>Land Use Designation</th>
<th>Concept A</th>
<th></th>
<th>Concept B</th>
<th></th>
<th>Concept C</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Acres</td>
<td>Percent</td>
<td>Acres</td>
<td>Percent</td>
<td>Acres</td>
<td>Percent</td>
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<tr>
<td>Estate Residential (ER)</td>
<td></td>
<td>-</td>
<td>-</td>
<td>4.5</td>
<td>2.6%</td>
<td>4.5</td>
<td>2.6%</td>
</tr>
<tr>
<td>Very Low Density Residential (VLDR)</td>
<td>93.4</td>
<td>53.9%</td>
<td></td>
<td>44.2</td>
<td>25.5%</td>
<td>44.3</td>
<td>25.1%</td>
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<td>Low Density Residential (LDR)</td>
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<td>53.2</td>
<td>30.7</td>
<td>62.4</td>
<td>36.0%</td>
<td>51.6</td>
<td>29.3%</td>
</tr>
<tr>
<td>Medium-High Density Residential (MHDR)</td>
<td>9.1</td>
<td>5.3%</td>
<td></td>
<td>14.5</td>
<td>8.4%</td>
<td>13.8</td>
<td>7.8%</td>
</tr>
<tr>
<td>Neighborhood Commercial (NC)</td>
<td></td>
<td>2.5</td>
<td>1.4%</td>
<td>5.6</td>
<td>3.2%</td>
<td>5.4</td>
<td>3.1%</td>
</tr>
<tr>
<td>Gateway Commercial (GC)</td>
<td></td>
<td>14.7</td>
<td>8.6%</td>
<td>14.7</td>
<td>8.5%</td>
<td>14.7</td>
<td>8.3%</td>
</tr>
<tr>
<td>General Business (GB)</td>
<td></td>
<td>-</td>
<td>-</td>
<td>3.4</td>
<td>2.0%</td>
<td>3.4</td>
<td>1.9%</td>
</tr>
<tr>
<td>Public/Quasi Public (PQ)</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>17.9</td>
<td>10.2%</td>
</tr>
<tr>
<td>Open Space (OS)</td>
<td></td>
<td>-</td>
<td>-</td>
<td>27.1</td>
<td>15.6%</td>
<td>20.6</td>
<td>11.7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>173.2</strong></td>
<td><strong>100%</strong></td>
<td><strong>173.2</strong></td>
<td><strong>100%</strong></td>
<td><strong>173.2</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014.

## Land Use Concepts

### Concept A

The 1996 General Plan

- **Focus Area Boundary**
- **Agriculture Buffer**

---

Town of Windsor | 2040 General Plan Update
Focus Area 1: North of Arata | Land Use Concepts and Evaluation Criteria

**Concept B**

Neo-traditional concept around public open space

- **Focus Area Boundary**
- **Agriculture Buffer**

**Concept C**

Village Concept around central school site

- **Focus Area Boundary**
- **Agriculture Buffer**
Focus Area 2: North of Jensen is located to the north of Jensen Lane and east of established residential neighborhoods. Surrounding uses include agriculture (vineyards) to the east, single family residential neighborhoods to the north, south and west. The majority of this Focus Area is part of unincorporated Sonoma County.
Existing Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Existing Land Use</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other &amp; R/W</td>
<td></td>
<td>3.1</td>
<td>4.0%</td>
</tr>
<tr>
<td>Developable Land</td>
<td></td>
<td>74.9</td>
<td>96.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>78.0</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014
Existing Conditions

Focus Area 2 (North of Jensen Lane) is one of the town’s potential growth areas. The northern part of the area is located within the town limits, but the area to the south is only within the UGB. Located on the east side of town, the area has views of the foothills and low-lying ridges to the east and adjacent actively farmed vineyards. The area is comprised of four parcels. There are only two residential homes in the area. Most of the area is vacant or is farmed or fallowed land. The entire area is developable, and is designated in the 1996 General Plan for Surrounding Residential.

Properties access the area from private driveways along Jensen Lane. The area is not served by Town infrastructure and relies on onsite water wells, septic systems, and drainage infrastructure. Future development of the area outside the town limits would require annexation and an extension of Town services. Development would also require circulation improvements to provide connections with existing neighborhoods, as well as access from Jensen Lane as part of a new extension from to Vinecrest Road to Pleasant Avenue.

Potential Project Types

Single family residential, parkland, and a school

Assets & Opportunities

- Relatively flat land adjacent to existing residential
- Water/sewer infrastructure available
- Two parcels under separate ownership
- Existing development proposals
- Potential school site

Issues & Constraints

Circulation and Access
Poor circulation and access is the major issue for this Focus Area. Jensen Lane is a narrow country road. A second point of access is needed from Pleasant Avenue to the south. Limited access to the site on the north is currently provided from Vinecrest Road.

Agriculture Buffer
A 200-foot agriculture buffer is required along the eastern border of the area to mitigate potential conflicts.

Infrastructure
Development of this area will require upgrades to drainage infrastructure.

Surrounding Development
New development should complement existing residential neighborhoods.
### Concept Land Use Distribution

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acres</th>
<th>Percent</th>
<th>Acres</th>
<th>Percent</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estate Residential (ER)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>36.8</td>
<td>47.3%</td>
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<tr>
<td>Very Low Density Residential (VLDR)</td>
<td>47.2</td>
<td>60.7%</td>
<td>60.2</td>
<td>77.4%</td>
<td>41.2</td>
<td>52.7%</td>
</tr>
<tr>
<td>Low Density Residential (LDR)</td>
<td>27.0</td>
<td>34.7%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Neighborhood Commercial (NC)</td>
<td>1.9</td>
<td>2.4%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Public/Quasi Public (PQ)</td>
<td>-</td>
<td>-</td>
<td>12.1</td>
<td>15.6%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Parks (P)</td>
<td>1.7</td>
<td>2.2%</td>
<td>5.6</td>
<td>7.2%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>77.8</td>
<td>100%</td>
<td>77.8</td>
<td>100%</td>
<td>77.8</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014.

### Land Use Concepts

**Concept A**

The 1996 General Plan

- **Focus Area Boundary**
- **Agriculture Buffer**
Focus Area 2: North of Jensen | Land Use Concepts and Evaluation Criteria

Concept B
Proposed single family development with mix of housing types. Possible school site south of Vinecrest Road.

Focus Area Boundary
Agriculture Buffer

Concept C
Surrounding Residential. No school south of Vinecrest Road.

Focus Area Boundary
Agriculture Buffer
This page is intentionally left blank.
Focus Area 3 (South of Jensen) is located to the south of Jensen Lane and north of Pleasant Avenue. The surrounding existing uses include agriculture to the north and east, residential to the south, and a school and residential to the west. This area is located within the Town boundaries except for the easternmost portion, which is currently part of unincorporated Sonoma County.
### Existing Land Use

**Land Use Map Color**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Existing Land Use</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estate Residential</td>
<td></td>
<td>15.0</td>
<td>13.1%</td>
</tr>
<tr>
<td>Single Family Residential</td>
<td></td>
<td>1.1</td>
<td>1.0%</td>
</tr>
<tr>
<td>Agriculture (Vineyards)</td>
<td></td>
<td>77.2</td>
<td>67.3%</td>
</tr>
<tr>
<td>Other &amp; R/W</td>
<td></td>
<td>2.3</td>
<td>2.0%</td>
</tr>
<tr>
<td>Developable Land</td>
<td></td>
<td>19.0</td>
<td>16.6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>114.6</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014
Existing Conditions

Focus Area 3 (South of Jensen) is one of the town’s potential growth areas. The western part of the area is located within the town limits, but the area to the east is only within the UGB. Located on the east side of town, the area has views of the foothills and low-lying ridges to the east and adjacent actively farmed vineyards. The area is comprised of four parcels over five acres in size and 17 parcels under five acres. There are several residential homes in the area and actively farmed vineyards. The area includes 19 acres of developable land. Most of this land is designated in the 1996 General Plan for Estate Residential and Surrounding Residential.

Properties access the area from private driveways along Jensen Lane in the north and Pleasant Avenue in the south. The area is not served by Town infrastructure and relies on onsite water wells, septic systems, and drainage infrastructure. Future development of the area outside the town limits would require annexation and an extension of Town services. Development would also require circulation improvements to provide connections with existing neighborhoods, as well as access from Jensen Lane as part of a new extension from to Vinecrest Road to Pleasant Avenue.

Potential Project Types

Single family residential, small scale agriculture

Assets & Opportunities

- Possible designation of some areas for family vineyards
- Relatively flat land adjacent to existing residential neighborhoods
- Opportunity for new north-south connector street for better circulation
- Preservation of farmland in this area may be a desirable goal

Issues & Constraints

Access Circulation
Access to the Focus Area comes from Jensen Lane on the north and Pleasant Avenue to the south. Access from Old Redwood Highway to Pleasant Avenue to other areas is constrained.

Annexation
The area is outside the town limits and would need to be annexed into the town from the county.

Agriculture Buffer
Agriculture is located to the north and west of the Focus Area. A 200-foot agriculture buffer would be required to mitigate potential conflicts.
### Concept Land Use Distribution

<table>
<thead>
<tr>
<th>Land Use Designation Map Color</th>
<th>Land Use Designation</th>
<th>Concept A</th>
<th>Concept B</th>
<th>Concept C</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Estate Residential (ER)</td>
<td>11.3</td>
<td>9.8%</td>
<td>41.0</td>
</tr>
<tr>
<td></td>
<td>Very Low Density Residential (VLDR)</td>
<td>103.7</td>
<td>90.2%</td>
<td>74.0</td>
</tr>
<tr>
<td></td>
<td>Family Vineyard (FV)</td>
<td>-</td>
<td>115.0</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>*New Designation</td>
<td>-</td>
<td>115.0</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td>115.0</td>
<td>100%</td>
<td>115.0</td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014.

### Concept A

The 1996 General Plan

- Focus Area Boundary
- Agriculture Buffer
Focus Area 3: South of Jensen | Land Use Concepts and Evaluation Criteria

Concept B
A Family Vineyard Concept with minimum lot sizes of one to five acres and other development standards. This design would allow small farms and vineyards within the town limits.

Concept C
Lower density feathering out to Estate Residential

October 2015 | 29
This page is intentionally left blank.
Focus Area 4 (South of Pleasant Ave.) is located to the south of Pleasant Avenue and approximately 0.25 miles east of Old Redwood Highway. Surrounding uses include a mobile home park to the south, single family low density residential to the west, agriculture and large lot single family residential to the north and east. This area is currently part of unincorporated Sonoma County.
Existing Land Use

<table>
<thead>
<tr>
<th>Land Use Map Color</th>
<th>Existing Land Use</th>
<th>Acres</th>
<th>Percent</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Single Family Residential</td>
<td>1.5</td>
<td>4.4%</td>
</tr>
<tr>
<td></td>
<td>Developable Land</td>
<td>35.0</td>
<td>85.6%</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td>35.6</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014
Focus Area 4: South of Pleasant  |  Land Use Concepts and Evaluation Criteria

Existing Conditions

The South of Pleasant Focus Area is one of the town’s potential growth areas. The entire area is located outside the Town Limits, but within the UGB. Located on the east side of town, the area has views of the foothills and low-lying ridges to the east and adjacent actively farmed vineyards. Mattie Washburn Elementary School is located less than 0.25 miles to the west of the Focus Area, near the intersection of Pleasant Avenue and Old Redwood Highway. The area is comprised of 14 parcels over five acres in size. While there are several homes in the area, most of the area is farmed, fallow, or underutilized. The area includes 35 acres of developable land, and is designated in the 1996 General Plan for Estate Residential.

Properties access the area from private driveways along Pleasant Avenue, Emerson Street, Diamantini Lane, or Pleasure Avenue. The area is not served by Town infrastructure and relies on onsite water wells, septic systems, and drainage infrastructure. Future development of the area outside the town limits would require annexation and an extension of Town services. Development would also benefit from circulation improvements to provide connections from the southern end of the area to Old Redwood Highway.

Potential Project Types

Single family residential, parkland, small scale agriculture

Assets & Opportunities

- Existing infrastructure
- This area is relatively flat with access to existing water/sewer infrastructure
- Location on eastern edge of town provides opportunities for Estate Residential development.
- The parcels in this Focus Area range in size from 0.86 acres to 5.0 acres. 13 of the 14 parcels have one single family dwelling unit, and the fourteenth parcel is vacant. There is an opportunity to redevelop these expansive lots to allow for an increase in residential density.

Issues & Constraints

Poor Circulation and Access

Access to the Focus Area is currently provided from Pleasant Avenue only. New development will require additional access and completion of street network.

Agriculture Buffer

Agriculture buffer to the east is required to mitigate potential conflicts.

Roadway Capacity

Without additional road connections, new development could overwhelm intersection of Pleasant Avenue and Old Redwood Highway.
### Concept Land Use Distribution

<table>
<thead>
<tr>
<th>Land Use Designation Map Color</th>
<th>Land Use Designation</th>
<th>Acres</th>
<th>Percent</th>
<th>Acres</th>
<th>Percent</th>
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<tbody>
<tr>
<td>Estate Residential (ER)</td>
<td>35.5</td>
<td>100%</td>
<td>9.7</td>
<td>27%</td>
<td></td>
</tr>
<tr>
<td>Very Low Density Residential (VLDR)</td>
<td>-</td>
<td>-</td>
<td>25.8</td>
<td>73%</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>35.5</td>
<td>100%</td>
<td>35.5</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014.

#### Concept A
The 1996 General Plan

- **Focus Area Boundary**
- **Agriculture Buffer**
Focus Area 4: South of Pleasant

**Focus Area Boundary**

**Agriculture Buffer**

**Concept B**

Surrounding Residential/Low-Medium Density Residential, similar to the adjacent area. A portion of the Focus Area along the easterly border will remain Estate Residential/ Low Density Residential.
This page is intentionally left blank.
Focus Area 5 (Old Redwood Highway North) extends along the Old Redwood Highway, between the Town limits to the north and Windsor Road to the south. Surrounding uses include U.S. Highway 101 and residential uses to the west.
Existing Land Use

Note: Map continued on page 41.
Focus Area 5: Old Redwood Highway North

Land Use Concepts and Evaluation Criteria

<table>
<thead>
<tr>
<th>Land Use Map Color</th>
<th>Existing Land Use</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estate Residential</td>
<td>34.5</td>
<td></td>
<td>21.2%</td>
</tr>
<tr>
<td>Single Family Residential</td>
<td>9.9</td>
<td></td>
<td>6.1%</td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td>5.9</td>
<td></td>
<td>3.6%</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>0.3</td>
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<td>0.2%</td>
</tr>
<tr>
<td>Commercial Retail</td>
<td>17.1</td>
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</tr>
<tr>
<td>Commercial Services</td>
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<td>Office</td>
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<td>0.2%</td>
</tr>
<tr>
<td>Industrial</td>
<td>12.1</td>
<td></td>
<td>7.4%</td>
</tr>
<tr>
<td>Public/Quasi Public</td>
<td>14.3</td>
<td></td>
<td>8.9%</td>
</tr>
<tr>
<td>Other &amp; R/W</td>
<td>31.5</td>
<td></td>
<td>19.4%</td>
</tr>
<tr>
<td>Multiple Use</td>
<td>0.5</td>
<td></td>
<td>0.3%</td>
</tr>
<tr>
<td>Developable Land</td>
<td>26.4</td>
<td></td>
<td>16.2%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>162.6</strong></td>
<td></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014
Existing Conditions

Focus Area 5 (Old Redwood Highway North) is a potential infill area located north of the Downtown. Generally, it includes parcels adjacent to or fronting Old Redwood Highway. The entire area is located within the town limits. The area includes a mix of residential, commercial, and industrial/warehousing uses along a historic corridor. South of Arata Lane most residential uses are located on the west side of the corridor, while commercial uses are located on the east side between Old Redwood Highway and U.S. Highway 101. North of Arata and the intersection of Starr Road, the area includes a mix of non-residential uses including retail uses, a church, industrial/warehousing uses, and an auto dismantling yard. The area includes 26.4 acres of developable land. Most of this land is designated in the 1996 General Plan for Surrounding Residential, Medium Density Residential, Neighborhood Center/Mixed Use, Service Commercial, and Gateway Commercial. There are numerous vacant and underutilized sites throughout the area. Most properties access Old Redwood Highway from private driveways or smaller local streets.

Potential Project Types

Residential, commercial, and mixed use

Assets & Opportunities

- Access to U.S. Highway 101
- Proximity to Downtown
- Mixed-use development
- Large vacant parcels at north end adjacent to U.S. Highway 101 on/offramps
- Extending Old Redwood Highway with complete streets improvements to the north

Issues & Constraints

Facilities Infrastructure
Future development of the northern portion of the area will require extending water and sewer facilities.

Roadways
Old Redwood Highway is primary access. New development may create congestion.

Affordable Housing
Existing mobile home parks may be displaced.

Existing Land Use Pattern
Infill development should complement existing neighborhoods. Small, fragmented lots may be difficult to redevelop.
**Concept Land Use Distribution**

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Concept A</th>
<th>Concept B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use Designation Map Color</td>
<td>Acres</td>
<td>Percent</td>
</tr>
<tr>
<td>Very Low Density Residential (VLDR)</td>
<td>20.0</td>
<td>12.7%</td>
</tr>
<tr>
<td>Low Density Residential (LDR)</td>
<td>9.8</td>
<td>6.2%</td>
</tr>
<tr>
<td>Mobile Home Park (MPH)</td>
<td>2.4</td>
<td>1.5%</td>
</tr>
<tr>
<td>Medium Density Residential (MDR)</td>
<td>13.8</td>
<td>8.7%</td>
</tr>
<tr>
<td>High Density Residential (HDR)</td>
<td>0.3</td>
<td>0.2%</td>
</tr>
<tr>
<td>Boulevard Mixed Use (BMU)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Neighborhood Commercial (NC)</td>
<td>3.9</td>
<td>2.5%</td>
</tr>
<tr>
<td>Service Commercial (SC)</td>
<td>61.2</td>
<td>38.7%</td>
</tr>
<tr>
<td>Gateway Commercial (GC)</td>
<td>41.5</td>
<td>26.3%</td>
</tr>
<tr>
<td>Public/Quasi Public (PQ)</td>
<td>5.1</td>
<td>3.2%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>158.0</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014.

**Concept A**

The 1996 General Plan

- Focus Area Boundary
- Agriculture Buffer
Land Use Concepts

Concept B
A Mixed-Use corridor along the entire corridor with a commercial focus. May include Form-based Code to facilitate infill development.

- Focus Area Boundary
- Agriculture Buffer
Focus Area 6: Old Redwood Highway South extends 2.0 miles between U.S. Highway 101 to the northwest and Shiloh Road to the south.
Existing Land Use

Note: Map continued on page 47.
### Land Use Concepts and Evaluation Criteria

**Focus Area 6: Old Redwood Highway South**

#### Land Use Concepts and Evaluation Criteria

<table>
<thead>
<tr>
<th>Land Use Map Color</th>
<th>Existing Land Use</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estate Residential</td>
<td>21.9</td>
<td>17.5%</td>
<td></td>
</tr>
<tr>
<td>Single Family Residential</td>
<td>15.5</td>
<td>12.4%</td>
<td></td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td>14.9</td>
<td>11.9%</td>
<td></td>
</tr>
<tr>
<td>Mixed Use</td>
<td>0.1</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Commercial Retail</td>
<td>3.1</td>
<td>2.5%</td>
<td></td>
</tr>
<tr>
<td>Commercial Services</td>
<td>3.2</td>
<td>2.7%</td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>5.3</td>
<td>4.3%</td>
<td></td>
</tr>
<tr>
<td>Public/Quasi Public</td>
<td>3.1</td>
<td>2.5%</td>
<td></td>
</tr>
<tr>
<td>Other &amp; R/W</td>
<td>28.6</td>
<td>22.9%</td>
<td></td>
</tr>
<tr>
<td>Multiple Use</td>
<td>2.3</td>
<td>1.8%</td>
<td></td>
</tr>
<tr>
<td>Developable Land</td>
<td>26.9</td>
<td>21.5%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>124.9</strong></td>
<td><strong>100%</strong></td>
<td></td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014
**Existing Conditions**

Focus Area 6 (Old Redwood Highway South) is a potential infill area located between the Old Redwood Highway/U.S. Highway 101 Interchange and Shiloh Road. Generally, it includes parcels adjacent to Old Redwood Highway. The entire area is located within the town limits. The area is predominantly residential, but includes several vacant/underutilized infill sites. The area includes 26.9 acres of developable land. Most of this land is designated in the 1996 General Plan for Surrounding Residential, Village Residential, Medium Density Residential, General Business, Retail Commercial, and Open Space. Most properties have access to the corridor from private driveways or smaller local streets. The corridor currently lacks continuous infrastructure to support walking and biking.

**Potential Project Types**

Infill and mixed use

**Assets & Opportunities**

- Potential for local transit connection to Downtown (trolley) and beyond
- Potential Form-based Code to facilitate infill
- Complete streets improvements

**Issues & Constraints**

**Bridge**
The bridges along Old Redwood Highway need expansion and improvements.

**Roadways**
Lane configurations in the southern part of the area need to be reviewed and a comprehensive roadway right-of-way guide needs to be prepared.

**Waterways**
Faught Creek and Pool Creek run through the Focus Area and may limit development in adjacent areas.
## Concept Land Use Distribution

<table>
<thead>
<tr>
<th>Land Use Designation Map Color</th>
<th>Land Use Designation</th>
<th>Concept A</th>
<th>Concept B</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Acres</td>
<td>Percent</td>
<td>Acres</td>
</tr>
<tr>
<td>Estate Residential (ER)</td>
<td>2.3</td>
<td>1.9%</td>
<td>-</td>
</tr>
<tr>
<td>Very Low Density Residential (VLDR)</td>
<td>36.5</td>
<td>29.4%</td>
<td>-</td>
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<tr>
<td>Low Density Residential (LDR)</td>
<td>25.8</td>
<td>20.7%</td>
<td>-</td>
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<tr>
<td>Mobile Home Park (MPH)</td>
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<td>8.9%</td>
<td>-</td>
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<tr>
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<td>6.8</td>
<td>5.5%</td>
<td>-</td>
</tr>
<tr>
<td>Medium-High Density Residential (MHDR)</td>
<td>1.1</td>
<td>0.9%</td>
<td>-</td>
</tr>
<tr>
<td>Boulevard Mixed Use (BMU)</td>
<td>-</td>
<td>-</td>
<td>124.2</td>
</tr>
<tr>
<td>Retail Commercial (RC)</td>
<td>20.4</td>
<td>16.4%</td>
<td>-</td>
</tr>
<tr>
<td>General Business (GB)</td>
<td>17.7</td>
<td>14.3%</td>
<td>-</td>
</tr>
<tr>
<td>Public/Quasi Public (PQ)</td>
<td>1.3</td>
<td>1.0%</td>
<td>-</td>
</tr>
<tr>
<td>Open Space (OS)</td>
<td>1.3</td>
<td>1.0%</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>124.2</strong></td>
<td><strong>100%</strong></td>
<td><strong>124.2</strong></td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014.
Land Use Concepts

Concept A
The 1996 General Plan
- Focus Area Boundary
- Agriculture Buffer

Concept B
A Mixed Use corridor along the entire corridor
- Focus Area Boundary
- Agriculture Buffer
Focus Area 7 (Shiloh Road East) is located to the south of Tamara Court and east of U.S. Highway 101. Shiloh Road bisects the Shiloh East Focus Area. Residential and agriculture border the south, U.S. Highway 101 and commercial to the west, residential and commercial to the north, and the Old Redwood Highway to the east. A portion of this Focus Area is part of unincorporated Sonoma County.
## Existing Land Use

### Land Use Map Color

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Existing Land Use</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Residential</td>
<td>2.9</td>
<td>2.9%</td>
<td></td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td>2.3</td>
<td>2.3%</td>
<td></td>
</tr>
<tr>
<td>Commercial Services</td>
<td>2.0</td>
<td>2.0%</td>
<td></td>
</tr>
<tr>
<td>Public/Quasi Public</td>
<td>6.4</td>
<td>6.3%</td>
<td></td>
</tr>
<tr>
<td>Other &amp; R/W</td>
<td>4.3</td>
<td>4.3%</td>
<td></td>
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<tr>
<td>Developable Land</td>
<td>82.9</td>
<td>82.2%</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>100.8</strong></td>
<td><strong>100%</strong></td>
<td></td>
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</table>

Source: Town of Windsor, 2014
Existing Conditions
Focus Area 7 (Shiloh Road East) is a potential infill area and potential growth area. Areas north of Shiloh Road and one parcel (APN 059-271-059) to the south of Shiloh Road adjacent to U.S. Highway 101 are within the town limits. Areas south of Shiloh Road between the parcel (APN 059-27-059) and Old Redwood Highway are outside the town limits, but within the UGB. The area includes 82.9 acres of developable land. Most of this land is designated in the 1996 General Plan for Estate Residential, Surrounding Residential, Village Residential, High Density Residential, Compact Residential, Boulevard Mixed Use, Regional Mixed Use, and Light Industrial. The Shiloh Road Village Vision Plan outlines the goals for the area to create an image of a strong sense of place and promotes an active lifestyle. Most properties have access to the corridor from private driveways or smaller local streets. The corridor currently lacks continuous infrastructure to support walking and biking. To the north of the area is a small business incubator that creates an environment conducive to new entrepreneurs. The area is located next to the northbound U.S. Highway 101 on/offramp. Long parcels in the area will require land assemblage for development.

Potential Project Types
Mixed use, commercial, office

Assets & Opportunities
Vision Plan
The existing Shiloh Road Village Vision Plan provides a conceptual framework and guiding principles for future development of the area.

- Access to U.S. Highway 101
- Access to Old Redwood Highway
- Existing Gateway Commercial at Shiloh Commercial
- Existing small business incubator

Issues & Constraints
Land Ownership
Fragmented land ownership with narrow parcels hinder lot consolidation for larger development projects.

Flood Designation
A portion of the Focus Area is designated as flood plain by FEMA (Zone AE).

Annexation
Parts of the Focus Area are not within the town limits and will require annexation.

Wetlands
Wetlands in the southeast may limit development in the area.

Roadway Capacity
Infrastructure upgrades, including U.S. Highway 101 interchange, will be required to support new development.
## Concept Land Use Distribution

<table>
<thead>
<tr>
<th>Land Use Designation Map Color</th>
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<tr>
<td>Estate Residential (ER)</td>
<td>18.2</td>
<td>18.3%</td>
<td>18.2</td>
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<tr>
<td>Very Low Density Residential (VLDR)</td>
<td>13.2</td>
<td>13.3%</td>
<td>-</td>
</tr>
<tr>
<td>Low Density Residential (LDR)</td>
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<td>6.0%</td>
<td>10.8</td>
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<tr>
<td>Medium Density Residential (MDR)</td>
<td>-</td>
<td>-</td>
<td>5.5</td>
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<tr>
<td>Medium-High Density Residential (MHDR)</td>
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<td>-</td>
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<tr>
<td>High Density Residential (HDR)</td>
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<td>Regional Mixed Use (RMU)</td>
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<td>-</td>
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<tr>
<td>Boulevard Mixed Use (BMU)</td>
<td>30.2</td>
<td>30.3%</td>
<td>43.4</td>
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<td>Light Industrial (LI)</td>
<td>0.4</td>
<td>0.4%</td>
<td>-</td>
</tr>
<tr>
<td>Public/Quasi Public (PQ)</td>
<td>-</td>
<td>-</td>
<td>4.8</td>
</tr>
<tr>
<td>Parks (P)</td>
<td>7.5</td>
<td>7.5%</td>
<td>3.4</td>
</tr>
<tr>
<td>Open Space (OS)</td>
<td>-</td>
<td>-</td>
<td>10.2</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>99.6</strong></td>
<td><strong>100%</strong></td>
<td><strong>99.6</strong></td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014.
Land Use Concepts

**Concept A**
The 1996 General Plan
- Focus Area Boundary
- Agriculture Buffer

**Concept B**
- Focus Area Boundary
- Agriculture Buffer
This page is intentionally left blank.
Focus Area 8 (Shiloh Road West) is located between Mitchell Lane to the north and Shiloh Road to the south. The Focus Area includes the Olufs Ranch and is bordered by U.S. Highway 101 to the east, industrial uses to the south, residential uses to the west, and a soccer park and light industrial/commercial uses to the north.
Existing Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Existing Land Use</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estate Residential</td>
<td></td>
<td>4.3</td>
<td>3.4%</td>
</tr>
<tr>
<td>Single Family Residential</td>
<td></td>
<td>0.4</td>
<td>0.3%</td>
</tr>
<tr>
<td>Commercial Services</td>
<td></td>
<td>0.7</td>
<td>0.6%</td>
</tr>
<tr>
<td>Industrial</td>
<td></td>
<td>18.3</td>
<td>14.5%</td>
</tr>
<tr>
<td>Open Space</td>
<td></td>
<td>2.9</td>
<td>2.9%</td>
</tr>
<tr>
<td>Other &amp; R/W</td>
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<td>11.2</td>
<td>8.9%</td>
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<tr>
<td>Developable Land</td>
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<td>88.1</td>
<td>70.0%</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>125.9</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014
**Focus Area 8: Shiloh Road West**

**Land Use Concepts and Evaluation Criteria**

---

**Existing Conditions**

Focus Area 8 (Shiloh Road West) is a potential infill area and potential growth area. The Focus Area includes 45 parcels. The area is predominantly vacant or underutilized or industrial with limited residential and commercial development. Oak trees are located in and creeks run through the southern part of the area. The area includes 88.1 acres of developable land. Most of this land is designated in the 1996 General Plan for General Business, Gateway Commercial, and Light Industrial. Most properties are accessed from Shiloh Road, Conde Lane, or smaller local connector streets. This area is readily served by Town services and circulation infrastructure.

---

**Potential Project Types**

Light industrial, wine storage, business park/office, retail

**Assets & Opportunities**

- Creeks
- Access to U.S. Highway 101
- Recent improvements to Conde Lane and Shiloh Road
- Proximity to Sonoma County Airport
- Developable land zoned Light Industrial/Business Park
- Rail line running along westerly boundary

---

**Issues & Constraints**

**Roadway Capacity**

U.S. Highway 101 Interchange overpass is over capacity.

**Parks**

New development in this area should include parks and open space oriented toward workers, (e.g. linear parks along creeks).

**Roadways**

Poor access to existing land uses.

**Creeks**

Several creeks run through the Focus Area and should be preserved and developed as linear open space.
## Concept Land Use Distribution

<table>
<thead>
<tr>
<th>Land Use Designation Map Color</th>
<th>Land Use Designation</th>
<th>Concept A</th>
<th>Concept B</th>
<th>Concept C</th>
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<tr>
<td>General Business (GB)</td>
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<td>4.1</td>
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<td>Gateway Commercial (GC)</td>
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<td>4.4</td>
</tr>
<tr>
<td>Retail Commercial (RC)</td>
<td>-</td>
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<td>-</td>
<td>10.3</td>
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<tr>
<td>Light Industrial (LI)</td>
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<td>Parks (P)</td>
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<td>TOTAL</td>
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<td>125.3</td>
<td>125.3</td>
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</table>

Source: Town of Windsor, 2014.

## Land Use Concepts

### Concept A
The 1996 General Plan

- [Focus Area Boundary]
- [Agriculture Buffer]
Focus Area 8: Shiloh Road West | Land Use Concepts and Evaluation Criteria

Concept B
All Light Industrial.

- Focus Area Boundary
- Agriculture Buffer

Concept C

- Focus Area Boundary
- Agriculture Buffer
This page is intentionally left blank.
Focus Area 9 (Shiloh Industrial) is located to the south of Shiloh Road and adjacent to U.S. Highway 101. The Focus Area is bordered by U.S. Highway 101 to the east, industrial to the south and west, and agriculture to the north.
## Existing Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estate Residential</td>
<td>1.0</td>
<td>0.4%</td>
</tr>
<tr>
<td>Commercial Services</td>
<td>5.6</td>
<td>2.2%</td>
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<tr>
<td>Office</td>
<td>1.6</td>
<td>0.6%</td>
</tr>
<tr>
<td>Industrial</td>
<td>190.7</td>
<td>74.0%</td>
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<td>Public/Quasi Public</td>
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<td>Other &amp; R/W</td>
<td>25.8</td>
<td>10.0%</td>
</tr>
<tr>
<td>Developable Land</td>
<td>20.8</td>
<td>8.1%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>257.8</strong></td>
<td><strong>100%</strong></td>
</tr>
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</table>

Source: Town of Windsor, 2014
**Existing Conditions**
Focus Area 9 (Shiloh Industrial) is a potential infill area. The Focus Area includes 53 parcels. The area is predominantly vacant or underutilized or industrial with limited residential, office, and public uses. The industrial area between the railroad tracks and U.S. Highway 101 is underutilized and lacks a connected, consistent circulation system. The area includes 20.8 acres of developable land. Most of this land is designated in the 1996 General Plan for Light Industrial and Heavy Industrial. Most properties are accessed from Shiloh Road, Skylane Boulevard, or smaller local connector streets. This area has potential for redevelopment as a major jobs center for Windsor and adjacent areas.

**Potential Project Types**
Industrial, office, and gateway commercial

**Assets & Opportunities**
- Existing Shiloh Oaks Master Plan provides for development of eastern portion of the site.
- A rail line bisects the Focus Area.
- Proximity to Sonoma County Airport
- Annexation of 1246 Shiloh Road outside the Town limits and UGB

**Issues & Constraints**

**Roadways**
Shiloh interchange and overpass are over capacity.

**Contamination**
There is hazardous materials and contamination on site(s) within the area.

**Waterways**
Pruitt Creek runs through the Focus Area and may limit adjacent development.
Concept Land Use Distribution

<table>
<thead>
<tr>
<th>Land Use Designation Map Color</th>
<th>Land Use Designation</th>
<th>Concept A</th>
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<th>Concept B</th>
<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>General Business (GB)</td>
<td>0.1</td>
<td>0.0%</td>
<td>12.4</td>
<td>4.7%</td>
</tr>
<tr>
<td></td>
<td>Gateway Commercial (GC)</td>
<td>5.7</td>
<td>2.2%</td>
<td>17.7</td>
<td>6.7%</td>
</tr>
<tr>
<td></td>
<td>Light Industrial (LI)</td>
<td>80.4</td>
<td>30.5%</td>
<td>68.1</td>
<td>25.8%</td>
</tr>
<tr>
<td></td>
<td>Heavy Industrial (HI)</td>
<td>166.1</td>
<td>63.0%</td>
<td>154.0</td>
<td>58.4%</td>
</tr>
<tr>
<td></td>
<td>Public/Quasi Public (PQ)</td>
<td>11.3</td>
<td>4.3%</td>
<td>11.3</td>
<td>4.3%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>263.5</strong></td>
<td><strong>100%</strong></td>
<td><strong>263.5</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014.
Land Use Concepts

Concept A
The 1996 General Plan
- Focus Area Boundary
- Agriculture Buffer

Concept B
General Commercial along Shiloh Road frontage. Potential Annexation of the parcel at 1246 Shiloh Road.
- Focus Area Boundary
- Potential Annexation Boundary
- Agriculture Buffer
This page is intentionally left blank.
Focus Area 10 (Station Area/Downtown) includes the downtown core of Windsor, Town Green, and surrounding areas. The Focus area extends to U.S. Highway 101 to the east and Starr Creek to the west.
Existing Land Use

<table>
<thead>
<tr>
<th>Land Use Map Color</th>
<th>Existing Land Use</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estate Residential</td>
<td>10.3</td>
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<tr>
<td>Single Family Residential</td>
<td>73.3</td>
<td>18.7%</td>
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<td>Multifamily Residential</td>
<td>26.3</td>
<td>6.7%</td>
<td></td>
</tr>
<tr>
<td>Commercial Retail</td>
<td>2.2</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>Commercial Services</td>
<td>41.5</td>
<td>10.6%</td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>2.1</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>Industrial</td>
<td>2.2</td>
<td>0.6%</td>
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<tr>
<td>Public/Quasi Public</td>
<td>65.2</td>
<td>16.8%</td>
<td></td>
</tr>
<tr>
<td>Parks &amp; Recreation</td>
<td>32.1</td>
<td>8.2%</td>
<td></td>
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<td>Other &amp; R/W</td>
<td>71.6</td>
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<tr>
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<tr>
<td>Developable Land</td>
<td>64.0</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>391.2</strong></td>
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</tbody>
</table>

Source: Town of Windsor, 2014.
Focus Area 10: Station Area/Downtown

**Existing Conditions**

Focus Area 10 (Station Area/Downtown) is a potential infill area. The Station Area Specific Plan provides a vision and detailed guidance for the future development of the area. The Town is currently undertaking a parallel planning process to develop a vision for Town-owned property north of the Town Green. This project will identify potential options for how the town can use its assets to activate the north side of the Town Green and contribute to Downtown Windsor.

**Potential Project Types**

Infill, mixed use

**Issues & Constraints**

**Traffic Congestion**
Traffic congestion in the Downtown is an issue at certain times of the day.

**Parking**
The Downtown area has limited parking available. Additional parking may be needed.

**Infill Challenges**
Application of Low Impact Development (LID) standards is challenging in the Downtown area.

**Assets & Opportunities**

**Current Projects**
Bell Village Residential Revisions
Vintage Oaks on the Town Green – 387 units
Windsor Mill – 360 units
Richardson St. Mixed Use – 40 units
Town Green Village Building R and S – 18 units

- Windsor Creek Elementary School and Windsor High School are located within the Focus Area.
- Multiple parks are located within the Focus Area.
- SMART station
- Town Green
- A rail line bisects the Focus Area.
- U.S. Highway 101 Pedestrian-Bike Crossing Study
<table>
<thead>
<tr>
<th>Land Use Designation Map Color</th>
<th>Land Use Designation</th>
<th>Concept A</th>
<th>Concept B</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Acres</td>
<td>Percent</td>
<td>Acres</td>
</tr>
<tr>
<td>Very Low Density Residential (VLDR)</td>
<td>1.5</td>
<td>0.4%</td>
<td>1.5</td>
</tr>
<tr>
<td>Low Density Residential (LDR)</td>
<td>106.8</td>
<td>27.3%</td>
<td>111.0</td>
</tr>
<tr>
<td>Medium Density Residential (MDR)</td>
<td>57.2</td>
<td>14.6%</td>
<td>53.1</td>
</tr>
<tr>
<td>High Density Residential (HDR)</td>
<td>40.8</td>
<td>10.4%</td>
<td>40.8</td>
</tr>
<tr>
<td>Town Center/Mixed Use (TC)</td>
<td>45.7</td>
<td>11.8%</td>
<td>42.1</td>
</tr>
<tr>
<td>Service Commercial (SC)</td>
<td>-</td>
<td>-</td>
<td>3.7</td>
</tr>
<tr>
<td>Regional Commercial (RC)</td>
<td>32.1</td>
<td>8.2%</td>
<td>28.4</td>
</tr>
<tr>
<td>Public/Quasi Public (PQ)</td>
<td>60.9</td>
<td>15.6%</td>
<td>58.3</td>
</tr>
<tr>
<td>Parks (P)</td>
<td>32.4</td>
<td>8.3%</td>
<td>32.4</td>
</tr>
<tr>
<td>Open Space (OS)</td>
<td>13.2</td>
<td>3.4%</td>
<td>13.2</td>
</tr>
<tr>
<td>To Be Determined</td>
<td>-</td>
<td>-</td>
<td>6.33</td>
</tr>
<tr>
<td>TOTAL</td>
<td>390.8</td>
<td>100%</td>
<td>390.8</td>
</tr>
</tbody>
</table>

Source: Town of Windsor, 2014.
Focus Area 10: Station Area/Downtown | Land Use Concepts and Evaluation Criteria

Land Use Concepts

Concept A

The 1996 General Plan
Concept B

Changes to Civic Center, former Windsor Waterworks & Slides site at 8225 Conde Lane, possible expansion of Keiser Park.
Part 3: Alternatives Evaluation Criteria

This section sets forth the criteria that would be used by the Consultant team to evaluate and compare the focus area alternatives.

<table>
<thead>
<tr>
<th>Title</th>
<th>What is the Measure?</th>
<th>Why is it Important?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use and Community Design</td>
<td></td>
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</tr>
<tr>
<td>Population and Employment Growth</td>
<td>The measure is the number of people residing and working in the town based on existing development and planned land uses.</td>
<td>Comparing expected population and employment to future growth projections can indicate whether there is a sufficient amount of one or more land uses planned in a community or too much of another. Because of the inherent uncertainty of the future, growth projections tend to be based on a set of reasonable assumptions that consider past trends, multiple data sources, and likely future changes that affect growth and development (e.g., demographics, economics, politics, and environment). However, it should be noted that there can be substantial variation between the projections and forecasts developed by different organizations, and unanticipated forces and variables (e.g., the Great Recession) impact population, job, and housing growth and can cause the demand for land to change. Projections should be considered resources to help inform discussions about future growth and development, but not be viewed as absolutes. The desired outcome for the future, or a community's vision, provides the foundation for discussion when considering future trends. The vision is then projected through the policies, programs, and other initiatives that are intended to guide and influence future growth and change within the community. For example, as part of the General Plan Update, the Town Council and Planning Commission have accepted a refined Vision and set of Guiding Principles to express the Town's aspirations for the future, which may differ from the assumptions relied upon for certain projections. In addition, several key issues have been raised by residents and stakeholders during the General Plan Update, including the need for economic development and additional jobs, the affordability of a range of housing types, and the demand for parks and protection of open space lands. How the Town decides to address these issues can influence the assumptions used for projected future growth and development trends. Together, the reasonableness of projections and the desires of a community are important considerations when thinking about how projections are used in the General Plan Update process to plan future development.</td>
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<tr>
<td>Land Use Mix</td>
<td>The measure of land use mix is the acreage of existing and proposed land uses and the Town’s opportunities to create mixed-use neighborhoods and districts.</td>
<td>The most common existing land use category within the UGB and town limits is single family residential. Single family residential uses make up 29 percent of the UGB (1,405 acres) and 31 percent of the town limits (1,399 acres). Commercial and office uses make up roughly 4 percent of the UGB (183 acres) and 4 percent of the town limits (179 acres). Industrial lands in Windsor are primarily located in the southern part of the Planning Area between Shiloh Road to the north and Airport Boulevard to the south. Industrial uses make up 6 percent of the UGB (307 acres) and 7 percent of the town limits (307 acres). Vacant or underutilized land makes up 9 percent of the UGB and 8 percent of the town limits. Outside the Downtown, most of the town land uses are separated from one another, which has resulted in an auto-oriented land use pattern. A range of complementary land uses that are located together in a balanced mix, including residential development, shops, employment, and parks and open space, can help make alternative forms of transportation more viable. Mixed land use can also enhance the vitality and perceived security of neighborhoods and districts by increasing the number of people on the street and in public spaces. It can also improve the retail and economic development of an area.</td>
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<tr>
<td>Housing Types</td>
<td>The measure is the number of housing units by type based on existing and planned residential land uses.</td>
<td>There are an estimated 9,634 housing units in Windsor currently (2015), including: 8,140 single family units (85 percent), 859 multifamily units (9 percent), and 635 mobile homes, RVs, vans, etc. (7 percent). A diverse housing mix can provide greater opportunities for residents of any age, income, or household makeup to live in the town and it promotes diversity and inclusion among residents. Having different types of housing, both ownership and rental, of different sizes within the town neighborhoods helps reduce concentrations of poverty and residential segregation. Diversity in neighborhood housing also supports walkable streets and easy access to commercial services and amenities, such as schools, libraries, and parks. The Town's 2015 Housing Element has committed the Town to achieving a balancing mix of housing and mixed-use neighborhoods. The Element also calls for the Town to provide opportunities for the construction of 440 new housing units by 2023, including over 185 units of multifamily housing affordable to lower-income households and over 255 units of single family or multifamily housing affordable to moderate- and above moderate-income households. For the planning period from 2014 through 2023, this equals supporting construction of nearly 50 units per year.</td>
</tr>
<tr>
<td>Non-residential Development Types</td>
<td>The measure is the square footage of planned non-residential development.</td>
<td>Town of Windsor’s non-residential development mix currently (2014) includes 150 acres commercial, 5.0 acres mixed use, acres 307 industrial, 29 acres of office, and 732 acres of public/quasi-public uses. Ensuring there are opportunities for construction of non-residential uses is important for building community and for economic development. Commercial, mixed-use, and public/quasi-public uses typically provide opportunities for a range of shopping opportunities, services, and amenities to residents, and, in the case of mixed-use areas, places to live. Sales from commercial activity generate needed tax revenue for Town operations and functions. These uses, in addition to industrial and office uses, also provide employment opportunities, from the construction of new building square footage to the individuals employed by the businesses that occupy the new development.</td>
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<tr>
<td><strong>Land Use Efficiency</strong></td>
<td>The measure is the average population, housing, and employment density based on existing and planned land uses.</td>
<td>Land use efficiency is a tool used to help accommodate population and employment growth, while conserving resources for existing residents and future generations. Land is a finite resource within Windsor. Greater densities in population, housing, and employment tend to use land more efficiently, which can reduce impacts on the environment and ensure developments are achieving the highest and greatest use of available land resources. The town has a population density of 6.0 persons per acre, housing density of 2.1 housing units per acre, and employment density of 1.3 jobs per acre. If Windsor is to grow and prosper, it has to do so while preserving important resources and using its available land to meet co-equal goals of providing housing, jobs, and open space. The best way to do this is by growing efficiently.</td>
</tr>
<tr>
<td><strong>Community Image</strong></td>
<td>The measure is the potential for existing and proposed land use patterns to improve or enhance the town’s image.</td>
<td>Windsor has struggled to define its image or brand. Assets that can contribute to the Town’s image include being family-oriented, a regional gathering place (Town Green), an affordable place to live, a safe community with low crime, the gateway to the Wine Country, and nearby regional parks. However, the town also has several challenges related to its image, including an inability to establish and promote a clear image of the town and geographical barriers (e.g., Highway 101). A positive community image increases residents’ sense of belonging and the overall perception of a community. A positive community image can give residents a greater sense of safety and stability, spur investment, attract businesses to the town, and increase property value. Positive community image can help spur investment and increase the value of property and the types of services and amenities available to residents.</td>
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<tr>
<td><strong>Consistency with Regional Plans</strong></td>
<td>The measure is the proposed land use pattern consistency with Plan Bay Area.</td>
<td>Plan Bay Area is an integrated long-range transportation and land use/housing plan for the San Francisco Bay Area. This Plan includes a Sustainable Communities Strategy (SCS), which coordinates land use, housing, and transportation for the nine-county Bay Area region. Plan Bay Area accommodates 80 percent of the region’s future housing needs in Priority Development Areas (PDAs). These are neighborhoods within walking distance of frequent transit service, offering a wide variety of housing options, and featuring amenities such as grocery stores, community centers, and restaurants. Plans and projects that are consistent with Plan Bay Area are eligible for transportation funds. These funds are distributed as a part of the One Bay Area Grant (OBAG) program.</td>
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<tr>
<td><strong>Economic and Fiscal Conditions (ADE)</strong></td>
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<tr>
<td><strong>Market Feasibility/Market Demand</strong></td>
<td>The measure is the consistency between the projected future demand for residential, commercial, and industrial development and the amount of new development planned for each use.</td>
<td>Planned land uses and their associated development should be consistent with the market demand for a similar mix and amount of development. Market forces will significantly affect the pace and type of development the town sees in the future. Planning that is not supported by the market (i.e., financially infeasible) can lead to land becoming underutilized or remaining vacant and not providing needed housing, commercial services, or job-generating uses or needed tax revenues. At the same time, market demand is a short-term projection that is difficult to estimate beyond five years in the future. While market feasibility is an important consideration for short-term goals, its use becomes limited when considering how the town can achieve its long-term vision.</td>
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<tr>
<td><strong>Retail Leakage</strong></td>
<td>The measure is how new land uses reduce retail leakage and meet local resident demands for goods and services.</td>
<td>Having the appropriate amount of retail development ensures residents have adequate access products and services locally. Several of Windsor’s retail segments do capture sales from surrounding communities, but other store categories continue to show leakage as residents travel to other communities to meet their retail needs in specific niches. The sales taxes that are important to funding Town services are consequently diverted away from the Town to neighboring jurisdictions. While it constitutes a shortcoming in Windsor’s retail base, retail leakage also represents opportunities to recapture retail sales that the Town currently loses. The existing retail gap in Windsor would potentially support about 291,000 square feet of retail space, excluding home improvement/hardware stores.</td>
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<tr>
<td><strong>Job Generation by Type</strong></td>
<td>The measure is the number of new jobs, by industry, expected from planned land uses and potential jobs compared to employment projections.</td>
<td>Jobs are the primary source of income for residents in the Town of Windsor. When residents cannot find jobs within the town, they will look elsewhere, which can contribute to longer trips and congestion. A lack of local jobs can also lead to a loss of sales tax as individuals choose to make purchases outside the town where they work. The number of jobs is important, however, the type of jobs available to ensure that residents working in the town can afford to live in the town is also significant. Some jobs can lead to a decrease in economic growth if wages are low (see Living Wage Evaluation Measure).</td>
</tr>
<tr>
<td><strong>Jobs/Housing Balance</strong></td>
<td>The measure is the ratio of jobs to the number of employable household residents.</td>
<td>Windsor currently has a jobs/housing ratio of 1.0. An ideal ratio of jobs to employable household residents is closer to 1.6. A good balance of jobs and housing can have many economic, environmental, and social benefits. Windsor does not have enough jobs to employ all its residents, so many workers commute to jobs elsewhere, primarily in Sonoma County. In 2011 there were an estimated 1,200 people who both live and work in Windsor. However, nearly 9,000 workers commute out of the town while about 4,500 commute into Windsor each day. Workers commuting out of the town tend to be older and higher paid than those commuting into Windsor. About 60 percent of out-commuters are between 30 to 54 years of age compared to 52 percent of the in-commuters. Out-commuters are employed to a greater degree in manufacturing and service industries while in-commuters are more often employed in retail jobs. Workers who both live and work in Windsor tend to be employed in moderate-income service jobs. There is potential for reduced driving and congestion due to reduced need to commute far away to work. With less driving there is less air pollution and lower costs to businesses and commuters. Moreover, quality of life can improve as residents spend less time commuting and more time in the community, being active, and with their families.</td>
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<tr>
<td>Housing</td>
<td>The measure is the projected cost of new housing units (ownership and rental) compared to household income based on the average density of new development.</td>
<td>Housing affordability is an important land use consideration to ensure residents from all economic segments of the community have access to housing they can afford. Housing affordability is typically measured by the amount of income a household must dedicate for housing. Optimally, a household will spend no more than 30 percent of its gross annual income on housing costs. When spending on housing exceeds this amount, there is a corresponding decrease in spending on other goods and services, which can negatively impact businesses and tax revenues. It is generally understood that affordability is linked to density. The greater the density of housing, the more affordable it tends to become.</td>
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<tr>
<td>Affordability</td>
<td></td>
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<tr>
<td>Living Wages</td>
<td>The measure is the hourly wage rate a household with two working adults with two children would need to earn to stay above the poverty line compared to expected wages of jobs generated by new development.</td>
<td>Living wages of Windsor residents is important in understanding whether jobs provided by planned land uses support residents in the town. In other words, can the jobs in the town pay enough for their employees to live and shop locally? According to the Living Wage Calculator (<a href="http://livingwage.mit.edu/counties/06001">http://livingwage.mit.edu/counties/06001</a>), in Sonoma County the hourly rate for a living wage of a job that a household with two working adults with two children, would need to earn is $15.54/hour. For a household of two adults, one working, with two children the living wage would be $25.69/hour. In order for the same family of four with two working adults and two children, both adults would need to earn over $32,000 per year to provide a living wage. For a family of four with one working adult, that individual would need to earn over $53,400. According to Employment Development Department Labor Market Information, as of 2014 occupations in the Santa Rosa-Petaluma MSA that made less than $32,000 per year included retail sales persons, childcare workers, hotel/motel clerks, maids/housekeepers, home health aids, hairdressers, food prep workers, farmworkers/laborers, waiters/waitresses, and dishwashers. Occupations that made less than $53,400 per year included construction laborers, dental assistants, truck drivers, and medical assistants.</td>
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<tr>
<td>Fiscal Implications</td>
<td>The measure is the Town's long-term tax revenue based on existing and planned land uses compared to facility operation and maintenance costs and service/equipment costs.</td>
<td>The Town generates revenues from a variety of sources, including property taxes, sales taxes, and special taxes and fees. Evaluating the fiscal implications of land use is critical to ensuring the Town can maintain public facilities and infrastructure and provide services. Taxes and fees collected to fund public services vary based on different development types. Typically, residential uses generate less net revenues to the Town because their property taxes and sales taxes are used to fund services used less by non-residential uses (e.g., police and fire services, parks and recreation facilities, transit). The Town should ensure that the mix of land uses provide sufficient revenue to meet existing and future needs for the construction of facilities and expansion of services to meet new residents needs, the long-term operations and maintenance of existing and new facilities, and the ongoing costs to serve existing and future residents.</td>
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<tr>
<td>Transportation and Mobility</td>
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<tr>
<td>Daily Vehicle Miles Traveled (DVMT)</td>
<td>The measure is the number of miles traveled by car every day based on the proposed land use mix and associated transportation system improvements.</td>
<td>Daily Vehicle Miles Traveled (DVMT)-based metrics estimates a project’s effects on overall travel, rather than just focusing on level of service roads and at intersections. This evaluation favors land use patterns that have a lower DVMT; because they are built closer to employment centers and community facilities, these patterns tend to be more walkable and bikeable, and generally provide more transit options. Lower rates of DVMT can be the result of better land-use planning and more efficient uses of resources.</td>
</tr>
<tr>
<td>Levels of Service/ Congestion</td>
<td>The measure is the level of service (LOS) of roadways and amount of congestion based on the proposed land use mix and associated transportation system improvements.</td>
<td>Level of service (LOS) measures traffic flow and congestion, using letters A through F to rate efficiency of traffic flow, with “A” meaning “free flow” and “F” meaning “forced or broken down flow.” The 2002 General Plan includes an LOS standard of D, as the goal for the town’s streets and intersections during peak commute hours. As of August 2014, after school was in session for one week, most major road segments in the Town of Windsor received a rating between A and C. While an A-rating might be ideal for cars and a D-rating may be acceptable for the Town, aiming for these ratings may also promote car-centric development. On the other hand, lower ratings may help create more pedestrian, bike, and public-transit friendly streets because less emphasis is placed on moving cars in favor of alternative modes.</td>
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<tr>
<td>Means to Work</td>
<td>The measure is the availability of alternative transportation modes based on existing and planned land uses and transit facilities.</td>
<td>How people travel to and from work is influenced by development patterns and access to transit. According to the U.S. Census American Communities Survey (2008–2012), about 84 percent of residents drive alone to work and about 8 percent carpool. Only 1 percent walk or bike to work and 1 percent take transit. The remainder use other means of travel. Denser neighborhoods and those where homes are located close to businesses, are more conducive to walking, biking, and taking public transit.</td>
</tr>
<tr>
<td>Trip Length</td>
<td>The measure is the average commuter trip length residents must travel to work.</td>
<td>Longer trip lengths to work mean more time, fuel, and money lost to driving, as well as more traffic-related congestion and pollution. It is also a quality-of-life issue; the more time people spend traveling in their car, the less time they have to spend in the community, being active, and with their families, friends, and hobbies. Average time to work for Windsor residents is about 23 minutes. This is 15.3 percent lower than the California average and 9.9 percent lower than the National average. Land use patterns that put people closer to jobs, goods and services, and other destinations can help reduce automobile trip lengths or eliminate them in favor of walking, biking, or taking transit.</td>
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<tr>
<td>Access to Transit</td>
<td>The measure is the number of residents and employees within one-half mile of different types of transit service (i.e., Bus).</td>
<td>Access to transit is a critical component of not only reducing traffic congestion and the associated negative environmental impacts (e.g., air pollution), but also of improving accessibility for residents who cannot drive.</td>
</tr>
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### Walkability/Bikeability

<table>
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<tr>
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<tr>
<td>The measure for walkability is the number of residents and employees within one-half mile walking distance to local amenities such as commercial centers, parks, and schools. The measure for bikeability is the number of residents and employees with access to Class 1 or 2 bicycle facilities.</td>
<td>Land use patterns can make walking and biking more convenient and enjoyable by incentivizing fewer people to use cars. Assets such as pedestrian bridges, streetscape improvements, bicycle and pedestrian paths, street crossings, and sidewalks all make walking and biking much safer, faster, and more comfortable. New development should contribute to the creation of a more walkable, bikeable, and transit-friendly community.</td>
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### Infrastructure and Services

#### Water, Sewer, Stormdrainage Facility, Operations, and Maintenance Demands

<table>
<thead>
<tr>
<th>What is the Measure?</th>
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<tbody>
<tr>
<td>The measure is the amount of infrastructure improvements needed to serve new development and the likely levels of service (equipment and staffing) needed to operate and maintain the new facilities over time.</td>
<td>The amount of infrastructure needed to serve new development is influenced by different land use types and patterns. Typically, more compact forms of development require fewer facilities because buildings are closer and pipelines and other facilities do not need to extend as far. Similarly, different land use types require different levels of infrastructure. While new development typically pays for the construction of infrastructure to serve new buildings and uses, the Town is responsible for operating, maintaining, and replacing the facilities as they wear out.</td>
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#### Law Enforcement Demands

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<tr>
<td>The measure is the number of officers, equipment, and facilities needed to serve the existing and new population.</td>
<td>Law enforcement is responsible for maintaining public order and safety, enforcing the law, and preventing, detecting, and investigating criminal activities. As population increases, the demand for additional officers, equipment, and facilities also increases. This in turn requires additional Town funding to pay salaries, hire support and administrative staff, purchase new and replace existing equipment, and maintain and construct new facilities.</td>
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<tr>
<td><strong>Fire Protection/ Emergency Services Demands</strong></td>
<td>The measure is the number of firefighters, equipment, and facilities needed to serve the existing and new population.</td>
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<tr>
<td><strong>Parkland and Recreation Facility/ Services Demands</strong></td>
<td>The measure is the ratio of parks and open space to population.</td>
</tr>
<tr>
<td><strong>Operation and Maintenance Costs</strong></td>
<td>The measure is the operation and maintenance costs compared to revenues (i.e., property taxes, sales taxes, and other taxes and fees) for transportation, water, sewer, storm drainage, law enforcement, fire protection, emergency services, parks and recreation, and administration.</td>
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<tr>
<td></td>
<td>In order for the Town to provide infrastructure, services, and amenities to its residents and businesses, there must be a corresponding source of funding. Different land uses generate different types and levels of funding and have demands for services. It is important for the Town to ensure that the cost of maintaining and replacing infrastructure and facilities and providing services does not exceed the revenue generated by the land uses being served. This ensures that residents can enjoy a stable quality of life and businesses are able to operate.</td>
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<td></td>
<td>Why is it Important?</td>
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<td>The local fire department provides firefighting and rescue services to the town residents. It plays an important role in preventing fire and saving lives and property when one does occur. As populations increase, the demand for additional firefighters, equipment, and facilities also increases. This in turn requires additional Town funding to pay salaries, hire support and administrative staff, purchase new and replace existing equipment, and maintain and construct new facilities.</td>
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<td>Parks and open space provide natural and recreational resources for residents, promote active lifestyles, and improve health and quality of life. Typically, more compact forms of development provide greater opportunities for parks and open space because buildings take less land. Similarly, different land use types require different amounts of parks. Residential uses require more parks than non-residential uses. Windsor currently has 109.8 acres of community and neighborhood parks. Based on the current standard, this is 25.9 acres lower than the 135.5 acres needed for the current population. Based on a projected 2040 population of 33,600, Windsor will need a total of 168 acres of parkland, 58.2 acres more than the current (2014) park acreage.</td>
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<td>In order for the Town to provide infrastructure, services, and amenities to its residents and businesses, there must be a corresponding source of funding. Different land uses generate different types and levels of funding and have demands for services. It is important for the Town to ensure that the cost of maintaining and replacing infrastructure and facilities and providing services does not exceed the revenue generated by the land uses being served. This ensures that residents can enjoy a stable quality of life and businesses are able to operate.</td>
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</table>
### What is the Measure?

**Water Use**

The measure is the amount of water used by residential, commercial, industrial, and open space uses. Usage is expressed as acre-feet consumed per year both townwide, and per capita for residential uses.

**Energy Use**

The measure is the amount of residential, commercial, and industrial electricity consumption in Windsor. Usage is expressed in both townwide totals and per capita for residential uses in kilowatt-hours.

### Why is it Important?

Water is among our most vital natural resources. When it becomes scarce, supplies can be restricted for residential customers and businesses. Water quality can diminish and water prices can increase. The ability to build more housing to accommodate new residents or expand and add new businesses to grow the economy can be impaired. As illustrated by the current drought, as water supplies diminish, residents must use less water. Climate change is expected to increase pressure on and competition for water sources. Water supply is expected to decrease and water yields from reservoirs are expected to become more unreliable. The California Department of Water Resources has identified anticipated changes to the source water conditions in the watershed that will likely impact the quality of the source waters, including more intense storm events, longer drought periods, reduced snowpack at lower elevations, and earlier spring runoff.

Most electricity in California comes from sources that harm the environment in some way. Most electricity is generated by burning natural gas. Though it produces fewer harmful emissions than coal, which is the leading fuel for power generation nationwide, natural gas combustion still releases carbon dioxide into the atmosphere and contributes to climate change. Hydro-power dams and solar fields, another source of electricity for California, cause other ecological damage, including diminished fish populations and habitat destruction. Different land use types can help avoid wasteful use of power and assist in energy conservation efforts.
### Alternatives Evaluation Criteria

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<th>Title</th>
<th>What is the Measure?</th>
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<tr>
<td><strong>Habitat and Species Impacts</strong></td>
<td>The measure is the amount of habitat lands and/or number of special status species impacted by new development. Impacts are measured in the number of acres of known habitat converted to urban uses and the areas known to have special status species where development occurs.</td>
<td>There is economic value in conserving natural habitats, and the cost of repairing damaged ecosystems is much higher than the cost of conserving them. If not done mindfully, the process of development can lead to habitat destruction and the extinction of certain animal species, throwing the ecosystem into a state of imbalance. However, using planned land uses strategically can help mitigate the negative effects of development on the environment.</td>
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<td><strong>Hazards and Safety</strong></td>
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<td><strong>Flooding Risk</strong></td>
<td>The measure is the number of residents or employees located in flood risk areas and areas projected to be impacted by sea level rise.</td>
<td>The risk of flooding to property and human lives can be mitigated by planned land uses. Despite modern technology and advanced emergency management capabilities, nature is still in control. By placing residential, retail, and office uses away from flood zones, risk can be minimized. In addition more permeable uses, like park space within flood zones, can be put to beneficial uses.</td>
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<tr>
<td><strong>GHG Emissions</strong></td>
<td>The measure is the amount of greenhouse gas (GHG) emissions generated by new development.</td>
<td>It has been estimated that if GHG emissions continue at the present rate, the Earth’s surface temperature could exceed historical trends, with potentially harmful effects on ecosystems, biodiversity, and the livelihoods of people worldwide. Most GHG emissions in urban areas are generated from transportation, energy, water and wastewater, and solid waste. The State of California has stated that local governments have a role to play in helping to reduce GHG emissions through more efficient and sustainable land use patterns.</td>
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<tr>
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<td><strong>Air Quality Impacts</strong></td>
<td>The measure is the number of residents and other sensitive receptors located in high air pollution impact areas.</td>
<td>A certain amount of air pollution comes from industrial sources, such as refineries and power plants. But a greater percentage of harmful air emissions come from cars and trucks, construction equipment, and other motor vehicles. The common pollutants of greatest concern are ozone and fine particulate matter. Toxic air contaminants are generally present in very small amounts in the air, but are extremely hazardous to human health. Air quality sensitive receptors include uses that typically have high concentration of residents, especially children and the elderly. Air quality sensitive receptors should also include any areas adjacent to roadways and intersections where the general public would have access. Land use patterns can limit sensitive receptors exposure to air pollution by placing them away from busy roadways, railways, and industrial operations.</td>
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<tr>
<td><strong>Earthquake Risk</strong></td>
<td>The measure is the number of residents located in earthquake or liquefaction-prone areas.</td>
<td>Hazards associated with earthquakes include primary hazards, such as surface rupture and groundshaking, and secondary hazards, such as liquefaction and tsunamis. Windsor is susceptible to extreme levels of earthquake shaking potential. Since the Healdsburg fault is within the eastern boundaries of Windsor, the eastern part of the town will experience on average stronger earthquake shaking more frequently than the remainder of the town. However, it should be noted that while the Healdsburg fault is the closest fault to the town, the San Andreas fault (located southwest of the town), is capable of larger shaking potential that could impact areas throughout Windsor. Parts of the town, primarily towards the east, are within an area of medium levels of potential liquefaction.</td>
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Ms. Fisher, Mr. Albini, Mr. Fritz, Mr. Zelig, Mr. Huberts and Mr. Thomas,

We appreciate your hard work on behalf of Windsor. In addition we strongly support the principles and goals expressed in Chapters 3 & 4 of the Windsor General Plan 2015. The following are particularly relevant to any future plan involving North of Jensen Special Area D:

1. "Open space links are to be provided between neighborhoods." (3-2).
2. "Helping to define the limits of urbanization for Windsor are the area's rural character.......Where these natural and scenic resources occur within the Town's sphere, they are to be largely preserved because of the Town's development standards that stipulate sensitive site planning techniques to maintain the resources in their natural conditions."(3-3)
3. "Provide for orderly development within the Town and a rural, undeveloped pattern in the Planning Area's periphery." (3-4)
4. "Preserve open space land for the continuation of commercial agricultural and productive uses and protection and use of natural resources." (3-6)
5. "The Town should encourage project designs that incorporate creeks, slopes, woodlands, and significant trees within parks, along trails, or publicly accessible open space areas. Projects should be encouraged to use larger lotting patterns to incorporate these sensitive features." (4-4)

If there is to be any future development in this area we strongly urge that these goals and principles be maintained and not compromised.

Additional thoughts and concerns:
1. Limited access to the property-The streets off of Hembree leading to Buckeye already require slow, vigilant driving due to the short curving streets, kids playing in the streets, and the many vehicles usually parked on both sides of the streets. Cutting a road through Buckeye would seriously compound the safety risks for everyone in the area.
2. Further increase of traffic on and off Hembree at Bay Tree-This can be challenging at times, even now, and would further increase safety risks for everyone if a large number of additional cars begin entering and leaving this street (or Jensen).
3. Additional demand on town's resources-Considering the number of housing projects already in various stages of consideration, the addition of another large project in Special Area D would appear to seriously compromise the goal of slow, thoughtful growth over the next 25 years.

Thank you for your attention to our concerns and those of countless other citizens. We all value the careful planning that created the Windsor of today and would hate to see any project approved for Special Area D that is too large and incompatible with the goals, principles and concerns outlined above.
Sincerely,
Marcia and Ken Rogers
8728 Holly Leaf Drive
Windsor 95492