



County of Sonoma

Airport Area Specific Plan

STAKEHOLDER WORKSHOP

February 27, 2019



AGENDA

- | | | |
|------|---|---------------|
| I. | WELCOME & INTRODUCTIONS | <i>10 min</i> |
| II. | PRESENTATION ON PREFERRED PLAN | <i>30 min</i> |
| III. | FACILITATED DISCUSSION: PREFERRED PLAN | <i>60 min</i> |
| V. | SUMMARY FINDINGS FOR ADVISORY TEAM REPORT | <i>10 min</i> |
| VI. | ADJOURN | |

PROJECT TEAM

The logo for Urban Design Planning Outreach Group consists of a blue square containing a white stylized graphic of a city skyline with a large 'U' and 'D' shape. Below the square, the word "GROUP" is written in red, uppercase letters.

PROJECT LEAD
**URBAN DESIGN
PLANNING
OUTREACH**

Circulation



Economics



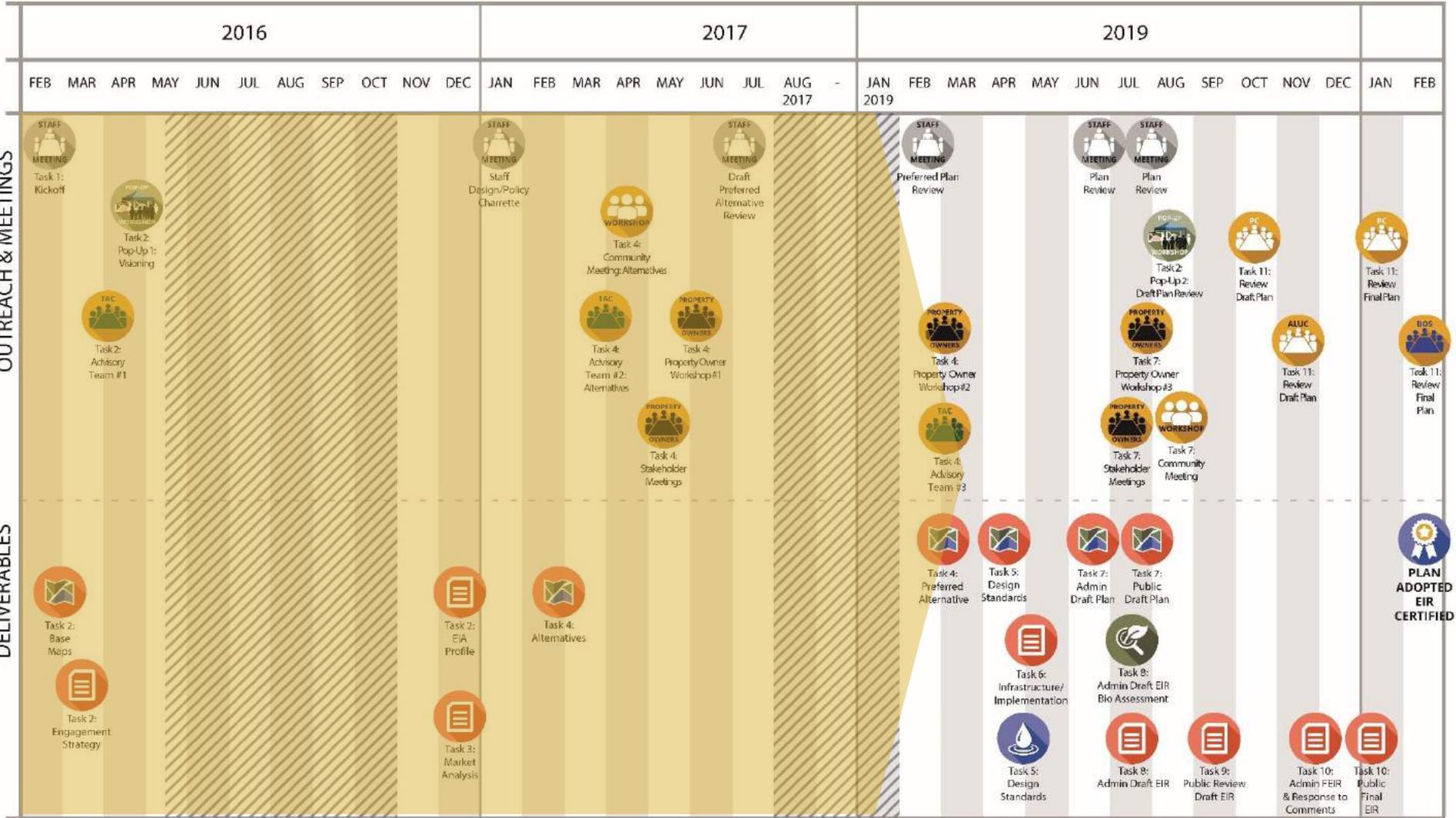
Environmental



Infrastructure



PROGRESS



ENGAGEMENT

Engagement	Date
Project Kick-Off – Meeting with staff and relevant technical teams	02-04-2016
Pop-Up Workshop #1 – Gather feedback from stakeholders on location	04-13-2016
Advisory Team Meeting #1 – Identify Assets and Opportunities	04-27-2016
One-on-One Meetings – Review land use and circulation alternatives	2017-2018
Sonoma County Staff Charrette – Review land use and circulation alternatives	01-12-2017
Community Workshop #1 – Review land use and circulation alternatives	03-29-2017
Advisory Team Meeting #2 – Review land use and circulation alternatives	03-29-2017
Windsor Water District Meeting	05-16-2017
Property Owner Workshop #1 – Review land use and circulation alternatives	06-01-2017
Sonoma County Staff Charrette – Review land use and circulation alternatives	08-04-2017
Sonoma County Water Agency Meeting	07-23-2018
Negotiations to Ensure Adequate Water Resources for the Specific Plan Update	2017-2018
Windsor Water District Meeting	08-28-2018

INTERVENING EVENTS

- CANNABIS REGULATION
- SONOMA COMPLEX FIRE
- HOUSING POLICY
- WATER SUPPLY

NEXT STEPS

March 2019:

- Community Workshop #2
 - ***California Environmental Quality Act Scoping Meeting***

Summer 2019: Review Draft Specific Plan Update

- Property Owner Workshop #4
- Advisory Team Meeting #4
- Pop-Up Workshop #2
- Community Workshop #2

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| VI. | ADJOURN | |

PLAN OBJECTIVES

- Update the existing **LAND USE** and **CIRCULATION STRATEGY** to address:
 - **AIRPORT OPERATIONS**
 - **SMART STATION DEVELOPMENT**
 - **MARKET CONDITIONS**
 - **BUSINESS NEEDS**
 - **CIRCULATION AND ACCESS TO AND FROM THE AREA**
 - **CLIMATE ADAPTATION**
 - **HEALTHY COMMUNITIES**
 - **ENVIRONMENTAL REVIEW**
 - **SERVICE CAPACITY**
 - **COMMUNITY NEEDS**



WINDSOR
DAY
SANDERS
RANGE
MAIN
SKYLANE
KITTYHAWK
PRUITT
STANDARD
CALETH
SHILOH
ARTHUR
ELLIE
ANNE
COLONIAL PARK
DONNA
KAY
MEADOW
KEMIN
KITTERY
DEMPSEY
C
REXFORD
AERO
HOB
HAWK
ADJ
HOP
LAUGHLIN
BECKER
ALMAR
REGIONAL
CENTURY
AIRPORT
CONCOURSE
AVIATION
JET
WESTWIND
BRICKWAY
COPPERHILL
GAYLOR
MILLMAN
BISORDI
TRACKS
FULTON
HART
2ND
D.C.P.
RIVER

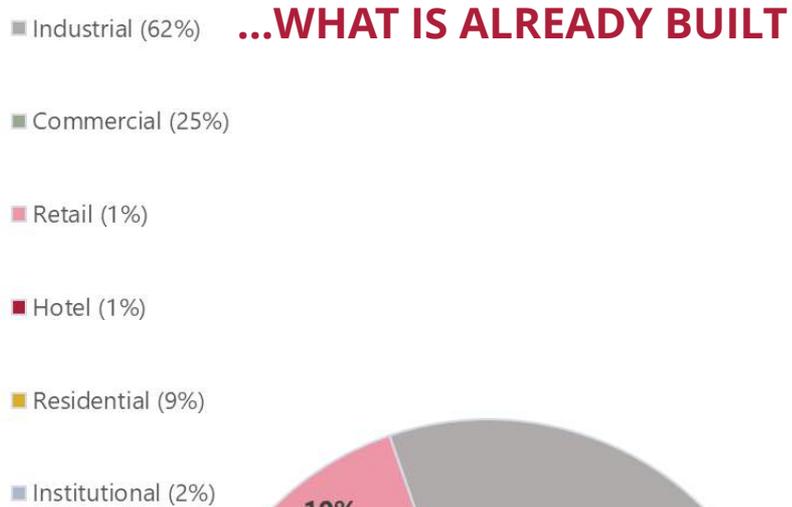
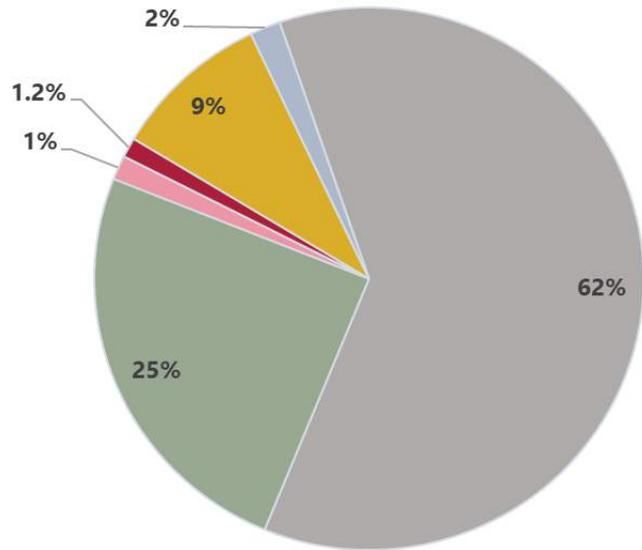


PLAN AREA

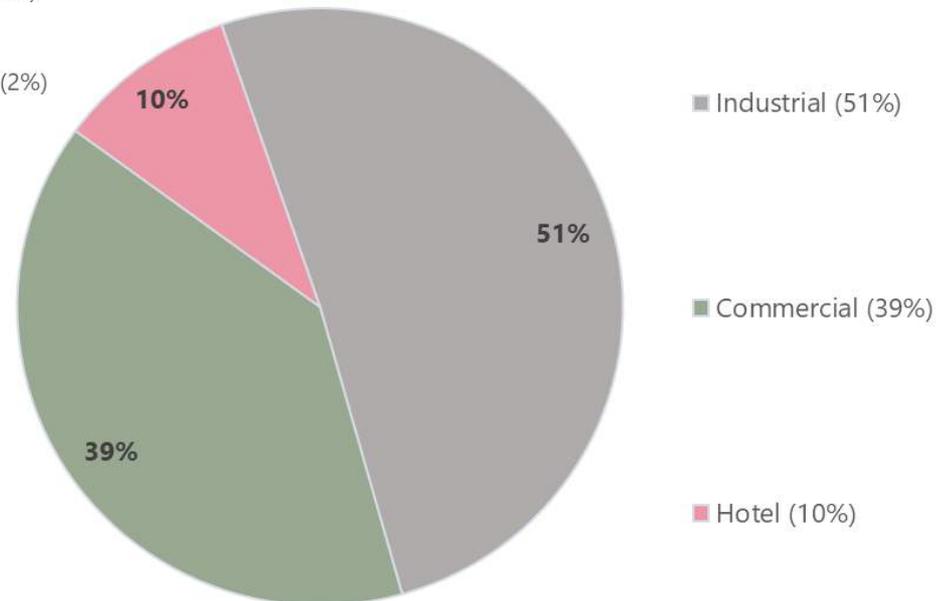


AIRPORT AREA SPECIFIC PLAN BOUNDARIES

EXISTING/NEW DEVELOPMENT



WHAT WAS BUILT RECENTLY....



GENERAL PLAN 2020

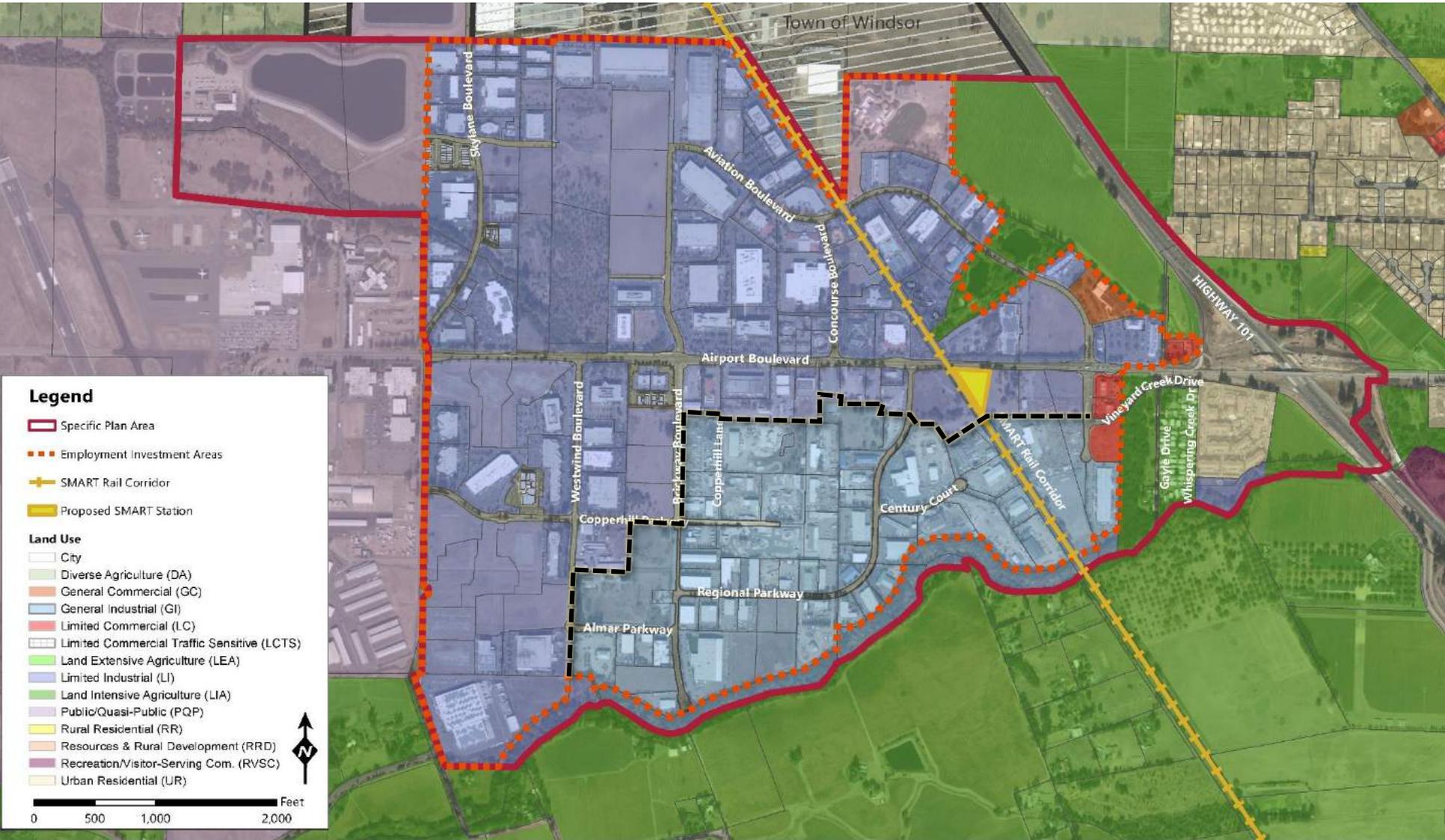
- **GENERAL PLAN:**

- **Goal LU-3:** Locate future growth within cities and Urban Service Areas
- **Goal LU-4:** Maintain adequate public services
- **Goal LU-5:** Identify important open space areas
- **Goal LU-9:** Protect lands currently in agricultural production
- **Policy LU-12g:** Design commercial/industrial in harmony with the context
- **Goal AT-1:** Assure land uses and densities near airports are compatible
- **Goal AT-2:** Provide for the safe passage of aircraft

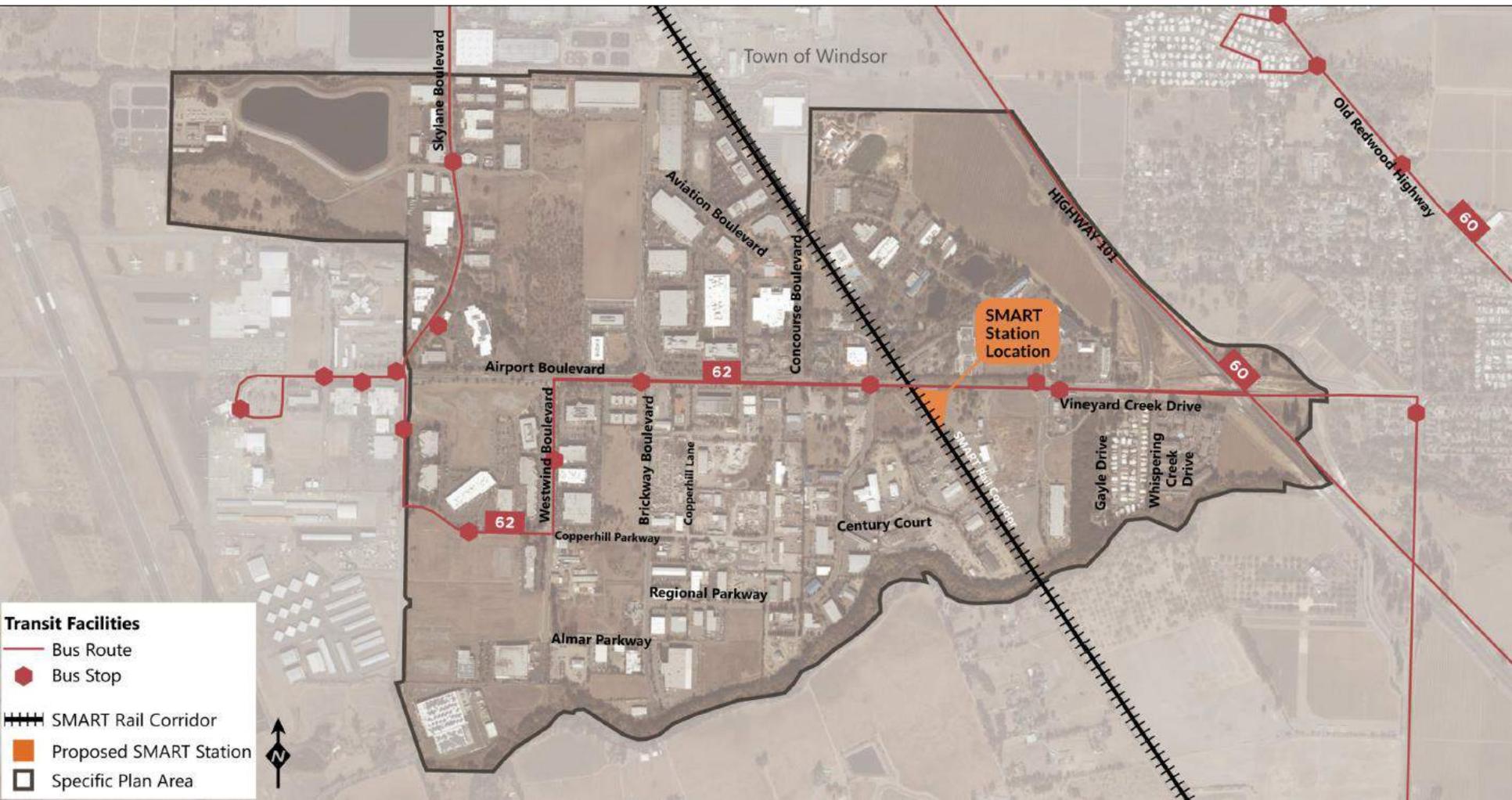
- **SONOMA COUNTY BIKE PLAN 2010**



LAND USES PLANNED TODAY



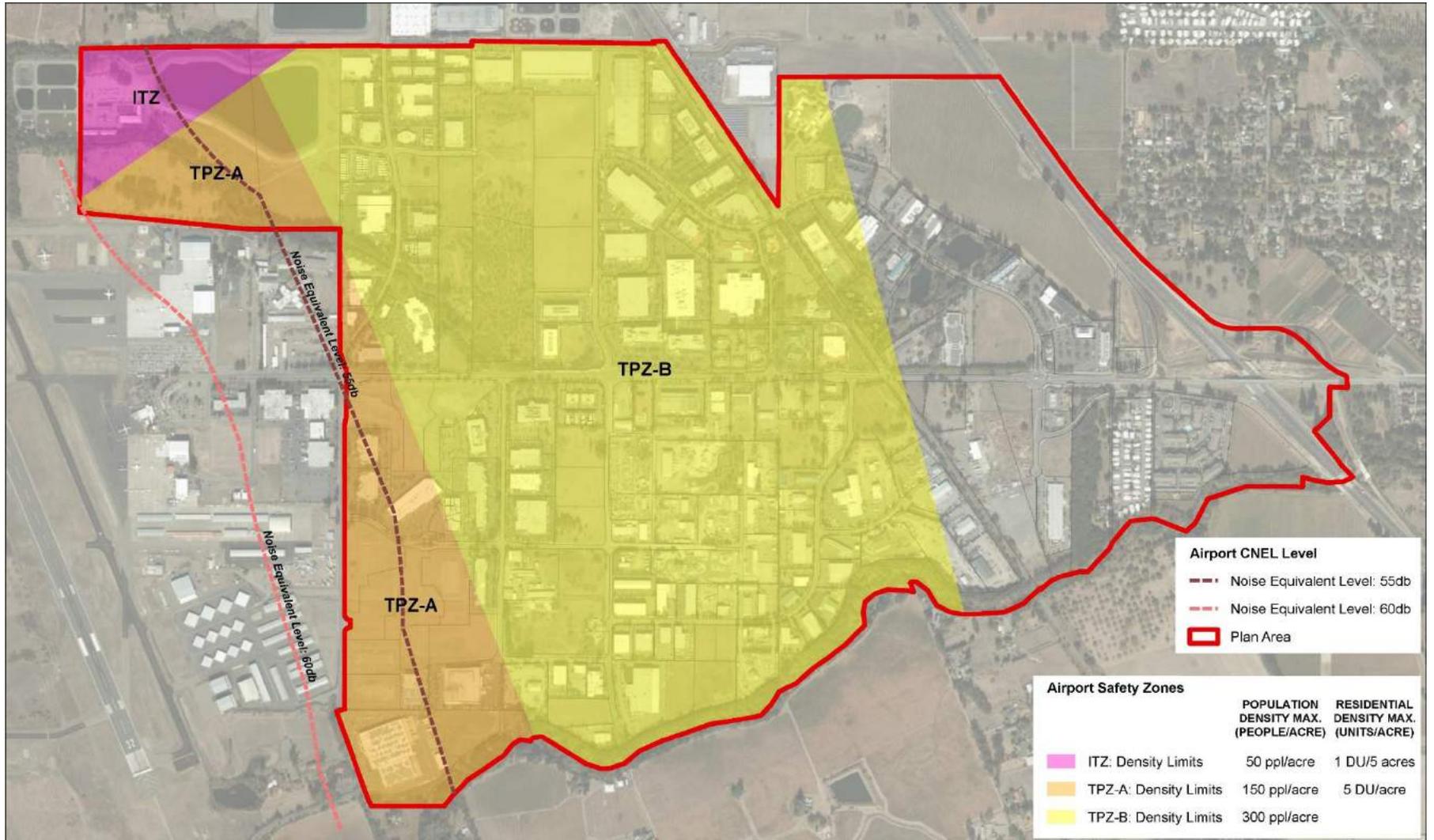
TRANSIT SERVICE



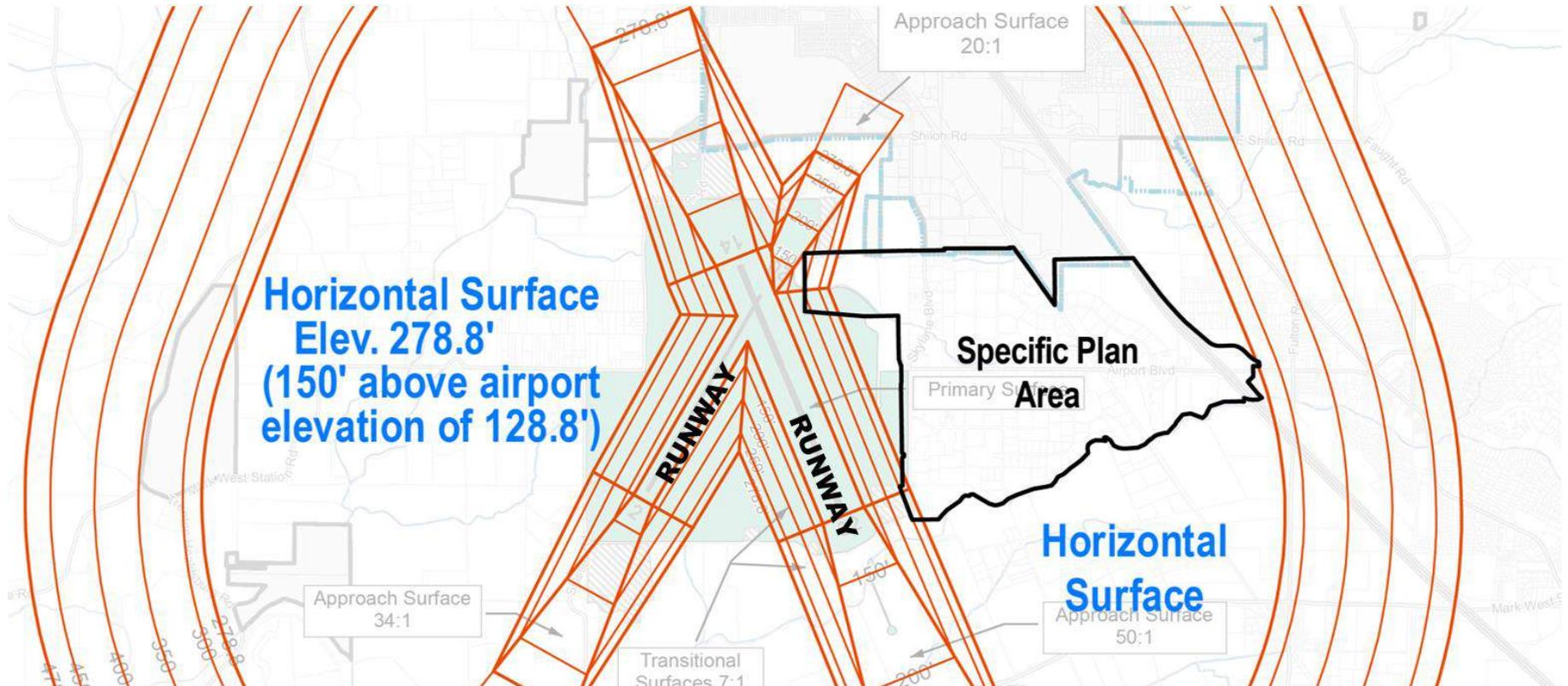
TRANSIT SERVICE: SHUTTLE PLAN



AIRPORT CONSTRAINTS



AIRPORT CONSTRAINTS



PROJECT AREA QUICK FACTS

PROJECT AREA (ACRES)	807 ACRES
EMPLOYERS WITHIN THE EIA, 2015	385
EMPLOYEES WITHIN THE EIA, 2015	7,683
TOTAL ON-SITE SALES, 2015	\$2.2 BILLION
EMPLOYMENT GROWTH (20 YEARS)	+ 4,352 (2015 TO 2035)
LARGEST INDUSTRY BY EMPLOYEES, 2015	MANUFACTURING (+ WINERIES)
RESIDENTS, 2015 CENSUS ESTIMATES	634
VACANT ACRES (APPROXIMATE)	156
ACCESS POINTS	AIRPORT, SKYLANE & N. LAUGHLIN
TRANSIT SERVICES	SONOMA-MARIN RAPID TRANSIT SONOMA COUNTY TRANSIT MENDOCINO TRANSIT (ON-CALL)

MARKET STUDY: OPPORTUNITIES

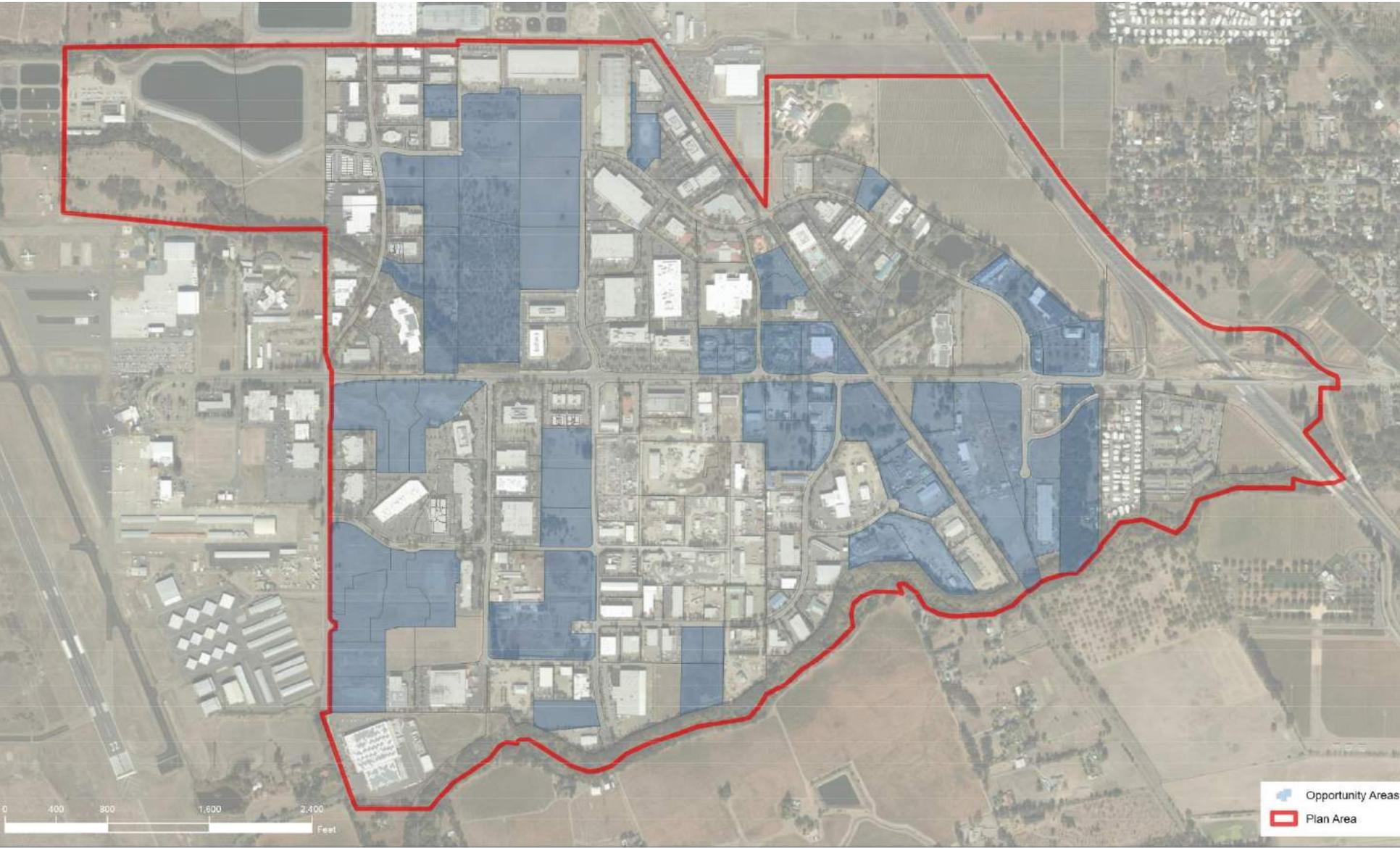
	TOTAL
MIDPOINT OF HIGH AND LOW DEMAND ESTIMATES	2015-35
INDUSTRIAL & WAREHOUSING (SF)	1,446,120
OFFICE SPACE (SF)	552,365
RETAIL SPACE (SF) ¹	27,000
HOTEL DEMAND (ROOMS)	185
MARKET RATE APARTMENTS (UNITS) ²	808
AFFORDABLE HOUSING (UNITS) ^{2,3}	101

1 - Retail space demand includes a "lag" while utilization of current vacancy and space is optimized, and employment and population growth is realized

2 - Apartment demand is represented as the average of projected demand (market rate: 678 to 938 units, and affordable: 85 to 117 units)

3 - Affordable housing is a policy issue and not a market analysis of output. The numbers presented are suggested for planning and policy evaluation

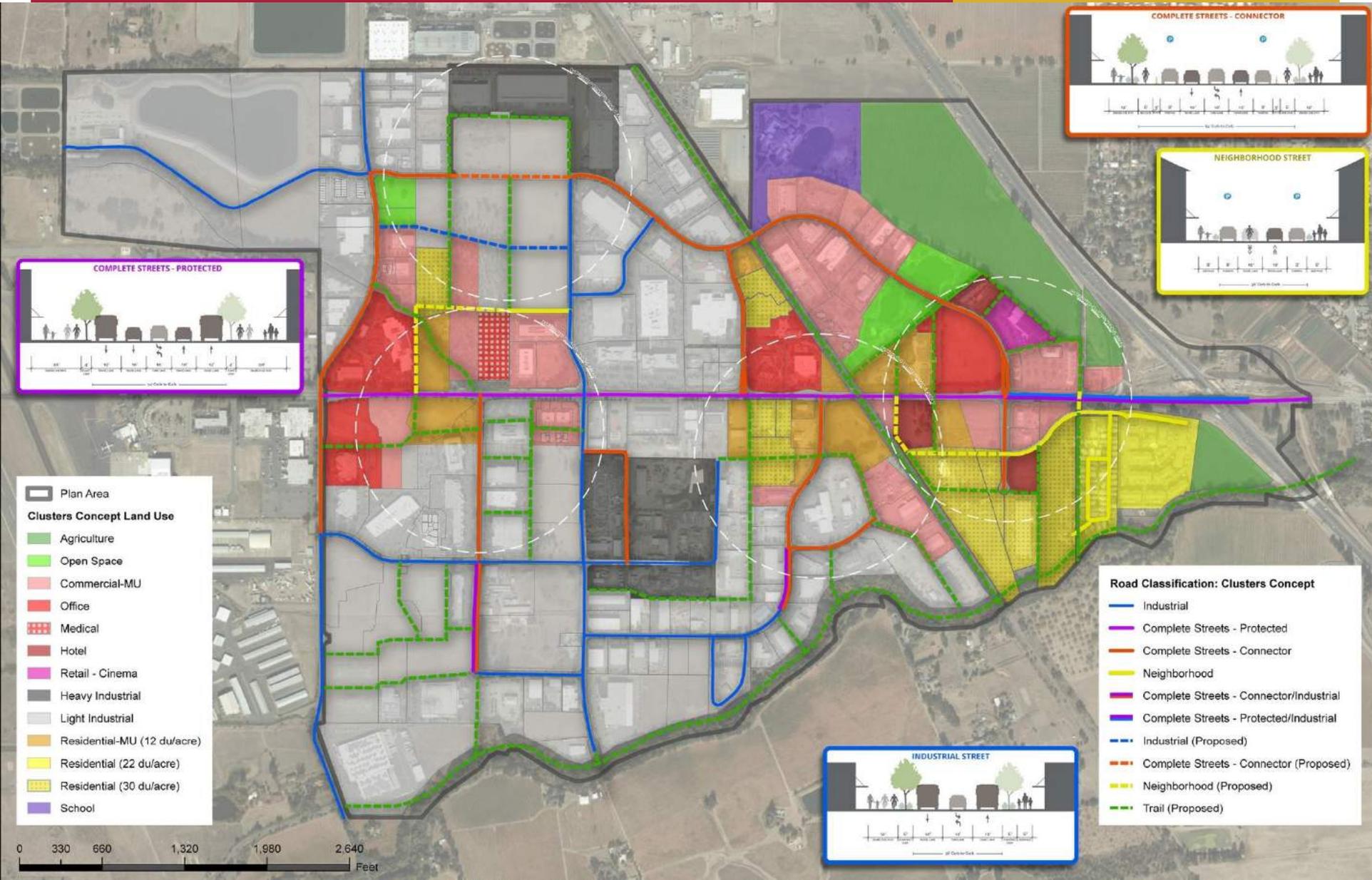
SITES THAT MIGHT (RE)DEVELOP IN 20YRS



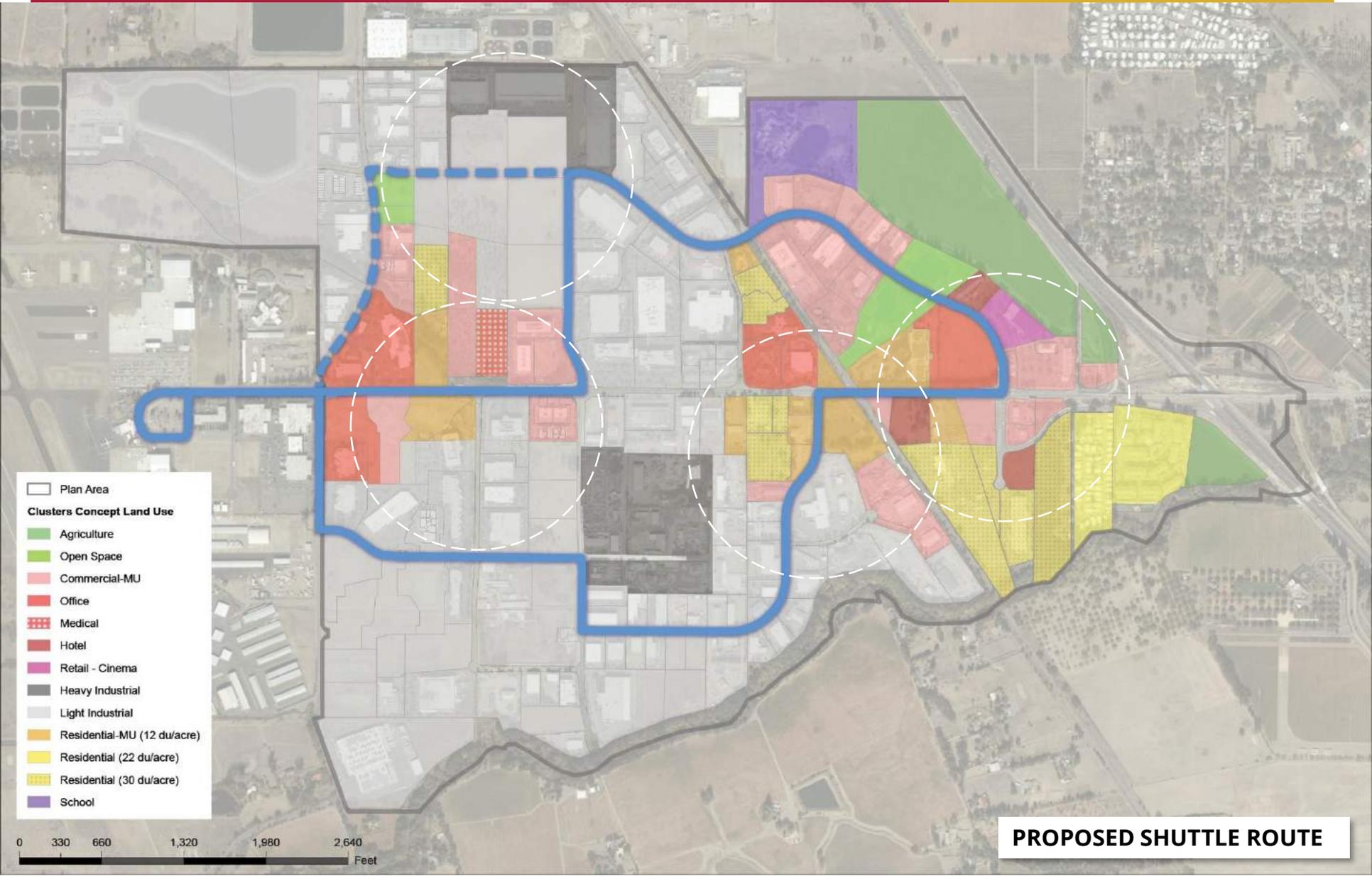
ALTERNATIVES OVERVIEW

	AREA FOCUS		
	DISTRIBUTED CLUSTERS	BOULEVARD CORRIDOR	NODAL CENTERS
MINIMAL CHANGE OR INVESTMENT	ALTERNATIVE 1		
MODERATE CHANGE OR INVESTMENT	ALTERNATIVE 2		
INCREASED CHANGE OR INVESTMENT	ALTERNATIVE 3		

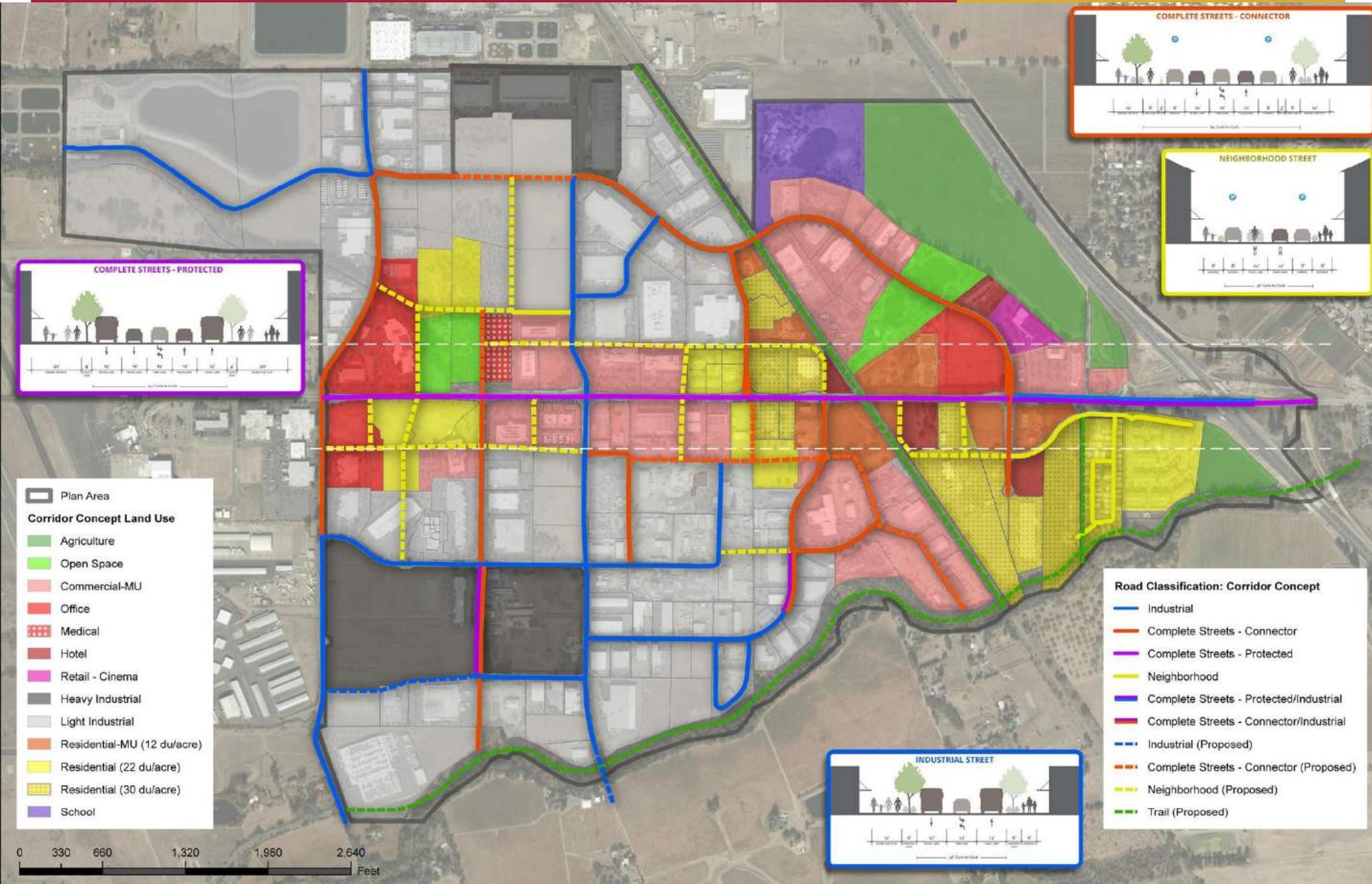
ALTERNATIVE 1: DISTRIBUTED CLUSTERS



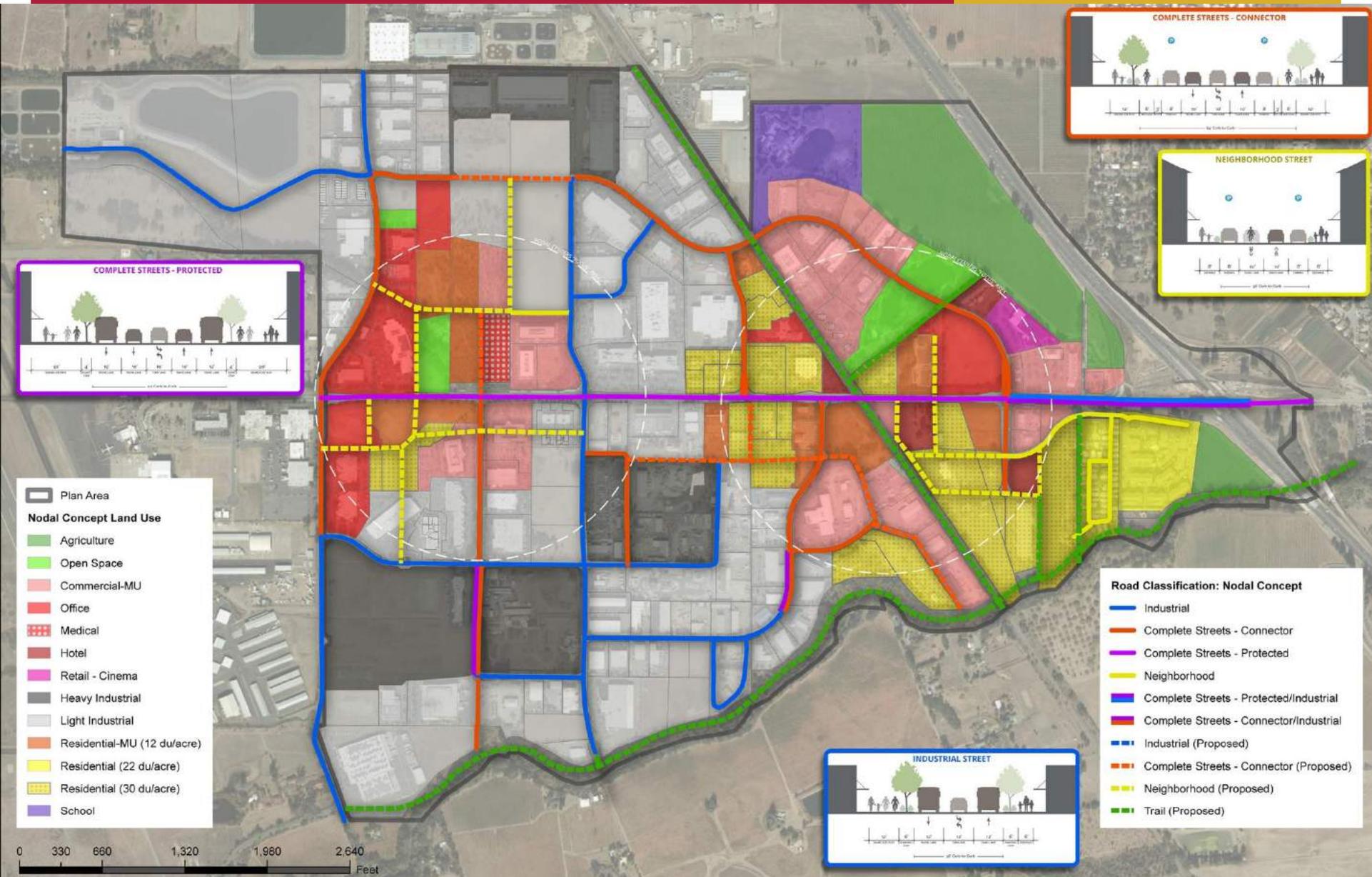
ALTERNATIVE 1: DISTRIBUTED CLUSTERS



ALTERNATIVE 2: BOULEVARD CORRIDOR



ALTERNATIVE 3: NODAL CENTERS



ALTERNATIVES: COMMONALITIES

**FLEXIBLE
STANDARDS**

**DEFINED
RESIDENTIAL AREAS**

**OPEN SPACE/
PARKS/
RECREATION**

**IMPROVED AND
NEW CONNECTIONS**

**STREETS
IMPROVEMENTS**



LAND USE EXAMPLES

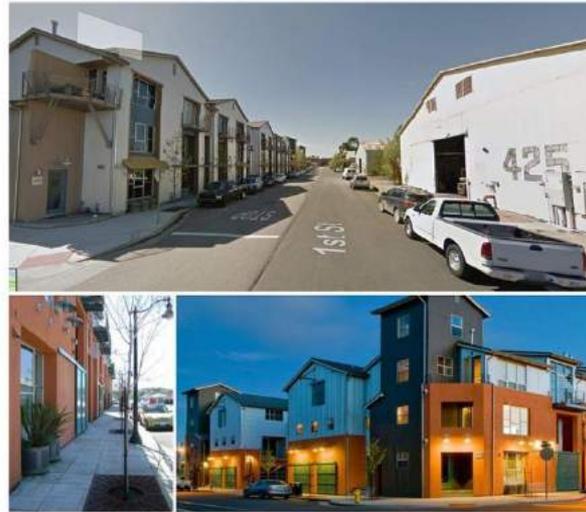
GENERAL MIXED-USE
2144 RAILROAD AVENUE, HERCULES CA



COMMERCIAL/INDUSTRIAL MIXED-USE ADJACENT TO PARKS
MANDELA PARKWAY, OAKLAND CA



LIGHT INDUSTRIAL WITH RESIDENTIAL MIXED-USE
CELSIUS 44, PETALUMA CA



LIGHT INDUSTRIAL WITH COMMERCIAL MIXED-USE
SHILOH BUSINESS CENTER, WINDSOR CA



RESIDENTIAL NEAR RAILROADS OR MAJOR BOULEVARDS
VIA APARTMENTS, SUNNYVALE CA



SMALL- TO MID-SIZED HOTELS INTEGRATED WITH RESIDENTIAL & MIXED-USE
RIVERMARK, SANTA CLARA CA



CIRCULATION OPPORTUNITIES

1. PEDESTRIAN.

1. MORE CONNECTIONS
2. DIRECT
3. LAND USES AS AMENITIES

2. VEHICLES.

1. TRAFFIC MANAGEMENT
2. ACCESS/ALTERNATIVE ROUTES
3. SIGNAL COORDINATION

3. BIKES.

1. CLASS II LANES
2. EXPAND NETWORK
3. CONNECT TO SMART AND TRANSIT

4. PARKING.

1. SHARED PARKING
2. DEMAND MANAGEMENT (T.D.M.)

Figure 14 - Opportunities by Mode

	Mode	Opportunities	Details
Pedestrian		Direct connections	<ul style="list-style-type: none"> - Shortest, safest and most direct routes for convenient walking trips -
		Comfortable and secure walking environment	<ul style="list-style-type: none"> - Pedestrian treatments at intersections and vehicle access points - Increased activity on the street to promote active surveillance - Meet ADA requirements - Human-scale features to create a secure and inviting environment - Establish alternative routes to separate vehicles from areas with high pedestrian activity
		Land uses to support mid-day trips	<ul style="list-style-type: none"> - Diverse land uses to serve daily lifestyle needs - Variation in built environment to create visual interest and improve aesthetics - Reduce congestion by decreasing vehicle dependency for short trips
Vehicle		Traffic management	<ul style="list-style-type: none"> - Increase the number of access point to the area - Improve signal coordination to enhance traffic flow - Establish alternative routes to separate vehicles from areas with high pedestrian activity
Transit		More connections between key destinations	<ul style="list-style-type: none"> - Increase service to allow convenient connections to SMART station - Improve access to regional transit options
		Increased ridership	<ul style="list-style-type: none"> - Improve rider amenities and service improvements to encourage the use of transit over private vehicles
Bicycle		Comfortable and convenient bicycle infrastructure	<ul style="list-style-type: none"> - Upgrade & establish Class II bike lanes to increase protection for cyclists - Apply safety features at conflict points (e.g., intersections and driveways) - Further separate bicyclists from large vehicles and high travel speeds
		Convenient access to key destinations and community attractors	<ul style="list-style-type: none"> - Expand the bicycle network to provide connections to key services - Provide bike parking at activity point entrances - Provide safe connections between communities and the SMART station
Parking		Develop shared parking agreements and encourage Transportation Demand Management (TDM) strategies	<ul style="list-style-type: none"> - Encourage sharing of parking lots to reduce any inactive areas; make efficient use of the available supply - Maximize current parking supply and reduce need to dedicate more space exclusively for parking - Utilize parking areas for other "active" land development opportunities - Reconfigure and relocate parking areas to rear of property to allow buildings and storefronts to abut sidewalks and activate street space while also making parking convenient for employees and visitors - Enable "park once" behaviors that allow visitors and employees to park once and make multiple trips on foot by concentrating parking within walking distance to many attractions/destinations - Designating priority parking spaces for carshare and carpool vehicles - Modify Code requirements and reduce parking minimums - Encourage employers to implement TDM program based on size

ALTERNATIVES: COMMONALITIES

FLEXIBLE
STANDARDS

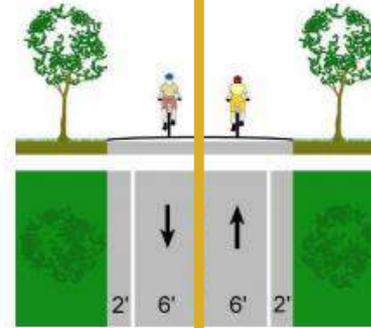
DEFINED
RESIDENTIAL AREAS

OPEN SPACE
AMENITIES

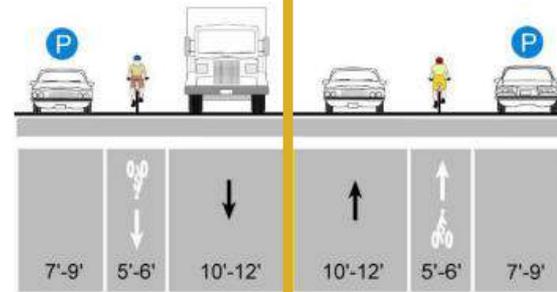
IMPROVED AND
NEW CONNECTIONS

STREET
IMPROVEMENTS

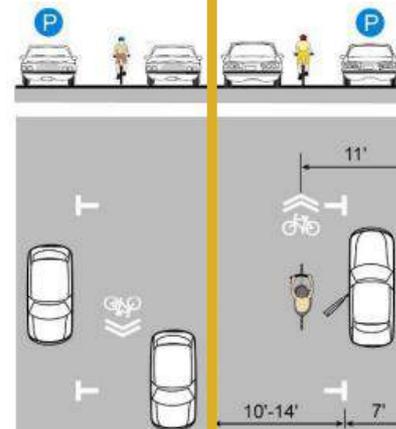
CLASS I



CLASS II



CLASS III



SUMMARY OF FEEDBACK

- Refine the goals:
 - Industrial protections
 - Highlight truck traffic
 - Congestion
- Locate housing in limited areas
 - East of the tracks, north of Airport Blvd.
- Make sure utility services are available
- Maintain industrial character
- Road improvements must be appropriate to context

SPECIFIC PLAN GOALS

INDUSTRIAL PRESERVATION. Preserve industrial land uses while providing flexibility for other compatible development.

CONSISTENT. Provide a Specific Plan that is consistent with state law, the adopted development policies of the Sonoma County General Plan 2020, Sonoma County Comprehensive Airport Land Use Plan and that recognizes the adopted Airport Master Plan, and Town of Windsor General Plan.

AIRPORT-SUPPORTIVE. Support the Sonoma County Airport and its future growth by ensuring long term compatibility between land uses and the airport, and by improving and managing safe access to the airport.

ECONOMY AND EMPLOYMENT. Recognize the Specific Plan area's economic importance to the county and region and expand employment opportunities while providing for a mix of uses for employees and surrounding residents.

DESIGN. Provide a set of development and design standards that ensure compatibility between land uses in the plan area, improve the visual character of buildings and streets, and minimize nuisances to businesses and residents.

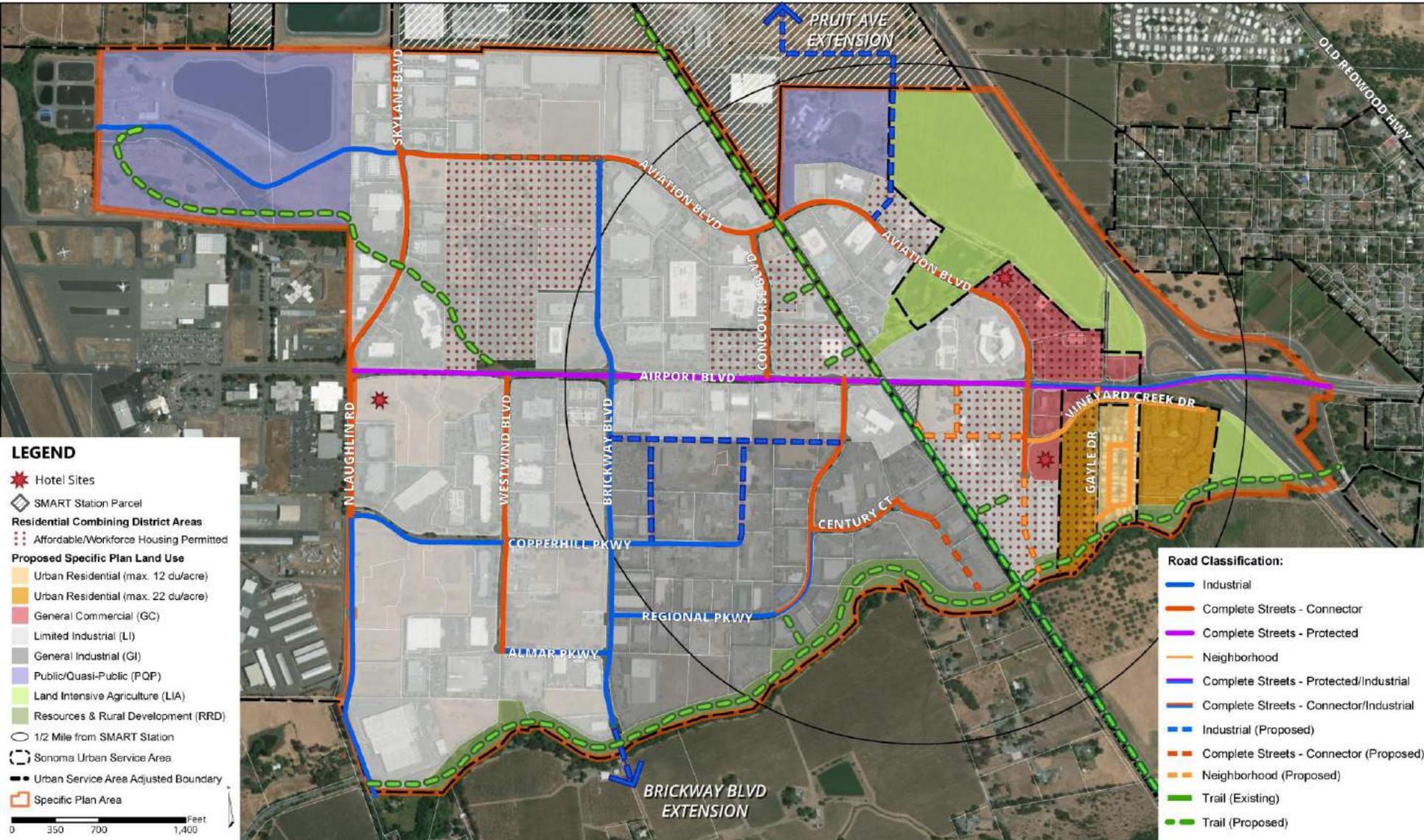
PROTECT RESOURCES. Protect sensitive uses, such as residential neighborhoods, open spaces, and Community Separators, from nuisances and incompatible development.

FEASIBLE. Provide a feasible land development and capital improvement plan, which supports the County's financial goals and accommodates growth in the Specific Plan in accordance with the availability of public services.

CIRCULATION. Improve the circulation network within the Specific Plan for all modes of transportation, increase connectivity to surrounding neighborhoods, and ensure that freight traffic can safely and efficiently navigate to and from businesses within the Specific Plan area.

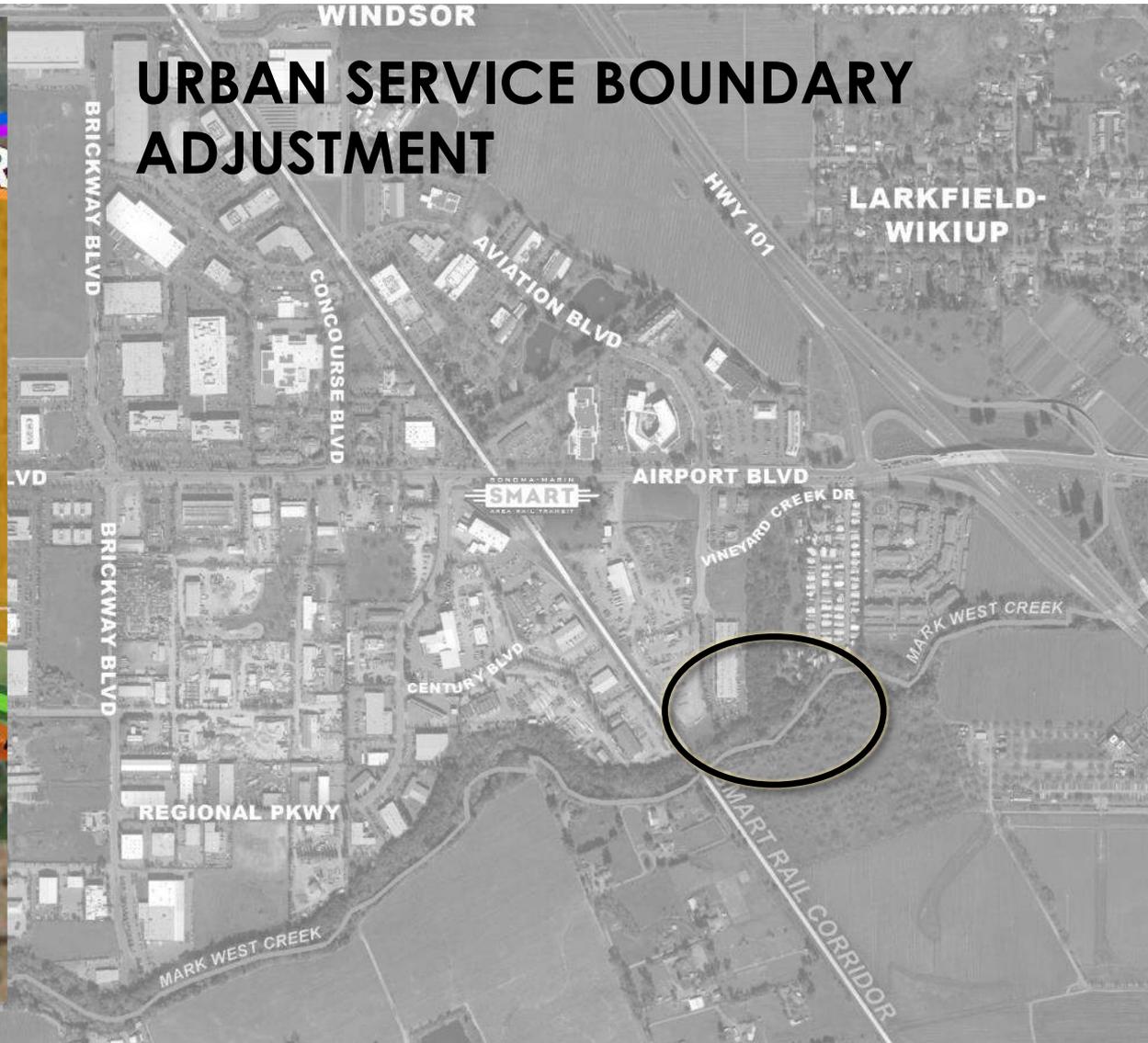
HOUSING. Accommodate affordable and workforce housing opportunities within the Specific Plan area while maintaining the long-term viability of industrial and commercial activities.

PREFERRED PLAN

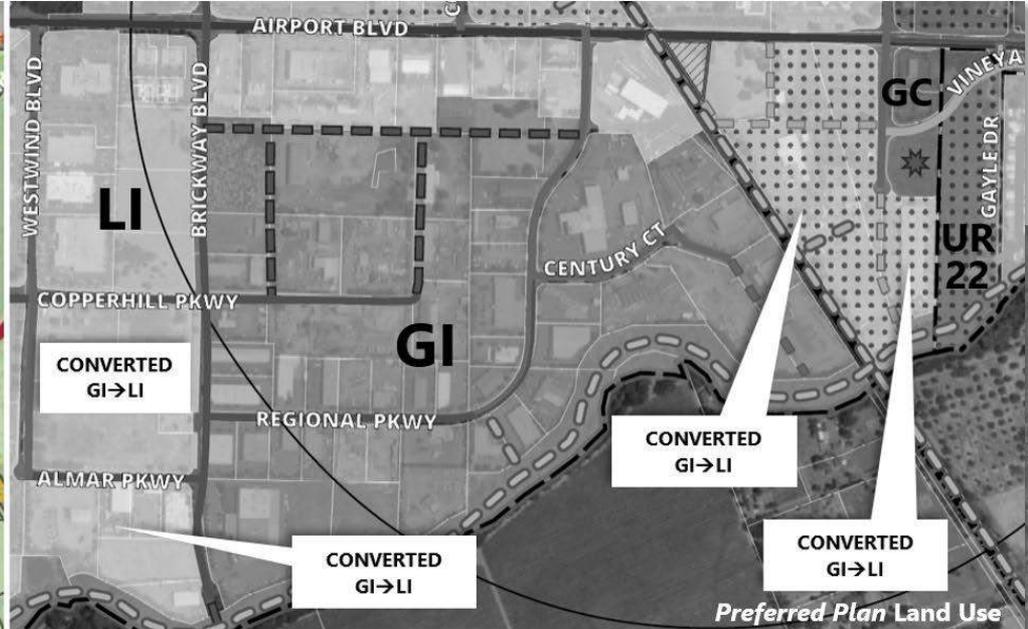
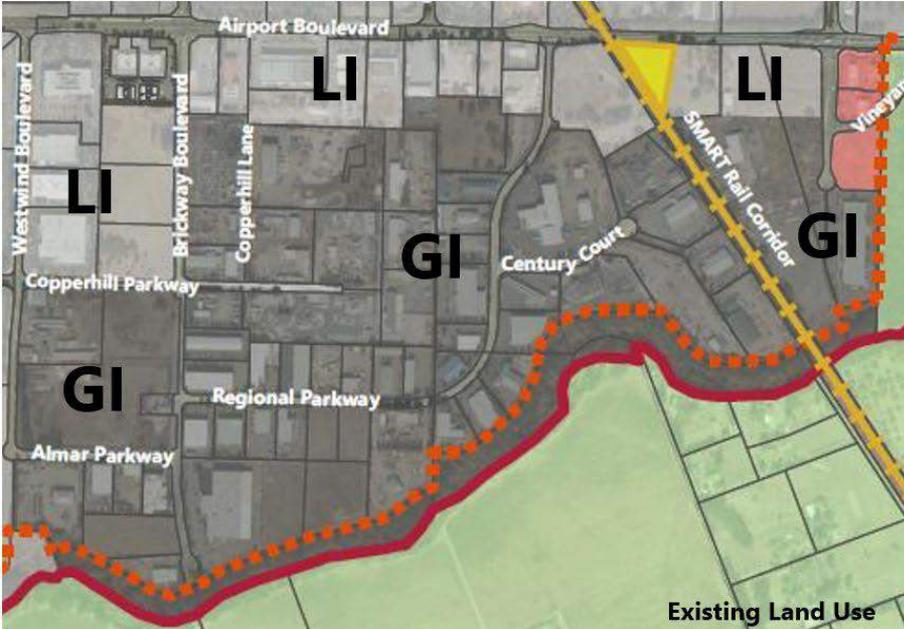


KEY FEATURES

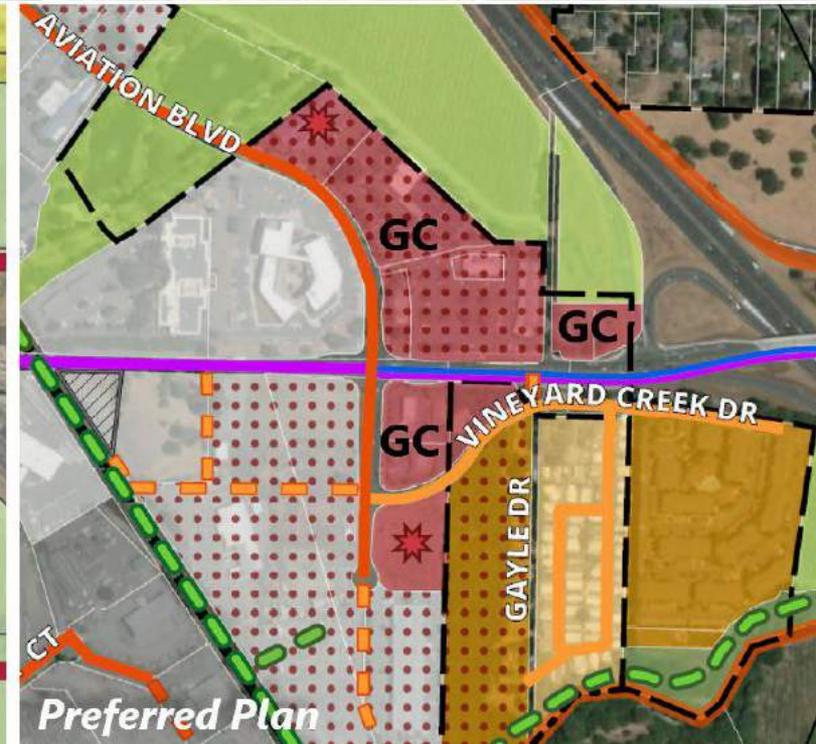
URBAN SERVICE BOUNDARY ADJUSTMENT



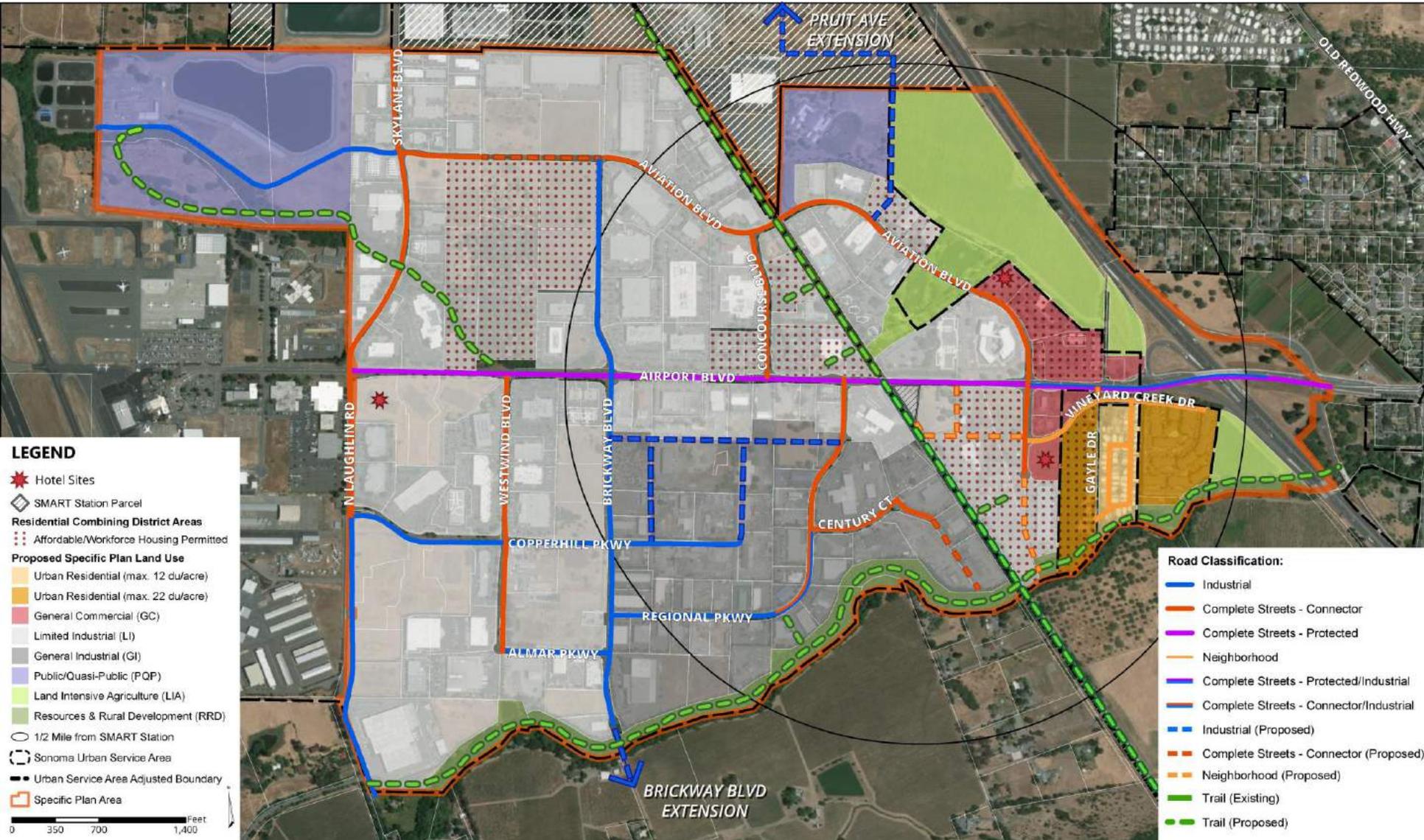
AIRPORT AREA SPECIFIC PLAN BOUNDARIES



COMMERCIAL AREAS



PREFERRED PLAN: HOUSING



HOUSING STRATEGY

- AFFORDABLE AND WORKFORCE HOUSING OVERLAY
 - 100 ACRES
 - 85 ACRES ON SITES THAT MIGHT DEVELOP IN 20YRS
- STONEGATE MOBILE HOME PARK
- RESIDENTIAL PLANNED FOR VACANT PARCEL OFF OF VINEYARD CREEK DRIVE

- 780 UNITS OVER 20 YEARS ARE POSSIBLE ACROSS 15 DIFFERENT SITES

PREFERRED PLAN SUMMARY

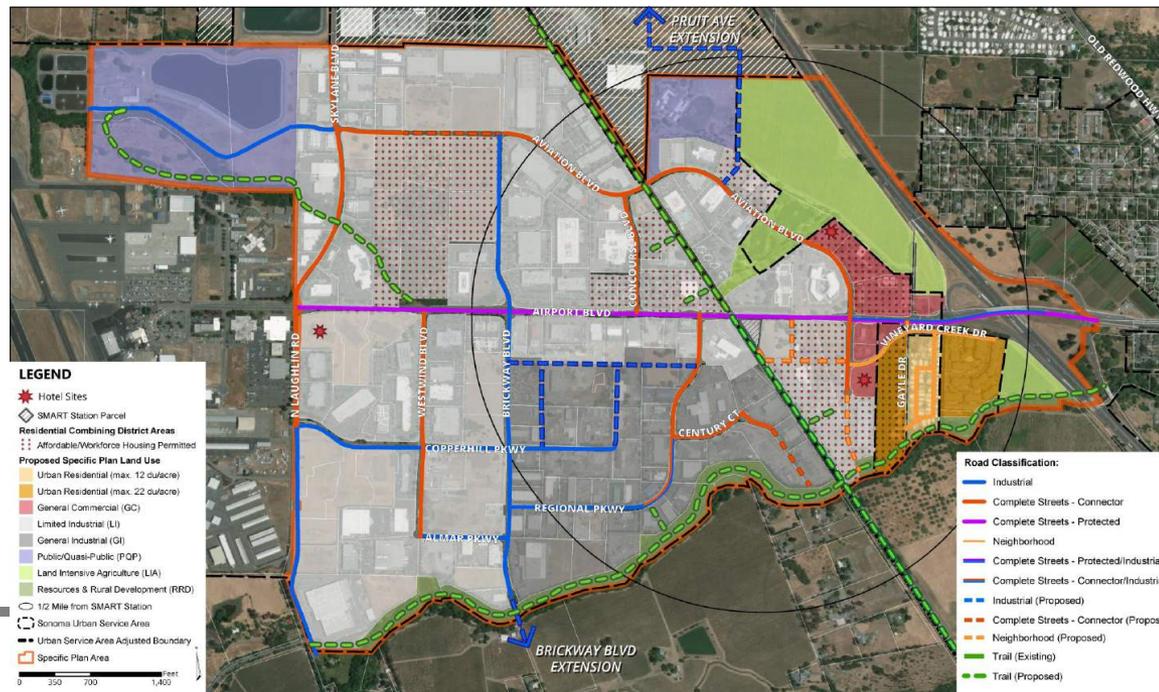
TABLE 5 - SUMMARY OF LAND USE DEVELOPMENT VERSUS MARKET PROJECTIONS FOR THE PREFERRED PLAN

LAND USE CATEGORY	MARKET STUDY DEMAND PROJECTION	NEW BUILD UNDER THE PREFERRED PLAN	% OF MARKET STUDY PROJECTION
Industrial (sf)	1,446,120	1,543,624	107%
Office (sf)	552,365	399,191	72%
Retail (sf)	27,000	40,864	151%
Hotel (Rooms)	185	197	106%
Dwelling Units	909	784	86%
Projected Population Added:		1,994	

PREFERRED PLAN: CIRCULATION

FIGURE 17 - STREET CLASSIFICATIONS SUMMARY FOR THE PREFERRED PLAN

Classification	Vehicle Lanes	Street Parking**	Buffers	Other
Complete St. Protected*	10' inside 12' outside	None	6' between road and sidewalk	Median (10') Shared-Use Path (12')
Complete St. Connector*	10'	8'	3' between parking and bike lane	Bike lane (6') Sidewalk with landscaping (12')
Industrial*	12'	None	6' between road and sidewalk	Center turn lane (12') Shared-Use Path (12')
Neighborhood	10'	8'		Shared bike/auto travel lanes Sidewalk (8')



PREFERRED PLAN BY THE NUMBERS...

+ 1,994 **Residents**

+ 3,835 **Jobs**

+ 1,074 **Million Business Revenue**

Growth in Airport Supportive-Land Uses:

399,191 square feet office

197 hotel rooms

Growth in Airport Non-Supportive-Land Uses:

779 dwelling units

New Development Per \$Millions of Plan Implementation Cost Estimate:

115,856 square feet

New Development Within 1/3 Mile of Transit Node:

1,048,802 square feet

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- V. SUMMARY FINDINGS FOR ADVISORY TEAM REPORT *10 min*
- VI. ADJOURN

QUESTIONS FOR DISCUSSION

- Does the land use and circulation support the Specific Plan goals?
- Are there comments on this framework to better serve the goals?
- Overall do you support using the *Preferred Plan* to prepare the draft Specific Plan update?
- Which additional issues/thoughts do you have for us to consider when preparing the draft Specific Plan?

THANK YOU

Reference slides...

AIRPORT CONSIDERATIONS

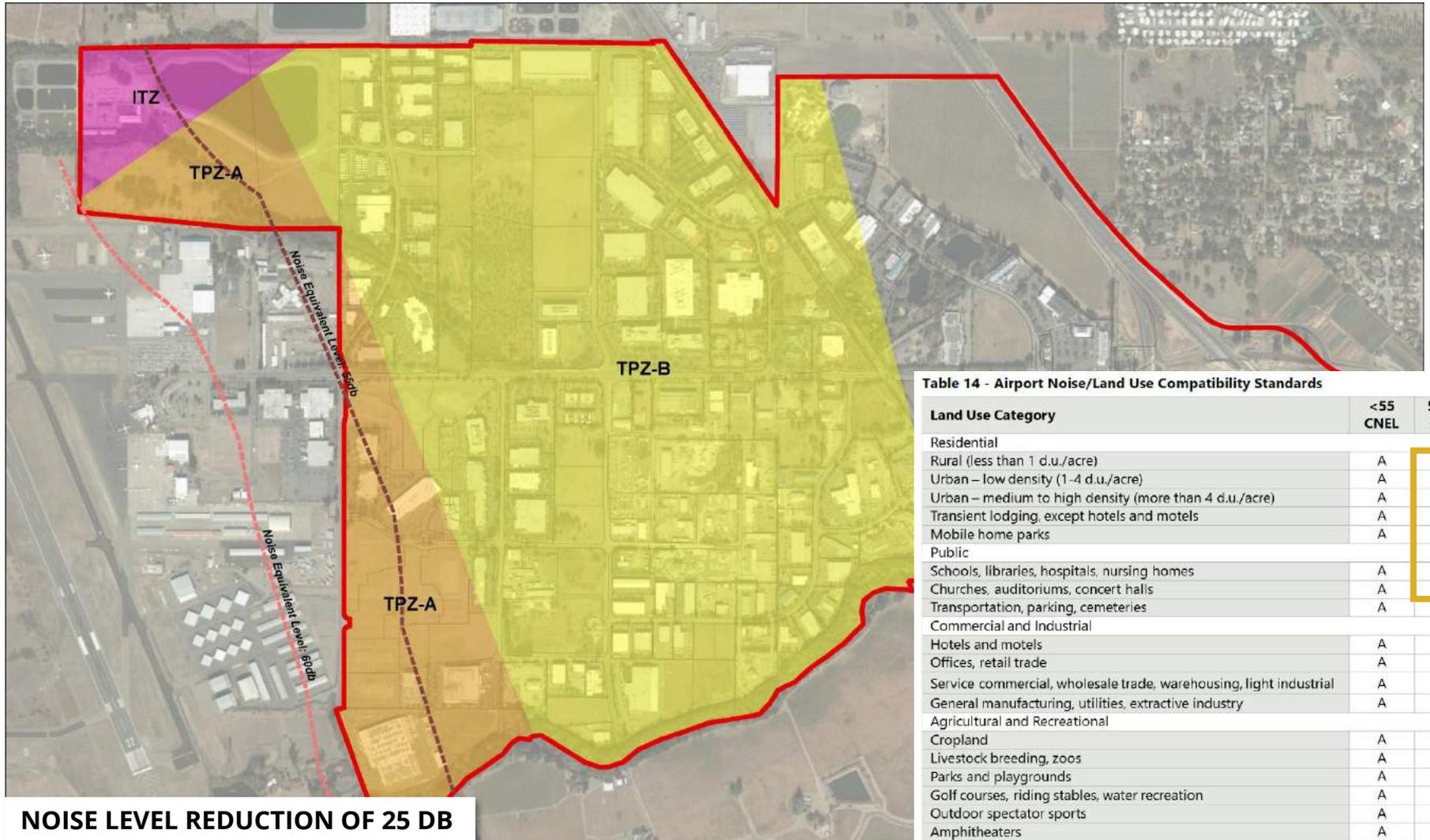


Table 14 - Airport Noise/Land Use Compatibility Standards

Land Use Category	<55 CNEL	55-60 CNEL
Residential		
Rural (less than 1 d.u./acre)	A	C(1)
Urban – low density (1-4 d.u./acre)	A	C(1)
Urban – medium to high density (more than 4 d.u./acre)	A	C(1)
Transient lodging, except hotels and motels	A	C(1)
Mobile home parks	A	C(1)
Public		
Schools, libraries, hospitals, nursing homes	A	C(3)
Churches, auditoriums, concert halls	A	C(3)
Transportation, parking, cemeteries	A	A
Commercial and Industrial		
Hotels and motels	A	A
Offices, retail trade	A	A
Service commercial, wholesale trade, warehousing, light industrial	A	A
General manufacturing, utilities, extractive industry	A	A
Agricultural and Recreational		
Cropland	A	A
Livestock breeding, zoos	A	A
Parks and playgrounds	A	A
Golf courses, riding stables, water recreation	A	A
Outdoor spectator sports	A	A
Amphitheaters	A	U

DENSITY COMPARISONS



- DWELLING UNIT DENSITY: **22 DU/ACRE**
- POPULATION DENSITY (@ 2.56 PP/HH): **56 PP/ACRE**

DENSITY COMPARISONS



AMERICAN AG CREDIT - 400 Aviation Boulevard

- FLOOR AREA RATIO (SQ. FT. BUILT / PARCEL AREA): 0.38 (126,123 sq. ft)
- POPULATION DENSITY (@ 500 employees): **66 PP/ACRE**

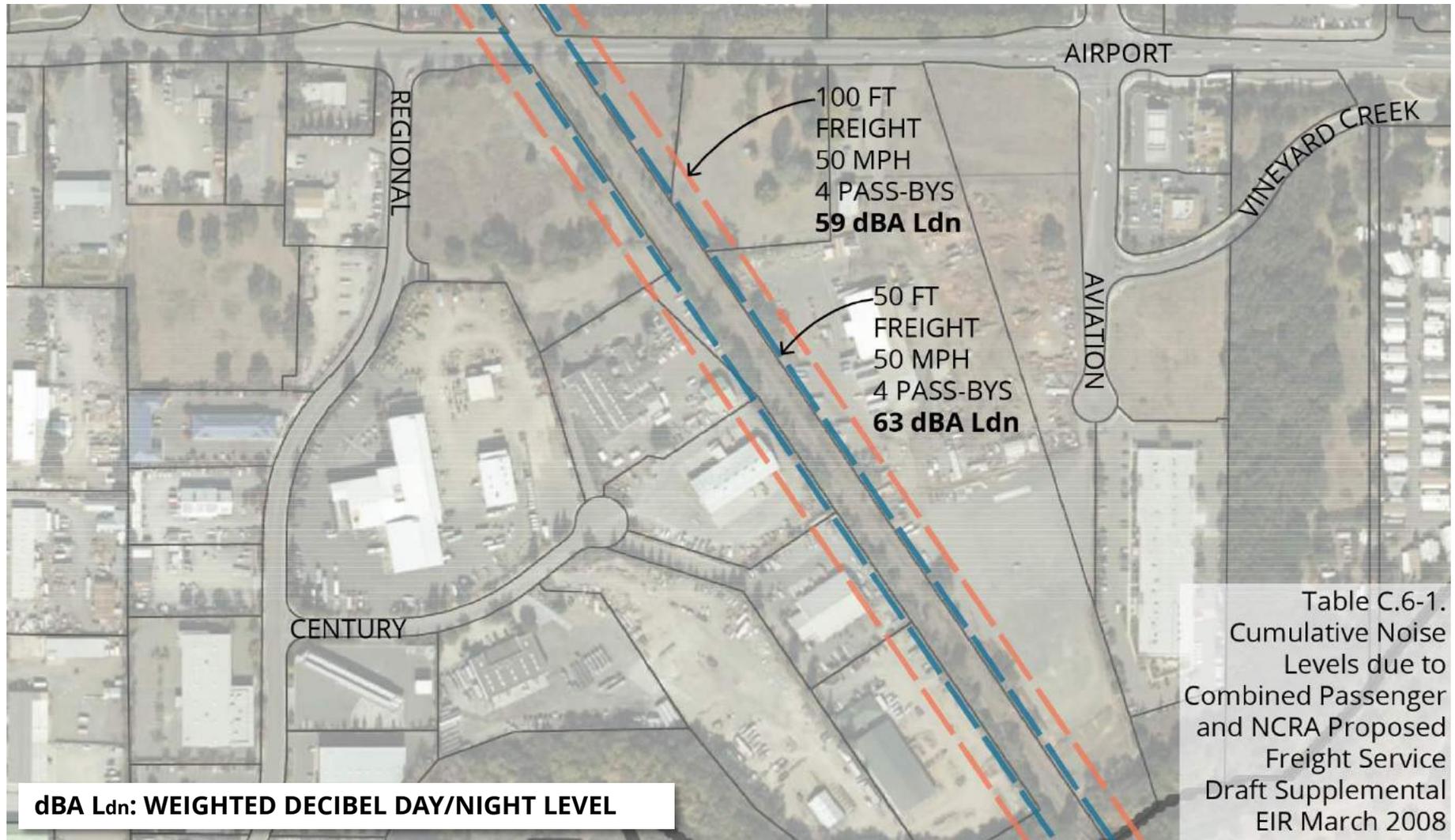
DENSITY COMPARISONS



P & L SPECIALTIES - 1650 Almar Parkway

- FLOOR AREA RATIO (SQ. FT. BUILT / PARCEL AREA): 0.38 (16,553 sq. ft)
- POPULATION DENSITY (@ 25 employees): **25 PP/ACRE**

AIRPORT CONSIDERATIONS: NOISE



Flight Patterns

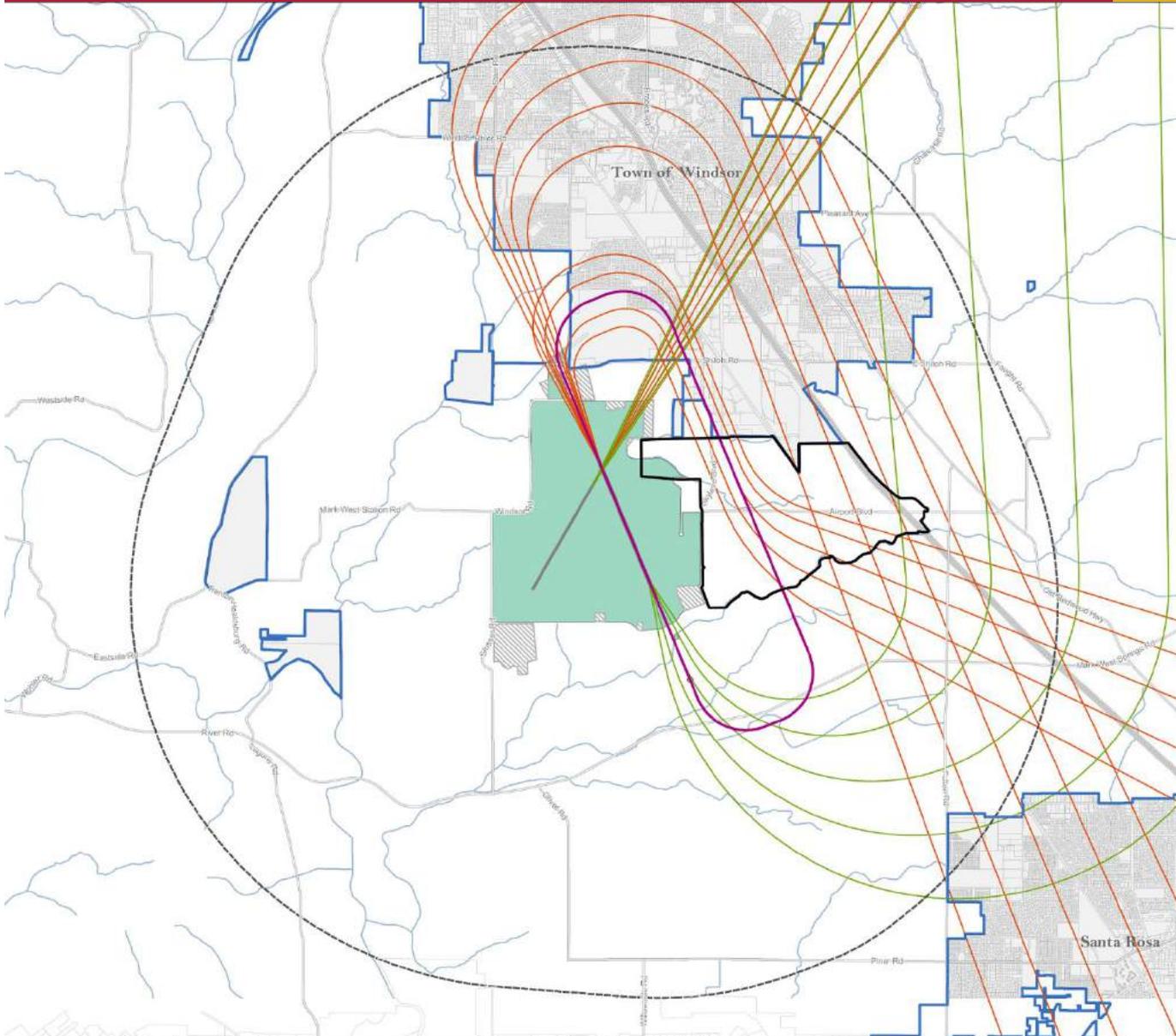


Exhibit 5D

Charles M. Schulz - Sonoma County Airport Generalized Flight Tracks - Arrivals and Departures

- Detailed Land Use Study Area
- City Limits
- Airport**
- Existing
- Future
- 2009 Integrated Noise Model (INM) Flight Tracks**
- Consolidated Fixed Wing Arrival Flight Tracks
- Consolidated Fixed Wing Departure Flight Tracks
- Consolidated Fixed Wing Touch-and-Go Tracks
- Helicopter Arrival Tracks
- Helicopter Departure Tracks
- Base Map Layers**
- Parcel
- Highway
- Road
- Stream

Note: City limits are shown in grey. Subsets of them are shown in blue. All other features are shown in black. No part of this map may be copied, reproduced, or transmitted in any form or by any means without written permission from the Permit and Resource Management Department (PRMD), County of Sonoma, California. Maps contained in a planning document published by PRMD can be published by members of the public for review and comment purposes.

Map Scale and Projection: north arrow, false color. This map is for illustrative purposes only, and does not represent all land use parcels. Refer to the official land use maps on file at the Permit and Resource Management Department.



FLIGHT PATTERNS

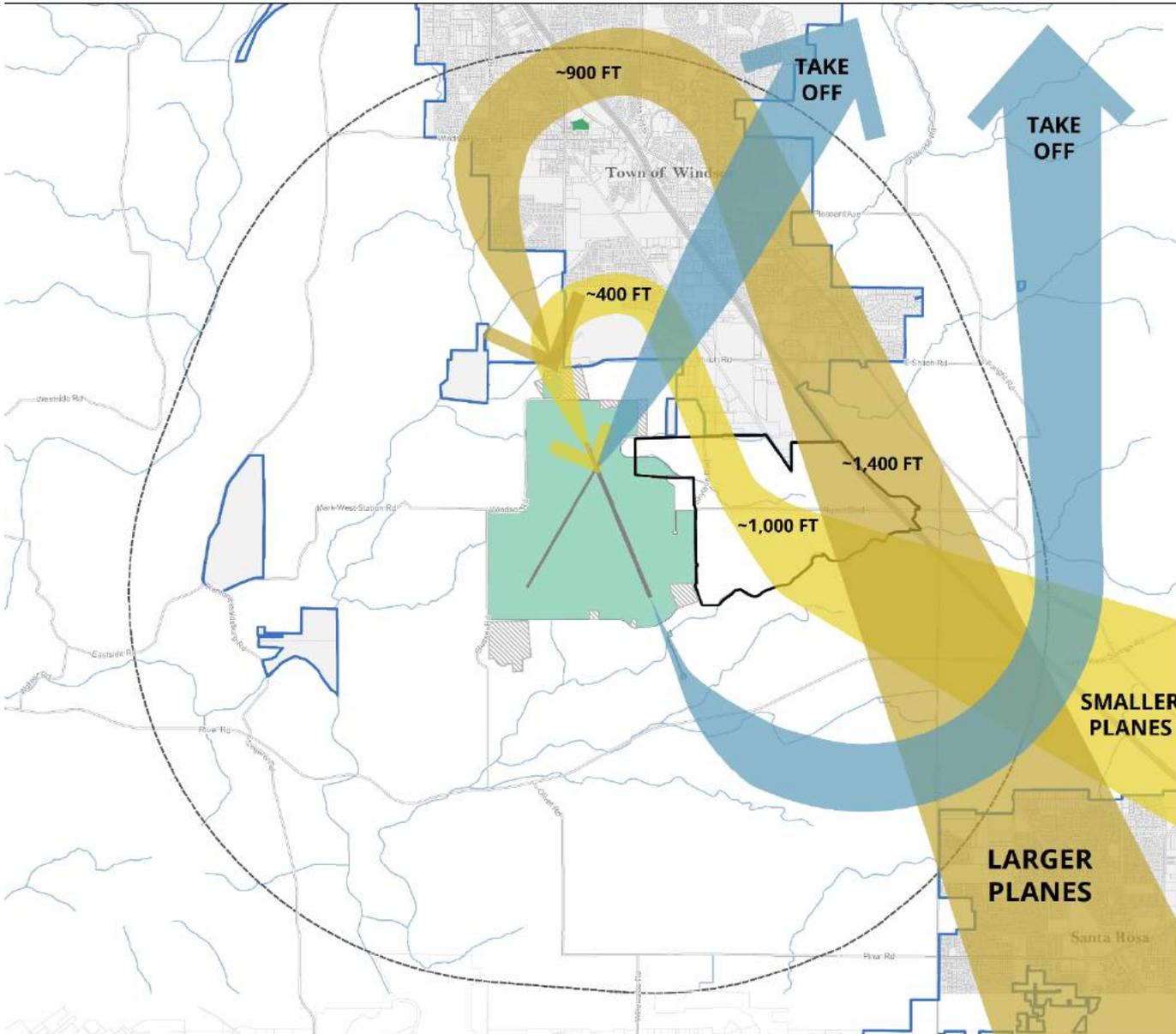


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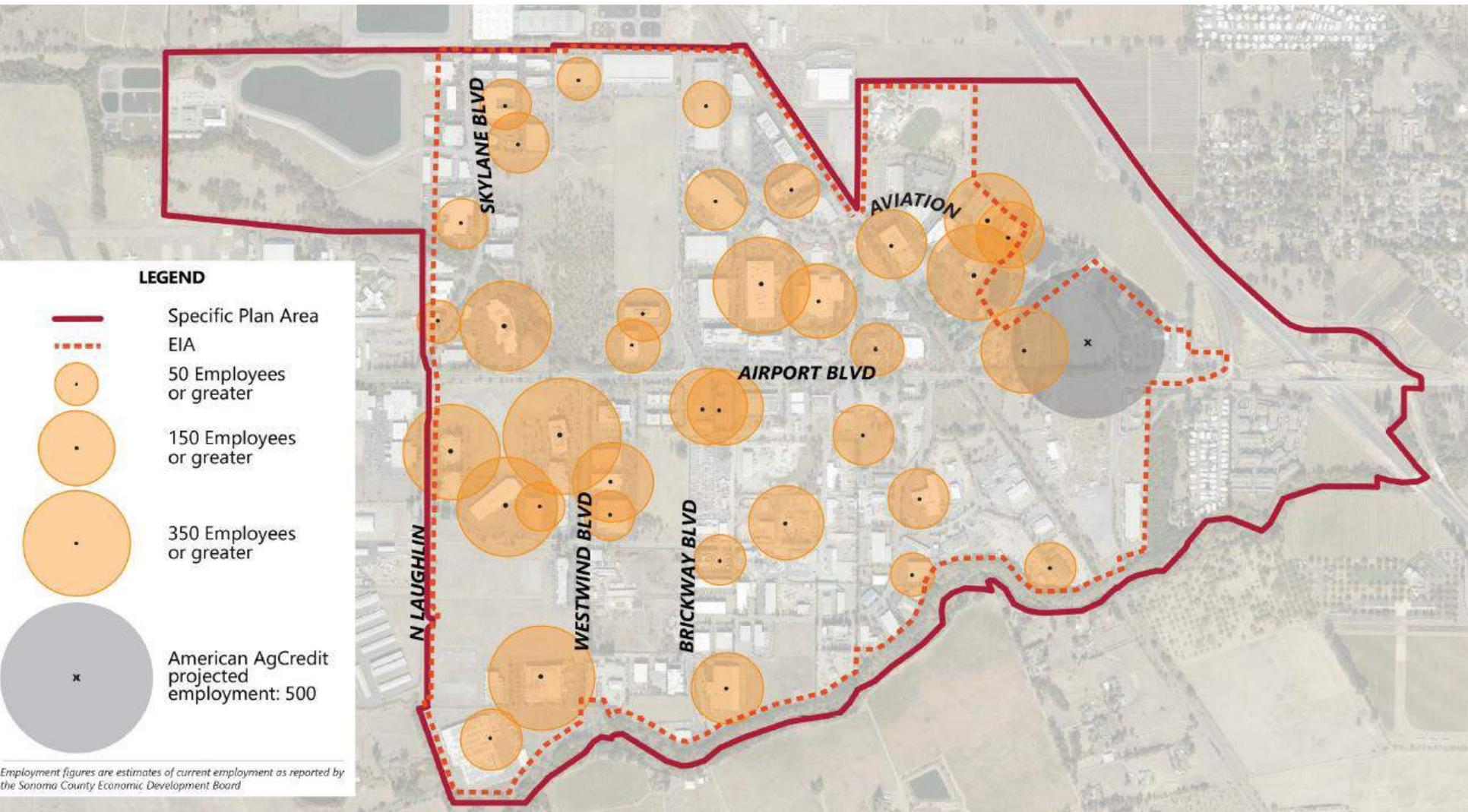
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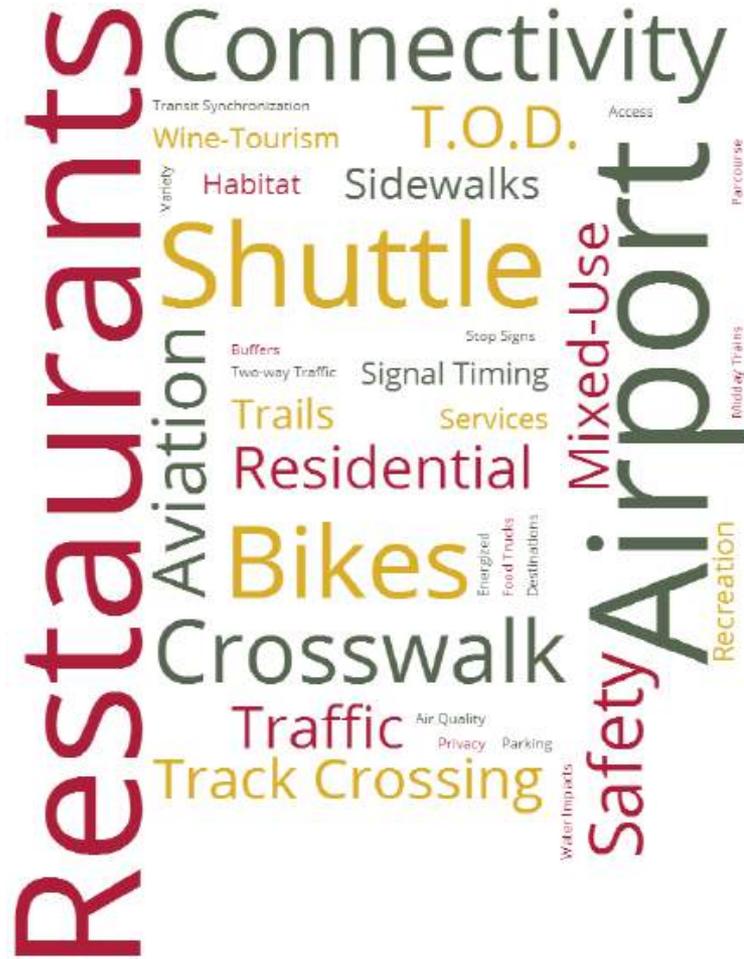
	CLUSTERS CONCEPT	CORRIDOR CONCEPT	NODAL CONCEPT
	LAND USE COMPARISON		
LAND USE: NEW INDUSTRIAL SF	+ 1,511,376 (105% of Market Study)	+ 1,568,928 (108% of Market Study)	+ 1,767,952 (122% of Market Study)
LAND USE: NEW OFFICE SF	+ 558,886 (101% of Market Study)	+ 624,634 (113% of Market Study)	+ 637,417 (115% of Market Study)
LAND USE: NEW RETAIL SF	+ 24,991 (93% of Market Study)	+ 31,168 (115% of Market Study)	+ 39,590 (147% of Market Study)
LAND USE: NEW HOTEL ROOMS	+ 151 (82% of Market Study)	+ 209 (113% of Market Study)	+ 209 (113% of Market Study)
LAND USE: NEW APARTMENTS	+ 795 units (2,035 new residents)	+ 1,045 units (2,675 new residents)	+ 1,212 units (3,103 new residents)
CIRCULATION COST ESTIMATE:	LOW	HIGH	MODERATE
	ECONOMIC COMPARISON		
ECONOMIC OBJECTIVE 1:	+ 2,035 Residents + 4,239 jobs + \$1.2B in business revenue	+ 2,675 Residents + 4,617 jobs + \$1.3B in business revenue	+ 3,103 Residents + 4,973 jobs + \$1.4B in business revenue
ECONOMIC OBJECTIVE 2:	<i>Supportive:</i> 558,886 sf Office <i>Supportive:</i> 151 hotel rooms <i>Non-supportive:</i> 795 dwellings	<i>Supportive:</i> 624,634 sf Office <i>Supportive:</i> 209 hotel rooms <i>Non-supportive:</i> 1,045 dwellings	<i>Supportive:</i> 637,417 sf Office <i>Supportive:</i> 209 hotel rooms <i>Non-supportive:</i> 1,212 dwellings
ECONOMIC OBJECTIVE 3:	New Development / \$Million Cost: 112,581 sf	New Development / \$Million Cost: 105,428 sf	New Development / \$Million Cost: 126,972 sf
ECONOMIC OBJECTIVE 4:	Growth within 1/3 mile of Transit: 1,100,532 sf	Growth within 1/3 mile of Transit: 1,255,129 sf	Growth within 1/3 mile of Transit: 1,514,965 sf
	WATER-USE COMPARISON		
WATER SUPPLY ESTIMATE*	ABOVE (WITHOUT MITIGATING POLICIES)	ABOVE (WITHOUT MITIGATING POLICIES)	ABOVE (WITHOUT MITIGATING POLICIES)

CONCENTRATIONS OF ACTIVITY



ENGAGEMENT - 2016

POP-UP WORKSHOP



ADVISORY TEAM MEETING



CIRCULATION OPPORTUNITIES

AREA-WIDE TDM PROGRAMS

- SHARED PARKING
- REQUIREMENTS
- PRIORITIZE CARPOOLING



RESIDENTIAL TDM PROGRAMS

- UN-BUNDLE PARKING
- ON-SITE CARSHARE



EMPLOYER TDM PROGRAMS

- CASH-OUT PROGRAM
- SECURED PARKING



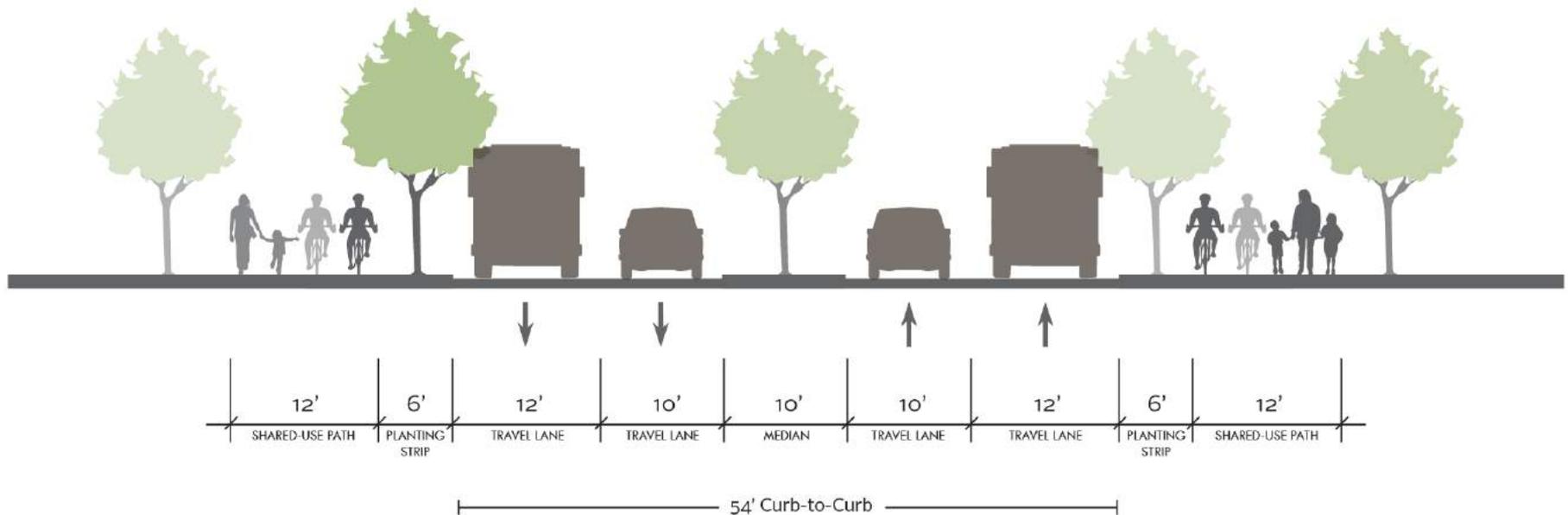
**TDM CAN REDUCE AUTO TRAFFIC
AND PARKING DEMAND BY**

10% - 30%

STREET TYPES

COMPLETE STREET “PROTECTED”

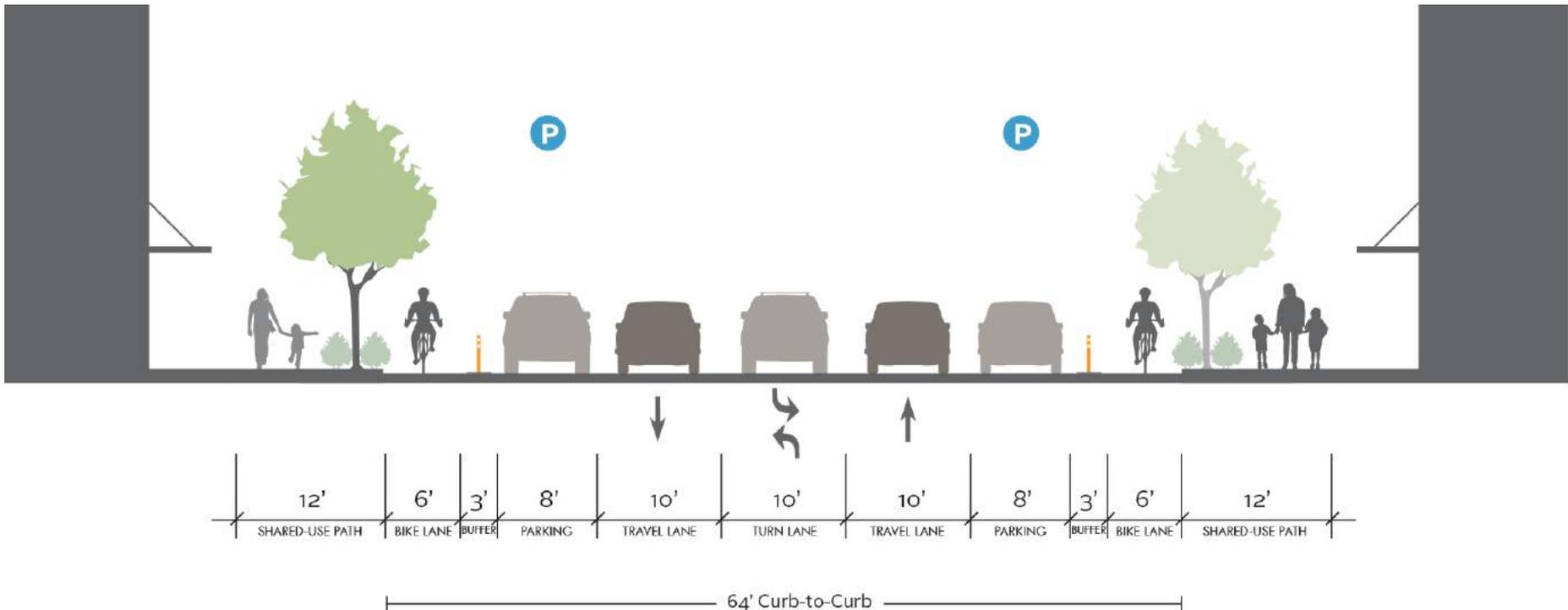
Mixed street that serves a significant destination.



STREET TYPES

COMPLETE STREET "CONNECTOR"

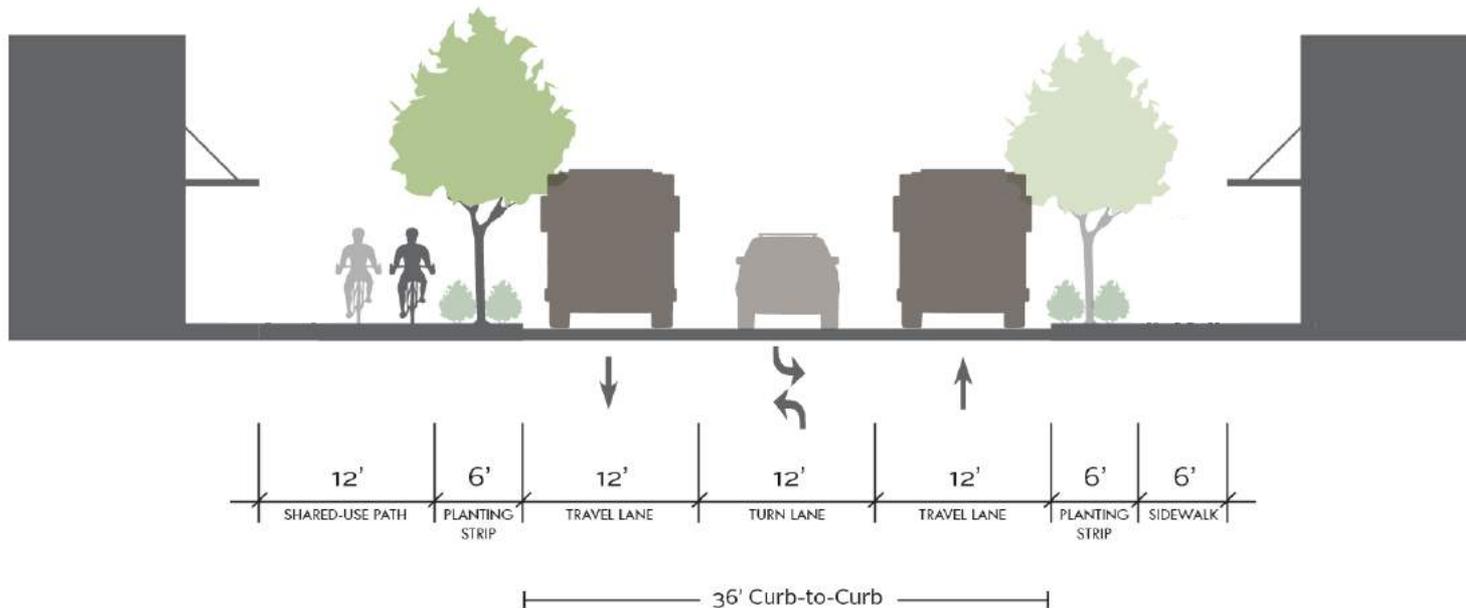
Primarily active mixed-use street that connects to major destinations



STREET TYPES

INDUSTRIAL

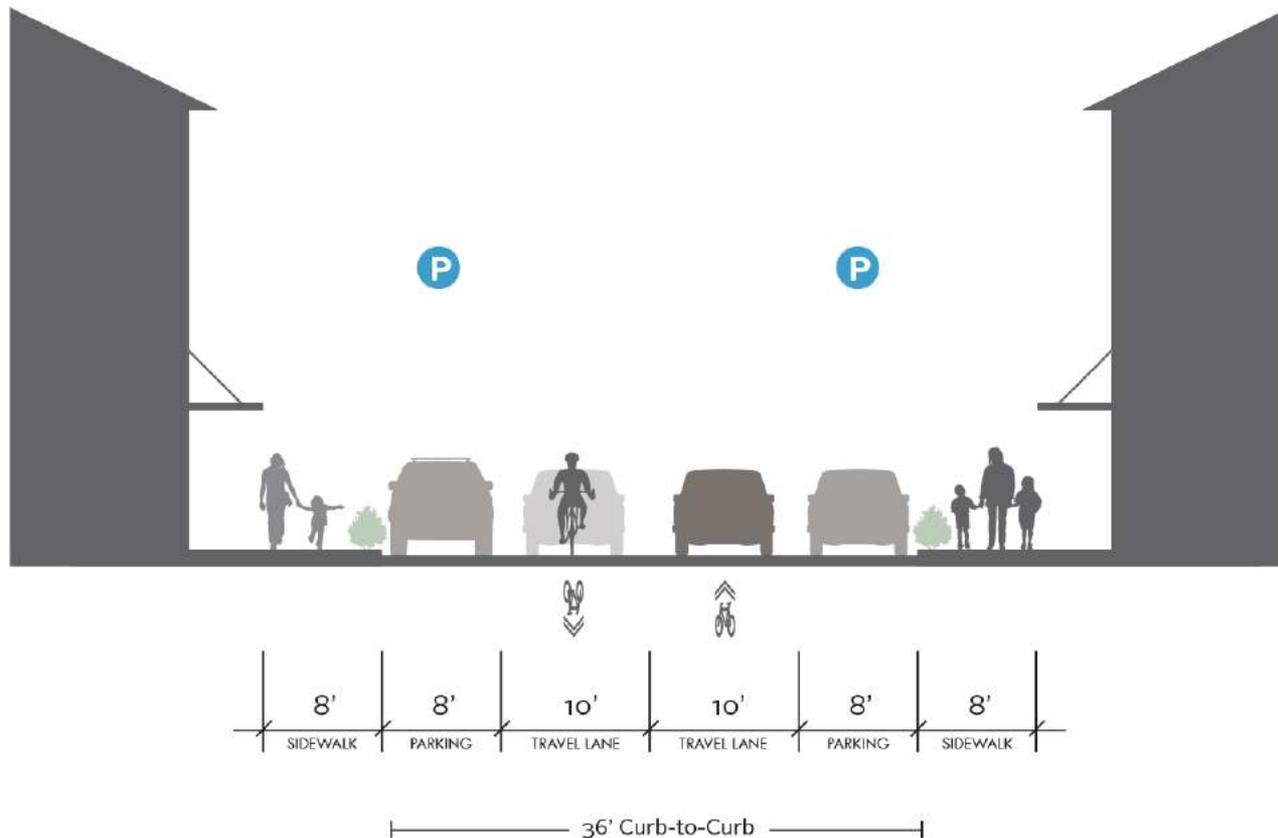
Higher frequency of truck activity and mixed commercial/industrial uses



STREET TYPES

NEIGHBORHOOD

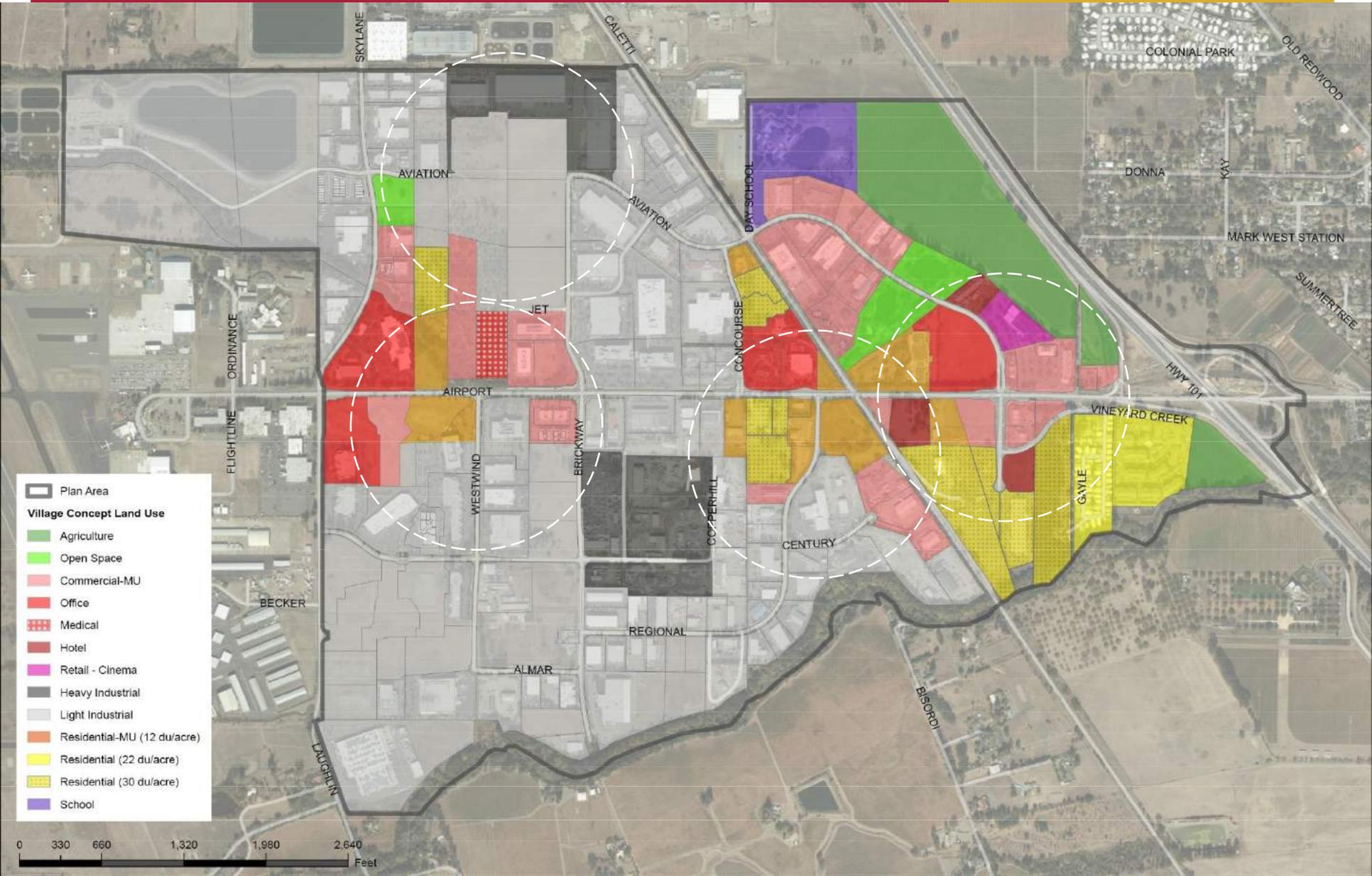
Low to medium volume road that serves mostly local traffic



ALTERNATIVE 1: DISTRIBUTED CLUSTERS



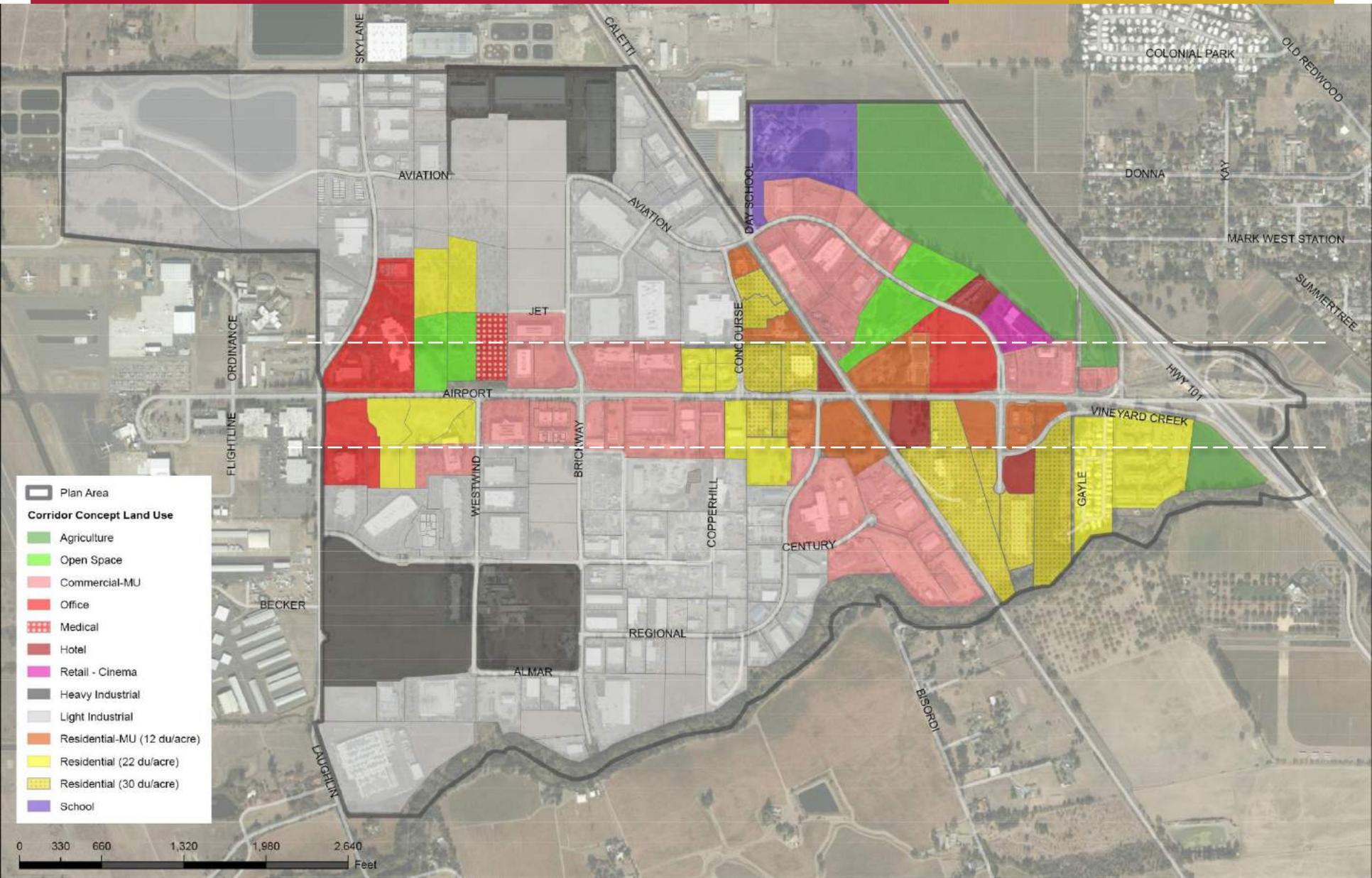
ALTERNATIVE 1: DISTRIBUTED CLUSTERS



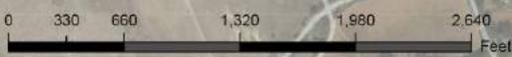
ALTERNATIVE 2: BOULEVARD CORRIDOR



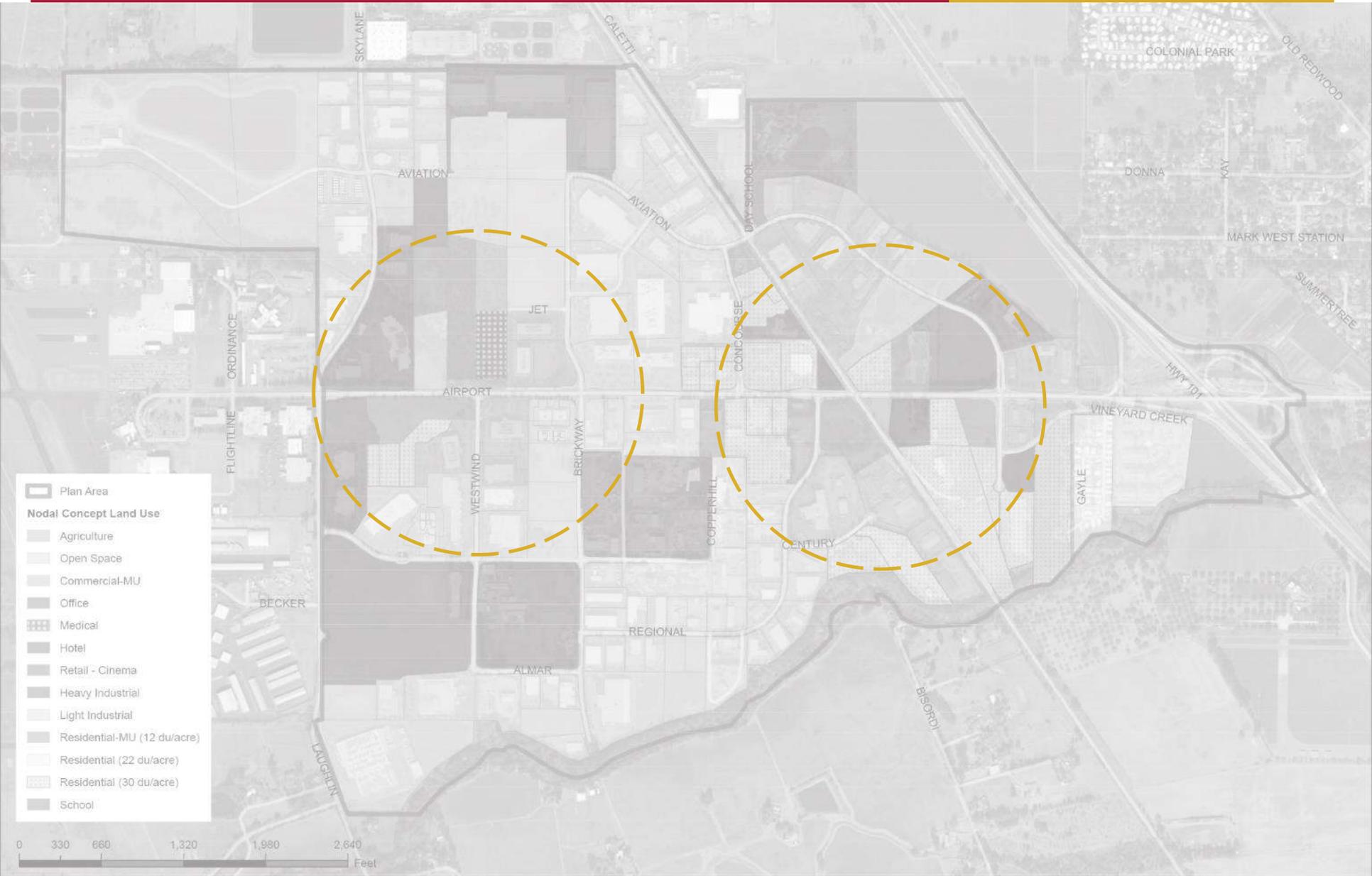
ALTERNATIVE 2: BOULEVARD CORRIDOR



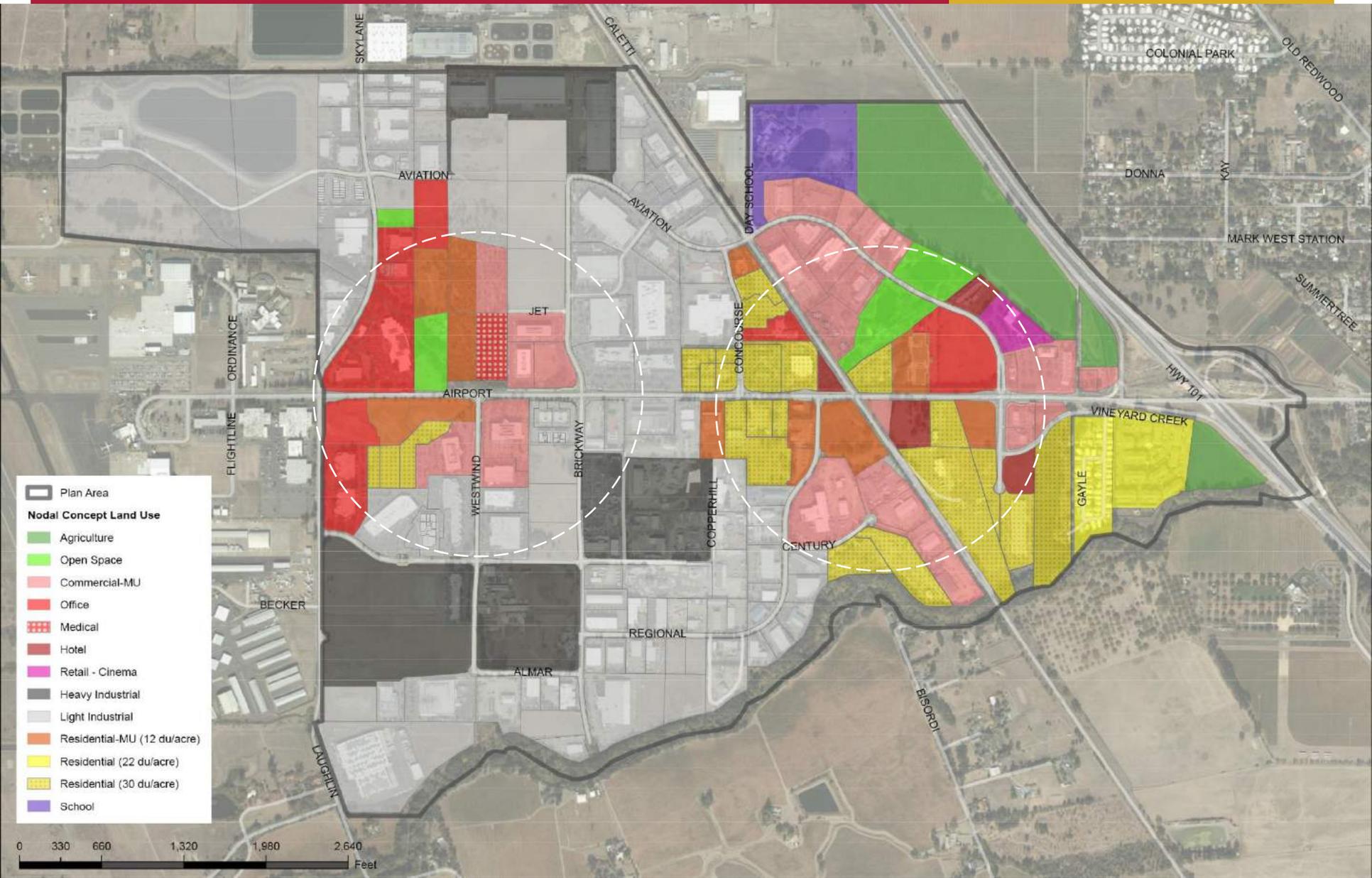
- Plan Area
- Corridor Concept Land Use**
- Agriculture
- Open Space
- Commercial-MU
- Office
- Medical
- Hotel
- Retail - Cinema
- Heavy Industrial
- Light Industrial
- Residential-MU (12 du/acre)
- Residential (22 du/acre)
- Residential (30 du/acre)
- School



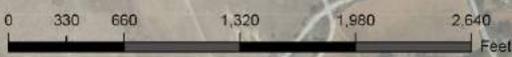
ALTERNATIVE 3: NODAL CENTERS



ALTERNATIVE 3: NODAL CENTERS



- Plan Area
- Nodal Concept Land Use**
- Agriculture
- Open Space
- Commercial-MU
- Office
- Medical
- Hotel
- Retail - Cinema
- Heavy Industrial
- Light Industrial
- Residential-MU (12 du/acre)
- Residential (22 du/acre)
- Residential (30 du/acre)
- School



ALTERNATIVE COMPARISON

% of Market Target: **80% - 100%** **100% - 120%** **120% - 150%**

Land Use Category	Market Study	Alt 1 "Clusters"	% of Market	Alt 2 "Corridor"	% of Market	Alt 3 "Nodal"	% of Market
Industrial (SF)	1,446,120						
Office (SF)	552,365						
Retail (SF)	27,000						
Hotel (Rooms)	185						
Market-Rate Units	808						
Affordable Units	101						
Total Units Added	909						
Population Added	2,327						

ALTERNATIVE COMPARISON

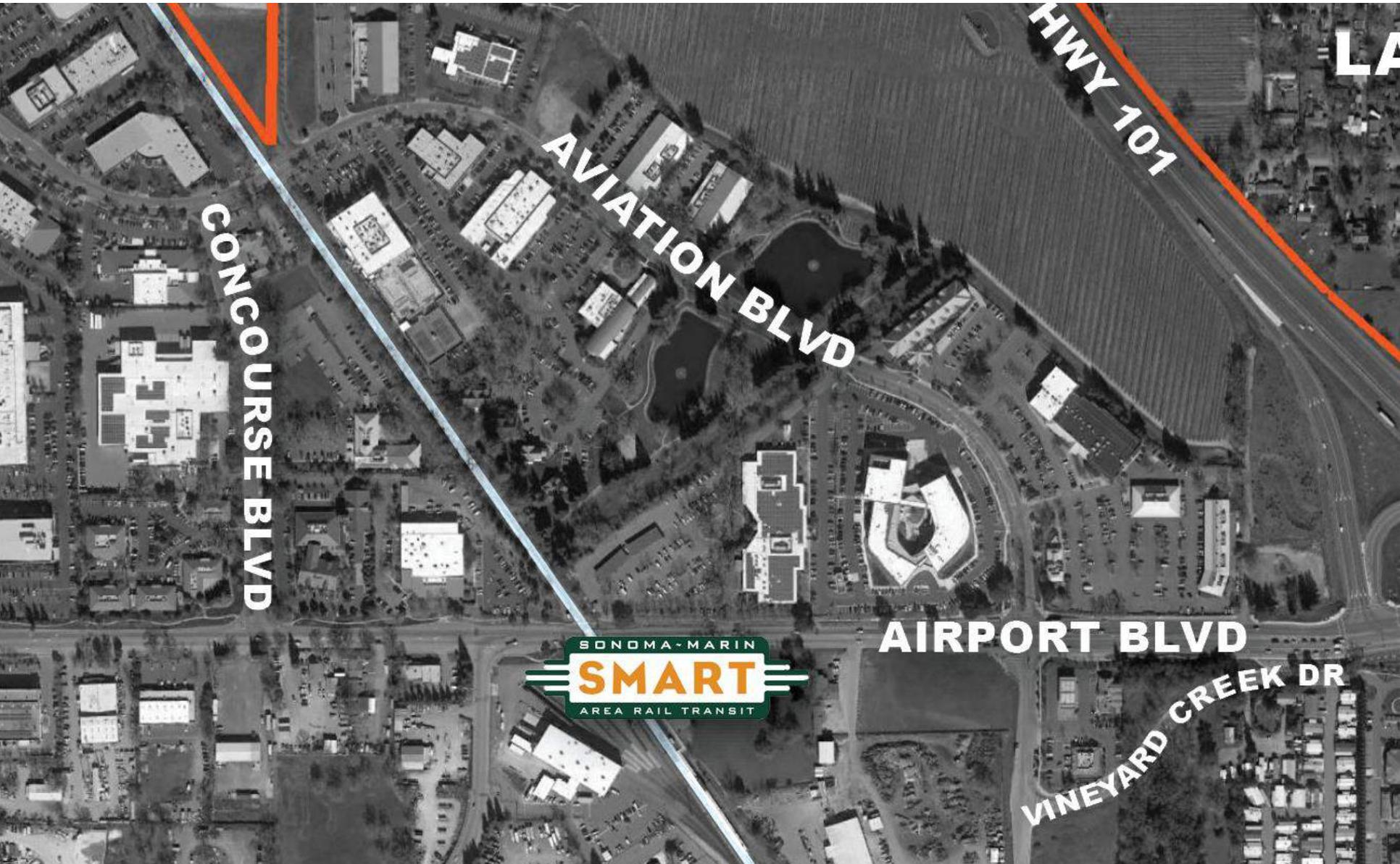
% of Market Target: **80% - 100%** **100% - 120%** **120% - 150%**

Land Use Category	Market Study	Alt 1 "Clusters"	% of Market	Alt 2 "Corridor"	% of Market	Alt 3 "Nodal"	% of Market
Industrial (SF)	1,446,120	1,511,376	105%	1,568,928	108%	1,767,952	122%
Office (SF)	552,365	558,886	101%	624,634	113%	637,417	115%
Retail (SF)	27,000	24,991	93%	31,168	115%	39,590	147%
Hotel (Rooms)	185	151	82%	209	113%	209	113%
Market-Rate Units	808	716	89%	941	116%	1,091	135%
Affordable Units	101	80	79%	105	103%	121	120%
Total Units Added	909	795	87%	1,045	115%	1,212	133%
Population Added	2,327	2,035		2,675		3,103	

PLAN AREA OVERVIEW



PLAN AREA OVERVIEW



PLAN AREA OVERVIEW



AIRPORT BLVD

VINEYARD CREEK DR

CENTURY BLVD

MARK WE

PLAN AREA OVERVIEW



AIRPORT BLVD

N. LAUGHLIN RD

WESTWIND BLVD

BRICKWAY BLVD



CENTURY BLVD

REGIONAL PKWY

MARK WEST CREEK