**RESOLUTION NO. 2882-12**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF WINDSOR ADOPTING THE STATION AREA PLAN (FILE NO. PPR 09-46)**

**WHEREAS,** the continued development of Windsor's Downtown is of paramount importance to the Town of Windsor (Town); and

**WHEREAS,** the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) designated over 100 areas in 60 jurisdictions as FOCUS Priority Development Areas (PDA's); and

**WHEREAS,** the Town of Windsor's Downtown area was designated as a regional FOCUS PDA in November of 2008; and

**WHEREAS**, the PDA designation set Windsor's eligibility for grant funding through MTC's Station Area Planning Grant program; and

**WHEREAS,** the Station Area Planning Grant program is intended to increase transit ridership by encouraging an intensification of land use near transit stations; and

**WHEREAS,** in July 2009 staff submitted an application to MTC seeking funding for the preparation of the Station Area Plan Specific Plan for the Downtown area; and

**WHEREAS,** the Station Area Plan is intended to establish a land use plan and policy framework to guide future development toward land uses that support transit ridership, improve connectivity between the Station and existing adjacent commercial and residential area, develop urban design standards that promote walkable and livable environments; and

**WHEREAS,** on December 12, 2009 the Town received notification from MTC indicating that the grant application was accepted by the MTC Board and that the Town was eligible to receive $300,000 for the preparation of a Station Area Plan; and

**WHEREAS,** in the spring of 2009, the Town of Windsor initiated the development of the Station Area Plan; and

**WHEREAS,** the development of the Station Area Plan involved a step-by-step process with interaction between the community, elected Town officials, Town Staff and project consultants; and

**WHEREAS,** the Windsor Station Area Plan contains seven sections- Vision, Guiding Principles and Context, Land Use, Streetscape, Building Design and Development Standards, Circulation and Access, Environmental Quality, Public Facilities Service and Infrastructure, and Implementation; and

**WHEREAS,** the Station Area Plan proposes that the plan area develop into a pedestrian-oriented, mixed-use area that enhances both vehicle and pedestrian connectivity, and strengthens the local economy using an environmentally responsible form of development. It is likely that the Station Area Plan will be implemented over 20-25 years or more. It will help preserve community assets and provide clear guidance where new buildings are proposed; and

**WHEREAS,** the adoption of the Station Area Plan is in the public's interest to provide for orderly development within the designated plan boundaries, and is reasonably related to the promotion of the public health, safety, and welfare; and

**WHEREAS,** all procedural requirements for the Town Council to approve the Station Area Plan have been followed.

**WHEREAS,** the Station Area Plan substantially complies with the applicable requirements of the law, including Government Code section 65450-65457. In particular, the Station Area Plan includes text and diagrams, as required by California Government Code Sections 65451(a)(1-4) and 65451(b) addressing the distribution, location, extent, and intensity of the uses of land, major components of public and private infrastructure, standards and criteria by which development will proceed, and implementation measures; and

**WHEREAS,** on December 13, 2011, the Planning Commission conducted a public hearing on the Station Area Plan, and EIR. A recommendation of approval to the Town Council was adopted containing Planning Commission amendments (Exhibit A) Notice of the hearing was given as required by law. At the hearing, the public was given an opportunity to appear before the Planning Commission and be heard and to submit any testimony or evidence in favor of or against the Station Area Plan, related actions, and EIR; and

**WHEREAS,** on January 18, 2012, the Town Council conducted a public hearing on the Station Area Plan, related Actions, and EIR. Notice of the hearing was given as required by law. At the hearing, the public was given an opportunity to appear before the Town Council and be heard and to submit any testimony or evidence in favor of or against the Station Area Plan, related actions, and EIR; and

**WHEREAS,** prior to acting on the Station Area Plan and related actions, the Planning Commission reviewed and considered the information in the EIR and adopted a resolution recommending that the Town Council certify the EIR, make certain environmental findings, adopt a Mitigation Monitoring and Reporting Program, and adopt a Statement of Overriding Considerations for the significant and unavoidable impacts; and

**NOW, THEREFORE, BE IT FURTHER RESOLVED,** that the Town Council of the Town of Windsor hereby adoptions the Station Area Plan including all amendments attached in Exhibit A:

1. The proposed Station Area Plan in necessary to plan future growth in Downtown Windsor, and will not be detrimental to the health, safety, and general welfare of the Town.

2. The proposed Station Area Plan is consistent with the policies of the General Plan.

3. The proposed Station Area Plan contains urban design development standards that will result in coordinated development throughout the Downtown area.

**PASSED, APPROVED AND ADOPTED this 18th day of January 2012 by the following vote:**

| | |
|---|---|
| **AYES:** | **COUNCILMEMBERS ALLEN, SALMON, SCHOLAR, AND MAYOR FUDGE** |
| **NOES:** | **NONE** |
| **ABSTAIN:** | **NONE** |
| **ABSENT:** | **VICE MAYOR GOBLE** |

Debora Fudge

**DEBORA FUDGE, MAYOR**

**ATTEST:**

Maria De La O

**MARIA DE LA O, TOWN CLERK**

Attachment: Exhibit "A" Town Council amendments

I:\60 - Planning & Building Dept\Planning Department\2006-10\09\09-46 Station Area Plan\Resolutions\TC 1-18-12 adoption.doc

Exhibit A

# Town Council Amendments Station Area Plan

## INSIDE COVER AND TABLE OF CONTENTS

Updated inside cover to:

- Include the Technical Advisory Committee
- Correct the Spelling of Jackie Reinhart's name
- Add the following statement: "The preparation of this report has been financed in part by grants from the U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Adjusted page iv to show complete list of figures (so now accurately shows TOC shows Tables 7-2 and 7-3).

A revised inside cover is provided.

## CHAPTER 1

### Page 1-15

The majority of the Planning Area is designated by the Metropolitan Transportation Agency (MTC) and the Association of Bay Area Government (ABAG) as a regional FOCUS Priority Development Area (PDA). This program encourages smart growth principles along routes of regional significance. In May of 2010, with a $300,000 grant from MTC to fund the project, the Town of Windsor initiated the process to develop a Specific Plan for the Windsor Station Area including Downtown. The Specific Plan seeks to advance MTC's TOD Policy, which has a goal of reaching an average of 2,200 units within a half a mile of commuter rail stations, as well as evolve Windsor's PDA from a Suburban Center to a Transit Town Center.

The planning process evolved …

## CHAPTER 2

### Page 2-3, Figure 2-1

Extend the Active Use Frontage Overlay along the edge of the Civic Center area fronting onto the Town Green. Update the following figures that include Active Use Frontage Overlay for consistency: Figure 4-1, Figure 4-2, and Figure 4-3.

Remove the Office Overlay from parcels located along Windsor Road, south of Windsor River Road.

A revised version of Figure 2-1 is provided.

**Page 2-5, Figure 2-3**

Replace simulated view of the Town Green northern edge with an image showing a street rather than a pedestrian connection.

**Page 2-8**

### *Entertainment Overlay*

This overlay is intended to promote entertainment uses and limit potential incompatibility with residential uses. The Entertainment Overlay restricts residential uses and serves community and regional retail needs with a focus on entertainment and recreation uses. This includes nightlife venues, various types of theaters, music venues, arcades/game rooms, and restaurants. **While these uses are encouraged in this area by restricting housing, it is noted that entertainment uses are allowed throughout the Town Center designation.** The maximum FAR will be as per the underlying district regulations~~.~~; as the Entertainment Overlay is located only in the Town Center, the maximum FAR is 2.5.

### *Office Overlay*

The overlay is intended to provide convenient services to local residents and businesses, complement nearby retail development, and provide a transition between Downtown and residential neighborhoods. The overlay allows existing residential uses to convert to office and professional uses, and promotes the adaptive re-use of existing buildings and the infill of new small office buildings while maintaining the residential character of the area along Windsor River Road ~~and Windsor Road~~. New construction that is small-scaled and compatible with the surrounding residential neighborhood is allowed. The base district remains residential for parcels along Windsor River Road ~~and Windsor Road~~ and Community Commercial for the large parcel west of the SMART corridor. Development on the commercial parcel would conform to Community Commercial standards. The maximum FAR will be as per the underlying district regulations.

**Page 2-9, Table 2-1**

**Table 2-1: Windsor Station Area/Downtown Specific Plan Land Use Density and Intensity Standards**

| *Land Use Classification* | *Density (Units per Gross Acre)* | | *Floor Area Ratio Range* |
|---|---|---|---|
| | *Range* | *Maximum with Discretionary Review* | *Maximum* |
| Village Residential | 5-8 | n/a | - |
| Medium Density Residential | 8-16 | n/a | - |
| Compact Residential | 12-24 | Up to 32 | - |
| ~~Gateway~~ Community Commercial | - | - | Up to 1.0 |

| | | | |
|---|---|---|---|
| Town Center | Included within FAR Limit | - | 0.75-2.5 |
| Park/Open Space | - | - | - |
| Public/Institutional | - | - | - |
| ~~Office Overlay~~ | - | - | ~~As per underlying district regulation~~ |
| Note: all overlay zones (Office Overlay and Entertainment Overlay), as well as the Active Use Frontage, are subject to intensity standards consistent with the underlying district regulations. | | | |
| *Source: Dyett & Bhatia, 2011.* | | | |

**Page 2-14**

Update LU-3, third bullet as follows:

- Establish a **new street and** 15 foot-wide pedestrian promenade and outdoor seating area along the northern edge of the Town Green to complement the proposed Entertainment Overlay (see Chapter 3 of this Plan for details related to the design of this space).

**Page 2-15**

Add the following new Land Use policies before LU-C, and renumber subsequent policies.

LU-9. Update Chapter 27.50: Nonconforming Uses, Structures, and Parcels of the Zoning Ordinance to more clearly and explicitly address non-conformities created as a result of the Specific Plan, including repair, expansion, and change of use.

LU-10: Allow development at the Windsor Mill site in accordance with the land use designations on Figure 2-1 (which would allow up to approximately 360 housing units at maximum densities). Allow up to 400 housing units only with discretionary Town Council approval, provided densities and housing types are varied across the site, and the project is designed harmoniously with surroundings.

LU-11 Allow mixed-use development on the "Windsor Fuel" property (APN 066-100-002,003; 161-060-036,038, & 055), consistent with the provisions of Town Council Resolution 2828-11 and the established criteria outlined for the current application (the Windsor Gateway Project). If the current application is withdrawn, or otherwise fails to meet performance requirements established, subsequent applications should comply with the Compact Residential designation identified in the Land Use Diagram (Figure 2-1).

## CHAPTER 3

**Page 3-1**

Replace middle image/diagram with Figure 3-13 (page 3-25).

**Page 3-4**

DES-11: Accommodate a range of active pedestrian uses along the new ~~connection~~ **street** located along the northern edge of the Town Green by providing a 15-foot wide area for seating and dining to activate the park edge and complete the Town Green Loop. See Figure 3-5.

**Page 3-5, Figure 3-2**

Remove post in diagram. A revised version of Figure 3-2 is provided.

**Page 3-8, Figure 3-5**

Replace with Figure showing a street rather than a pedestrian connection for Town Green Loop.

**Page 3-11, Table 3-1**

## Table 3-1: Development Standards – Village Residential (VR)

| *District* | *VR* | *Additional Development Standards* | *Ref* |
|---|---|---|---|
| ... | ... | ... | ... |
| **Building Form and Location** | | | |
| ... | ... | ... | ... |
| Projections | See Chapter 27.20 | | |
| Porch or Stoop Minimum Height Above Sidewalk (ft) | 2 | | |
| Stoop Minimum length and width (ft) | 6 | | |
| ... | ... | ... | ... |

**Pg. 3-12**

(C) Building Entrances.

*1. Location.* Primary building entries shall be located on the front façade and directly face the street.

*2. Design.* Primary building entries shall incorporate a projection (e.g., porch) or recess, or combination of projection and recess at least 48 square feet in area. The minimum width of the entry feature shall be 20 percent of the width of the street-facing façade. Alternative designs that create a welcoming entry facing the street such as a prominent porch provided for side doors, or entry courtyard that provides a direct walkway to the street may be allowed.

*a. Subdivisions.*

i. Units with side entrances along a street shall not exceed 25 percent of all homes along a street.

~~ii. Units with courtyards, arbors, trellises, and similar landscape entry features shall not exceed 50 percent of the units within a project.~~

**Pg. 3-13**

**(D) Garage Location.**

...

2. *Attached Garages.* Where an attached garage is located on the front half of the existing lot and garage doors face a street, garage width shall not exceed 50 percent of the width of the front façade of the building...

**Page 3-15, Table 3-2**

Title changed as follows: Table 3-2: Development Standards – Medium Density Residential (MDR) and Compact Residential (CR)

**Page 3-16**

**(C) Open Space.** Projects with two or more dwelling units shall provide usable open space in accordance with Table 3-2. Minimum usable open space may be a combination of common open space accessible to all project residents or private open space for the exclusive use of a single dwelling.

...

2.

3. *Alternative Provision of Open Space.* For ~~Compact Residential~~ projects that are ~~32 units per acre and that are~~ within 0.25 miles of an existing park, the amount of usable open space required may be decreased by 50 percent, subject to Planning Commission approval, if the project provides off-site improvements. This may include amenities or infrastructure other than standard requirements and improvements, additional funding for new or enhanced public spaces, or improved access to nearby parks.

**Page 3-19, Table 3-3**

| **Table 3-3: Development Standards – Community Commercial (CC) and Town Center (TC)** | | | | |
|---|---|---|---|---|
| *District* | *CC* | *TC* | *Additional Development Standards* | *Ref* |
| Minimum Building Height (ft) | 20 | 2 stories | (B) **(C)** | A |
| ... | ... | ... | ... | ... |
| Maximum Site Coverage (% of lot) | 50 | n/a ~~0 min; 15 min adjacent to Residential Zone~~ | | |
| ... | ... | ... | ... | ... |
| Maximum Parking Frontage (% of Linear Street Frontage) | ~~30~~20 | ~~30~~20 | (J) | |

**Page 3-22**

Add new Additional Development Standard (C) for building heights and renumber subsequent standards:

(C) The Planning Commission may approve single-story development, along with a reduction in FAR, on the "Richardson Property" lot #2, located between Richardson Street and Old Redwood Highway, when they find that the project design functions in harmony with the Downtown character.

**Page 3-22**

**(E) Build-to Line.**

...

3. *Exception.* The Build-to Line requirement may be modified or waived by the Planning Commission ~~Director~~ if entry courtyards, plazas, entries, outdoor eating and display areas, or mature oak trees are located between the build-to line and building, provided that the buildings are built to the edge of the courtyard, plaza, dining, or landscaped area.

**Page 3-23 through 3-24**

**(I) Parking Setback.** Parking may be located within 40 feet of the street facing property line in accordance with the following standards.

1. *Underground and Partially Submerged Parking.* Parking completely or partially underground may match the setbacks of the main structure. The maximum height of a parking podium visible from a street is encouraged to be three to four feet from finished grade with a maximum of five feet from finished grade.

2. *Surface Parking.* Above ground parking may be located within 40 feet of a street facing property line with Planning Commission approval, when all of the following findings can be made:

   a. The design incorporates habitable space built close to the public sidewalk to the maximum extent feasible;

   b. The parking area is well screened with a wall, hedge, trellis and/or landscaping; and

   c. The site is small and constrained that underground, partially submerged, or surface parking located more than 40 feet from the street frontage is not feasible.

   d. Public agency owned park-and-ride lots or parking at the SMART Station site are exempt from this requirement.

**Page 3-24**

**(J) Parking Frontage.** Parking may not exceed ~~30~~20 percent of linear street frontage, except with Planning Commission approval. This requirement does not apply to park-and-ride lots or parking for the SMART Station.

**(K) Building Orientation and Entrances**

...

4. All ground floor residential units shall have the primary entrance, either individual or shared, facing the public street or a pedestrian connection, and shall incorporate a projection (e.g., porch or stoop) or recess at least 40 square feet in area, with a minimum depth of five feet. Alternative designs that create a welcoming entry feature facing the street, such as a trellis or landscaped courtyard entry, may be approved by the Planning Commission ~~Director~~.

**Page 3-25**

(N) **Architectural Articulation.** Buildings shall include sufficient architectural design features to create visual interest and avoid a large-scale, bulky or "box-like" appearance. Different ways that this requirement may be met include but are not limited to those listed below; compliance with this requirement shall be evaluated by the Planning Commission ~~Director~~ in the review process.

**Page 3-27, Table 3-4**

**Table 3-4: Development Standards – Public/Institutional**

| *District* | *P/I* | *Additional Regulations* |
|---|---|---|
| **~~Density, Lot, and Block Size~~** | | |
| ~~Minimum Lot Size (sq ft)~~ | ~~5,000~~ | |
| ~~Minimum Lot Width (ft)~~ | ~~60~~ | |
| **Building Form and Location** | | |
| Maximum Building Height (ft) | 57 | |
| Minimum Setbacks (ft) | | See Chapter 27.20 |
| Front | 0 | |
| Street Side | 0 | |
| Interior Side | 0 | |
| Rear | 0 | |
| Maximum Site Coverage (% of Lot) | 100 | |

**Page 3-28, Table 3-5**

| **Table 3-5: Parking Requirements by Land Use ~~for Town Center~~** | | |
|---|---|---|
| **Town Center** | | |
| *Land Use Type* | *Minimum Off-Street Parking Requirement* | |
| | First 2,000 square feet of all uses are exempt from all parking requirements. | |
| | *Automobile with Shared Parking*[1] | *Bicycle*[2] |
| Non-residential Uses | To be determined by analysis using MTC Smart Growth Parking Model or another methodology acceptable to the Town. In no case shall the parking provided be less than half of the number of spaces required by the Town of Windsor Zoning Ordinance for each individual use calculated separately. | One per 5 auto spaces, located conveniently to serve customers, visitors, and employees of the project. A portion of the bicycle parking shall be located within 25 feet of the primary building entrance. |
| Residential | 0.25 spaces per unit required for visitor parking. No separate minimum resident parking standard. Where a Conditional Use | Two per 4 residential units, unless separate secured garage space is provided for each unit. The |

| | | |
|---|---|---|
| | Permit is required for the use, the Planning Commission will establish the ultimate parking requirement during the Conditional Use Permit application process. Generally, maximum resident parking shall not exceed two spaces per unit. | bicycle spaces shall be secure, covered, and located conveniently for residents and visitors. |
| Other Uses | Refer to Zoning Code | |
| **Compact Residential (CR) and Medium Density Residential (MDR)** | | |
| *Unit Type* | *Automobile Parking*[1] | *Bicycle*[2] |
| Studios or One-Bedroom Units | 1 covered space per unit plus 0.5 spaces per unit required for visitor parking. | Two per 4 residential units, unless separate secured garage space is provided for each unit. The bicycle spaces shall be secure, covered, and located conveniently for residents and visitors. |
| Units with Two Bedrooms or More | 1.5 covered spaces per unit plus 0.5 spaces per unit required for visitor parking.<br>Each additional bedroom (over two) add 0.5 spaces per unit. | |
| 1. Motorcycle parking can substitute for up to 10 percent of parking requirement.<br>2. No use is required to provide a total of more than 50 bicycle spaces. | | |

**Page 3-28**

(A) **Parking Requirements by Land Use.** Each land use shall provide the number of off-street parking spaces as specified in the Chapter 27.30 of the Town of Windsor Zoning Ordinance except as noted in Table 3-5. ~~The required spaces may be reduced for mixed-use developments with shared parking, as specified in Table 3-5.~~ All districts are eligible for the shared-use parking reduction provided that they meet the eligibility requirements listed in Section 27.30.050(C)(1) of the Town of Windsor Zoning Ordinance. Additional parking requirement reductions for mixed-use developments with shared parking in the Town Center district are outlined in Table 3-5.

**Page 3-30**

Replace diagram with Figure 3-13 (page 3-25).

**Page 3-32**

DG-13 (4th bullet point):

- Consider a continuous arcade along the front façade and/or a small plaza to visually define store entries while ensuring sufficient clearance.

**Page 3-33**

DG-20 New transit oriented residential development should accommodate a diverse population. Units, as required by the development standards, should incorporate Universal Design[1] elements to be habitable and visitable by persons with disabilities. Such features include:

[1] Universal Design is a design approach that strives to make day-to-day living and home tasks possible and safer for everyone, allowing a person to remain independent for as long as possible. Additional resources can be found at the North Carolina State University Center for Universal Design website: http://www.ncsu.edu/www/ncsu/design/sod5/cud/.

- At least one entrance without steps and a flat or very low threshold. This entrance may be a rear entrance.

**Page 3-38**

DG- 37 Streets and pedestrian connections in the Downtown core should be lined with a consistent landscaping scheme and should:

- Visually unite the Downtown area, highlight open space, and signal key destinations.
- Provide two or more of the following pedestrian amenities per block: drinking fountain, bench, terracing/steps, public art, bike racks, or additional/specialty landscaping.
- Incorporate landscaping materials that are climate appropriate, drought-resistant and that require minimal irrigation and maintenance.
- Consider plants' height at maturity and potential future line-of-sight issues at intersections and pedestrian crossings.
- Support the development of large healthy trees and tree canopies by reducing concrete area and other barriers to root growth, consistent with Department of Public Works Guidelines.

## CHAPTER 4

**Page 4-2, Figure 4-1:**

Adjusted proposed Class 1 Bike Path to end at Bell Road proposed bridge (as it will not enter the SMART ROW).

**Page 4-3, Page 4-13**

Move Table 4-2 (currently on page 4-13) to page 4-3. Renumber tables (4-2 becomes 4-1) and table references in text and on figures.

**Page 4-4:**

CA-2: Implement a series of roundabouts at the following intersections in order to improve pedestrian connectivity and establish a distinctive design within the Downtown, as shown in Figure 4-~~2~~1. ...

**Page 4-5, Figure 4-2:**

Adjusted proposed Class 1 Bike Path to end at Bell Road proposed bridge (as it will not enter the SMART ROW).

**Page 4-7**

CA- 8 Establish bicycle lanes and routes that connect key destinations, by completing the proposed 2008 Windsor Bicycle and Pedestrian Plan lanes and routes, as shown in **Figure 4-2**. Where shared bike and car lanes ("sharrows") are proposed in conjunction with diagonal parking, consider back-in diagonal to minimize car and bicycle conflicts.

Reorder bullets in CA-12 as follows:

- Utilize the existing Windsor Creek culvert under the highway as a connection for pedestrians and bicyclists;

- Raise the freeway so the path could be closer to at-grade, looking to the Rohnert Park as an example;
- Improve the connection along the eastern edge of Highway 101 in conjunction with improvements to the Highway undercrossing at the Old Redwood Highway.
- Build a bridge over the freeway, looking to the Bridge crossing Interstate 580/80 in Berkeley as an example; or as a short-term option,

**Page 4-9**

... These estimates are based on ABAG and MTC projections of the amount of anticipated development within the station's capture area, including estimates of the amount of development within a one-half mile radius of the station<INSERT FOOTNOTE>. The projections assumed that transit-supportive development would occur surrounding the station area, though at somewhat lower levels than proposed by the Plan.

Footnote text: The Sonoma-Marin Area Rail Transit Project Final Environmental Impact Report used ABAG Projections 2000 and the MTC Model.

**Page 4-12, Figure 4-3:**

Project numbering on the map is updated to be consistent with Table 4-3 (changed from 1, 2 and 3 to 9, 11, and 10), and reference on the map to the Table is updated (5~~4~~-3).

Updated Figure 4-3 to show the extension of Bell Road extended through the Windsor Mill Project area, as shown in other maps.

**Page 4-13, Page 4-16**

Move Table 4-3 to follow Figure 4-3 (current page 4-13).

**Page 4-17:**

Because of the pedestrian friendly, mixed-use, high intensity nature of Downtown Windsor, many trips can be accomplished on foot, reducing the need for parking. The diverse mix of uses Downtown also promotes internal trips and enables people to park once to visit multiple destinations, further reducing parking need. Nonetheless, access by car will continue to be important for many people, including people accessing Windsor Station for the SMART rail commuter services. Providing adequate parking is also important for retail success and to reduce vehicle miles spent looking for parking. An integrated parking strategy that minimizes the need for constructing excessive parking, meets community and business owner desires for convenient access to the Downtown, and provides commuter access to Windsor Station is an essential component of the Plan.

...

The following goals and policies are aimed at managing parking and transportation demand, both to reduce traffic congestion, and to improve the quality of the pedestrian and bicycle environment. Parking standards have been developed for the Plan that focus on a shared parking and flexible approach and public parking options focus on on-street parking with a three key public parking lots identified that would serve Windsor Station. These include the existing commuter parking lot, and two new lots shown in Figure 4-3. Parking standards for cars, motorcycles, and bicycles are included in Chapter 3: Urban

Design and the Public Realm, Section 3.3 Development Standards. TDM measures consider a range of approaches appropriate for development in Downtown Windsor.

## CHAPTER 5

**Page 5-8**

Add a new policy EQ-5 and renumber subsequent policies.

EQ-5 Encourage new development to face creeks and streams and to promote public access to creeks, consistent with General Plan Policies C.2.2 and C.2.3. Further, consistent with the Town Zoning Ordinance, public access and visibility to creeks should be provided through roads adjacent to creeks, but outside of the creek setback.

EQ- 6 ~~Require that new development preserves oak trees to the fullest extent feasible.~~ Require new development to preserve trees identified in Chapter 27.36 of the Town Zoning Ordinance and restrict pavement and other encroachment within the Tree Protection Zone to ensure long-term survival. Any tree removal shall be consistent with the Tree Mitigation requirements of Chapter 27.36.

## CHAPTER 6

**Page 6-3**

PF- 1 Ensure that parks and public spaces in the Planning Area offer a diverse range of amenities and activities, such as: picnic areas; places to walk dogs; restrooms; children's play areas; sports fields; urban plazas with landscaping, paving, benches, and trees; a community center with City recreation programs and classes; senior playgrounds; and staging areas along trail networks where people can access bike and pedestrian trails.

**Page 6-5**

Delete last two sentences regarding the new elementary school.

**Page 6-12**

Insert new policy PF-9 and renumber subsequent policies:

PF-9: Actively pursue and secure additional water sources and supply for the town to meet the community's future water needs.

## CHAPTER 7

**Page 7-5, Table 7-1**

| **Table 7-1: Implementation and Phasing Plan** | | | |
|---|---|---|---|
| *Action* | *Department or Agency Responsible* | *Timeframe/Phasing* | *Estimated Cost* |
| ... | ... | ... | ... |

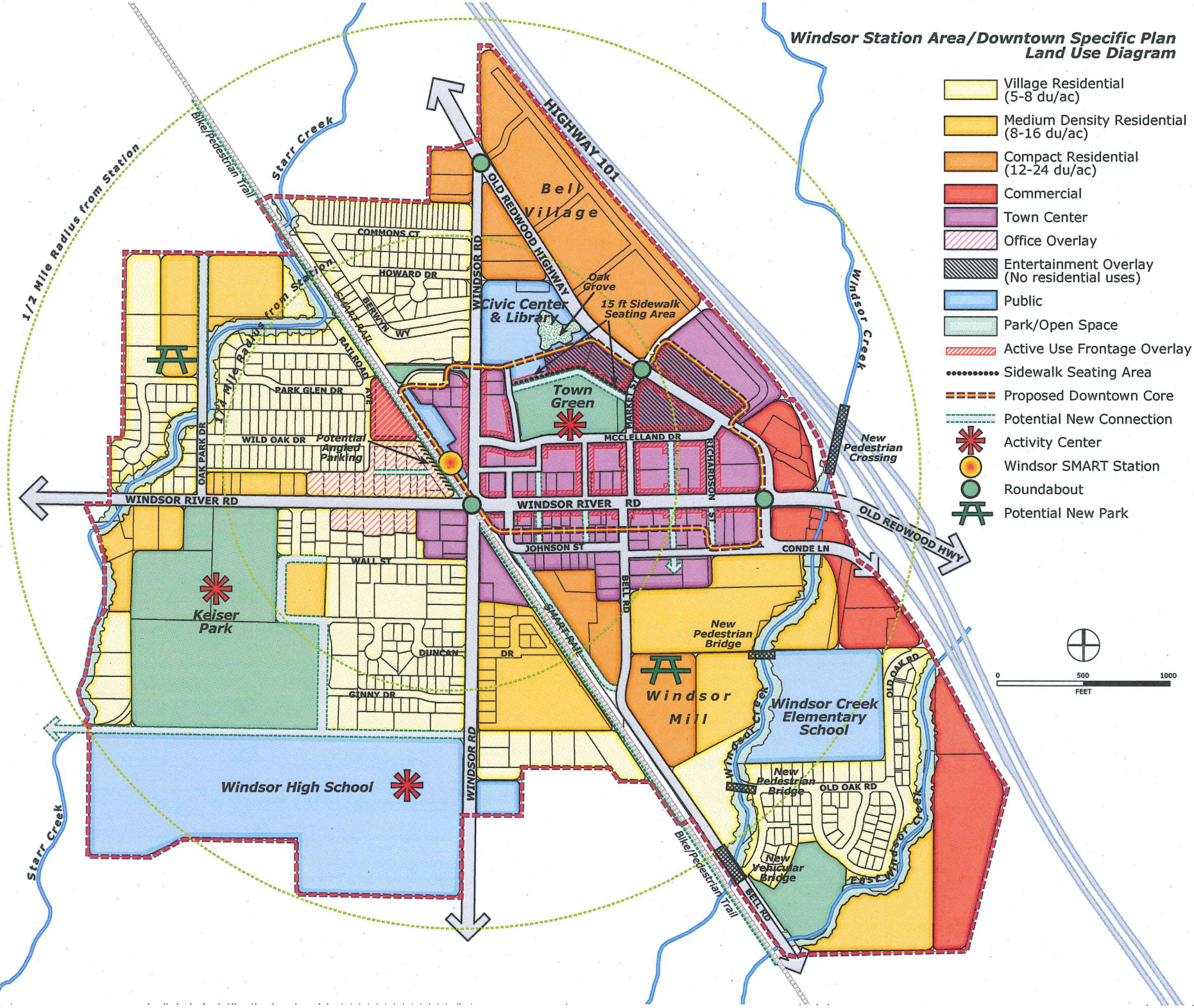
| Table 7-1: Implementation and Phasing Plan | | | |
|---|---|---|---|
| *Action* | *Department or Agency Responsible* | *Timeframe/Phasing* | *Estimated Cost* |
| Redesign Windsor Road/Windsor River Road Intersection and incorporate supplemental safety measures. Preference to the roundabout design solution. | Public Works, Planning, SMART, California Public Utilities Commission | 1 to 5 years | $2.6 million (modern single-lane roundabout)<br>$2.3 million (improve and reconfigure signalized intersection) |

**Page 7-13**

### *Metropolitan Transportation Commission Funding*

MTC serves as both the regional transportation planning agency and as the region's metropolitan planning organization (a federal designation). MTC has several grant programs including:

- One Bay Area Grant, which provides funding to support the Sustainable Communities Strategy and promote effective transportation investments that support focused development. It is proposed that 70% of these funds are spent on Priority Development Areas.
- ~~Transportation for Livable Communities, which supports projects that enhance community vitality and promote walking, bicycling and transit use.~~
- ~~Housing Incentive Program, which assists housing construction near transit hubs.~~
- ~~Low Income Flexible Transportation~~ Lifeline Program, which funds services that assist low-income residents travel to and from work, school and other essential destinations.
- ~~Safe Routes to Schools Program aims to increase the number of children who walk or bicycle to school by funding projects that remove barriers to such activities (e.g., lack of infrastructure, unsafe facilities, and lack of education and enforcement programs aimed at children, parents and the community at large).~~


Windsor Station Area/Downtown Specific Plan
Land Use Diagram
Village Residential (5-8 du/ac)
Medium Density Residential (8-16 du/ac)
Compact Residential (12-24 du/ac)
Commercial
Town Center
Office Overlay
Entertainment Overlay (No residential uses)
Public
Park/Open Space
Active Use Frontage Overlay
Sidewalk Seating Area
Proposed Downtown Core
Potential New Connection
Activity Center
Windsor SMART Station
Roundabout
Potential New Park
1/2 Mile Radius from Station
1/4 Mile Radius from Station
Bike/Pedestrian Trail
Starr Creek
HIGHWAY 101
OLD REDWOOD HIGHWAY
Bell Village
Oak Grove
15 ft Sidewalk Seating Area
Windsor Creek
COMMONS CT
HOWARD DR
BERWYN WY
WINDSOR RD
Civic Center & Library
SMART PLAZA
RAILROAD AVE
PARK GLEN DR
OAK PARK DR
WILD OAK DR
Potential Angled Parking
Town Green
MARKET ST
MCCLELLAND DR
RICHARDSON ST
New Pedestrian Crossing
WINDSOR RIVER RD
JOHNSON ST
CONDE LN
OLD REDWOOD HWY
WALL ST
Keiser Park
BELL RD
SMART RAIL
New Pedestrian Bridge
DUNCAN DR
GINNY DR
Windsor Mill
Windsor Creek Elementary School
OLD OAK RD
Windsor High School
New Vehicular Bridge
0
500
1000
FEET