



## Sonoma County Planning Commission STAFF REPORT

**FILE:** PLP19-0009  
**DATE:** March 10, 2022  
**TIME:** At or after 1:05 PM  
**STAFF:** Claudette Diaz, Project Planner

**A Board of Supervisors hearing on the project will be held at a later date and will be noticed at that time.**

### SUMMARY

**Property Owner:** Charles Sweeney  
**Applicant:** Scott Schellinger  
**Address:** 3750 North Laughlin Rd, Santa Rosa CA 95403  
**Supervisory District(s):** Four  
**APN:** 059-370-033  
**Description:** Request for a Specific Plan Amendment, Development Agreement, Use Permit, and Design Review for a 116,571 square foot, 85-foot-tall hotel with 165 guest rooms, conference facilities, and an estimated 176 seat rooftop restaurant located on a 3.52-acre site, southeast of the intersection of North Laughlin Road and Airport Boulevard.  
**CEQA Review:** Initial Study and Mitigated Negative Declaration  
**General Plan Land Use:** Light Industrial (LI)  
**Specific/Area Plan Land Use:** Airport Industrial Specific Plan and Comprehensive Airport Land Use Plan  
**Ordinance Reference:** 26-12 – Industrial Zones  
26-67 – VOH Valley Oak Combining District  
**Zoning:** Industrial Park (MP) 2-acre average (2 AC AVG) Valley Oak Habitat (VOH)



## **RECOMMENDATION**

The Permit Resource and Management Department (Permit Sonoma) recommends that the Planning Commission adopt a resolution recommending that the Board of Supervisors adopt an amendment to the Airport Industrial Area Specific Plan, adoption the Mitigated Negative Declaration and approve the Use Permit and Design Review request subject to the Conditions of Approval, and adopt an ordinance to enter into a Development Agreement with the project applicant.

## **EXECUTIVE SUMMARY**

The project proposes the development of a 165-room, six-story hotel with an estimated 176-seat rooftop restaurant within a single building. The building would have a gross floor area of 116,571 square feet and six floors. The building would include an indoor swimming pool, conference rooms, and dining area. Parking for the hotel would be available in 212 onsite parking stalls. Access to the parking lot and hotel would be provided via two driveways providing access off of North Laughlin Road with no direct access to Airport Boulevard proposed. The hotel would employ an estimated 45 employees with an estimated 30 employees for the rooftop restaurant.

Project construction would include earthwork, grading, paving, building construction, and the installation of underground utilities (including water, sewer, storm drainage, electrical and irrigation facilities). Sanitary sewage disposal would be provided by a connection to the Airport/Larkfield/Wikiup Sanitation District sanitary sewer system. Water for the building would be supplied from the Windsor Water District. There are 0.26 acres of seasonal wetlands onsite that would be filled as part of the project and conservation credits have been previously purchased to offset this loss.

An amendment to the Airport Industrial Area Specific Plan is requested as part of this project to allow flexibility in design standards provided the project receives Design Review approval, approval of a Use Permit, and in cases where an exception to the height standards is requested, issuance of a No Hazard Determination by the FAA. Specifically, the amendment is necessary to allow the proposed building to exceed a height of 28 feet as required by the Specific Plan and to allow a reduced setback from Airport Boulevard where 85 feet are currently required from the road right-of-way and to allow for the proposed development to exceed 5% of commercial floor area.

The proposed Development Agreement would include a contribution in funding for a new fire engine, road and intersection improvements, entryway improvements for the Sonoma County Airport, and, a dedication of public right of way along the subject site's frontage with Airport Boulevard.

An Initial Study was prepared pursuant to the California Environmental Quality Act, and the project's potential environmental impacts have been analyzed. A Mitigated Negative Declaration (MND) is proposed which finds that potential environmental impacts have been fully mitigated to less-than-significant levels. All mitigation measures have been incorporated into the project Conditions of Approval. The MND was first circulated through the State Clearinghouse and noticed for public review and comment from August 12, 2021 through September 13, 2021 with comments received from the California Department of Fish and Wildlife (CDFW). The MND was circulated for a second time, including a response to CDFW's comments from February 7, 2022 through March 9, 2022. In response to CDFW's comments regarding the Biological Resource section mitigation measures (MM)-3 Special- Status Plant Species, MM-4 Burrowing Owl, MM-5 American Badger, and MM-6 Avoid or Minimize Potential Impacts to Nesting Birds, were revised to adequately address their comments. No other public



comments were received during the comment period. One letter of public support was received in response to the proposed project.

**PROJECT SITE AND CONTEXT**

***Project Site***

The project site is undeveloped but does contain one 35,315 square foot gravel building pad and a concrete sidewalk along the northern parcel boundary. The project site was part of the Andromeda Constellation Subdivision, a phase of the Westwind Business Park. Approximately 0.28 acres of the project site has been previously developed and landscaped along the northern property line as part of the Westwind Business Park improvements. These improvements include a small developed and landscaped area along the northern parcel boundary consisting of planted landscape trees and a concrete sidewalk that provides pedestrian access along Airport Boulevard.

The majority of the project site contains non-native annual grassland. The project site contains 0.26 acres of seasonal wetlands occupying depressions in previously graded pad areas. The project site was subject to a jurisdictional wetland delineation and regulatory permitting process to fill wetlands in the late 1990s and early 2000s; mitigation bank wetland credits were purchased, and portions of the site were graded and filled in 2003. An additional 0.26 acres of seasonal wetlands have formed since then. Vegetation in these areas consist mostly of California semaphore grass and perennial ryegrass. In 2017 new 404 permit and 401 water quality certification applications to fill 0.26 acres of wetlands and the purchase of additional wetland mitigation credits from an approved mitigation bank has been completed.

The site has one storm drain inlet near the northeast corner of the project parcel that flows west via an existing 36” storm drain and enters the Sonoma County drainage network. The project site generally slopes to the northeast, with two existing flow lines which direct flows to the north and east (to the existing storm drain inlet) and to the east and north (to the existing storm drain inlet), where it enters public stormwater infrastructure. The project site is generally flat, ranging from 114 to 120 feet above mean sea level.

***Area Context and Surrounding Land Uses***

The 3.52-acre site is surrounded by Industrial Park (MP) 2-acre average (2 AC AVG) zoned parcels with Public Facilities (PF) to the west. The site is located in unincorporated Sonoma County, 1 mile west of Highway 101 (US 101) and approximately 1,000 feet east of Charles M. Schulz Airport – Sonoma County Airport (Sonoma County Airport). US 101 provides regional access to the project site. The project site is located at the southeastern corner of the intersection of North Laughlin Road and Airport Boulevard. The project parcel is part of the Westwind Business Park and is one of three remaining vacant parcels located in a largely developed area with industrial and office uses.

The project site fronts along Airport Boulevard to the north with a thermal processing equipment manufacturer to the north across Airport Boulevard, vacant land to the east, an optical filter manufacturer to the south, and North Laughlin Road and a plastic molding manufacturer to the west.

Direction	Land Uses
North	Airport Boulevard and Business Park
South	Business Park



**Sonoma County Permit and Resource Management Department**  
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<b>East</b>	Business Park
<b>West</b>	North Laughlin Road and Charles M. Schulz- Sonoma County Airport

***Significant Applications Nearby***

A Planning Project, PLP21-0002, includes a Design Review, Voluntary Merger, Lot Line Adjustment, and Certificate of Modification application, was submitted in February of 2021 and is currently undergoing environmental review. The project site is located on a vacant undeveloped site comprised of 10 parcels, spanning over 41+ acres in size, north of Airport Boulevard, east of Skylane Boulevard, and west of Brickway Boulevard. The project proposes a new 181,500 square foot delivery warehouse to serve an Amazon operation.

DRH21-0009, a Design Review application, for a new 129,000 square foot e-commerce warehouse, was submitted in November 2021. The project site is located across three parcels, totaling 8.45 acres in size. The project site is located south of Airport Boulevard, west of Brickway Boulevard. The project is currently in “Incomplete” status, meaning additional materials are required in order to process the application.

An update to the Airport Industrial Area Specific Plan is currently in process. The update would not have a significant effect on the project’s analysis or approval as the land use and zoning for this site are not proposed to change in the Preferred Alternative for the Airport Area Specific Plan update.

***Access***

Primary access and egress for vehicles and trucks would be a driveway from North Laughlin Road. The driveway would allow for two-way traffic to enter and exit the site. Secondary access would be provided via a driveway in the southwestern portion of the site, also along North Laughlin Road. No direct access is proposed from Airport Boulevard. A secondary access point is available via a second driveway. Emergency fire services would be able to access the building both from Airport Boulevard and via the project driveway.

***Wildfire Risk***

The project parcel is located in an urbanized area and is not located in or near a state responsibility area or lands classified as very high fire severity zone. The project site is within the Sonoma County Fire District and will comply with all Fire Code requirements.

***Water/Wastewater/Utilities***

Sanitary sewage disposal would be provided by a connection to the Airport/Larkfield/Wikiup Sanitation Zone (ALWSZ) sanitary sewer system. Water for the building would be supplied from the Windsor Water District and the project water line will connect to an existing water main at the corner of North Laughlin and Airport Boulevard. Public services have adequate capacity to serve the proposed project.

***Agricultural Conditions/Land Encumbrances/Contracts***

The project site contains a 15-foot waterline easement, a 10-foot PG&E easement and 10 foot gas line easement are located on the southern portion of the site. An avigation easement, Document #1986071318, recorded September 10, 1986, Sonoma County Records, states that owners may not construct a building that would extend higher than 150 feet above existing ground level. This easement discloses the proximity to the operating airport and the high noise levels generated by aircraft operations.



## **PROJECT DESCRIPTION**

The proposed project would involve the development of a 165-room, six-story hotel with a 176-seat rooftop restaurant in a single building. The building would include an indoor swimming pool, conference rooms, and dining area. Parking for the hotel would be available onsite through 212 parking stalls. Access to the parking lot and hotel would be provided via two driveways on North Laughlin Road. The project site would not connect directly to Airport Boulevard. The hotel would employ an estimated 45 employees and the rooftop restaurant an estimated 30 employees. Figure 1 shows the project site plan.

The footprint of the hotel would be L-shaped, with a length of 280 feet, 70-to-100-foot wide, and set back 25 feet and oriented perpendicular to Airport Boulevard. The building would have a gross floor area of 116,571 square feet and six floors. The main entrance to the hotel would be on the eastern façade of the building, facing North Laughlin Road. Adjacent to the covered entrance is a 1,642 square foot outdoor seating area. The ground floor of the proposed building would contain an entrance lobby, kitchen, bar/café, lounge area, two meeting/conference rooms, offices for employees, indoor pool and spa (hot tub), and restrooms for a total of 24,426 square feet. Floors 2-5 would be organized according to the same general floor plan and contain 35 rooms arranged around a central hallway. The elevators and other service areas would be located towards the middle of each floor. The sixth floor would contain 17 rooms, outdoor deck, and the rooftop restaurant.

An amendment to the Airport Industrial Area Specific Plan is proposed to Sections V. *Land Use and Open Space Element, B. Industrial Park Areas, 2: Allowable Uses* and V. *Land Use and Open Space Element, B. Industrial Park Areas, 4. Site Development Standards: Height of Structures* to allow for flexibility in design standards provided the project receives Design Review approval, approval of a Use Permit, and in cases where an exception to the height standards is requested, issuance of a No Hazard Determination by the FAA. The proposed amendment would allow for the proposed building to exceed a height of 28 feet as required by the Specific Plan, allow for a reduced setback from Airport Boulevard where 85 feet are currently required from the road right-of-way, and allow for the proposed project to exceed 5% of floor area.

The proposed Development Agreement includes public benefits to provide funding to the Sonoma County Fire District (SCFD) to allow for the purchase of a new fire engine and the dedication and maintenance of County right-of-way, and funding for road and intersection improvements and entryway improvements for the Sonoma County Airport.

### ***Development Agreement***

Development Agreements (DAs) are detailed contracts entered into by the County and a developer to define specific terms associated with a development proposal. DAs define a project's scope and the rules, regulations, commitments, and policies that apply to the project for a specific period of time. Overall, the purpose of the DA is to strengthen the public planning process by encouraging creativity and flexibility to achieve comprehensive planning goals, while providing regulatory and fiscal assurance to a prospective developer. For developers, the advantage of a DA is that entitlements can be locked in for a prescribed time, thereby providing the developer/investor certainty over what local rules and regulations will govern their project going forward. A DA reduces the risks associated with development; as a result, the County may obtain public benefits beyond those that could be gained through existing ordinances and regulations.

The project proposes a Development Agreement (DA), which includes public benefits to provide funding to the Sonoma County Fire District (SCFD) to allow for the purchase of a new fire engine and the dedication and



maintenance of County right-of-way, and funding for road and intersection improvements and entryway improvements for the Sonoma County Airport.

To help fund the purchase of the new fire engine, the applicant will be paying a \$250,000 developer funding obligation to fund the fire engine and public safety programs, in addition to the adopted fire impact fee, which imposes a fee of \$1.26 per square foot.

The DA will include a right of way easement to certain portions of the project site which front Airport Boulevard for use in connection with the expansion of Airport Boulevard and associated improvements at the intersection of Airport Boulevard and North Laughlin Road. The applicant will maintain and repair the landscaping and sidewalks along this frontage.

As required by the Financing Goals established in the Airport Industrial Area Specific Plan, a fair share contribution of \$146,000 will be provided to go towards the cost of future intersection improvements of Airport Boulevard/ North Laughlin Road-Skylane Boulevard Intersection. This contribution would support the public benefit for funding future improvements to the Airport Boulevard and North Laughlin Road intersection and Sonoma County Airport entranceway and maintenance of public improvements.

The proposed DA (Attachment 2) was agreed upon after negotiation between the County and applicant to ensure a public benefit would be provided that would exceed those required by existing ordinances and regulations. The DA will provide greater certainty in the development approval process by vesting rights to develop.

### ***Frontage Improvements***

Frontage improvements along North Laughlin Road and Airport Boulevard were previously made during the original business park subdivision (MJS02-0002). Proposed improvements include sidewalks and landscaping. The sidewalk along North Laughlin Road would be altered and improved as part of project construction. The existing bus stop located eastbound on Airport Boulevard would be improved as part of the project per the request of Sonoma County Transit. As a Condition of Approval, the applicant is required to provide right-of-way to the County to allow for the future construction of a signalized intersection or a 132-foot inscribed circle diameter roundabout at the intersection of Airport Boulevard and North Laughlin Road.

### ***Parking Lot***

The project would include construction of a parking lot surrounding the hotel building and connects to North Laughlin Road via one driveway. Parking is located on the eastern, southern, and western sides of the building. The developed area would total approximately three acres of impervious area. The project proposes a total of 212 vehicle parking spaces and 20 bicycle parking spaces for the hotel, restaurant, and meeting/conference rooms. This includes 198 standard parking spaces, 8 electric vehicle charging stations, and 7 ADA accessible spaces. Parking is located on the eastern, southern, and western side of the building. If provided and agreed to, this offsite parking would occur within the paved and striped parking lot on the parcel to the south (APN 059-370-003). Parking analysis is found in Attachment 9.

### ***Landscaping***



A combination of native and non-native trees, shrubs, and plants would be used around the site, including on the perimeter of the site along North Laughlin Road and Airport Boulevard. Large shrubs and trees would be used in the parking lot landscape islands. Approximately 21% of the total lot area will be landscaped. Six different tree species and sixteen different shrub and plant varieties are proposed. A ‘living wall’ covered with creeping fig (*ficus pumila repens*) is proposed along the project’s frontage on Airport Boulevard.

**Water & Sewer**

The project would receive water service from the Town of Windsor’s municipal water system. Domestic wastewater disposal would be provided by the Airport/Larkfield/Wikiup Sanitation District. As a part of the Andromeda Constellation Subdivision (MJS02-0002) a Will Serve letter was required and provided stating its ability and willingness to provide water service to the project area.

**Construction**

Project construction would include earthwork, grading, paving, building construction, and the installation of underground utilities (including water, sewer, storm drainage, electrical and irrigation facilities). Sanitary sewage disposal would be provided by a connection to the Airport/Larkfield/Wikiup Sanitation District sanitary sewer system. Water for the building would be supplied from the Windsor Water District. The proposed construction and improvements would disturb approximately four acres. The 0.26 acres of seasonal wetlands would be filled as part of the project and conservation credits have been previously purchased to offset this loss.

**Project History**

The table below summarizes key project milestones and events.

Date	Project Event/Milestone
03/05/2019	Request for a use permit and design review to allow for a 116,571 square foot hotel and restaurant on a 3.52-acre parcel.
03/25/2019	Early neighborhood notification sent to neighboring parcels within 300 feet of parcel boundaries
03/15/2019	Project referred to applicable agencies and AB 52 referral
08/07/2020	Application is amended to include an amendment to the Airport Industrial Specific Plan for development and design standards.
08/07/2020	FAA provides a determination of No Hazard to Air Navigation to the project
06/16/2021	DRC grants preliminary approval, with recommendations for minor design improvements
06/18/2021	ALUC determination of consistency with Comprehensive Airport Land Use Plan
08/12/2021	Mitigated Negative Declaration Circulated
09/13/2021	Mitigated Negative Declaration Comment Period Closed
02/07/2022	Mitigated Negative Declaration Re-Circulated
03/09/2022	Mitigated Negative Declaration Comment Period Closed
02/28/2022	Public Notice for Planning Commission
03/10/2022	Planning Commission Hearing



Final review and decision by the Board of Supervisors and the final Design Review Committee hearing will occur at separate hearings yet to be scheduled.

### **General Plan and Area Plans**

Applicable General Plan and Area Plan policies:

*General Plan Land Use Element Policies **Policy for Limited Industrial Areas:** The "Limited Industrial" land use category provides sites for development to meet service and employment needs where the range or scale of industrial uses is limited. Factors that may limit these uses are lack of public services, incompatible adjacent land uses, and adverse environmental impacts. Industrial parks are included in this category as well as land extensive industrial development. This category also may provide locations for workforce housing for persons employed in adjoining businesses.*

***Permitted Uses:** Limits on the range or intensity of industrial uses vary by location. Permitted uses may be expressed in the Land Use Policies for the Planning Areas or Specific Plans for industrial areas.*

***Permitted Development Intensities and Criteria:** Structures are generally not expected to cover more than 50 percent of the site or exceed sixty-five feet in height. Additional height may be considered if a reduction in coverage is provided that results in no overall increase in building intensity.*

### General Plan Air Transportation Element Policies

***Policy AT-1e:** Refer proposed projects which include requests for General or Specific Plan amendment, changes to the Development Code, and changes to local building regulations to the Airport Land Use Commission for determination of consistency with the Comprehensive Airport Land Use Plan for Sonoma County prior to review by the appropriate County decision making body.*

### Comprehensive Airport Land Use Plan

Implementation of the proposed project will require amendments to the Sonoma County Airport Industrial Area Specific Plan. These amendments were referred to the Airport Land Use Commission who found the project to be consistent with the CALUP on June 18, 2021.

### Airport Industrial Area Specific Plan

The project is within the boundaries of the Airport Industrial Area Specific Plan. The project's consistency with the Airport Industrial Specific Plan and the proposed Specific Plan Amendment are discussed further below.

The project site has a General Plan land use designation of Limited Industrial (LI), which provides for development for service and employment needs where the range or scale of industrial uses is limited. The General Plan states that limits on the range or intensity of industrial uses varies by location and the County Code further defines the uses permitted in the category.

The project is located within the Airport Industrial Area Specific Plan (Specific Plan) boundaries. Implementation of the proposed project will require amendments to the Specific Plan to accommodate for proposed height and reduced setbacks. The proposed project is not consistent with height and yard setback standards required by the Specific Plan due to the lack of flexibility in site development standards.



On June 18, 2021, the Airport Land Use Commission held a duly noticed public hearing reviewed the proposed Specific Plan Amendment, Use Permit and Design Review for the Hyatt Hotel Project and made a determination that the proposed amendment to the Airport Industrial Specific Plan is consistent with the Comprehensive Airport Land Use Plan and consistent with the General Plan.

The proposed amendments would introduce the flexibility necessary to adapt to current markets and allow design to evolve to reflect contemporary practices while ensuring air travel and air safety are not negatively impacted.

**Zoning**

The project would also be consistent with Sonoma County Code Section 26-12-030 to -040 (Industrial Zones.) which allows for the development of hotel, motel, and resort lodging as a conditional use. The table below summarizes the development standards that apply to the site as outlined in the Sonoma County Zoning Ordinance, the existing and proposed development, and whether the project is consistent with the Zoning Ordinance. Inconsistencies with the Zoning Ordinance are discussed below.

Standard	Ordinance	Specific Plan	Existing Condition	Proposed Project
<b>Lot Area</b>	1 acre minimum	1 acre minimum	3.52 acres	3.52 acres
<b>Land Use</b>	Industrial Park	Industrial Park	Vacant	Hotel
<b>Residential Density</b>	N/A	N/A	Vacant	N/A
<b>Front Setback</b>	As established by specific plan	85' (required for lots bordering Airport Blvd, can be reduced to 55' if entire setback is landscaped)	N/A	40' average with 25' minimum
<b>Side Setback</b>	As established by specific plan	10'	N/A	117'
<b>Corner Setback</b>	As established by specific plan	40'-0" average with 25'-0" minimum	N/A	149'
<b>Rear Setback</b>	10'-0"	10'-0"	N/A	81'
<b>Height</b>	65'-0"	28'-0" (including all rooftop equipment) 50'-0" (including all equipment)	N/A	85'-0"*
<b>Building Intensity</b>	4,983,264 cubic feet	2,146,636.8 cubic feet	N/A	1,618,076 cubic feet <i>See Building Intensity below.</i>
<b>Commercial Floor Area Ratio</b>	None	5%	N/A	~43% <i>See Commercial Floor Area Ratio discussion below</i>
<b>Lot Coverage %</b>	50%	50%	0%	13.4%



<b>Parking Spaces</b>	220	Dependent on base zoning	None	212 <i>See Parking discussion below.</i>
* Increased building height permitted under Section 26-18-040 so long as the building does not exceed the maximum allowed building intensity in the applicable zone. See Height discussion below for additional details.				

**Other Development Regulations or Guidelines**

Valley Oak Habitat

The project site is within the Valley Oak Habitat combining district; no Valley Oaks exist at the site, there is one planted on adjacent parcel near the southeastern corner of the project sites, but it would not be removed as part of the project.

**Federal Aviation Administration (FAA)**

The FAA is tasked with ensuring air safety and preserving the National Airspace System. Due to the height of the proposed structure and proximity to the Sonoma County Airport, a Notice of Proposed Construction or Alteration (7450 Form) was submitted to the FAA. The FAA has conducted an aeronautical study under the provisions of 49 U.S.C. Section 44718 and Title 14 of the Code of Federal Aviation Regulations (F.A.R.), Part 77, and issued a determination of No Hazard to Air Navigation for the project on 8/07/2020. A determination of No Hazard to Air Navigation means that the proposed construction does not exceed obstruction standards and would not be a hazard to air navigation. The determination also stated that mitigating measures such as marking/lighting are not required.

**ANALYSIS**

**General Plan Consistency**

The proposed project is consistent with the General Plan land use designation of Limited Industrial and policies related to meeting service and employment needs where the range or scale of industrial uses is limited. Sonoma County Airport currently lacks lodging and hospitality services for passengers and air crews, and the proposed project will provide these needed services. The project is also consistent with the applicable policies contained in the Sonoma County General Plan related to avoiding or mitigating an environmental effect, including:

- Preservation of biotic resource areas and scenic features (General Plan Goal LU-10, Objective LU-10.1, Goal-OSRC, Objective OSRC-1.2, Objective OSRC-1.4, Policy OSRC-1f) The project would be consistent with regulations pertaining to avoiding biotic resources and would also be largely consistent with regulations designed to maintain the scenic qualities of the area.
- Air transportation (General Plan Policy AT-1e). The project includes a request for a specific plan amendment and has been referred to the Airport Land Use Commission who determined that the proposal was consistent with the CALUP on June 18, 2021.



- Nighttime lighting and preservation of night time skies and visual character (General Plan Goal OSRC-4, Objective OSRC-4.1, Objective OSRC-4.2, Policy OSRC-4a, Policy OSRC4c): The project would use dark sky compliant style lighting, and would comply with County requirements regarding placement, shielding, and light levels to prevent spill over, glare and unnecessary nighttime light pollution.
- Protect the County’s natural habitats (General Plan Goal OSRC-7, Objective OSRC-7.1, Objective OSRC-7.7, Policy OSRC-7e, Policy OSRC-7g, Policy OSRC-7h, Policy OSRC-7k, Policy OSRC-7m, Policy OSRC-7o,):
- Waste water (General Plan Policy LU-8): The project would comply with regional waste discharge requirements and County regulations to minimize storm water, surface water and groundwater pollution including utilization of BMPs.

### ***Comprehensive Airport Land Use Plan Consistency***

The project is subject to the Comprehensive Airport Land Use Plan (CALUP) and complies with the applicable standards related to safety, height, occupancy, noise, and open space.

### ***Airport Safety Zones***

The project is located approximately 2,000 feet from the nearest runway, Runway 14/32, and is located within the Traffic Pattern Zone (TPZ) –A. TPZ allows for a maximum population density of 150 person per acre within structures, a maximum of 200 persons per acre not within structures, but no more than 800 persons total within a single acre, which shall not be exceeded by the proposed development. TPZ-A requires a minimum of 15% amount of usable open space, while also discouraging schools, auditoriums, amphitheatres, and stadiums. TPZ-A limits large day care centers, hospital, and nursing homes. The proposed use is compliant with the current configuration of the airport safety zones.

### ***Height***

The project lies within the horizontal surface per F.A.R. Part 77 Airspace surfaces, which limits structures to 150 feet from above airport elevation of 128.8 feet. The proposed project will be 85 feet tall, above ground level, which does not exceed obstruction standards.

See additional *Height* discussion under Zoning Consistency below.

### ***Occupancy***

The proposed project includes meeting/conference room facilities, a 176 seat rooftop restaurant, and a 165 rooms. The total occupancy for the meeting room is 150 persons. The estimated maximum total for the restaurant is 150-176 persons. The hotel would employ an estimated 45 employees and the rooftop restaurant an estimated 30 employees. The occupancy standards within the TPZ-A zone are as follows:

Uses in structures: 150 persons per acre

Uses not in structures: 200 persons per acre

Maximum persons in a single acre: 800 per acre



The use shall not exceed the indoor population density limits listed above. This limit is applied to the net land area of the portion of the property to be developed. This area includes the privately owned property proposed for structures, landscaping, parking, driveways, walkways, utilities and other accessory uses directly related to the indoor uses, and land required to be dedicated to public streets as a condition of project approval but does not include land which is already in publicly-owned vehicular right-of-way or which will be open space, undeveloped or in agricultural use.

To determine the concentration of people on this site, a standard occupancy rate for hotels of 1.4 persons per room was applied. The current site is approximately 3.52 acres in size, which results in a maximum of 528 persons per acre within structures (3.52 acre site X 150 persons per acre in structures). The parcel in its entirety is proposed to be developed. This area includes the 24,426 square foot structure footprint, landscaping, parking, driveways, walkways, utilities, and other accessory uses related to the indoor use, resulting in 3.52 acres or 153,331 square feet of development.

Multiplying 165 rooms X 1.4 persons per room results in 231 persons. At full capacity, including all seats located within the restaurant, bar, and outdoor patio, a total of 242 seats would be occupied (*The Use Permit is for a 176-seat restaurant. This calculation is based off restaurant and bar at full capacity.*) The total occupancy from the restaurant, hotel rooms, meeting/conference rooms, and employees, would result in 698 persons at full capacity (213 persons for hotel+ 242 persons for restaurant/bar+150 per meeting/conference room+ 75 employees). Using the concentration calculations provided in Appendix D of the Comprehensive Airport Land Use Plan, the maximum number of persons actually expected to be present at any one time is 50%. Applying the 50% to the 698, results in 349 persons per acre, which is below the maximum of 528 persons per acre.

ALUC reviewed this project on June 18, 2021, and acknowledged the maximum occupancy of nearly 700 persons at full capacity. Applying the allowed populations density and Appendix D “Methods for Determining Concentrations of People”, the resulting number of 349 persons per acre is found to be consistent with the CALUP.

### Noise

The proposed project lies partially within the 55-60 CNEL noise contour. Under this contour, the proposed use, which falls under the hotel and motels category, is an acceptable and compatible use.

### Open Space

The Traffic Pattern Zone requires a minimum of 15% of the gross area to be used as usable open space. Usable open space must be at least 300 feet long by 75 feet wide to be considered usable. Parking lots or recreation areas are considered acceptable. The proposed parking lot meets the open space requirement by providing parking and associated landscaping on-site, totaling approximately 130,000 square feet of open space of the 3.52 acres.

### ***Airport Industrial Area Specific Plan Consistency***

Implementation of the proposed project will require amendments to the Sonoma County Airport Industrial Area Specific Plan. The Airport Industrial Specific Plan includes broad goals and policies related to the economic importance (in particular, “Activities which provide for the convenience goods and services needs of the airport industrial area”), and visual and natural resource preservation standards that apply to projects in the area. The



proposed project includes design features that would generally be consistent with these Airport Industrial Specific Plan standards.

- The project is not located in a visual or scenic corridor, riparian corridor, or unique biotic resource area. The project would minimize alterations or damage to identified natural values including specimen trees.
- The structure would provide an effective visual buffer between heavy manufacturing activities and Airport Boulevard.
- The proposed project would be designed to be harmonious with the local setting and with neighboring developments and would be subjected to in multiple design reviews.
- Lighting would be consistent with the Airport Industrial Specific Plan, offsetting glare and used to highlight the entrances to the project site
- Parking would not be allowed on any public streets and would be screened from public view by vegetation planting around the vicinity.

The proposed project is not consistent with height and yard setback standards for the Industrial Park Land Use and cannot be found consistent due to the lack of flexibility in site development standards. This lack of flexibility is inconsistent with the stated goal for the plan to encourage private market implementation, support continued development of the Sonoma County Airport, and provide adequate land for support commercial land uses. Additionally, these standards lack the flexibility necessary to adapt to current markets, and allow design to evolve to reflect contemporary practice. While the project would amend the specific plan, it is generally consistent with applicable goals related to land use planning and development, including formulating land use policies oriented to private market implementation, providing adequate land area to accommodate land uses, which may be needed to support operations of primary planning area uses, and providing a plan framework. This allows individual landowners to develop their land efficiently and independently in a manner harmonious with a comprehensive land use plan for the area.

The project and specific plan amendment discussed in more detail below, was referred to the Airport Land Use Commission who found the project to be consistent with the CALUP on June 18, 2021 (see Attachment 11).

### Land Use

***V. Land Use and Open Space Element, B. Industrial Park Areas, 2. Allowable Uses:*** “All permitted uses listed in the Sonoma County Zoning Ordinance for the MP-Industrial Park District are allowable. These include non-nuisance manufacturing, processing, assembling, fabricating, refining, repairing, packaging, testing, warehousing, disturbing, research, administrative and professional activities, fitness and gymnastic centers, and childcare facilities. In addition to these uses, certain commercial support activities such as finance, retail, and service businesses (including restaurants) which are directly related to needs generated within the planning area and the County airport may be allowed under a conditional use permit. Such commercial support uses shall be allowed only as components of industrial park development plans of 15 acres or more in area, and should comprise no more than 5 percent of the total floor space in such development plans.”

Charles M. Schulz—Sonoma County Airport currently lacks lodging and hospitality services for passengers and air crews, and the proposed project will provide these needed services. The requirement for commercial support



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activities to be components of large-scale industrial park development plans with a limitation of under 5% of floor space essentially prevents development of lodging and hospitality services necessary for the airport to attract additional carriers and expand as a regional air transportation hub. The Specific Plan Amendment component of this project proposes to remove this requirement. Additionally, General Goal 8 clearly states a desire for market driven outcomes as the Airport Industrial Area is built out, stating: “Provide for the timing of planning area absorption to be primarily dependent upon private market conditions.” and there are few undeveloped parcels remaining that could meet the 15-acre size required by the current Industrial Park Area use standards.

The specific plan amendment proposes the following changes to **V. Land Use and Open Space Element, B. Industrial Park Areas, 2.** Allowable Uses (amendment language shown in underline and strikethrough):

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

#### *Development Standards*

**V. Land Use and Open Space Element, B. Industrial Park Areas, 4. Site Development Standards: Height of Structures:** *Structures shall not exceed 28 feet in height at any building setback line. Between the 25-foot minimum and 40-foot setback lines, structures shall not exceed 28 feet in height. For each foot of setback interior to the 40-foot building setback line, an additional 6 inches of building height shall be permitted; the total height shall not exceed 50 feet. Additional height may be permitted under stringent special use permit procedures only. Heating, cooling, and other roof equipment should be included in these building height restrictions.*

**Setbacks:** *Industrial park lots bordering Airport Boulevard shall have an 85-foot minimum building setback from the road right-of-way. The 30 feet nearest the property line shall be reserved as a landscaped area, as diagrammed in Figure 10. This 30-foot setback shall be landscaped according to specifications set forth in an Airport Boulevard landscape master plan (refer to Section VI.B.4.b). Parking may be permitted within the remaining building setback provided that an additional 10-foot planting strip is provided between paved parking lots and the fronts of structures. In lieu of the above setback, a 60-foot average, 55-foot minimum setback may be approved by the Design Review Committee provided the entire setback is landscaped.*

The proposed project is not consistent with height and yard setback standards for the Industrial Park Land Use, and cannot be found consistent due to the lack of flexibility in site development standards. This lack of flexibility is inconsistent with the stated goal for the plan to encourage private market implementation, support continued development of Charles M. Shultz Sonoma County Airport, and provide adequate land for support commercial land uses. Additionally, this standard lacks the flexibility necessary to adapt to current markets, and allow design to evolve to reflect contemporary practice.

Section IV. Plan Goals, C. Land Use Goals of the Specific Plan includes the following goals applicable to land use planning and development:



12. Provide adequate land area to accommodate supportive or secondary land uses which may be required to support the operations of primary planning area uses (support commercial, maintenance, or ancillary types of operations).
13. Maintain compatibility between planning area land uses and Sonoma County Airport activities. Ensure that planning area development actions are consistent with the safety policies and land use/noise compatibility criteria of the Airport Land Use Commission, and the height limitation formulas of the Federal Aviation Administration.
16. Formulate land use policies oriented to private market implementation.
17. Provide a plan framework which allows individual landowners to develop their lands efficiently and independently, but in a manner which is harmonious with a comprehensive land use plan for the area.

The project includes a specific plan amendment to allow flexibility in design standards (amendment language shown in underline and strikethrough):

*V. Land Use and Open Space Element, B. Industrial Park Areas, 4. Site Development Standards:* “The following standards are established by this plan to provide ~~minimum~~ guidelines for development of planning area parcels. They are intended to create a uniformity of quality design within the industrial park area while allowing enough flexibility to encourage innovative building and site design. Exception to these standards may be allowed upon Design Review approval and issuance of a Use Permit. A valid Determination of No Hazard to Air Navigation issued by the Federal Aviation Administration is required prior to Design Review hearing for any project requesting an exception to height standards.”

*IX. Specific Plan Relationship to Local Policies, A. Sonoma County Airport Land Use Commission Policies #2:* ~~No s~~ Structures may exceed the height limits or building coverage allowed by the plan, provided the project has obtained a valid Determination of No Hazard to Air Navigation issued by the Federal Aviation Administration, Design Review approval by the Sonoma County Design Review Committee and issuance of a Use Permit. even with special use permit approval.

### **Zoning Consistency**

The project is consistent with Sonoma County Code Section 26-12-030 through 040 (Industrial Zones.) which allows for the development of hotel, motel, and resort lodging as a conditional use in the Industrial Park (MP) zone. In addition, the project would be consistent with Article 67 (VOH Valley Oak Habitat Combining District) to “protect and enhance valley oaks and valley oak woodlands” as no valley oak trees are proposed to be removed.

### **Combining Zones**

The project site is within the Valley Oak Habitat (VOH) combining zone. The project is consistent with Section 26-67- Valley Oak Habitat Combining District of the Sonoma County Code as it does not propose the removal of any Valley Oaks and would comply with the County’s Tree Protection Ordinance.

### **Building Intensity**

This project applies the building intensity calculations included in Section 26-12-040(M) of the Sonoma County Code.



M. Maximum Building Intensity.

1. Definition. Maximum building intensity is the maximum volume of structures permitted on a lot, as expressed in cubic feet.
2. Calculation. Maximum building intensity is calculated by multiplying the maximum permitted building height by the maximum square footage of lot coverage permitted on a lot.
3. Example. If a lot is ten thousand (10,000) square feet and the maximum permitted height in the applicable zoning district is thirty feet (30') and the maximum permitted lot coverage is forty percent (40%), the maximum building intensity equation would be  $(.4 * 10,000) * 30$  and the maximum intensity would be 120,000 cubic feet.
4. Relationship to Use Permits. Height or lot coverage limits may be modified when a use permit is first secured, however maximum building intensity may not be increased beyond the amount calculated using the original height and coverage limits.

Total building volume was calculated using the height of each floor multiplied by the total square footage of each floor using the formula found in #3 above. The volume of each floor was calculated by multiplying the Gross Floor Area table found on Sheet G0.02 by the floor heights were found using the Elevations found on Sheets A2.1 & 2.2 (Attachment 4 – Project Plans). Volume of the 7<sup>th</sup> floor was estimated by including by using the exterior of the structure including parapet walls. This estimate conservatively overestimates the total square footage of the proposed structure for a total of 132,908 square feet versus the total square footage of 116,571 square feet shown on the proposed plan set as the exact square footage of the 7<sup>th</sup> floor was estimated. The total estimated building volume of 1,618,075.82 cubic feet.

The total allowed Building Intensity for the lot was calculated using maximum allowed lot coverage of 50% (or 0.5), the lot size, 3.52 converted to square feet ( $3.52 * 43,560$ ), or 153,331.2 square feet multiplied by the maximum permitted height of 65 feet for the MP zone ( $(0.5 * 153,331.2) * 65$ ) for a total allowed Building Intensity of 4,983,264 cubic feet.

The proposed structure would fall under the allowed Building Intensity by over 3 million cubic feet using the calculation provided by Section 26-14-040 (M)(3).

Calculating maximum Building Intensity using the *maximum* height allowed by the Airport Industrial Area Specific Plan of 50 feet (*V. Land Use and Open Space Element, B. Industrial Park Areas, 4. Site Development Standards, c. Building Design, 2 Height of Structures*) then maximum allowed intensity would be 3,833,280 square feet. The proposed structure would fall under the allowed Building Intensity by over 2 million cubic feet.

Calculating maximum Building Intensity using the *minimum* height allowed by the Airport Industrial Area Specific Plan of 28 feet (*V. Land Use and Open Space Element, B. Industrial Park Areas, 4. Site Development Standards, c. Building Design, 2 Height of Structures*) then maximum allowed intensity would be 2,146,636.8 cubic feet. The proposed structure would fall under the allowed Building Intensity by 528,560.964 cubic feet.

The proposed structure falls under the allowed Building Intensity by both the Specific Plan and zoning code. Although the structure exceeds the maximum heights allowed by the Specific Plan and zoning code, the



increased height could be allowed by adoption of the proposed amendments to the Specific Plan discussed below under *Height*.

The Design Review Committee and Airport Land Use Commission have both recommended approval of the project as proposed.

#### Commercial Floor Area Ratio

The Specific Plan includes a 5 percent max floor area ratio for commercial uses within the MP zoning district. The proposed Specific Plan Amendment (Attachment 3) includes a deletion of the 5 percent maximum to allow for the flexibility necessary to adapt to current markets and contemporary practice.

The Design Review Committee and Airport Land Use Commission have both recommended approval of the project as proposed.

#### Development Agreements

The Development Agreement is consistent with the Sonoma County zoning ordinance, as the zoning ordinance defers to the Airport Industrial Specific Plan, as amended by the project. The processing and content of the Development Agreement comply with all applicable requirements of Article 100 of Chapter 26 of the Sonoma County Zoning Code, including the processing and content requirements applicable to development agreements. Findings required by Section 26-100-080(e) of the Sonoma County Code are included in Attachment 14 Draft Planning Commission Resolution.

#### Height

The Specific Plan limits Structures to 28 feet in height at any building setback line. Between the 25-foot minimum and 40-foot setback lines, structures shall not exceed 28 feet in height. For each foot of setback interior to the 40-foot building setback line, an additional 6 inches of building height shall be permitted; the total height shall not exceed 50 feet. Additional height may be permitted under stringent special use permit procedures only.

The project proposes a 40 foot front yard average with a 25 foot minimum setback. The proposed project is not consistent with height and yard setback standards required by the Specific Plan due to the lack of flexibility in site development standards.

MP zoning allows for an increased building height under Section 26-16-040 Supplemental Development Standards of the Sonoma County Code, as long as the building does not exceed the maximum allowed building intensity allowed in the underlying zoning district. The maximum building height for structures within MP zoning is 65 feet, however, additional height may be permitted subject to building intensity.

As discussed above under *Building Intensity*, the proposed structure falls under the maximum allowed building intensity using the most conservative height limit of 28 feet from the Specific Plan. The proposed Airport Industrial Area Specific Plan amendment, if adopted, would modify section V. *Land Use and Open Space Element, B. Industrial Park Areas, 4* to allow for an exception to standards with approval of the Design Review Committee and issuance of a use permit.

Section IX. *Specific Plan Relationship to Local Policies, A. Sonoma County Airport Land Use Commission Policies #2* is also proposed for amendment to allow for additional building height provided the project has obtained a



valid Determination of No Hazard to Air Navigation issued by the Federal Aviation Administration, Design Review approval.

The Design Review Committee and Airport Land Use Commission have both recommended approval of the project as proposed.

### Lot Coverage

The maximum lot coverage in MP zoning is 50%. The proposed project will cover 24,426 square feet of the 153,331 square foot lot, equating to a lot coverage of 15.9%, which is below the maximum lot coverage allowable by the zoning district.

### Setbacks

MP zoning setbacks are established by the Specific Plan. Industrial park lots bordering Airport Boulevard have an 85-foot minimum building setback from the road right-of-way. The 30 feet nearest the property line are reserved as a landscaped area. In lieu of the setback, a 60-foot average, 55-foot minimum setback may be approved by the Design Review Committee provided the entire setback is landscaped.

The project proposes a 40 foot front yard average with a 25 foot minimum setback. The project is located 117 feet from the side yard property line and 81 feet from the rear yard property line. The proposed landscaped results in 21% of the total site square footage. The proposed project is not consistent with height and yard setback standards required by the Specific Plan due to the lack of flexibility in site development standards.

The proposed Airport Industrial Area Specific Plan amendment, if adopted, would modify section V. *Land Use and Open Space Element, B. Industrial Park Areas, 4* to allow for an exception to standards with approval of the Design Review Committee and issuance of a use permit.

The Design Review Committee and Airport Land Use Commission have both recommended approval of the project as proposed.

### Parking

A total of 212 parking spaces will be provided to serve the proposed project, which includes 8 electric vehicle charging station spaces, 7 ADA accessible spaces, as well as a total of 20 bicycle parking spaces. Section 26-86-010 of the Sonoma County Code, includes parking regulations for the proposed uses. For hotel/motel uses, 1 space is required per unit plus 1 space for manager. A restaurant uses requires 1 space per 60 square feet of dining area. The 165 units requires a minimum of 165 parking spaces. The rooftop restaurant will have approximately 1,728 square feet of dining area, which would require a minimum of 29 parking spaces. The hotel will have approximately 45 employees, while the rooftop restaurant will have approximately 30 employees. The traffic study states that a maximum of 24 employees will be located on site during the largest shift. Approximately 220 parking spaces would be required to meet Article 86 of the Sonoma County Code.

The provided traffic impact study, dated February 17, 2021, and supplemental Vehicle Miles Traveled (VMT) analysis (Attachment 9) provides a parking analysis summary which is compliant with the standard rates published by Institute of Transportation Engineers (ITE) in Parking Generation, 5th Edition, 2019. The anticipated peak parking demand of the project was estimated using the published standard rates for Hotel (ITE LU #310) and Quality Restaurant (ITE LU#931). A total demand of 207 parking spaces was determined using these



standard rates. The proposed project includes 212 parking spaces and 20 bicycle parking spaces, which will accommodate the anticipated peak parking demand for the project.

Section 26-86-010 (i) Parking Regulations of the Sonoma County Code, allows for a reduction when it has been satisfactorily demonstrated to the planning director or applicable decision-making body that fewer spaces will adequately serve the specific use or that the applicant has encouraged transit opportunities through one or more of the following:

- 1) Participation in a comprehensive travel demand management (TDM) program including, but not limited to, provision of flex-time, carpooling, and transit passes such that VMT generated by the project is reduced;
- 2) Provision of transit stops and/or turnouts developed in cooperation with and approved by Sonoma County Transit;
- 3) Provision of amenities for bicyclists, bus riders, carpoolers and pedestrians beyond those required by this section.

Section 26-86- 010(m) allows for a twenty percent (20% reduction of total required spaces when it has been satisfactorily demonstrated to the planning director or applicable decision-making body that:

- 1) Adequate parking for the projected use is provided such that the public health and safety is not compromised; and
- 2) That such design provides greater sustainability through the incorporation of amenities to encourage alternative modes of transportation and VMT reduction to offset GHG emissions from vehicle trips; and/or that
- 3) The reductions are required in order to implement Low Impact Development (LID) parking lot design, including onsite retention and treatment of stormwater.

The applicant has provided 8 electric vehicle charging stations, 20 bicycle parking spaces, and is located within 1.0 miles from the Sonoma Marin Area Rail Transit (SMART) station and less than 0.5 miles from the Airport. In addition to this, the applicant will be contributing to improvements to the bus station located near the northern portion of the parcel, within the County right-of-way. With the 20 percent reduction, a minimum of 177 parking spaces would be required. The project is proposing a total of 212 parking spaces, which will accommodate the proposed project.

Additional parking may be provided offsite through an agreement with the neighboring business to the south of the project site. If provided and agreed to, this offsite parking would occur within the paved and striped parking lot on the parcel to the south (APN 059-370-003). This additional parking is not required by Article 86 and if provided would be an amenity for hotel guests.

### ***Environmental Analysis***

Pursuant to Section 15071 of the State CEQA Guidelines, an Initial Study and Mitigated Negative Declaration (MND) was prepared for the proposal. The MND was circulated initially on August 12, 2021. During the public comment period, California Department of Fish and Wildlife (CDFW) provided comments on September 9, 2021, regarding the potentially significant impacts to sensitive resources associated with the project. To ensure significant impacts were adequately mitigated to a level less-than-significant, CDFW recommended feasible



mitigation measures to be incorporated as enforceable conditions in the final CEQA document. Due to these comments, a revised MND was recirculated on February 7, 2022. No comments have been received since the public circulation.

Staff determined that the proposed use would not have an adverse impact on the environment with the incorporation of mitigation measures included in the project Conditions of Approval.

*Aesthetics, Condition #153 and #154, Mitigation Measure VIS-1, VIS-2*

While the requested specific plan amendment would introduce flexibility in the design guidelines of the Airport Industrial Area Specific Plan, projects requesting an exception to the design standards would be subject to review and approval by the Design Review Committee and must be found consistent with the applicable County zoning regulations. Final design and landscaping plans shall be submitted by the applicant for review by Permit Sonoma. Building shape, colors, textures, and materials shall be consistent with the surrounding environment. Prior to issuance of building permits, an exterior lighting plan shall be submitted for final Design Review by Permit Sonoma, which shows that: (1) exterior lighting is low mounted, downward casting, and fully shielded to prevent glare; (2) lighting is Dark Sky Compliant; (3) light fixtures shall not be located at the periphery of the property and shall not spill over onto adjacent properties or into the sky; (4) flood lights would not be used; (5) all parking lot and street lights would be full cut-off fixtures; and (6) security lighting shall be motion-sensor activated.

*Air Quality, Condition #155, Mitigation Measure AIR-1*

Although the proposed project’s construction-related emissions would not exceed the Bay Area Air Quality Management District’s (BAAQMD) construction threshold of significance, BAAQMD recommends that all projects involving construction activities, regardless of the significance determination, implement BAAQMD’s Basic Construction Emission Control Practices. Accordingly, the project would be required to implement the BAAQMD’s Basic Construction Emission Control Practices. This would reduce the proposed project’s potentially significant regional construction criteria air pollutant impact to less than significant.

*Biological Resources, Conditions #156 to #163, Mitigation Measures BIO-1 to BIO-8*

The project site is within the designated critical habitat for the California Tiger Salamander (CTS). While the species is unlikely to occur in the project area due to lack of suitable breeding, dispersal, or aestivation habitat, distance between project site and breeding sites, and no documented occurrences nearby, the development of the land requires mitigation according to the 2007 Programmatic Biological Opinion (PBO), which would include purchase of mitigation bank credits from an approved mitigation bank. Additional mitigation measures address impacts to special status species and sensitive communities in general with specific measures for nesting birds. The project is also subject to the Tree Protection Ordinance of Sonoma County.

*Geology and Soils, Conditions #164 to #166, Mitigation Measures GEO-1 to GEO-3*

All earthwork, grading, trenching, backfilling and compaction operations shall be conducted in accordance with the County Subdivision Ordinance (Chapter 25, Sonoma County Code). All construction activities shall meet the California Building Code regulations for seismic safety. Construction plans shall be subject to review and approval of Permit Sonoma prior to the issuance of a building permit. The design of all earthwork, cuts and fills, drainage, pavements, utilities, foundations and structural components shall conform with the specifications and



criteria contained in the project geotechnical reports prepared by PJC & Associates. Mitigation measures address paleontological resources.

Greenhouse Gases, Condition #167, Mitigation Measure GHG-1

The project would result in annual estimated Greenhouse Gas (GHG) emissions of approximately 2,270 MTCO<sub>2</sub>e per year, for a GHG efficiency of 30.3 MTCO<sub>2</sub>e/SP. This value exceeds the 2.7 MTCO<sub>2</sub>e/SP threshold. As such, this is a potentially significant impact that requires mitigation. Mitigation measure GHG-1 would require, among other things: the installation of electric vehicle (EV) charging for 10 percent of all standard parking spaces; EVs or other zero-emissions vehicles for hotel shuttle service; procuring the project's electricity through a local electricity provider that sources its electricity from clean sources (e.g., GHG-free and/or renewable sources); a general prohibition of natural gas except for the restaurant, water heater, and pool heater; and GHG emissions offsets with annual reporting requirements to reduce project GHG emissions in line with the 2.7 MTCO<sub>2</sub>e/SP threshold. The measure also allows the applicant the option to implement additional measures, including additional building features (e.g., solar panels) to reduce GHG emissions associated with project operation and reduce the need for offsets, provided such reductions are documented.

Hydrology and Water Quality, Condition #168 and #169, Mitigation Measure HYD-1 and HYD-2

The following mitigations shall be required as part of the project in order to reduce project effects on water quality and ensure that the project would not violate water quality standards or waste discharge requirements. compliance with all North Coast Regional Water Quality Control Board (NCRWQCB) Waiver of Waste Discharge Program requirements, State Water Resource Control Board (SWRCB) construction permit requirements, and additional preventative measures and best management practices to ensure the project has a less than significant impact on hydrology and water quality.

Noise, Condition #170 to #172, Mitigation Measure NOI-1 to NOI-3

The project would not have a significant impact on the noise environment and would comply with County noise standards. Due to the proximity to Airport Boulevard and the airport, mitigation measures address interior noise levels as well as construction noise.

Transportation, Condition #173, Mitigation Measure TRANS-1

A Traffic Impact Study was completed by W-Trans on February 17, 2021, which concluded that the project would not result in significant impacts to transportation, provided adequate bicycle facilities and infrastructure are supplied.

Tribal Cultural Resources, Condition #174, Mitigation Measure TCR-1

A Cultural Resources Study was completed for the project site by Tom Origer and Associates on October 23, 2018. Permit Sonoma staff referred the project application to Native American Tribes within Sonoma County to request consultation under AB 52. On April 3, 2019, Lytton Rancheria responded requesting a mitigation measure be added to require tribal and/or archaeological monitoring of ground disturbance in native soils. Section 11-14-050 of the Sonoma County Grading Ordinance established uniformly applied development standards to reduce the potential for impact to previously unknown/undiscovered cultural resources during project construction to a less than significant level by requiring that all work be halted in the vicinity where human remains or archaeological resources are discovered.



## **NEIGHBORHOOD/PUBLIC COMMENTS**

All letters received in response to public notices for this project, including the Notice of Intent for the environmental document, and notice for the Planning Commission are included in Attachment 13. One letter of support was received in September 2021.

## **RECOMMENDATIONS**

### ***Preceding Review Authority Recommendation***

The Airport Land Use Commission (ALUC) reviewed the project on June 18, 2021 and found the request to amend the Airport Industrial Area Specific Plan consistent with the Comprehensive Airport Land Use Plan (CALUP).

The Design Review Committee (DRC) reviewed the project on June 16, 2021, and granted preliminary design review approval, making recommendations for minor design improvements. The application will go back to the DRC for final review following approval by the Board of Supervisors.

The plans have been reviewed by County Departments and agencies. Recommended conditions have been incorporated into the Draft Conditions of Approval in Attachment 1.

### ***Staff Recommendation***

Staff recommends that the Planning Commission adopt a resolution recommending that the Board of Supervisors adopt an amendment to the Airport Industrial Area Specific Plan, adoption the Mitigated Negative Declaration and approve the Use Permit and Design Review request subject to the Conditions of Approval, and adopt an ordinance to enter into a Development Agreement with the project applicant.

## **ATTACHMENTS**

- ATT 1: Draft Conditions of Approval
- ATT 2: Development Agreement
- ATT 3: Specific Plan Amendment Text
- ATT 4: Project Plans
- ATT 5: Vicinity Map
- ATT 6: Aerial Map
- ATT 7: General Plan Land Use Map
- ATT 8: Zoning Map
- ATT 9: Traffic Study and VMT Analysis
- ATT 10: FAA Determination of No Hazard to Air Navigation
- ATT 11: ALUC Meeting Minutes
- ATT 12: Preliminary Design Review Action Summary
- ATT 13: Public Comments
- ATT 14: Draft Planning Commission Resolution

## **ON FILE**

An Initial Study / Mitigated Negative Declaration (IS/MND) for PLP19-0009 is on file at Permit Sonoma and available by request.

