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**Subject:** Priority Development Areas

I am writing regarding designations of PDAs in Sonoma County. I am concerned that the 5 PDAs in Sonoma County - Forestville, Guernville, Penngrove, The Springs and Graton are all in rural areas and hardly immediately adjacent to metropolitan areas. Further, the designations were placed on the consent calendar of the Board of Supervisors, making me wonder if the designations were adequately vetted by the public who live in those local communities. I wonder if residents of those areas would consider their communities as candidates for focused growth as defined in the FOCUS overview.

It is my understanding that PDAs are to "....support focused growth by accommodating growth as mixed use, infill development near transit and job centers, with an emphasis on housing...." If that is an accurate portrayal of the purpose of PDAs, the Sonoma County areas proposed as PDAs do not seem to meet the criteria. Not one of them is located near transit - certainly not close to a proposed SMART passenger rail station - few if any are even served by Sonoma County Transit buses and if so are at the most minimal of service schedules. Neither are they located such that they could possibly meet the definition of infill development, being in the outlying areas far from incorporated city limits, with the requisite empty infill parcels that constitute the definition of a candidate for infill development opportunities. There certainly are no job centers in any of the 5 areas.

I am mystified why an unincorporated county area such as Roseland, close to downtown Santa Rosa and adjacent to its city boundaries which would seem to better meet the definition was not designated. Having lost redevelopment support for a major planned mixed use development that would have translated into many jobs, parks and affordable housing, the Roseland area would seem far better suited as a PDA. And Roseland would be better served, having plenty of vacant and underdeveloped parcels for infill, mixed use development opportunities. The area has a great need and strong community based support for residential/affordable housing opportunities and the mixed use development with attendant jobs recently lost to the demise of redevelopment. And while not immediately adjacent to a proposed SMART station, it is a 15 minute walk from the Railroad Square SMART Station and an easy bike or shuttle ride w/ City Bus service.

I admit to being a late comer to this process. However, having been an advocate of mixed use transit based development and affordable housing for many years when I lived and served as an elected in the East Bay, I find the designations curious to say the least.

Thank you for your consideration of my comments.

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