



Healdsburg 2030 General Plan Policy Document

Includes amendments through December 2023
Guiding Principles Inserted

Adopted by

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General Plan Amendments

The following amendments have been incorporated into the General Plan text and land use map.

<u>Resolution #</u>	<u>Date Adopted</u>	<u>Notes</u>
3-2010	1/4/2010	Adopting the 2009 Housing Element Update
93-2010	8/2/2010	Amending the mixed use and high-density residential land use designations
16-2011	1/31/2011	Approving amendments to revise the Planning Boundaries, Land Use Plan, and Open Space Plan exhibits to reflect the current City Limits
9-2014	1/21/2014	Certifying the final Environmental Impact Report (FEIR) and Mitigation Monitoring Program (MMP); and approving the Central Healdsburg Avenue Plan
160-2014	11/17/2014	Adopting a Negative Declaration (State Clearinghouse No. 2014092067) for the Housing Element Update
87-2015	7/6/2015	Amending Resolution No. 28-2015 (master fee schedule) to establish new parking in-lieu fees
24-2018	4/16/2018	Amending the Oaks at Foss Creek project located at Chiquita Road
69-2019	5/20/2019	Adopting the North Entry Area Plan
53-2023	4/17/2023	Approving a Land Use Amendment for the Foley Family Community Pavilion located at 3 North Street
60-2023	5/1/2023	Adopting the 2023-2031 Housing Element
149-2023	12/4/2023	Approving the Saggio Hills Land Use Amendments

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INTRODUCTION

A general plan is required for all cities and counties in California by state law. It serves as a community’s “blueprint” for future development and use of its land and provides a foundation on which local land use decisions are based. A general plan must be comprehensive, long-term in scope and describe the desired physical development of the city and any land outside its boundaries, which in the city’s judgment bears relation to its planning. A general plan is legally required to include the following seven elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. The format of a general plan may vary by jurisdiction provided it covers these elements in some fashion.

There is no state requirement to update the required elements of a general plan, other than the housing element, which the State typically requires to be updated every five years. However, there must be internal consistency between the required elements.

The Healdsburg General Plan serves as a fundamental policy document of the City of Healdsburg to guide decision-making by residents, property owners, business interests, and elected and appointed City officials about public and private land use and development that shape Healdsburg’s physical environment.

Adopting and maintaining the General Plan serves several important purposes:

- Provides citizens with information about Healdsburg and with opportunities to participate in setting goals and determining policies and standards for the Healdsburg’s development.
- Provides decision-makers and the community with a forum for resolving conflicts among competing interests and values.
- Expands the capacity of local government to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the community.
- Defines the community’s environmental, social and economic goals.
- Records the City’s policies and standards for the maintenance and improvement of existing development and the location and characteristics of future development.
- Fosters coordination of community development and environmental protection activities among local, regional, state and federal agencies.

- Guides and coordinates the many actions and day-to-day decisions of the City that are necessary to developing and protecting the community.

Healdsburg General Plan Context

Healdsburg is located in northern Sonoma County within the nine-county San Francisco Bay Region. Situated 12 miles north of Santa Rosa, the county seat, Healdsburg lies just beyond the northern edge of the intense urban development that has occurred along the Highway 101 corridor in Sonoma County. The Town of Windsor, with a 2007 population of nearly 26,000, lies approximately four miles to the south. The small unincorporated community of Geyserville is located approximately eight miles to the north, and the City of Cloverdale is located approximately 18 miles to the north.

Geographically, Healdsburg is situated in an inland valley defined principally by Highway 101, Russian River, surrounding agricultural lands, and mountains to the east and west. Highway 101 is the principal coastal route between San Francisco and the Oregon border. The Russian River flows through Healdsburg on its way to the Pacific Ocean, approximately 20 miles to the west. The city lies at the intersection of three rich agricultural valleys - Russian River Valley, Dry Creek Valley and Alexander Valley - and is elevated between 100 to 430 feet above sea level. East and west beyond the agricultural lands rise subsystems of the Coastal Mountain Range. As of 2007, the Healdsburg city limits contained 3.68 square miles.

Wet winters and dry summers characterize the Healdsburg region's inland Mediterranean-type climate. Climate is temperate, with an average annual high of 75°F and an average minimum of 47°F. Rainfall totals can vary widely over a short distance; windward mountain areas west of Healdsburg can receive more than 60 inches of rain, while shadow areas, such as the city proper, receive about 40 inches annually.

Historically, Healdsburg served as an agricultural service center and a milling and distribution center for north coast lumber. More recently, however, the development of tourist-related businesses such as overnight accommodations, specialty retail, restaurants and wine tasting has diversified the local economy.

The area that now comprises Healdsburg and its Urban Service Area was originally inhabited by Native Americans. This included Southern Pomo and Wappo tribes in the Dry Creek and Alexander Valleys, respectively. Their population once numbered close to 10,000 before it was decimated by small pox epidemics and hostility from the Mexican and later by secondary Euro-American settlement in the 1850s. Those who survived were displaced to missions or rancherias.

By the early 1840s, the Mexican government began to divide lands in the area into vast ranchos. The largest of these in the Sonoma County region was the Rancho Sotoyome,

granted to Henry Delano Fitch in 1841. The 48,800-acre Rancho Sotoyome grant included what is now the City of Healdsburg.

After disaffected western Gold Rush miners realized that a more stable and usually more profitable life could be had through farming and ranching, they began to settle illegally on Fitch's lands. One of those squatters was an Ohio entrepreneur, Harmon Heald. Heald eventually gained legal title to portions of the Rancho Sotoyome and constructed a store and post office in what is now downtown Healdsburg. Heald then laid out a town grid and sold lots for \$15 each, a considerable amount for the period. He plotted the town site complete with a central Spanish-style plaza, which remains one of the few examples of early California town planning still in existence. Such foresight led to formal incorporation of the city in 1867 and paved the way for Healdsburg to become the commercial and residential hub it is today.

Reflecting its earlier history, Healdsburg contains many historic buildings representing a broad range of architectural styles, including Queen Anne, Italianate, Homestead, Greek Revival and Neo-classical. In 1983, a Cultural Resource Survey documented 450 historic properties in the city.

The city's population swelled from 300 in 1857 to almost 2,000 in 1887, then stabilized until the 1940s. After World War II, there was rapid growth in both Sonoma County and Healdsburg, with new suburbs being built extending mostly to the north and east from the city's original core. Healdsburg's population at the beginning of 2009 was 11,782 residents, with another 1,200 persons living within the immediate area. Average household size in 2007 was 2.6 persons.

Healdsburg's housing inventory totaled 4,615 units at the beginning of 2008, 77 percent of which were single-family detached and attached homes. The vacancy rate was slightly more than 4 percent.

More information regarding the City of Healdsburg can be found in the Background Report of the General Plan.

Earlier Healdsburg General Plans

Healdsburg's first General Plan was adopted in 1963, when the city had nearly 5,000 residents. This first General Plan provided for an ultimate population of 15,000 with 12,000 residents expected by 1985. The Plan acknowledged that the recent extension of U.S. Highway 101 from Santa Rosa to Healdsburg could result in greater commuting of city residents and provided a "Thoroughfare Commercial" land use category to serve freeway traffic. It also noted the recent replacement of city hall on Healdsburg Plaza with a new structure and anticipated the construction by 1970 of Warm Springs Dam to control flooding and stream bank erosion.

Prunes were Healdsburg's most important agricultural product at the time, but the General Plan foresaw a shift toward the production of premium wine grapes. Primary industrial uses included four fruit processors, four wineries, four lumber and wood products firms, two manufacturers of concrete products, and one manufacturer of electric wire and cable.

The deterioration of housing was identified in the city's first General Plan as a serious problem. Nearly two-thirds of the homes in Healdsburg at the time were found to be badly in need of maintenance or had serious code violations. Of these, 153 homes were recommended for demolition.

The 1963 General Plan consisted of just 54 pages, providing a brief overview of current conditions and future trends, and only five policies:

- **Preserve Agricultural Land:** High quality land should be retained in agricultural use wherever possible.
- **Eliminate Industrial-Residential Conflicts:** The present mixture of residences and industry between the freeway and the railroad should be eliminated.
- **Revitalize Downtown:** Downtown Healdsburg should remain the dominant commercial center of northern Sonoma County
- **Preserve Character of Fitch Mountain Area:** Green-sheathed Fitch Mountain should be preserved as Healdsburg's most important landmark, and the rustic, rural character of its summer homes and resort area should be maintained.
- **Create a Regional Park:** A major project of Healdsburg and Sonoma County should be acquisition of a regional park on the Russian River adjoining Healdsburg.

Most of these policies were incorporated into subsequent versions of Healdsburg's General Plans in some form.

By the time that Healdsburg's first General Plan Update was prepared in 1973, the city's population had increased to 5,700 and the Plan extended the timeframe for 12,000 residents to 1990. The recently-adopted "urban expansion area boundaries" extended west to Dry Creek and south to the confluence of Russian River and Dry Creek. As foreseen in the 1963 General Plan, prune orchards were being rapidly converted to vineyards, but the completion of Warm Springs Dam was not expected until 1978.

The 1973 General Plan Update included five elements, added goals and implementation programs and expanded the number of policies. Significant provisions included the establishment of setbacks from waterways, visual impact analysis for development on hillsides and ridges, the development of a recreational trail system, the provision of a regional park on Russian River opposite Digger Bend, and the public acquisition of Fitch Mountain.

The 1978 General Plan Update included the following policies of note:

- Develop a precise plan for the downtown, including a study of circulation and parking.
- Vigorously encourage the removal of vacant and obsolete buildings that lack historic character in order to clear the landscape of hindrances to healthy development.
- Prohibit the extension of urban services to prime agricultural soils west of U.S. Highway 101.
- Direct urban expansion primarily to the north.
- Establish a bicycle and pedestrian path system.
- Identify structures and areas of historical and cultural value and taking all necessary steps to conserve them.

By 1987, the City's population had grown to 8,495, growing by nearly 50 percent since 1973. The 1987 General Plan Update was much more comprehensive than the earlier Plan versions, adding goals and policies related to public facilities and services, cultural resources and urban design. The Update also reflected a contracted sphere of influence and established the requirement for specific plans prior to the annexation of property. The 1987 Plan noted the increased potential for destination tourist demand if a hotel was constructed on the west side of the plaza and the city was more aggressively marketed. It also foresaw the closure of the Boise Cascade lumber mill in Healdsburg and growth in the geothermal industry.

2009 Healdsburg General Plan Update

In 2001, the City initiated a comprehensive revision of its General Plan. While much of the General Plan continued to be relevant, the City undertook the revision because the plan needed to be updated to reflect current conditions and new challenges and opportunities in directing future development. The Background Report inventoried and analyzed conditions and trends in Healdsburg and provided a contextual framework for the preparation, review and adoption of the General Plan Update. The Background Report provided information on the following 19 subjects:

land use	air quality
housing	agricultural resources
population	mineral resources
economy	biological resources
transportation	geologic hazards
public utilities	flooding and drainage
hazardous materials	noise
public services	scenic resources
parks and recreation	urban design
cultural resources	

The Background Report also provided setting information for the General Plan Update Environmental Impact Report (EIR), which was prepared in compliance with the California Environmental Quality Act (CEQA) and identifies the potential environmental impacts resulting from future implementation of the General Plan and appropriate mitigation measures. The General Plan Update EIR was certified by the City Council on *(fill in date)*.

The second part of the Healdsburg General Plan Update, this Policy Document, is divided into the following ten elements:

Land Use	Natural Resources
Housing	Safety
Economic Development	Community Design
Transportation	Historic and Cultural Resources
Public Services	Administration and Implementation

Several of these elements include maps and standards that supplement or interpret goals, policies and implementation measures.

The following table shows the elements in the General Plan Policy Document that are the equivalent of the state-required elements noted above:

<u>Required Element</u>	<u>Equivalent Element</u>
Land Use	Land Use
Circulation	Transportation
Housing	Housing
Conservation	Land Use, Natural Resources, Historic & Cultural Resources
Open Space	Land Use, Natural Resources, Safety, Public Services, Historic & Cultural Resources
Noise	Safety
Safety	Safety

Four additional non-mandatory elements are also included in this Policy Document: Public Services, Economic Development, Community Design and Administration and Implementation.

Key Terms and Concepts

The Policy Document includes the goals, policies and implementation measures that constitute the formal intentions of the City of Healdsburg for land use, development, and environmental quality. They have the following meanings in this document.

Goal - A general direction that the City intends to take in making planning or development decisions. A goal is a general expression of community values and is abstract in nature rather than quantifiable or time-dependent.

Policy - A specific statement that guides decision-making and indicates a commitment of the City to a particular course of action based on and for the purpose of implementing one or more General Plan goals.

Implementation Measure - An action, procedure, program or technique that carries out General Plan policy.

The following terms are also used throughout the General Plan and are depicted in General Plan Figure I.

Planning Area - The Planning Area of the General Plan includes the incorporated city limits of Healdsburg, the unincorporated area within the city's Sphere of Influence, and discontinuous City-owned land, such as the airport, well fields and the wastewater plant. Sonoma County routinely refers matters affecting unincorporated properties within the Planning Area to the City of Healdsburg for review and recommendations.

Sphere of Influence - The Sonoma County Local Agency Formation Commission (LAFCO) has adopted a Sphere of Influence for each city within the county that represents its probable ultimate physical boundaries and service area. These are intended to promote efficient urban development patterns while preserving open space. Each Sphere of Influence includes both incorporated and unincorporated land. LAFCO is empowered by the state to act on annexations of property to the city and requires that annexed territory be located within a city's Sphere of Influence. The spheres of influence are reviewed periodically by LAFCO and the City may ask for amendments or revisions to its Sphere of Influence. The Healdsburg Sphere of Influence encompasses approximately 3,518 acres; of this total, 2,356.43 acres were located within the city limits in 2007.

Urban Growth Boundary/Urban Service Area - The Healdsburg General Plan was amended in 1994 and 1995 to establish an Urban Growth Boundary (UGB) for the city, in which all development is to occur. A voter initiative in 1996 required that for a 20-year period to 2016, expansion of the UGB, with certain exceptions, would be subject to popular vote (see Land Use policies LU-A-1 and LU-A-2). The purposes of the UGB are to:

- Encourage efficient growth patterns and protect the City of Healdsburg's quality of life by concentrating future development largely within existing developed areas, or, in some cases, directly adjacent to them, consistent with the availability of infrastructure and services.
- Promote on lands outside the boundary ongoing agricultural and other natural resource and open space uses as defined in Government Code section 65560(b), such as preservation of natural resources, public and private outdoor recreation, uses that foster public health and safety, and productive investment for farming enterprises.

- Manage the City’s growth in a manner that fosters and protects the rural character of Healdsburg while encouraging appropriate economic development in accordance with the City’s unique local conditions.
- Allow the City to continue to meet its reasonable housing needs for all economic segments of the population, especially low- and moderate-income households, by directing the development of housing into areas where services and infrastructure are more efficiently available.
- Promote stability in long term planning for the City by establishing a cornerstone policy within the General Plan designating the geographic limits of long term urban development and allowing sufficient flexibility within those limits to respond to the City’s changing needs over time.

City water and sewer service may not be extended to development outside of the UGB, except under certain circumstances (see Land Use Policy LU-A-2). The Healdsburg UGB is congruent with its Sphere of Influence. It is also known as the City’s Urban Service Area and these terms have the same meaning in the General Plan.

Specific Plans – Four specific, area and neighborhood plans have been adopted to date for the areas depicted in Figure 2. Land Use Policy LU-A-4 requires that prior to the consideration of any annexation request for the areas shown in Figure 2, a specific plan must be adopted by the City Council prior to, or simultaneous with rezoning consideration, except that a specific plan is not required for the unincorporated pockets on the north and south sides of South Fitch Mountain Road and/or for land to be annexed for school or public utility purposes. Specific plans are to comprehensively address the relevant planning issues of the area to be annexed as well as adjacent properties to ensure coordination of development plans with existing infrastructure, land use patterns and environmental concerns.

Wherever the term “specific plan” is used, it may encompass any one of the following planning activities: specific plans provided for under Government Code Section 65450, area plans, neighborhood plans, residential master plans and planned developments. The City Council will determine the type of specific plan study method that is appropriate to a proposed annexation area and whether the plan should be prepared prior to or simultaneous with the rezoning request.

Refer to the Glossary at the end of the Policy Document for the definitions of other terms.

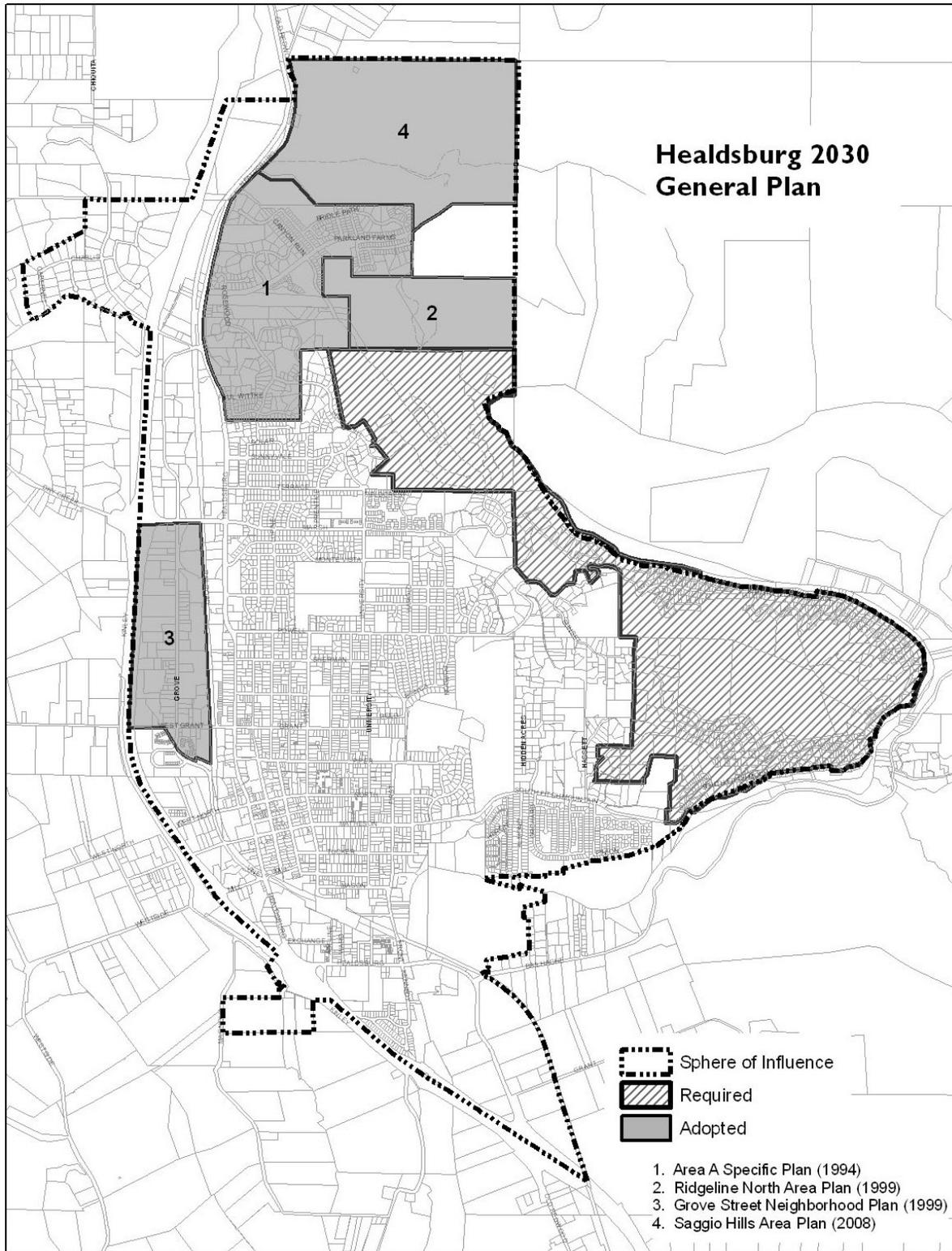


Figure 2 Required and Adopted Specific Plans

Administration of the General Plan

Implementing the General Plan occurs through actions taken by the Healdsburg City Council, its appointed officials, and city staff in the exercise of the City's corporate and police powers, and through regulation of property by the Zoning and Subdivision Ordinances, building codes and similar regulations, specific plans, and the City's capital improvements program. The General Plan provides the formal and legal framework for the exercise of these actions for the purpose of promoting the health, safety and general welfare of the public.

To ensure that the General Plan is implemented, state law requires that the City's actions be consistent with the goals, policies and implementation measures of the adopted General Plan. This applies to decisions on private projects as well as public projects under the jurisdiction of the City. The Planning Commission is required to report annually to the City Council, the state Office of Planning and Research and the state Department of Housing and Community Development on the progress made in implementing the General Plan. In recognition that the General Plan is not a static document, but rather changes over time, state law allows for up to four amendments per year to its mandatory elements, although there is no limit to the number of changes that can be made during each amendment. Amendments to the Policy Document, Land Use Map and Circulation Plan may be proposed by residents, property owners, business interests, developers or the City itself.

General Plan amendment applications not initiated by the City are preliminarily reviewed by the City Council to determine whether the application will be considered. The Council will generally consider a General Plan amendment application if it:

- Allows for consideration of an element not initially considered at the time of General Plan approval,
- Reflects changes in goals, policies, or physical, social or economic conditions, and
- Revises the Land Use Plan to reflect land uses that are no longer feasible due to physical constraints or changes.

If the City Council authorizes consideration of a General Plan amendment application, it is referred to the Planning Commission for environmental review, where applicable, and a recommendation to the City Council following one or more public hearings.

Any decision on a General Plan amendment should be supported by findings of fact. At a minimum the Planning Commission and City Council should make the following findings:

- The proposed amendment is deemed to be in the public interest; and
- The proposed amendment is consistent and compatible with the other policies and programs in the General Plan.

While there is no specific requirement under state law, the period for when a General Plan is intended to be applicable varies by jurisdiction, but is typically 10 to 20 years. The time horizon for the Healdsburg General Plan is 18 years, to 2025. Although there is no requirement to update the General Plan on any specific timetable or cycle, the Housing Element is required to be updated on a regular basis, typically every five years.

I GUIDING PRINCIPLES

At the heart of the General Plan are “Guiding Principles” that express the key values and aspirations for Healdsburg’s future and act as guideposts for the goals, policies and implementation measures contained within the General Plan.

The Guiding Principles are intended to promote future land uses and development that are properly planned to preserve, protect and enhance Healdsburg’s small-town character and unique quality of life, while providing for economic development and for community services and facilities that capitalize on Healdsburg’s location and natural resource assets.

The General Plan’s Guiding Principles are summarized on the following pages.

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Guiding Principles

I Identity

A Maintain Healdsburg's role within the region.

Healdsburg, one of the oldest cities in Sonoma County, has long been the residential and commercial center of a productive agricultural area. The City will continue to fulfill this role by providing housing, jobs and commercial services to its residents and the surrounding region as well as supporting diverse local agriculture.

B Promote city-centered growth.

Long before the citizens of Healdsburg voted for a 20-year Urban Growth Boundary in 1996, Healdsburg was defined by physical boundaries. The City will continue to focus inward - beyond 2016 - with infill development and redevelopment of underutilized sites. New development will be compact and efficient to make the best use of remaining lands. The City will identify areas that need special attention and develop strategies for them. The City will continue to work with Sonoma County to ensure that designated community separators surrounding the City remain in agricultural use and open space.

C Protect the city's scenic hillsides and ridgelines.

Densely-wooded Fitch Mountain and the hillsides and ridgelines surrounding Healdsburg are visible from nearly everywhere in the community, making the natural environment omnipresent. The ridgelines were important living and tactical areas of local Native American tribes. The visual qualities of these scenic resources will be preserved.

D Respect the City's past and its roots.

The area that now comprises Healdsburg and its Urban Service Area was originally inhabited by Native Americans. Healdsburg is one of the oldest cities in Sonoma County with buildings of many different ages and styles mixed in an unusually fine-grained pattern across all but the newest areas of our community. Healdsburg's cultural and historic heritage provides an important aspect of its identity. New development will protect this diverse heritage by respecting Native American archaeological and cultural resources, historic neighborhoods and districts, and historically-significant structures and features. The City will promote public awareness of and support for historic preservation.

E Protect neighborhood character.

Healdsburg is a community of established neighborhoods with individual patterns of land use, landscape, circulation and built form that have evolved over time. New development shall respect neighborhood character, patterns, and forms.

F Protect and enhance the downtown and its plaza.

Downtown, including Healdsburg's plaza at the heart of the community, is the City's primary activity node and center of commerce, serving residents and visitors as well as the surrounding region. Efforts to enhance the downtown's pedestrian orientation, collection of unique, locally-owned businesses and its historic character and charm will continue. Residential uses will continue to be allowed in the downtown to promote its vitality.

G Enhance gateways and strengthen primary corridors.

Major entryways to, and corridors within the community will be enhanced to improve the visual character of Healdsburg's gateways and thoroughfares.

H Embrace the city's waterways.

Healdsburg's identity, origins, history and ecology are directly linked to the Russian River watershed. The City will promote a healthy watershed along with an accessible interface between the community, Foss Creek and the river.

2 Balance

A Balance resident and visitor needs.

One of Healdsburg's most unique qualities is that it is a vibrant community that is also attractive to non-residents. The City will continue to provide for local residents while taking strategic advantage of the benefits visitors bring to the City.

B Manage residential growth to ensure a measured pace of development.

In 2000, Healdsburg citizens approved by referendum a growth management program that limits the number of residential building permits each year. Although it is possible that the voters may modify the ordinance to remedy unintended impacts on housing affordability, the General Plan assumes that the underlying premise of limits on the pace of growth will be preserved.

C Promote a mix of housing types and affordable housing distributed throughout the community.

Healdsburg is located within one of the most expensive housing markets in the country. The City will strive to provide opportunities to meet existing and future housing needs while dispersing affordable housing throughout the community.

D Ensure that infrastructure and services keep pace with development.

The City will implement strategies to develop and upgrade community facilities where needed, address service deficiencies in existing areas where infill development is anticipated and require new development to provide its fair share of required services and infrastructure.

E Maintain a jobs/housing balance.

An erosion of Healdsburg's job base could damage the City's vitality and identity. The City will continue efforts to maintain a balance between housing inventory and jobs.

3 Mobility

A Promote safe and convenient transportation alternatives.

Transportation alternatives to motor vehicles benefit the environment and public health, while meeting the needs of those unable to drive. Healdsburg's circulation system will accommodate and encourage all modes of transportation, including pedestrian, bicycle and bus and rail transit. Streets shall be designed to accommodate all modes of transportation where feasible.

B Promote connectivity among neighborhoods and throughout the City.

Healdsburg's historic street system is a traditional interconnected grid of narrow streets, on-street parking, street trees, and sidewalks that promotes pedestrian use. The City will maintain this pattern in existing neighborhoods and encourage connectivity and inclusiveness in new areas of development, including pedestrian and bicycle linkages.

C Maintain and improve operation of the Healdsburg Municipal Airport.

The Airport benefits area residents, tourists and industry through normal operations and in times of emergency.

4 Sustainability

A Protect agricultural resources.

Healdsburg's setting provides its citizens with an exceptional diversity of agricultural products. The City will support the protection of local agriculture to continue this diversity as well as preserve the open space that surrounds the community.

B Protect the environment.

The City will promote the protection of the environment through conservation of resources within the community and lead by example in its municipal processes and projects.

C Foster principles of sustainability and conservation.

Land use patterns and programs should conserve resources to ensure that today's needs do not compromise the ability of the community to meet its future needs. The City will adopt policies that promote sustainable development and lifestyles, educate the public regarding sustainable building practices, and lead by example in its municipal projects.

D Protect and enhance the natural habitat of Healdsburg's waterways.

Russian River, Foss Creek and other waterways supply water to Healdsburg and provide important habitat for wildlife. New development will maintain riparian habitat or restore it to its natural condition, provide public and visual access to waterways and avoid back-on treatment adjacent to waterways. Sensitive site design will be utilized to protect unique biotic features.

E Preserve and enhance Healdsburg's urban forest.

Healdsburg benefits from a healthy and diverse urban forest. It is an important part of the City's heritage and identity, creates a shade canopy which enhances the pedestrian environment, and has significant environmental benefits such as water retention, cooling effects, and oxygen generation. The City will preserve existing trees within the community and promote the extension and intensification of the traditional street tree pattern along city streets.

5 Vitality

A Provide an open and inviting business climate, a balanced economic environment, and a diverse tax base.

A healthy economy sustains the City's ability to provide important services to its residents. Healdsburg has traditionally supported a balanced, diverse, locally-centered economy, and benefits from significant direct and indirect advantages related to viticulture, wine production and associated visitor services. In recognition of these benefits, the City will continue to promote a balanced economy to guard against a downturn in any single sector.

B Support local businesses and industries.

While recognizing that there are limits on how the General Plan can impact a free market economic system, the City will support locally-owned businesses and industries that keep wages and profits in the community and contribute to the local identity.

C Protect and enhance qualities that attract visitors to the City.

The valleys surrounding Healdsburg have evolved into one of the prime wine-producing regions in the world. Combined with the historic character of the central plaza and conscious efforts to enhance the pedestrian character of the downtown, Healdsburg had developed a worldwide reputation as a tourist destination. The City will protect and enhance these qualities to continue to attract visitors to the community.

6 Livability

A Foster high quality design.

As land available for development within Healdsburg's Urban Growth Boundary is limited, the City will promote development that is of high quality, enhances the livability of the community, and furthers the vision of Healdsburg as outlined in these Guiding Principles.

B Maximize opportunities for active and passive recreation.

The City will work to provide parks, trails and recreation programs to meet the needs of its residents. Development on the northeast side of the City will provide connections to the Healdsburg Ridge Trail,

Healdsburg's bicycle and pedestrian master plan, and access to vantage points and to the Russian River. Development along Foss Creek will provide connections to and extensions of the Foss Creek Pathway where feasible.

C Promote educational opportunities.

The City will support Healdsburg Unified School District and Santa Rosa Junior College in its efforts to provide quality education to the community.

D Meet health care needs.

The City will support local hospital services, clinics and medical emergency services.

7 Safety

A Minimize hazards to life and property.

The City will seek to minimize risks to life and property associated with wildland fires, flooding, seismic events and geologic hazards through the development review process and infrastructure improvements.

B Protect and improve Healdsburg's acoustic environment.

The City will ensure that development minimizes noise impacts and residents will be protected from unreasonable noise, provided such measures do not undermine the economic vitality of the community.

2 LAND USE

The Land Use Element is the central element of the General Plan Policy Document in that it addresses the relationship between all land uses within the City and its planning area. It prescribes the pattern and intensity of land use and sets forth goals, policies and implementation measures for future development and redevelopment of land. The Land Use Element also contains standards, such as for density and floor area ratios.

Policy direction provided in the Land Use Element is guided by information contained in the General Plan Background Report, including the inventory of land contained within the Urban Growth Boundary and the capacity to develop vacant and underutilized land in the future, consistent with the policies of the General Plan.

Land Use Plan

The Land Use Plan, General Plan Figure 3, depicts the General Plan land use designations for all properties within the Planning Area. The boundary lines between land use designations are delineated as specifically as possible, in most cases following parcel lines. Where a creek, river, street or railroad bisects a property or land use designation, the centerline of the above feature is the boundary line for that designation. For the larger undeveloped areas, the boundary lines between land use designations are indicated more generally. These lines may be made more specific by subsequent General Plan amendments as more detailed planning is undertaken for these areas or by subsequent Zoning Map district designations.

Land Use Designations

The following sections describe the land use designations appearing in the Land Use Plan, standards of residential density and building intensity, and the application of the land use designations to the territory covered by the Plan. The approximate range of residential population for a development site can be estimated by multiplying the low and high ends of the applicable residential land use designation density range by the current or projected average household size.

- **Residential Designations**

- Very Low Density Residential (VLR)

This designation provides for detached single-family units within the density range of 0 to 1 dwelling units per gross acre, public and quasi-public uses when compatible with the overall purpose and character of the designation, and similar and compatible land uses. Clustering of lots and dwelling units is encouraged to protect natural and/or scenic resources, and/or to avoid geologic hazards. Density bonuses for affordable and senior housing may be granted consistent with state law and the City's housing incentives program.

Visitor accommodations, including hotels, resorts and similar and compatible land uses, are allowed where a Planned Development zoning district is applied to the property. A finding must be made during approval of the visitor accommodations that the Planned Development is compatible with the site's environment and adjacent land uses.

- Low Density Residential (LR)

This designation provides for single-family units within the density range of 1 to 3 dwelling units per gross acre, public and quasi-public uses when compatible with the overall purpose and character of the designation, and similar and compatible uses. Clustering of lots and dwelling units is encouraged to protect natural and/or scenic resources, and/or to avoid geologic hazards. Density bonuses for affordable and senior housing may be granted consistent with state law and the City's housing incentives program.

- Medium Density Residential (MR)

This designation provides for single-family units within the density range of 3 to 6 dwelling units per gross acre, public and quasi-public uses when compatible with the overall purpose and character of the designation, and similar and compatible land uses. Clustering of lots and dwelling units is encouraged to protect natural and/or scenic resources, and/or to avoid geologic hazards. Density bonuses for affordable and senior housing may be granted consistent with state law and the City's housing incentives program. Small lot subdivisions that allow smaller than standard-sized lots in return for a restriction on dwelling size may be allowed to incorporate density bonuses to promote affordable housing production.

- Medium High Density Residential (MHR)

This designation provides for single-family dwelling units on smaller than traditional lots at densities within the density range of 6 to 10 units per gross acre, public and quasi-public uses when compatible with the overall purpose and character of the designation, and similar and compatible uses. Density bonuses for affordable and senior housing may be granted consistent with state law and the City's housing incentives program. Small lot subdivisions that allow smaller than standard size lots in return for a restriction on dwelling size may be allowed to incorporate density bonuses to promote affordable housing production.

Figure 3 – Land Use Plan (insert)

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High Density Residential (HR)

This designation provides for single-family units, multi-family units and mobile home parks within the density range of 10 to 20 units per gross acre, public and quasi-public uses when compatible with the overall purpose and character of the designation, and similar and compatible uses. Density bonuses for affordable and senior housing may be granted consistent with state law and the City's housing incentives program. Single room occupancy units and efficiency apartments of 500 square feet or less shall be counted as one-half unit for purposes of calculating density under this land use designation.

Downtown Residential (DR)

This designation provides for single-family and multi-family units within the density range of 3 to 8 dwelling units per gross acre, public and quasi-public uses when compatible with the overall purpose and character of the designation, and similar and compatible uses. Density bonuses may be granted for affordable and senior housing consistent with state law and the City's housing incentives program. Small lot subdivisions that allow smaller than standard size lots in return for a restriction on dwelling size may be allowed to incorporate density bonuses to promote affordable housing production.

Transit Residential (TR)

This designation provides for single family units, multi-family units and mobile home parks within the density range of 10 to 30 units per gross acre, public and quasi-public uses when compatible with the overall purpose and character of the designation, and similar and compatible uses. Density bonuses for affordable and senior housing may be granted consistent with State law and any City housing incentive programs. Single room occupancy units and efficiency apartments of 500 square feet of less shall be counted as one-half unit for purposes of calculating density under this land use designation. (Added by Ord. 1138; Effective 8/20/14)

• **Mixed Use Designations**

Office/High Density Residential (O/HR)

This designation allows professional and administrative offices, medical and dental clinics, laboratories, day spas and similar and compatible uses. The maximum allowable floor area ratio (FAR) for non-residential uses is .50; residential floor area shall not be counted when calculating the maximum FAR.

This designation also provides for multi-family units and for single-family units with a residential master plan within the density range of 10 to 16 dwelling units per gross acre, public and quasi-public uses when compatible with the overall purpose and character of the designation, and similar and compatible uses. Residential density bonuses may be granted consistent with state law and the City's housing incentives program. Single room

occupancy units and efficiency units of 500 square feet or less are to be counted as one-half unit for purposes of calculating density under this land use designation.

Mixed Use (MU)

This designation provides for nonresidential uses, including retail, office, services, visitor accommodations, public and quasi-public uses when compatible with the overall purpose and character of the designation, and similar and compatible uses that serve residents and/or visitors in a manner that does not undermine the role of the downtown as the commercial center of Healdsburg. Where a mix of uses is proposed on the same site, residential development up to 16 units per acre may be combined with nonresidential uses when compatible with allowable nonresidential uses on the same and adjoining sites and designed to minimize impacts on residents from noise and other elements typically associated with a thriving commercial area. Stand-alone residential development may be allowed on a site provided it does not undermine the overall purpose and character of the designation. Single room occupancy units and efficiency units of 500 square feet or less shall be counted as one-half unit for purposes of calculating density under this land use designation. Residential density bonuses may be granted consistent with state law and the City's housing incentives program. The maximum allowable floor area ratio (FAR) in this designation is 1.0; residential floor area shall not be counted when calculating the maximum FAR.

Grove Street Mixed Use (GMU)

This land use designation is applicable to properties or portions of properties that have frontage on Grove Street as provided for in the Grove Street Neighborhood Plan. This designation is intended to allow stores, personal services and offices that are primarily resident-serving in character while preserving the overall residential character of the area, and public and quasi-public uses when compatible with the overall purpose and character of the designation.

This designation also provides for residential development within the density range of 0 to 7 units per acre. A minimum of one single-family home is allowed per lot in this designation. On lots of at least 12,500 square feet, two dwelling units are allowed. Residences may be combined with commercial uses if the residences are located above or behind the commercial use. Residential density bonuses may be granted consistent with state law and the City's housing incentives program.

• **Commercial Designations**

Service Commercial (SC)

This classification provides for stores, offices, restaurants, personal and commercial services; public and quasi-public uses when compatible with the overall purpose and character of the designation; and similar and compatible uses in a manner that does not

undermine the role of the downtown as the commercial center of Healdsburg. The maximum allowable floor area ratio (FAR) for non-residential uses is .80; residential floor area shall not be counted when calculating the maximum FAR.

High Density Residential uses of 10 to 16 units per acre may be permitted in this designation when clearly subordinate to allowable commercial uses and designed to minimize impacts on residents from noise and other elements typically associated with a thriving commercial area. Residential density bonuses may be granted consistent with state law and the City's housing incentives program. Single room occupancy units and efficiency units of 500 square feet or less shall be counted as one-half unit for purposes of calculating density under this land use designation.

Downtown Commercial (DC)

This designation provides for a broad range of commercial and office uses, such as hotels, retail, restaurants and personal services; public and quasi-public uses when compatible with the overall purpose and character of the designation; and similar and compatible uses. Pedestrian-oriented uses on the ground floor are encouraged.

High Density Residential uses of 10 to 16 units per acre may be permitted when clearly subordinate to allowable commercial uses on the same site and designed to minimize impacts on residents from noise and other elements typically associated with a thriving commercial area. Residential density bonuses may be granted consistent with state law and the City's housing incentives program. Single room occupancy units and efficiency units of 500 square feet or less shall be counted as one-half unit for purposes of calculating density under this land use designation. The maximum allowable floor area ratio (FAR) is 2.0 for non-residential uses, except for properties fronting the Plaza, where the maximum allowable FAR is 3.0 to reflect historic heights and floor levels of buildings. Residential floor area shall not be counted when calculating the maximum FAR.

Medical Office (MO)

This designation provides for medical offices, such as doctors' offices, medical clinics and laboratories, public and quasi-public uses when compatible with the overall purpose and character of the designation, and similar and compatible uses. Residential uses are prohibited. The maximum allowable floor area ratio (FAR) is .50.

• **Industrial Designation**

Industrial (I)

This designation provides for industrial parks, manufacturing, warehouses, wineries, lumber mills and storage yards, research/office parks, health clubs, offices, retail sales and rentals incidental to products manufactured, warehoused or stored on-site public and quasi-public uses when compatible with the overall purpose and character of the designation, and similar and compatible uses. The maximum allowable floor area ratio (FAR) for non-residential uses is .50; residential floor area shall not be counted when calculating the maximum FAR.

Multi-family residences for owners and/or employees of on-site industrial uses, including live/work facilities, single room occupancy units and efficiency units are allowed at a density of up to 16 dwelling units per gross acre if they are clearly subordinate to the industrial uses and designed to minimize impacts on residents from noise and other elements typically associated with a thriving industrial area. Residential density bonuses may be granted consistent with state law and the City's housing incentives program. Single room occupancy units and efficiency apartments of 500 square feet or less shall be counted as one-half unit for purposes of calculating density under this land use designation.

- **Other Categories**

- Public and Quasi-Public (POP)

- This designation provides for government-owned facilities, public and private schools, parks and quasi-public uses. New residential uses are prohibited, with the exception of transitional and emergency housing facilities and dwellings for watch or caretaking personnel associated with commercial or industrial uses. The maximum allowable floor area ratio is 1.0.

- Open Space (OS)

- This designation provides for agricultural and other open space uses, residential uses at a density of up to .20 dwelling units per gross acre and industrial uses directly related to on-site agricultural uses. Residential units within this designation are encouraged to be clustered to protect natural and scenic resources and to preserve open space. Residential density bonuses may be granted consistent with state density bonus law and the City's housing incentives program.

- Riparian Setback (RS)

- This designation provides for a 100-foot setback from the Russian River, a 35-foot setback from Foss Creek, and a 25-foot setback from other streams with riparian vegetation and/or aquatic life, as measured from the top of the existing or proposed bank, whichever is greater. The riparian setback requirements will apply to the east side of the Russian River north of Healdsburg Avenue only upon cessation of current sand and gravel extraction operations.

- **Special Study Areas**

- Five areas of the city, depicted in General Plan Figure 4, have been identified as warranting further study beyond the elements contained in the General Plan, including the possible development of an area plan or similar planning document. These special study areas were selected because of their unique locations or functions in the city. The characteristics and challenges for each of these areas, as they existed in 2009, are described below.

- North Entry Study Area

- This area extends from Healdsburg's northernmost point within the Sphere of Influence, at the south end of Alexander Valley, along Healdsburg Avenue to the south. Much of this section of Healdsburg Avenue has the character of a rural road, with no curbs or defined pavement edges, drainage swales on both sides and wide unpaved roadway shoulders. There are no pedestrian or bicycle facilities, even though this is a popular corridor for cyclists.

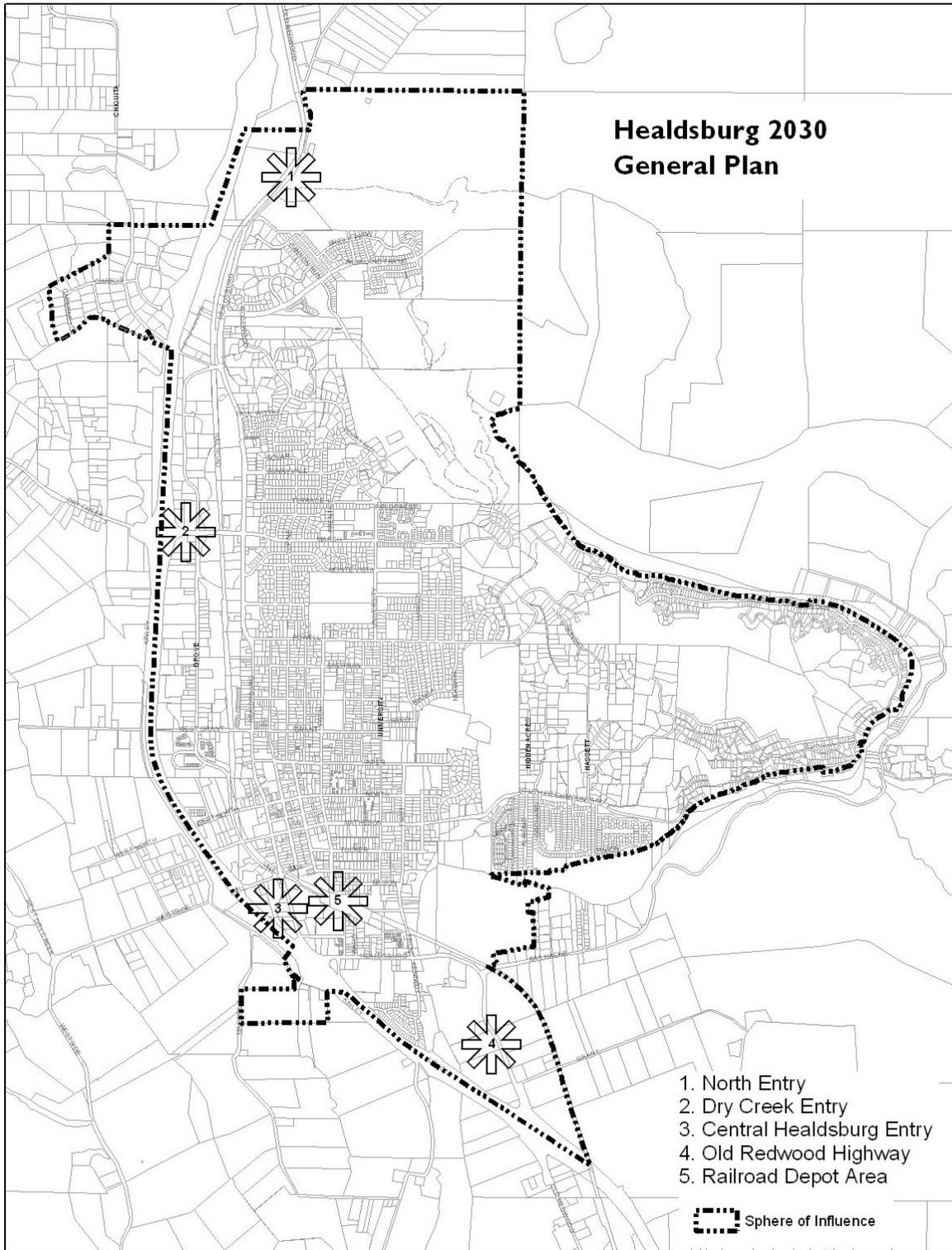


Figure 4 Special Study Areas

The Northwestern Pacific Railroad parallels the west side of the roadway. In addition to being an important entrance to the city, it is a transitional area between the agricultural lands of the Alexander Valley to the north and the traditional, small-town character to the south. This area is also highly visible from the freeway and Healdsburg Avenue, both of which are designated scenic roads.

A substantial amount of property in the northernmost portion of the North Entry Study Area on both sides of the road is vacant (approximately 30 acres on the west side and 256 acres on the east side).

The North Entry Plan should:

- Identify appropriate uses for adjoining vacant properties that complement, but do not undermine the role of the downtown as the commercial center of Healdsburg. Retail uses shall be limited to smaller, ancillary and specialty shops, designed to serve the primary uses on the site. The following uses shall not be allowed:
 - Regional or community shopping center;
 - Grocery- or drugstore-anchored neighborhood shopping center;
 - Home improvement or hardware store; and
 - Automobile dealership or service station.
- Provide that prior to development of the 30-acre property on the west side of Healdsburg Avenue, the Planning Commission shall approve a conditional use permit or similar land use entitlement, in addition to a design review permit, that defines the development's physical and operational characteristics and insures that the mix of uses is compatible and consistent with the intent of the North Entry Plan.
- Identify street improvements needed for this section of Healdsburg Avenue to safely accommodate pedestrians and cyclists and provide an attractive gateway to the community, including lighting and utility undergrounding.
- Develop building and landscape design guidelines that preserve and reinforce the area's predominantly rural character and recognize its proximity to two important scenic roads.
- Include the construction of a section of the Foss Creek Pathway along a portion of the west side of Healdsburg Avenue, if feasible.
- Consider the placement of city identification and directional signs.

Dry Creek Entry Study Area

Dry Creek Road between U.S. Highway 101 and Healdsburg Avenue is a major entryway to the city for visitors from Dry Creek Valley and Highway 101. Land uses along the corridor include motels, restaurants, service stations, a truck storage lot and a liquor store. Pedestrian and bicycle facilities are limited. Foss Creek bisects this area, but is

barely visible and has no public access in this location. The reclassification of properties in this corridor from Highway Commercial to Mixed Use will encourage the development and redevelopment of vacant and underutilized properties.

The Dry Creek Entry Plan should:

- Develop streetscape design guidelines that will provide an attractive gateway to the community, including landscaping, lighting and utility undergrounding
- Identify street improvements needed to safely accommodate pedestrians and cyclists, including a mid-block crossing of the Foss Creek Pathway
- Develop building design guidelines that promote a small-scale urban character along this corridor and de-emphasize automobiles
- Identify opportunities for visual and physical access to Foss Creek
- Consider the placement of city identification and directional signs.

Central Healdsburg Entry Study Area

This study area focuses on the section of Healdsburg Avenue extending north from the U.S. 101 Central Healdsburg freeway exit approximately one-third mile to the five-way intersection of Healdsburg Avenue, Mill Street and Vine Street. This entryway is the corridor most frequently used by visitors to the city. Many people gain their first impression of Healdsburg from this corridor.

Land uses along this portion of Healdsburg Avenue include fast food restaurants, a gas station, a strip commercial center, a lumber mill, several dilapidated vacant buildings and a vacant site. Unattractive overhead utilities and cobra-head lighting line the corridor. There are some gaps in the sidewalk in this area, most noticeably on either side of the bus stop in front of Nu Forest Products. Foss Creek runs along the west side of Healdsburg Avenue in this area, but is partly covered by an abandoned gas station or hidden by building lining the street.

A significant portion of the traffic through this corridor is destined for the Dry Creek Valley and makes a left-hand turn onto Mill Street. Construction of the two planned freeway off-ramps at Mill Street would alleviate this traffic volume, although a reduction in traffic could necessitate the implementation of traffic calming measures, as vehicles exiting the freeway onto Healdsburg Avenue tend to be traveling at relatively high speeds. As currently configured, the five-way intersection of Healdsburg Avenue, Mill Street and Vine Street is confusing to drivers, pedestrians and cyclists because of its configuration and is subjected to long traffic queues. The large paved area of the intersection is unattractive.

The Central Healdsburg Entry Plan should:

- Develop streetscape design guidelines that will provide an attractive gateway to the community, including landscaping, street trees, lighting and utility undergrounding
- Identify street improvements needed to safely accommodate pedestrians and cyclists
- Develop building design guidelines that promote an urban character along this corridor and de-emphasize automobiles
- Identify opportunities for visual and physical access to Foss Creek and its enhancement
- Consider the placement of city identification and directional signs
- Consider the construction of a roundabout at the five-way intersection to improve traffic flow and safety, and enhance its appearance with landscaping
- Consider the reclassification of area industrial properties that are likely to redevelop to an appropriate land use designation.

Depot Study Area

The historic Healdsburg train depot located at Fitch and Harmon Streets was selected in 1999 as the site of an intermodal transportation center to provide a common transfer point among public transportation systems and with automobiles. Improvements at the depot will include a park-and-ride lot, local and regional bus stops and renovation of the historic depot and freight buildings. The North Coast Rail Authority plans to restart freight service in 2008, which will pass through the depot area. If the Sonoma-Marín Area Rail Transit, a regional transit district, is successful in re-establishing intercity passenger rail system in Sonoma and Marin County, the depot would be a stop in Healdsburg.

Properties surrounding the depot area are a mixture of low-density residential, service commercial and industrial uses.

The Healdsburg Depot Plan should address:

- Potential changes in land use designations to maximize the number of residents in the vicinity and train usage, including the Nu Forest site and other nearby industrial and underutilized properties
- Circulation improvements needed to facilitate pedestrian, bus and vehicular access to the depot
- Rehabilitation of the depot and freight building for passenger service or other appropriate uses.

Old Redwood Highway Study Area

This area is bound by the South Healdsburg Avenue freeway interchange on the south, Memorial Bridge and the Syar Industries property on the north, the city limits on the east and Russian River on the west. This area was annexed by the City of Healdsburg in 1979 primarily for the purpose of extending city services and utilities. Current development on the east side of Healdsburg Avenue includes a lumber yard, a lumber mill, warehousing, light manufacturing, a gravel processing plant, a restaurant and a park and ride lot near the freeway off-ramp. Memorial Beach, a county-owned recreational facility, gravel processing and earthmoving equipment storage is located on the west side of the street. Approximately 49 acres within this area are vacant. The area is designated Industrial, with the exception of several properties that adjoin the freeway on the west side of Healdsburg Avenue, which are designated Mixed Use, and Memorial Beach, which is designated Public/Quasi-Public.

This section of Healdsburg Avenue has the character of a rural road with few curbs, no defined edge, swales on both sides for drainage and wide roadway shoulders. A Class II (striped) bicycle lane runs along both sides of the street, connecting at the south end to a regional bicycle network. Unsightly overhead utilities dominate views of this area. The Old Redwood Highway Design Guidelines apply to development along Healdsburg Avenue and regulate minimum street setbacks, landscaping design, property access, location and screening of parking and outdoor storage, fencing, signing, lighting, sidewalks and public transportation. However, only two projects have been developed in accordance with these guidelines since it was developed. Development in the area has been hindered primarily by the lack of public water and sewer service, which cannot be extended to the area until Memorial Bridge is renovated or replaced.

The Old Redwood Highway Plan should:

- Consider the appropriateness of industrial uses along the river
- Identify opportunities for maximizing public access to the river
- Identify appropriate land uses for the eventual redevelopment of the Syar Industries sites
- Identify the means of funding and constructing public water and sewer services and underground overhead utilities
- Determine the need to update the Old Redwood Highway Design Guidelines
- Consider the placement of city identification and directional signs.

Land Use Goals, Policies and Implementation Measures

GOAL LU-A Orderly development within well-defined urban boundaries maintained by the City's adopted Urban Service Area/Urban Growth Boundary.

Policies

- LU-A-1 An Urban Service Area/Urban Growth Boundary is established, as shown on the Land Use Plan, and shall be in effect for a period of twenty years after its adoption or until December 31, 2016. No new development shall be permitted outside the Urban Service Area/Urban Growth Boundary other than public parks, public schools, public facilities that implement the goals and policies of the Public Facilities Element, and open space used for any of the purposes set forth in state law, including agricultural uses.
- LU-A-2 City water and sewer service shall not be extended to development outside of the Urban Service Area/Urban Growth Boundary, except as allowed under extraordinary circumstances pursuant to other applicable General Plan policies.
- LU-A-3 The City Sphere of Influence shall be congruent with the Urban Service Area/Urban Growth Boundary.
- LU-A-4 Prior to consideration of any annexation request in the areas shown on General Plan Figure 2, a specific plan shall be adopted by the City Council prior to, or simultaneous with rezoning consideration of the area to be annexed, except that no specific plan shall be required for the unincorporated pockets on the north and south sides of South Fitch Mountain Road and no specific plan shall be required for land to be annexed for school or public utility purposes.
- LU-A-5 The City will discourage annexations that would result in the creation of unincorporated islands, peninsulas, or other irregular boundaries, provided that such restrictions are not detrimental to planned growth and development.
- LU-A-6 The City will not consider the annexation of any properties in the unincorporated Fitch Mountain area except under the following circumstances:
- a. A comprehensive study is completed examining the feasibility of annexation of the area examining Fitch Mountain resident views, geotechnical and public service constraints and fiscal impacts.
 - b. The existing Fitch Mountain Water Company system is upgraded to City standards.

- c. An assessment district is formed to design and construct a wastewater collection system to City standards with localized treatment facilities or financing of necessary capacity expansion in the City's wastewater treatment system.
- d. County Service Area No. 24 or another public entity initiates and provides financing for the acquisition of Pacific Gas and Electric's electrical distribution facilities in the area and agrees to dedicate such facilities to the City as a condition of annexation.
- e. An assessment district is formed to design and construct necessary street, drainage and other improvements to city standards.
- f. One or more geologic hazard abatement districts are formed and a plan to control and mitigate geologic and soil erosion hazards is implemented.

LU-A-7 The City will continue to manage residential growth within the Urban Growth Boundary in a manner that reflects the capacity of its public facilities.

GOAL LU-B The continuation of non-urban land uses outside the Urban Service Area/Urban Growth Boundary that protect agricultural, natural and scenic resources.

Policies

LU-B-1 The City will work with Sonoma County to achieve common land use objectives for the unincorporated lands within the Healdsburg Planning Area and outside the Urban Service Area/Urban Growth Boundary in proximity to Healdsburg.

LU-B-2 The City will consider the de-annexation of the 16-acre property at 2250 Magnolia Drive in order to promote its continued use for agricultural purposes.

GOAL LU-C A pattern and intensity of land use that respects residential neighborhoods as well as natural constraints and conditions.

Policies

LU-C-1 Only low-intensity urban development and open space land uses shall be allowed in areas characterized by steep slopes, environmental hazards, scenic ridgelines and hillsides. Clustering of development in these areas shall be encouraged to preserve open space, meet the policies of the General Plan concerning natural hazards and scenic resources and minimize the costs of infrastructure improvements.

- LU-C-2 Intensive urban development shall be allowed only in areas that are relatively free of topographic, geologic and environmental limitations.
- LU-C-3 The integrity of distinct and identifiable neighborhoods, entries and districts shall be preserved and strengthened.
- LU-C-4 Development at the interface of different land use designations shall be designed to ensure compatibility between the uses.
- LU-C-5 Residential neighborhoods shall be protected from encroachments by undesirable non-residential uses.

GOAL LU-D A thriving, pedestrian-oriented downtown that is the commercial and cultural center of Healdsburg.

Policies

- LU-D-1 The downtown shall be defined by identifiable boundaries. Land use designations shall reinforce the distinction between the downtown and surrounding areas. Landscaping, street furniture, special paving, lighting and street trees shall be used to reinforce the distinction between the downtown and adjacent districts.
- LU-D-2 The City shall seek to provide a diversity of uses within the downtown that serve both residents and visitors and shall avoid an over-concentration of a single type of use.
- LU-D-3 Development outside of the downtown shall not undermine its role as the commercial center of the city.
- LU-D-4 The ground floor of buildings fronting on the historic Plaza should be occupied by activities of visual interest to pedestrians.
- LU-D-5 Formula businesses are prohibited on properties around the historic Plaza in order to preserve its character of small, unique businesses that are attractive to residents and visitors.
- LU-D-6 Large single-tenant commercial buildings around the Plaza shall be regulated to minimize aesthetic, economic and traffic impacts.

GOAL LU-E Provision of goods and services to residents and visitors in a manner that preserves and enhances Healdsburg's small-town charm and unique character.

Policy

- LU-E-1 Big box retail and outlet malls are prohibited within the City of Healdsburg.

GOAL LU-F Appropriate and complementary land uses adjacent to designated transit facility sites.**Policies**

- LU-F-1 Land uses adjacent to designated transit facilities should derive maximum benefit from transit facilities and may include retail, office, employment and higher-density residential uses.
- LU-F-2 The City shall encourage mixed use development, including new housing and employment opportunities, as well as reuse of underutilized or vacant industrial land, around the historic railroad depot to support transit use at the depot.

GOAL LU-G Maximized public use of the city's river frontage.**Policies**

- LU-G-1 Re-evaluate the suitability of industrial uses in the area between the Russian River bridge and the southernmost entrance to the City of Healdsburg when water and sewer services become available.
- LU-G-2 Plan for the ultimate redevelopment of the Syar Industries properties.

IMPLEMENTATION MEASURES

- LU-I Amend the Municipal Code to reflect the “extraordinary circumstances” under which extensions of City water and/or sewer service outside of the Urban Service Area/Urban Growth Boundary may occur and establish a requirement that findings be made for such extensions, including the following:
- a. The land use to which the water and/or sewer service would be extended is consistent with all applicable policies of the General Plan;
 - b. The land use to which the water and/or sewer service would be extended is compatible with open space uses as defined in state law, does not interfere with accepted agricultural practices, and does not adversely affect the stability of land use patterns in the area;
 - c. The property to which the water and/or sewer service would be extended is immediately adjacent to land already served by the service(s) to be extended; and,
 - d. Specific circumstances, unique to the property to which the water and/or sewer service would be extended, would otherwise deprive the property of privileges enjoyed by other comparable property outside the Urban Service Area/Urban Growth Boundary and in the vicinity of the property to be served.

- LU-2 Until December 31, 2016, amend Policies LU-A-1 and LU-A-2 and the Land Use Plan only by a vote of the people or pursuant to the procedures set forth below:
- a. The City Council may amend the Urban Growth Boundary designated on the Land Use Plan if it deems it to be in the public interest, provided that the amended boundary is within or coextensive with the limits of the Urban Growth Boundary as designated on the Land Use Plan as of March 1, 1996.
 - b. The City Council may amend the Urban Growth Boundary to comply with state law regarding the provision of housing for all economic segments of the community, in order to accommodate lands to be designated for residential uses, provided that no more than 10 acres of land may be brought within the Urban Growth Boundary for this purpose in any calendar year. Such amendment may be adopted only if the City Council makes each of the following findings:
 - i. That the land is immediately adjacent to existing comparably developed areas and the applicant for the redesignation has provided evidence that the Fire Department, Police Department, Department of Public Works, the Community Services Department and the School District have adequate capacity to accommodate the proposed development and provide it with adequate public services; and,
 - ii. That the proposed development will consist of primarily low and very low income housing pursuant to the Housing Element of this General Plan; and,
 - iii. That there is no existing residentially designated land available within the Urban Growth Boundary to accommodate the proposed development; and,
 - iv. That it is not reasonably feasible to accommodate the proposed development by redesignating lands within the Urban Growth Boundary for low and very low income housing; and,
 - v. The proposed development is necessary to comply with state law requirements for provision of low- and very low-income housing.
 - c. The City Council may amend the Urban Growth Boundary if it finds that:
 - i. The application of Goal A, Policies LU-A-1 and LU-A-2 and the Land Use Plan would constitute an unconstitutional taking of a landowner's property; and

- ii. The amendment and associated land use designation will allow additional land uses only to the minimum extent necessary to avoid said unconstitutional taking to the landowner's property.
 - d. The provisions enumerated in Policies LU-A-1 and LU-A-2 shall continue to be included in the General Plan until December 31, 2016, unless earlier repealed or amended pursuant to the procedures set forth above or by the voters of the City.
- LU-3 Prepare and consider the findings of a study to evaluate removing Fitch Mountain and its surrounding area from the Urban Service Area/Urban Growth Boundary due to significant and pervasive environmental constraints, limited development potential and the financial infeasibility of providing city services to the area.
- LU-4 Continue to meet with the Sonoma County Local Agency Formation Commission on an annual basis to reaffirm the City's position on its Sphere of Influence and Urban Service Area/Urban Growth Boundary.
- LU-5 Prepare and adopt specific plans in cooperation with the affected property owners for areas shown in General Plan Figure 2 when deemed appropriate by the City Council. The costs of preparing, reviewing and adopting specific plans and related environmental documents shall be paid by the property owners benefiting from the specific plan.
- Specific plans will comprehensively address the relevant planning issues on the property to be annexed as well as adjacent properties as necessary to ensure proper coordination of future development with existing infrastructure, land use patterns and environmental concerns.
- The term "specific plan" includes specific plans provided for by Government Code Section 65450, area plans, neighborhood plans, residential master plans and planned developments. The City Council may determine the type of plan study method that is appropriate to a proposed annexation area and whether the plan should be prepared prior to or simultaneous with the rezoning request.
- LU-6 Rescind the Ridgeline North Area Plan to reflect the property's purchase by the Sonoma County Agricultural Preservation and Open Space District for a natural open space preserve.
- LU-7 Review on an annual basis and implement the adopted policies and procedures for administering the residential growth management initiative (Measure M) passed by the voters of the City of Healdsburg on November 7, 2000.

- LU-8 Continue to collaborate with Sonoma County, Sonoma County LAFCO, the Sonoma County Agricultural Preservation and Open Space District and other agencies to ensure that unincorporated areas within the Healdsburg Planning Area and in proximity to it are primarily non-urban uses such as rural residential, agricultural and open space.
- LU-9 Review and respond to land use referrals from Sonoma County regarding potential development proposals located outside of Healdsburg that may affect the City.
- LU-10 Continue to implement the land use and development regulations that protect hillsides and ridgelines as contained in the Zoning Ordinance, the Design Review Manual, and in adopted specific, area and neighborhood plans.
- LU-11 Continue to implement the standards and guidelines contained in the Design Review Manual as they relate to the development of hillsides and land with physical constraints.
- LU-12 Adopt plans for the special study areas shown on General Plan Figure 4. Unless otherwise determined by the City Council, the special study area plans shall be prepared by the City in close cooperation with the affected property owners. The costs of preparing, reviewing and adopting the special study area plans and related environmental documents shall be paid in advance by the property owners initiating the special study area plan. If the City initiates preparation of a special study area plan, then the City shall pay for the cost and be compensated by property owners upon future development. The geographic area to be covered by the plan may be revised as deemed appropriate during the planning process.
- LU-13 Continue to implement the improvements contained in the Downtown Streetscape Plan.
- LU-14 Study the implications of the proliferation of a single type of use in the downtown (e.g., wine tasting rooms) on the area's diversity and economic vitality.
- LU-15 Maintain in the Zoning Ordinance a prohibition on office uses on the ground floor of buildings fronting the Plaza.
- LU-16 Amend the Zoning Ordinance to:
- a. Regulate formula businesses for properties around the Plaza.
 - b. Prohibit big box retail businesses and outlet malls throughout the city.
 - c. Regulate large single-tenant commercial buildings around the Plaza.

- d. Ensure that development outside of the downtown complements, but does not compete with, its role as the city's commercial core.
 - e. Replace the Highway Commercial zoning district with a Mixed Use Commercial zoning district to be more responsive to market demand and to promote mixed commercial and residential uses at higher densities.
 - f. Combine the industrial zoning districts and revise the list of allowed and conditionally-permitted uses to reflect changes to the local economy and regulate uses that generate significant off-site impacts.
 - g. Set standards for what qualifies as a subordinate use when associated with mixed-use and other types of development.
- LU-17 Evaluate the floor area ratio (FAR) standards of the General Plan land use designations and the Zoning Ordinance zoning districts and determine whether revisions are needed to reflect the appropriate intensity of development.
- LU-18 Prior to the development of the ±30-acre property on the west side of Healdsburg Avenue at the northern city limits (commonly referred to as the Quaker Hill property), the Planning Commission shall approve a conditional use permit or similar land use entitlement, in addition to a design review permit, that defines the development's physical and operational characteristics and insures that the mix of uses is compatible and consistent with the intent of the North Entry Plan. Retail uses on the property shall be limited to smaller, ancillary and specialty shops, designed to serve the primary uses on the site. The following uses shall not be allowed:
- Regional or community shopping center;
 - Grocery- or drugstore-anchored neighborhood shopping center;
 - Home improvement or hardware store; and
 - Automobile dealership or service station.

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3 HOUSING

NOTE: The Housing Element is unique in that it is the only element of the General Plan that requires outside review and certification by the California State Department of Housing and Community Development (HCD) and is on a State mandated time frame. Healdsburg's current Housing Element is valid from 2023 to 2031 and is available as a separate document. The current Housing Element was adopted on May 1, 2023. It is bound separately from the Healdsburg 2030 General Plan.

https://healdsburg.gov/DocumentCenter/View/16801/Healdsburg-Housing-Element_Adopted-and-Certified

4 ECONOMIC DEVELOPMENT

The Economic Development Element provides goals and policies to promote economic development and stability in Healdsburg. General Plan policies seek to maximize economic opportunities, including ensuring a diversified employment base and meeting the commercial needs of residents and visitors.

Economic Goals, Policies and Implementation Measures

GOAL ED-A Expand the commercial and industrial sectors of Healdsburg's economy to increase jobs, meet the needs of residents and visitors, and generate revenues that support City services.

Policies

- ED-A-1 Support businesses that create and maintain a diversity of jobs.
- ED-A-2 Support efforts to facilitate the hiring of individuals seeking employment and those recruiting workers for employment.
- ED-A-3 Provide for the continuation and expansion of Healdsburg's commercial services to meet the needs of both Healdsburg area residents and visitors.
- ED-A-4 Encourage businesses that generate revenues such as transient occupancy tax and sales tax, in addition to property taxes, in order to support city services.
- ED-A-5 Encourage development that adds, rather than simply redistributes, sales tax or other revenues derived from commercial transactions.

GOAL ED-B Maintain a thriving downtown, with the Plaza as the city's commercial center.

Policies

- ED-B-1 Continue to support businesses through the promotion of the downtown and working towards solutions to problems in the greater downtown area.
- ED-B-2 Seek to provide a diversity of uses within the downtown that serve both residents and visitors and avoid an over-concentration of a single type of use.
- ED-B-3 Formula businesses shall be prohibited on properties around the Plaza in order to support local- and independently-owned businesses and protect and enhance Healdsburg's unique character.
- ED-B-4 Large single-tenant commercial buildings around the Plaza shall be regulated to minimize aesthetic, economic and traffic impacts.
- ED-B-5 Development outside of the downtown shall not undermine its role as the commercial center of the city.

ED-B-6 Provide enhanced security in the downtown area.

GOAL ED-C Promote affordable housing in order to retain existing and attract new workers to the city.

Policy

ED-C-1 Promote housing that is affordable to workers who are vital to the community.

GOAL ED-D Improve the economic viability of the Municipal Airport.

Policy

ED-D-1 Work towards increasing Healdsburg Municipal Airport's commercial contribution to the city and the region, and efforts to transition the airport to a self-sufficient enterprise operation.

IMPLEMENTATION MEASURES

ED-1 Work with affected groups and individuals to relocate the Day Labor Center to a permanent location if the City determines that maintaining the center on a long-term basis is desirable.

ED-2 Implement the programs contained in the Housing Element in order to promote affordable housing within the city for workers who are vital to the community.

ED-3 Seek funding and other support for programs that connect unemployed Healdsburg residents with local jobs.

ED-4 Continue to implement local preference policies, job counseling and other related programs to support local employment of Healdsburg residents.

ED-5 Ensure that the General Plan Land Use Plan and the Zoning Map provide a sufficient inventory of commercial and industrial land in appropriate locations with adequate infrastructure to support a healthy economic climate.

- ED-6 Use tax-exempt financing and low-interest loans and infrastructure investments to support projects that further City and Redevelopment Agency objectives.
- ED-7 Continue, where feasible, to support efforts by the Chamber of Commerce to promote Healdsburg's economy, assist the establishment of commercial and industrial enterprises in Healdsburg and support existing businesses in expanding and improving their facilities and productivity.
- ED-8 Provide a directional signage program for public parking, the downtown, wine tasting facilities, recreational areas and other areas of interest to visitors to the community.
- ED-9 Continue to provide off-street public parking supporting downtown businesses within the Downtown in order to make the most effective and attractive use of the downtown core while directing parking to its periphery. (Amended by Ord. 1139; Effective 8/20/14)
- ED-10 Continue to support and promote events that draw residents and visitors to the downtown, such as concerts, festivals and parades.
- ED-11 Continue to implement the improvements contained in the Downtown Streetscape Plan.
- ED-12 Amend the Zoning Ordinance to:
- a. Prohibit formula businesses on properties around the Plaza
 - b. Ensure that development outside of the downtown complements, but does not compete with, its role as the city's commercial core
 - c. Regulate large single-tenant commercial buildings around the Plaza
- ED-13 Continue to enhance the Plaza with landscaping, seating and other improvements.
- ED-14 Study the implications of the proliferation of a single type of use in the downtown (e.g., wine tasting rooms) on the area's diversity and economic vitality.
- ED-15 Continue to promote safety in the downtown through such Police Department activities as regular security checks, including "shaking the door knobs" during graveyard shift patrols, and working with the City's code enforcement officer.
- ED-16 Implement the Airport Master Plan implementation program where feasible through the use of state and federal grants, airport enterprise funds and Redevelopment Agency participation when deemed appropriate by the City Council.

- ED-17 Develop an implementation and marketing plan that focuses on economic strategies and opportunistic land development to supplement and make up for City funding resources that might be lost with the relocation of public revenue-generating businesses.
- ED-18 Explore long-term funding sources to attain a balanced budget, focusing on the identification of funding sources for all City operations and needs.

5 TRANSPORTATION

The Transportation Element contains goals and policies related to the transportation system in Healdsburg, including streets, public transit, bicycle routes, pedestrian connections and rail service. They address each of the transportation modes with the objective of creating a safe, efficient, and convenient transportation system. Each of the specific plans and the Grove Street Neighborhood Plan has or will have its own circulation plan and street types.

Circulation Plan

General Plan Figure 5, Circulation Plan, depicts the official classification of streets within the Urban Service Area. The following define the various types of streets in the classification system.

- Local streets provide immediate access to properties and carry very low traffic volumes.
- Collector streets are fed by local streets, provide local circulation options and connections to arterials, and carry light to moderate traffic volumes.
- Arterial streets are fed by local and collector streets, provide intra-city circulation and connections to the freeway and regional roads and carry relatively heavy traffic volumes. Arterials within the city include Healdsburg Avenue, Dry Creek Road and Mill Street west of Healdsburg Avenue.
- Freeways are fed by arterial streets, provide intra-city travel and connections to other regional highways, and are capable of carrying heavy traffic volumes. Highway 101 serves this function in the Planning Area.

Street Standards

General Plan Figure 6, Street Standard Cross-Sections, illustrates standard designs for each of the three street types depicted in Figure 5. However, because development of the city's street network began more than 150 years ago and has developed incrementally, many street segments do not conform to these designs and will not be redesigned and reconstructed. Such components as parking, sidewalks, landscaping and bicycle lanes will be determined for specific street segments based on factors such as surrounding land uses, topography, mature trees and the available right-of-way. Future specific plans will develop street standards that are appropriate to plan goals and environmental considerations.

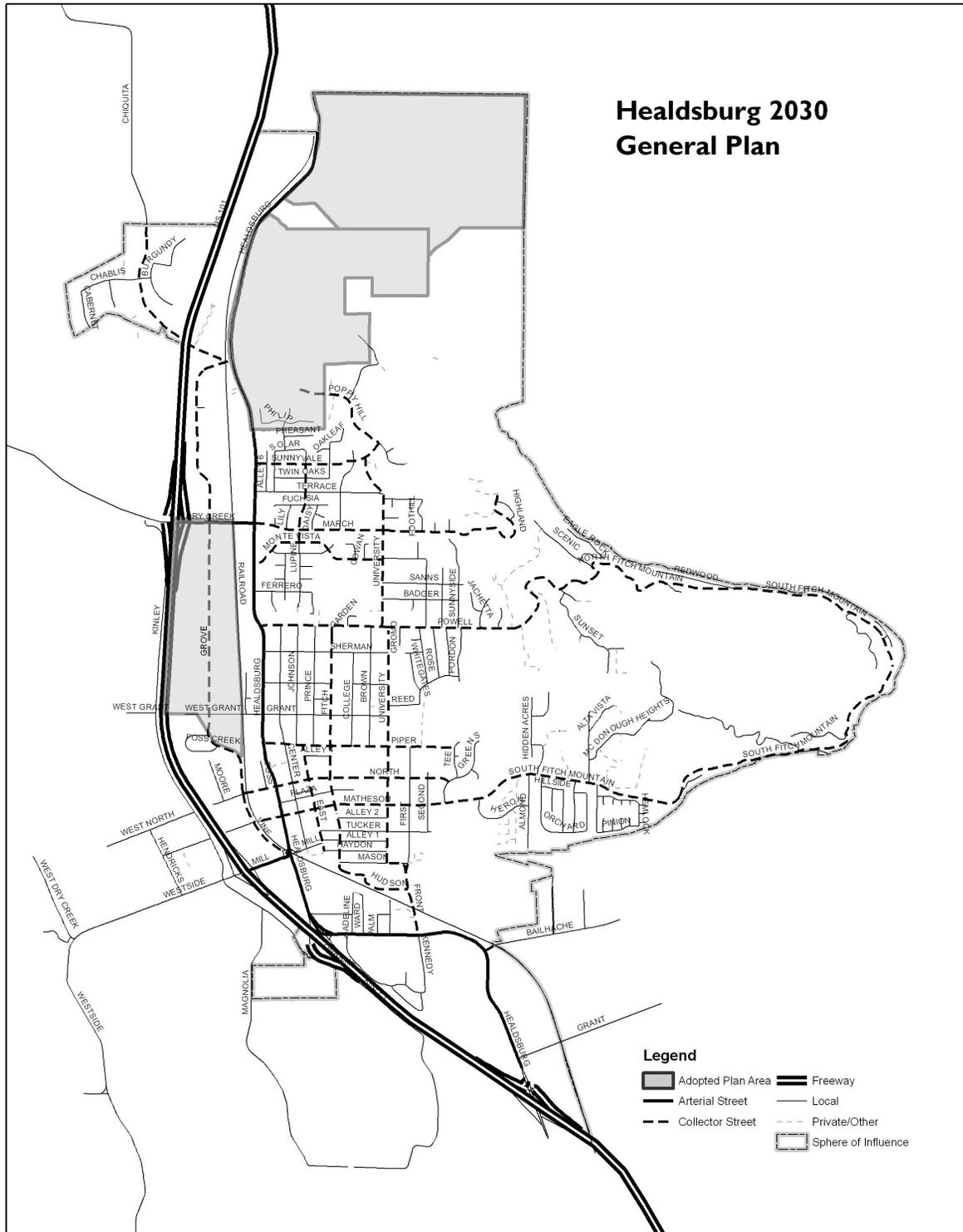


Figure 5 Circulation Plan

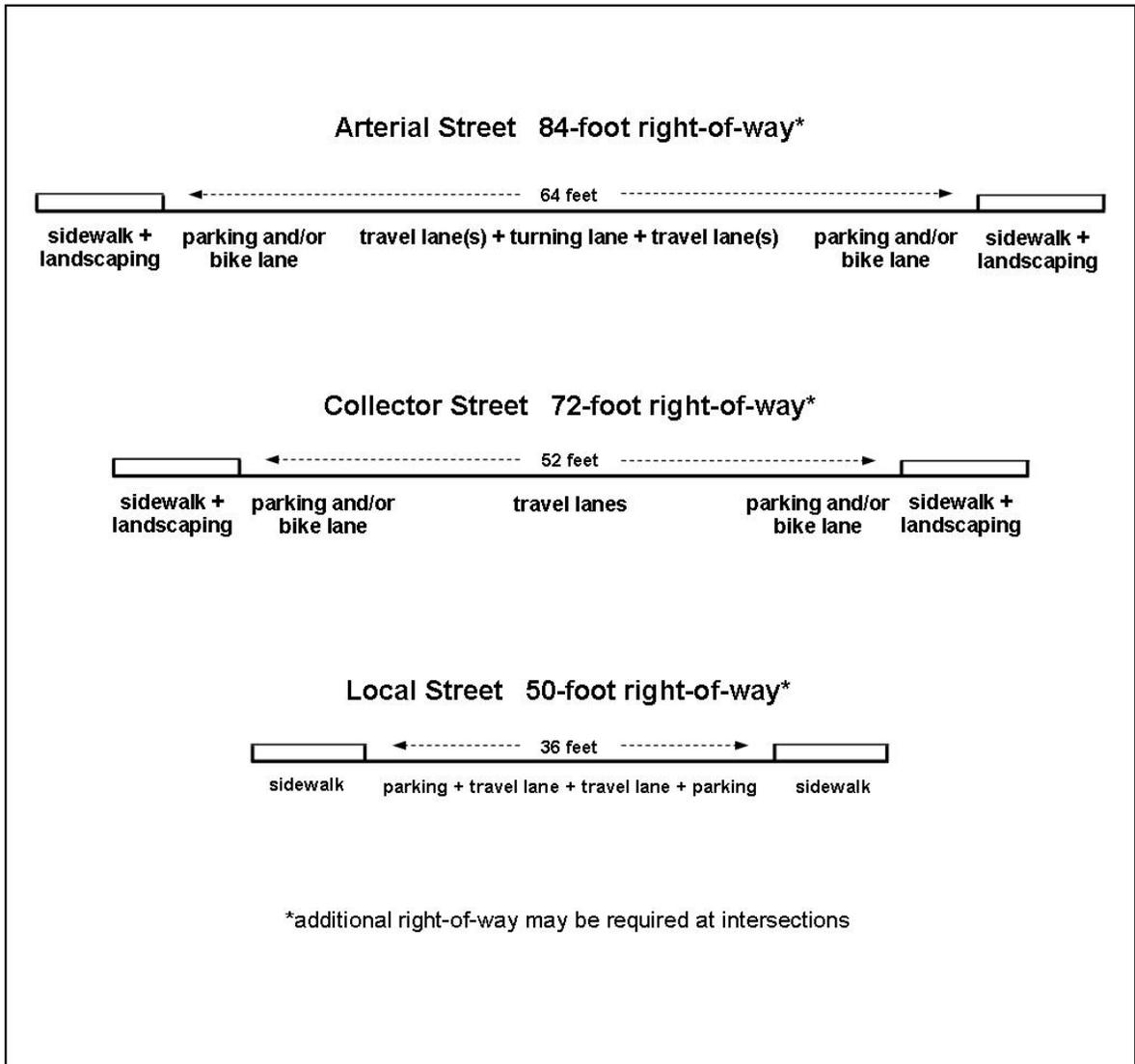


Figure 6 Street Standard Cross-Sections

Transportation Goals, Policies and Implementation Measures

GOAL T-A A circulation system that is correlated with existing and proposed land use and provides for the efficient movement of people, goods, and services within and through Healdsburg.

Policies

T-A-1 The City shall strive to maintain at least a Level of Service (LOS) D operation during periods of peak traffic flow at critical intersections, and Level of Service C operation at all other times. These standards shall apply only to intersections of an arterial street with either another arterial or a collector street and intersections of two collector streets. LOS F operation shall be acceptable for a stop-controlled approach to a through street provided the higher levels of delay affect 25 or fewer vehicles per hour. Attainment of these levels of service shall be consistent with the financial resources available and the limits of technical feasibility.

The following table indicates the standards described above based on the methodologies detailed in the Highway Capacity Manual 2000.

Minimum Level of Service Standards

For intersections of two arterial streets and intersections of arterial and collector streets

Type of Control	Peak Periods	Off-Peak Periods
Signalized	D	C
All-way stop controlled	D	C
Unsignalized – worst approach	E	D

T-A-2 Streets shall be dedicated, modified, extended, and constructed according to the street cross-sections as shown in General Plan Figure 6, Street Standard Cross-Sections with the following exceptions:

- a. In areas included in a specific plan adopted by the City, streets shall be dedicated and constructed according to street standards shown in such plans(s).
- b. Deviations from these cross-sections may be allowed where such improvements are infeasible or are needed to preserve neighborhood character, enhance pedestrian use or protect significant trees, upon a determination by the City Engineer that safe and adequate public access and circulation are preserved by such deviations.

T-A-3 New local streets shall be designed to discourage heavy through-traffic within residential neighborhoods.

- T-A-4 New local streets shall ensure direct and adequate access to properties for emergency service vehicles.
- T-A-5 Major circulation improvements shall be completed as abutting lands develop or redevelop, with dedication of right-of-way and construction of improvements required as a condition of approval.
- T-A-6 Development that would necessitate circulation improvements prior to the development of land abutting those improvements to mitigate project traffic impacts shall be prohibited unless the improvements are made a condition of approval.
- T-A-7 Circulation improvements that are not tied to abutting development, but are necessary to address traffic impacts of the major development, should be completed before or concurrent with construction of the major new development.
- T-A-8 The development of private streets in new residential projects is discouraged, except in extraordinary circumstances, such as environmental constraints and the desire to limit grading and impacts to native trees, or a determination by the City Engineer that the street is not a component of the main circulation system of the City (e.g., providing through access to other areas).
- T-A-9 Street and traffic control development fees shall be assessed on all new development sufficient to fund system-wide capacity improvements. The fee schedule shall be periodically reviewed and revised as necessary.
- T-A-10 The City will aggressively pursue state and federal funding to implement circulation improvements where consistent with adopted goals and policies.
- T-A-11 The circulation system for the northern part of the Urban Service Area shall meet the intent of, and provide the anticipated capacity provided for in the specific plans that have been prepared for the area.
- T-A-12 The City will strive to complete links in the existing street system to improve continuity and provide emergency vehicle access, consistent with existing neighborhood character, pedestrian safety and subject to fiscal and physical limitations.
- T-A-13 The City will seek to improve motor vehicle, bicycle and pedestrian circulation at the intersection of Healdsburg Avenue, Mill Street and Vine Street.
- T-A-14 The City will work towards renovating or replacing the Russian River bridge with a sound structure that is aesthetically-pleasing and meets the needs of vehicle, pedestrian and bicycle traffic.

- T-A-15 Where consistent with the traditional street pattern of an existing area or neighborhood, the City encourages a gridiron pattern of streets and neighborhood interconnectivity.
- T-A-16 Work with the California Department of Transportation (Caltrans), Sonoma County and the Sonoma County Transportation Authority (SCTA) to plan and implement improvements to the Highway 101 interchanges at Dry Creek and Westside Roads, based on a fair share formula for cooperative funding of improvements among jurisdictions and agencies.
- T-A-17 Work with Sonoma County to develop and adopt a fair share contribution formula toward major road improvements in the city. Where development projects in the county increase traffic in the city, work with the County to establish a nexus between these projects and any improvements needed to the city circulation system to accommodate this increase.

GOAL T-B Minimal traffic accidents and hazards.

Policies

- T-B-1 The creation or continuance of traffic hazards is prohibited in new development and other proposals requiring discretionary action by the City.
- T-B-2 Special attention will be given to providing adequate corner sight distances at intersections and private access drives and roadways.
- T-B-3 A program of identification and surveillance of high traffic accident locations will be maintained, with emphasis on early detection and correction of conditions that could potentially constitute traffic hazards.
- T-B-4 Traffic calming measures will be considered to maintain reasonable traffic speeds on city streets and to generally improve streets for pedestrian and bicyclist use.

GOAL T-C Adequate provision of on-street and off-street parking.

Policies

- T-C-1 If future growth in traffic volumes necessitates the removal of on-street parking places to provide additional traffic lanes, the lost spaces shall be replaced within the vicinity, if feasible, provided the replacement spaces do not adversely affect significant trees or other natural features.
- T-C-2 New development shall provide an adequate number of off-street parking spaces to accommodate the typical parking demands of the type of proposed development, except upon payment of a parking in-lieu fee. (Amended by Ord. 1139; Effective 8/20/14)

- T-C-3 Exceptions from parking standards may be allowed only under unusual circumstances or if a project is for senior housing or affordable housing.
- T-C-4 The City will continue to provide off-street public parking to support businesses in the Downtown Parking Exception Area in order to make the most effective and attractive use of the downtown core while directing parking to its periphery.

GOAL T-D Bicycle and pedestrian routes and facilities that provide safe and convenient access and an alternative to the use of motor vehicles.

Policies

- T-D-1 The use of alternative transportation modes shall be encouraged by establishing a safe and convenient bicycle and pedestrian network interconnecting residential areas with recreation, shopping and employment areas.
- T-D-2 The Foss Creek Pathway shall provide a central bicycle and pedestrian pathway through town.
- T-D-3 The City shall develop a citywide system of safe and convenient designated bikeways that serves both experienced and casual bicyclists, and which maximizes bicycle use for commuting, recreation, and local transportation.
- T-D-4 Provide bicycle lanes along arterial and collector streets and major access routes to schools and parks where feasible.
- T-D-5 The City shall promote and facilitate the use of bicycles with other transportation modes.

GOAL T-E A coordinated transportation system, including efficient bus service and rail transit, that provides an effective alternative to private automobile use.

Policies

- T-E-1 Ensure that sufficient land is designated in the General Plan for transit facilities, including park-and-ride lots, bus stations and rail transit facilities.
- T-E-2 The historic railroad depot shall be the designated multi-modal transit center for Healdsburg. The designation of this facility shall not be deemed to preclude the development of other uses under the General Plan. Other potential transit facility sites may be considered provided they support the railroad depot facility and their effects on circulation and the environment have been fully analyzed.

- T-E-3 The City shall encourage Sonoma County Transit to maintain, at a minimum, present level of service in the Healdsburg area.
- T-E-4 The City shall work closely with Sonoma County Transit and other transit service providers to develop and maintain public transportation facilities in the community, including park-and-ride lots and rail transit stations that are well planned and convenient to use.
- T-E-5 The City shall maintain its own intra-city transit service as long as the service is financially feasible.
- T-E-6 The City shall work closely with Sonoma County Transit in coordinating bus stop locations and bus schedules to facilitate transfers between bus systems.
- T-E-7 The City will encourage development of a centrally-located common bus terminus equipped with a permanent shelter and will encourage the County's bus system to coordinate its stops at the common terminus.
- T-E-8 The City will continue to maintain a tour bus parking area in the downtown area.

GOAL T-F Continued maintenance of the Healdsburg Municipal Airport.

Policies

- T-F-1 Healdsburg Municipal Airport shall continue to be operated as a general aviation airport for the benefit of area residents, tourists and industry. The airport shall also be made available for emergency aviation purposes.
- T-F-2 Healdsburg Municipal Airport shall continue to be operated as an enterprise activity and shall continue to be managed by the Healdsburg Airport Commission.
- T-F-3 The policies and capital improvement projects contained in the Airport Master Plan shall be pursued as funding allows.
- T-F-4 Improvements to the Airport shall be specific to the Airport and its functions and shall not result in development that would compete with, or otherwise diminish the importance of existing commercial areas within the city.

IMPLEMENTATION MEASURES

- T-I Maintain an inventory of the most recent available traffic counts. The master list shall be updated with traffic counts taken in connection with project traffic studies and by special counts conducted by the City as necessary.

- T-2 Prepare and adopt plans for new arterials, roundabouts or extension of existing streets for development areas. These standards shall reflect the limitations imposed by environmental constraints, existing developments and traffic calming techniques.
- T-3 Periodically review proposed roadway improvements, update cost estimates for City-funded improvements, and assess the adequacy of the current road and street development fee schedule to finance the proposed improvements. Adjustments to the development fee schedule shall be made as necessary.
- T-4 Seek the earliest possible inclusion of new freeway ramps at Mill Street/Westside Road in the Metropolitan Transportation Commission Regional Transportation Plan. Continue to pursue funding for the construction of the freeway ramps.
- T-5 Seek the earliest possible inclusion in the Metropolitan Transportation Commission Regional Transportation Plan and continue to pursue funding for the signalization of the freeway ramps at Dry Creek Road and other improvements necessary to improve the operation of this intersection to an acceptable level of service.
- T-6 Improve operating conditions at the intersection of Healdsburg Avenue, Mill Street and Vine Street in conjunction with the Central Healdsburg Entry Special Study Area Plan improvements through modifications to lane configurations and signal phasing or by the construction of a roundabout, if it proves to be feasible from an engineering and financial standpoint.
- T-7 Seek new funding sources for repair and maintenance of existing streets.
- T-8 Select a design for the renovation or replacement of the Russian River bridge, develop a funding plan, pursue funding and complete its construction at the earliest feasible date.
- T-9 Identify and remove obstacles limiting corner-sight distances at street corners, as feasible.
- T-10 Develop a unified system of informational and directional signs, to include directing pedestrians to businesses outside the Plaza and motorists to public parking. Expand the existing downtown pedestrian signage as necessary to reduce parking demand and traffic congestion.
- T-11 Implement the recommendations of the Downtown Parking Study where they are determined to be consistent with the goals and policies of the General Plan.

- T-12 Implement the Bicycle & Pedestrian Master Plan as opportunities arise and require development projects to dedicate land and/or construct/install bicycle and pedestrian facilities in coordination with the Plan.
- T-13 Designate and establish specific east-west and north-south bicycle routes through the downtown area where feasible.
- T-14 Continue to place bicycle racks as requested by property owners and demand grows at public destinations.
- T-15 Continue to improve the pedestrian network interconnecting residential areas with recreation, shopping and employment as opportunities arise, including as part of development projects.
- T-16 Complete gaps in the city's pedestrian and bicycle systems.
- T-17 Maintain the city's pedestrian and bicycle systems in good condition.
- T-18 Implement the Foss Creek Pathway Plan, as funding allows.
- T-19 Require new public facilities and private developments that are suitably located to provide connections to the Foss Creek Pathway.
- T-20 Work closely with the Sonoma County Transit Authority and other transit service providers to develop and maintain public transportation facilities in the community, including park-and-ride lots and the Intermodal Transportation Center.
- T-21 Pursue the policies and capital improvement projects contained in the Airport Master Plan as funding allows.
- T-22 Continue to monitor operating conditions at the Vine Street/Matheson Street intersection and install signalization improvements if it falls below an acceptable level of service. *(required mitigation measure)*
- T-23 Install a traffic signal utilizing split phasing for the Front Street and Kennedy Lane approaches and permitted left-turn phasing on Healdsburg Avenue as part of the Russian River Bridge renovation or replacement project. *(required mitigation measure)*
- T-24 Amend the City of Healdsburg's CEQA Implementation Procedures to require traffic impact studies for development projects that meet a specific threshold.
- T-25 Identify city circulation improvements that are required entirely or in part by development outside of the city. Based upon this nexus, seek to obtain a fair share of funding for these improvements from Sonoma County and establish a means of collecting fair share contributions at the time of project development in the county.

6 PUBLIC SERVICES

The Public Services Element provides goals, policies and implementation measures directed towards providing facilities and services that are important to residents' safety and quality of life. These facilities and services include drainage facilities, sewer and water lines, wastewater treatment plants, electrical utility infrastructure, passive and active recreation, police, fire, education and health care.

Public Services Goals, Policies and Implementation Measures

GOAL PS-A An adequate level of service in the City's water system to meet the needs of existing and projected development.

Policies

- PS-A-1 The City will ensure the availability of water sources as necessary to serve planned development.
- PS-A-2 The City will develop new water storage facilities and major distribution lines as necessary to serve planned development.
- PS-A-3 City water service shall not be extended to areas outside the city limits and within the Urban Service Area prior to annexation or to development outside of the Urban Service Area, except as allowed under extraordinary circumstances pursuant to other applicable General Plan policies. Existing commitments for water service outside the city limits shall continue to be honored.
- PS-A-4 New private water wells, expansion of existing private wells or repair of failed private wells shall be allowed only where the City determines that it cannot feasibly provide public water service, and such systems shall only be used until such time as City water service becomes available.
- PS-A-5 The City will promote water conservation in both city operations and private development.
- PS-A-6 The City will continue to assess a water development fee on all new commercial, industrial, and residential development sufficient to fund system-wide capacity improvements.
- PS-A-7 The City will continuously monitor water flows through the City's water system to identify areas of potential water loss and cases of under billings for water service and shall make improvements in the systems as necessary.

- PS-A-8 The Healdsburg Urban Water Management Plan and the Healdsburg Water System Master Plan shall guide the City's water supply and conservation capital improvement programming.
- PS-A-9 The City will pursue agricultural and urban reuse of recycled water in accordance with state law to minimize the use of potable water in serving existing and planned development.

GOAL PS-B An adequate level of service in the City's sewage collection and disposal system that meets the needs of existing and projected development.

Policies

- PS-B-1 City sewer service shall not be extended to areas outside the city limits and within the Urban Service Area prior to annexation or to development outside of the Urban Service Area, except as allowed under extraordinary circumstances pursuant to other applicable General Plan policies. Existing commitments for sewer service outside the city limits shall continue to be honored.
- PS-B-2 The City will promote water conservation in both city operations and private development to minimize sewer flows.
- PS-B-3 New private septic systems, expansions of existing systems and repair of failed systems shall be allowed only where the City determines that it cannot feasibly provide public sewer service, and such systems shall only be used until such time as City sewer service becomes available.
- PS-B-4 The City will continue to work with neighboring jurisdictions and the Regional Water Quality Control Board in seeking an area-wide solution to water quality problems in the Russian River.
- PS-B-5 The City will continue to assess a sewer development fee on all new commercial, industrial, and residential development sufficient to fund system-wide capacity improvements.

GOAL PS-C An adequate level of service in the City's electrical system that meets the needs of existing and projected development.

Policies

- PS-C-1 The City will plan, construct, and maintain facilities to provide adequate electrical service to existing and planned development.
- PS-C-2 The City will continue to extend its feeder lines as necessary to serve planned development and to ensure reliable service.
- PS-C-3 The City will promote energy conservation in its operations and private development, including programs to reduce dependency on fossil fuels.

PS-C-4 The City will continue to assess an electrical development fee on all new commercial, industrial, and residential development sufficient to fund system-wide capacity improvements.

GOAL PS-D A storm drainage system that accommodates runoff from existing and projected development and prevents property damage due to flooding.

Policies

PS-D-1 The City will continue to complete gaps in the storm drainage system in areas of existing development.

PS-D-2 The City will provide for channel improvements to, and periodic tree and brush clearance along Foss Creek to maintain adequate capacity, provided appropriate environmental mitigation measures are taken.

PS-D-3 The City will continue to assess a drainage development fee on all new commercial, industrial, and residential development sufficient to fund system-wide capacity improvements.

GOAL PS-E Maintenance, at minimum, of current levels of police and fire services as new development occurs.

Policies

PS-E-1 The City will endeavor through adequate staffing and patrol arrangements to maintain the minimum feasible police response times for emergency calls.

PS-E-2 The City will offset the need for new Fire Department staff and equipment and improve fire safety by continuing to require built-in fire protection equipment in new development.

PS-E-3 The City Fire Department will ensure that the design of new development facilitates access by firefighting apparatus.

PS-E-4 The Healdsburg Police Department shall maintain adequate staffing levels, equipment and facilities.

GOAL PS-F Maintenance of adequate facilities for the educational needs of Healdsburg residents.

Policies

PS-F-1 The City will assist the Healdsburg Unified School District in its efforts to more efficiently provide school services and facilities to serve existing and future development.

PS-F-2 The City will coordinate residential development information with the Healdsburg Unified School District and assist the District by not issuing building permits until the school district has collected its impact fee as provided for by state law and district resolution.

PS-F-3 The City will support efforts to use the former Foss Creek School site for community educational and recreational uses.

GOAL PS-G Maintenance of adequate facilities for the health care needs of Healdsburg residents.**Policies**

- PS-G-1 The City will support the continued provision of a full range of medical services at Healdsburg District Hospital.
- PS-G-2 The City will continue its support of clinics that provide medical care to lower-income residents.
- PS-G-3 The City will ensure that paramedic and ambulance resources are available to meet the needs of existing and planned development within the Urban Service Area, with the Healdsburg Fire Department continuing to provide first-response medical emergency services.

GOAL PS-H A park and recreation system that is suited to the needs and interests of Healdsburg residents and visitors.**Policies**

- PS-H-1 The City will expand the community and neighborhood park system with the goal of providing park facilities within reasonable walking distance of all city residential areas.
- PS-H-2 The City will plan for the acquisition and development of sites for the recreational needs of Healdsburg and the surrounding community.
- PS-H-3 The City will emphasize joint use of school facilities for the development of new park and recreational facilities.
- PS-H-4 City park acquisition and development efforts shall be based on a goal of 5 acres of developed neighborhood and community parkland per 1,000 residents within the Urban Service Area.
- PS-H-5 The City will promote the provision of parks as part of new residential developments by continuing to assess park development fees on these projects, or accepting land for park purposes in lieu of park development fees, in part or in whole, based on a development agreement.
- PS-H-6 The City will continue to assess park development fees on all new commercial, industrial, and residential development sufficient to fund system-wide park improvements.
- PS-H-7 The City will work with Sonoma County Agricultural Preservation and Open Space District, Sonoma County Land Trust and other appropriate non-profit conservation groups and agencies in acquiring key open space areas with public access and park sites where such an arrangement benefits both the City and property owners.
- PS-H-8 The City's recreational programs will reflect community attitudes and preferences.

GOAL PS-I A network of pedestrian/hiking trails connecting major open space areas and destination points within Healdsburg and its surroundings.

Policy

PS-I-1 The City will develop a pedestrian/hiking system to link city parks and major public open space areas, including the trails systems owned by the Sonoma County Agricultural and Open Space District. The pedestrian/hiking trail system shall provide access to the Russian River and Foss Creek at as many points as possible, consistent with the need for public safety and security of private property owners and the level of liability acceptable to the community.

GOAL PS-J Meet Healdsburg's solid waste disposal needs while maximizing opportunities for waste reduction and recycling.

Policy

PS-J-1 Minimize the amount of solid waste deposited in landfills and maximize the amount of waste that is recycled.

IMPLEMENTATION MEASURES

Utilities

- PS-1 Update, review for consistency with the General Plan and adopt annually the five-year Capital Improvement Program.
- PS-2 Periodically review the water, sewer, electric and storm drainage development fee schedules and revise as necessary.
- PS-3 Continue to enforce state-mandated provisions of building codes requiring low flush toilets and other types of water-conserving features and provide permit assistance to building projects that conserve water.
- PS-4 Continue to maintain a monitoring program for the City's water system and replace faulty meters in the system with technologically superior meters, as necessary. The City shall also identify and replace faulty meters at service connections and require cathode protection devices on an ongoing basis.
- PS-5 Continue to implement the Demand Management Measures contained in the Healdsburg Urban Water Management Plan. Review the Plan at least every five years and revise as deemed necessary by the City Council.
- PS-6 Explore options and opportunities to expand urban and agricultural use of the City's recycled water. Seek grants and/or low-interest loans for the City's recycled water irrigation system.
- PS-7 Complete the second phase of the Gauntlett/Fitch Water Treatment Facility in order to preserve the City's water source capacity and water rights.

- PS-8 Amend the Municipal Code to reflect the “extraordinary circumstances” under which extensions of city water and/or sewer service outside of the Urban Service Area/Urban Growth Boundary may occur and establish a requirement that findings be made for such extensions, including the following:
- a. The land use to which the water and/or sewer service would be extended is consistent with all applicable policies of the General Plan;
 - b. The land use to which the water and/or sewer service would be extended is compatible with open space uses as defined in state law, does not interfere with accepted agricultural practices, and does not adversely affect the stability of land use patterns in the area;
 - c. The property to which the water and/or sewer service would be extended is immediately adjacent to land already served by the service(s) to be extended; and,
 - d. Specific circumstances, unique to the property to which the water and/or sewer service would be extended, would otherwise deprive the property of privileges enjoyed by other comparable property outside the Urban Service Area/Urban Growth Boundary and in the vicinity of the property to be served.
- PS-9 Adopt an ordinance allowing for new private water wells and the continued use of existing or repaired private wells when the City cannot feasibly provide public water service, and until such time as City water service becomes available.
- PS-10 Amend the Municipal Code to allow for new private septic systems and the continued use of existing or repaired private systems when the City cannot feasibly provide public sewer, and until such time as City sewer becomes available.
- PS-11 Amend the Municipal Code to allow for continued use of private water wells for landscape irrigation only when a property connects to City water service.

Police and Fire

- PS-12 Develop funding sources sufficient to attain and maintain adequate police and fire service levels.
- PS-13 Require the construction of a fire substation on the Saggio Hills project site to provide adequate response service to planned development in the northern area of the city.
- PS-14 Require all new development to meet the minimum fire flow rates specified by the City’s Fire Code.

- PS-15 All plans for new streets shall be reviewed by the Fire Department to ensure minimum standards for width, turning radius, and grade to facilitate access by City firefighting apparatus are met.
- PS-16 Supplement the Police Department staff through such measures as:
- a. The Reserve Officer program
 - b. Continuing to share resources (e.g., training, investigations, personnel) with other smaller cities
 - c. Continuing to work with Sonoma County law enforcement agencies to pool resources and share in cooperative ventures
- PS-17 The City shall continue to seek alternative funding strategies for police services, such as grants, to eliminate the use of City contingency funds.

Recreation

- PS-18 Update the Parks and Open Space Master Plan as needed to reflect completed projects and revised recreational needs and priorities.
- PS-19 Implement the findings and recommendations in the 2006 Park Needs Assessment, as feasible.
- PS-20 Update the Park Needs Assessment study every five years to reflect community attitudes and preferences for recreational programs.
- PS-21 Annually update statistics on participation in various City recreation programs and use of City recreation facilities.
- PS-22 Continue cooperative agreements with Healdsburg Unified School District for the use of school facilities for City-sponsored recreation programs.
- PS-23 Aggressively pursue state funding programs for recreational facilities to augment City revenues to the extent state funding is available.
- PS-24 Periodically review projected park development needs and plans, update cost estimates for park acquisition and development, and update remaining development potential based on the General Plan. Based on this review, the City shall revise the City's park development fee schedule as necessary.
- PS-25 Pursue development of a park for community-wide recreational use.
- PS-26 Develop a plan for future utilization of the National Guard Armory building.
- PS-27 Require specific plans and other development projects to be coordinated with the Healdsburg Bicycle and Pedestrian Master Plan.
- PS-28 Complete gaps in the pedestrian and bicycle systems.
- PS-29 Maintain the pedestrian and bicycle systems in good condition.

- PS-30 Implement the Foss Creek Pathway Plan, as funding allows.
- PS-31 Require public access easements along Foss Creek and Russian River where deemed feasible by the City Council to facilitate a public trail system along these waterways.
- PS-32 Develop a comprehensive plan for potential open space recreational partnerships that provide community access to Fitch Mountain, Healdsburg Ridge, Russian River and creeks.

Solid Waste Management

- PS-33 Continue to work toward minimizing the amount of solid waste that is deposited in landfills and maximizing the amount of waste that is recycle, in compliance with the Sonoma County Countywide Integrated Waste Management Plan.
- PS-34 Require new or remodeled multi-family residential and non-residential development to incorporate convenient collection areas for recyclables.
- PS-35 Continue to require the City's waste and recycling collection franchisee to provide single-stream recycling collection service and yard waste collection service.
- PS-36 Continue to require the City's waste and recycling collection franchisee to promote source reduction and recycling through education and outreach programs.
- PS-37 Purchase goods containing recycled materials for use in City operations, to the extent possible.

7 NATURAL RESOURCES

The Natural Resources Element provides goals, policies and implementation measures directed towards protecting and improving the City's water, agriculture, mineral, air, plant, wildlife and scenic resources.

Natural Resources Goals, Policies and Implementation Measures

GOAL NR-A Improve water quality and flows in the Russian River, Dry Creek and Foss Creek to protect the city's water supply, recreation, fish and wildlife.

Policies

- NR-A-1 The establishment of any new individual septic systems within the city limits is prohibited, except as otherwise provided in this General Plan, and shall support the efforts of the County, the Regional Water Quality Control Board, and residents to replace existing septic systems in the Fitch Mountain area with a centralized collection and treatment system or equally effective alternative to service existing development.
- NR-A-2 The City will seek to minimize siltation, sedimentation and pollution discharge into receiving waterways from construction activities and ongoing operations.
- NR-A-3 The City strongly supports the maintenance of maximum summer flows in the Russian River to protect water quality and the recreational values of the Russian River.
- NR-A-4 Land with important watershed values shall be designated for open space or very low-intensity uses.

GOAL NR-B Conservation and restoration of Healdsburg's native plants and wildlife, ecosystems and waterways.

Policies

- NR-B-1 Channel improvements to, and tree and brush clearance activities along Foss Creek shall not unnecessarily disturb riparian vegetation, shall seek to maintain and provide a sufficient shade canopy over the creek, and shall use plants and natural materials to the extent feasible in bank stabilization projects.

- NR-B-2 Large, mature trees that contribute to the visual quality of the environment or provide important wildlife habitat shall be protected.
- NR-B-3 New development shall be sited to maximize the protection of native tree species, riparian vegetation, important concentrations of native plants, and important wildlife habitat.
- NR-B-4 The use of native plant species in landscaping and in the replanting of cut slopes is encouraged.
- NR-B-5 The City will work with the Sonoma County Agricultural Preservation and Open Space District, the Sonoma Land Trust and other non-profit conservation organizations and agencies in acquiring and maintaining key open space and habitat areas where such an arrangement would benefit both the City and the property owner, including, but not limited to, those areas shown in General Plan Figure 7.

GOAL NR-C Preservation and enhancement of Healdsburg's natural setting.

Policies

- NR-C-1 The City will protect its existing natural features to give shape and form to Healdsburg. To this end, new development shall not be allowed to breach the Urban Growth Boundary except under the exceptional circumstances allowed by this General Plan.
- NR-C-2 The City will encourage Sonoma County to retain surrounding lands in very low-density residential, agricultural, open space and natural resource uses that provide contrast to urbanized Healdsburg.
- NR-C-3 Development shall be allowed only in a manner that protects important views and landmarks such as Fitch Mountain, Russian River, and the foothills to the north, west and east of the city.
- NR-C-4 The top of Fitch Mountain shall remain in open space to preserve its natural environment, scenic beauty and use for public trails.
- NR-C-5 Major scenic ridgelines designated on General Plan Figure 8 and highly visible hillsides shall be protected from visually obtrusive development.
- NR-C-6 Protection of distinctive natural vegetation such as oak woodlands, riparian corridors, and mixed evergreen forest is encouraged.

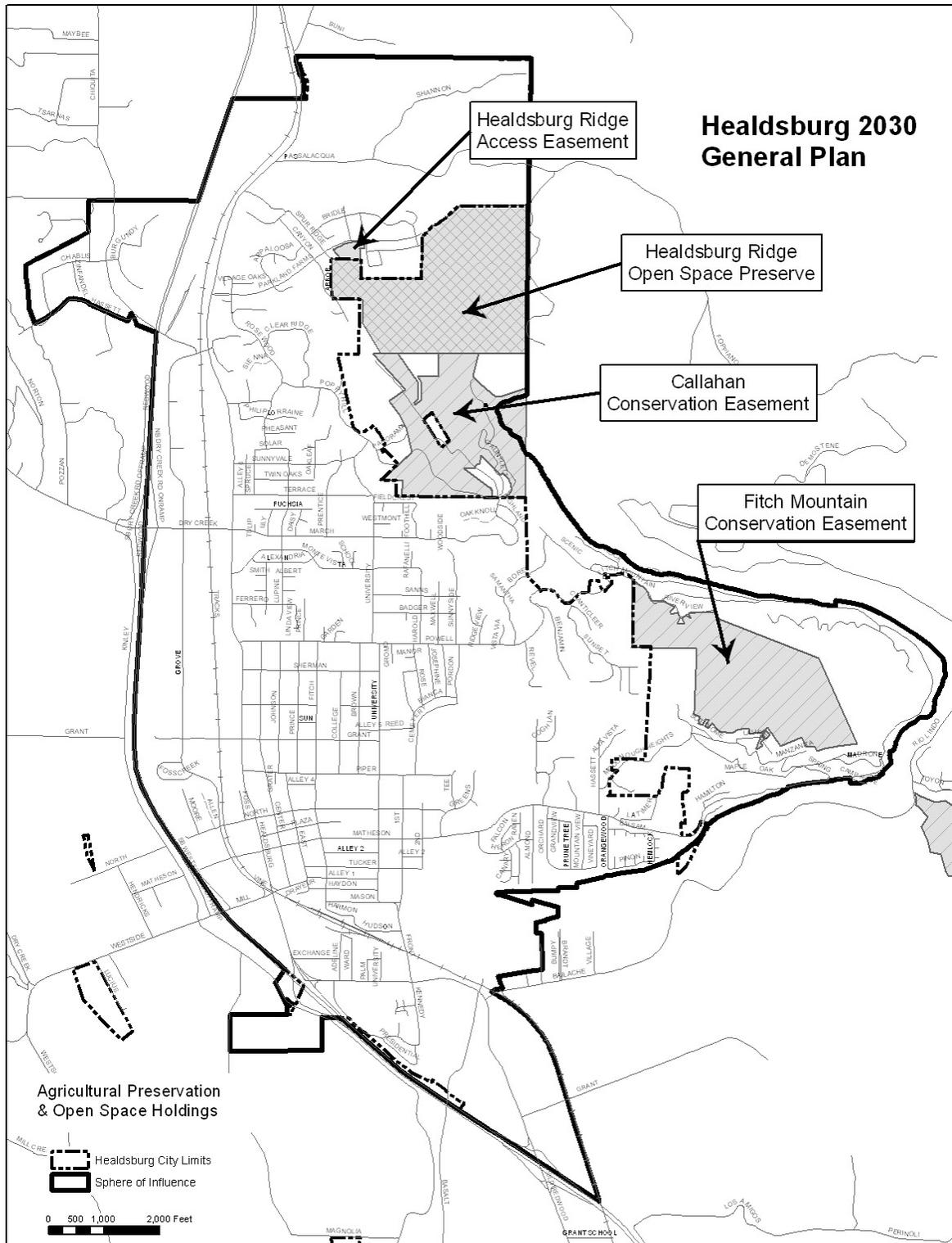


Figure 7 Open Space Plan

- NR-C-7 The viewshed along scenic highways, roads and streets shall be protected and enhanced. The following road segments are declared scenic roads for the purposes of the Healdsburg General Plan and City land use regulations as depicted on General Plan Figure 9:
- a. Highway 101 - Entire length within the Planning Area
 - b. Healdsburg Avenue - North of Grove Street
 - c. North Fitch Mountain Road - East of Benjamin Way
 - d. South Fitch Mountain Road - East of Heron Drive
 - e. Healdsburg Avenue - South of the Russian River bridge
- NR-C-8 City scenic road and street efforts shall be coordinated with the County's scenic highway program.

GOAL NR-D Maintenance of the economic viability of agriculture in the Healdsburg area while providing for the planned development of Healdsburg.

Policies

- NR-D-1 The City will not annex lands or approve new development outside the Urban Service Area/Urban Growth Boundary, except under the exceptional circumstances allowed by this General Plan.
- NR-D-2 The City will encourage the County to retain agricultural uses on lands surrounding the Urban Service Area/Urban Growth Boundary.
- NR-D-3 The City will support continuation of the local farmers market as an important part of the fabric and culture of the community.
- NR-D-4 The City will promote the sustainability of local agriculture.

GOAL NR-E Reduce greenhouse gas emissions and increase energy efficiency communitywide.

Policies

- NR-E-1 The City will reduce greenhouse gas emissions produced communitywide.
- NR-E-2 The City will reduce greenhouse gas emissions produced by internal municipal operations.
- NR-E-3 The City will comply with California's Publicly Owned Electric Utilities' *Principles Addressing Greenhouse Gas Reduction Goals*.
- NR-E-4 The City will support sustainable development and building practices and lead by example in municipal projects.

NR-E-5 The City will encourage the use of large-scale trees in new development to lessen heat build-up from solar radiation.

NR-E-6 The City will comply with state climate protection goals and programs to the maximum extent allowed by the City's jurisdictional authority.

GOAL NR-F Protection and improvement of air quality in the Healdsburg area.

Policies

NR-F-1 The City will encourage the use of transit systems and other alternatives to automobile use.

NR-F-2 The City will promote land use patterns that support the use of transit systems and pedestrian and bicycle facilities.

NR-F-3 The City will seek to minimize particulate matter emissions from wood-burning fireplaces and stoves, and construction activities.

GOAL NR-G Continuation of existing mineral extraction activities in an environmentally-sensitive manner.

Policies

NR-G-1 The City will provide through its regulatory powers for the continued use of properties along the Russian River for sand and gravel mining operations. Such operations shall be allowed to continue for the productive and economic life of the operations so long as it can be demonstrated that no significant adverse environmental impacts to water quality, geomorphology, flooding and biological resources will occur.

NR-G-2 Lands currently being mined for sand and gravel shall be reclaimed and rendered useful for another use upon the cessation of mining activity.

IMPLEMENTATION MEASURES

Riparian Resources Protection

NR-1 Develop and apply standard mitigation measures and conditions of approval on development permits to reduce siltation, sedimentation and pollution discharge into receiving waterways, both pre- and post-construction.

NR-2 Continue to require Storm Water Pollution Prevention Plans (SWPPP) for development projects with a land disturbance of one acre or more that incorporate best management practices to preserve natural drainage systems; provide source control of construction site materials, wastes and chemicals; and control and treat runoff, both during and after construction.

- NR-3 Prepare and distribute to the community guidelines that encourage the use of low impact development techniques to maintain or restore the natural hydrologic functions of a site by detaining water onsite, filtering out pollutants and facilitating the infiltration of water into the ground.
- NR-4 Continue to enforce the riparian setback requirements of the Zoning Ordinance.
- NR-5 Include the locations of identified wetlands in the City GIS database.
- NR-6 Continue to promote the use of native plant species and the use of appropriate species in and adjacent to riparian habitat areas through implementation of Zoning Ordinance regulations and adopted design guidelines.
- NR-7 Pursue, to the extent feasible, the following actions to implement the Foss Creek Work Program:
- a. Discuss with interested parties the development of guidelines for future development along Foss Creek.
 - b. Select one or more sites for renovation projects.
 - c. Encourage development proposals along Foss Creek to incorporate and enhance the creek.
 - d. Identify target pollutants and develop an education and voluntary contaminant reduction program with business owners and residents.
 - e. Prepare a series of best management practice sheets to assist with public education efforts.
 - f. Discuss with interested parties the establishment of a streamside native plant demonstration garden and seek a community organization to take charge of the construction and on-going management of the garden.
 - g. Schedule periodic creek walks in partnership with a local community organization.
 - h. Continue the City's Foss Creek communication and education programs.
- NR-8 Continue the City's Foss Creek restoration efforts by working with community groups to clear and eradicate non-native vegetation in selected areas and re-vegetate them with appropriate materials, and by encouraging public participation in these efforts, such as the annual Foss Creek Clean Up Event.
- NR-9 Use native plant species in City landscaping projects to the maximum feasible extent.

Scenic Resources Protection

- NR-10 Require a visibility analysis for the creation of new lots, new structures or significant additions and other projects over which the City exercises discretionary authority located within 200 feet on either side (based on a horizontal projection) of the center line of major scenic ridgelines as shown on General Plan Figure 8, Major Scenic Ridgelines. Only developments that are shown to be unobtrusive based on this analysis may be approved. Structural projections above the ridgeline shall not be allowed unless it can be demonstrated that existing natural features will screen the projection.
- NR-11 Continue to implement the Hillside Residential Development Design Standards of the Design Review Manual for new residential development in hillside areas.

Sustainable Agriculture

- NR-12 Support the continuation of local farmers markets.
- NR-13 Support efforts in Sonoma County to retain local agricultural land use activities.

Climate Protection and Energy Efficiency

- NR-14 Promote the conservation of energy and natural resources by:
- a. Allowing the use of alternative materials, designs and methods of construction not specifically prescribed by the Uniform Building Code to conserve energy and/or natural resources, if they have been approved and their use authorized by the City Building Official.
 - b. Waiving design review approval for most solar installations for existing buildings.
 - c. Granting rebates for such items as energy-efficient residential and commercial lighting, appliances, heat pumps, air conditioning, weatherization and photovoltaic systems.
 - d. Adopting and implementing a green building program.
- NR-15 Employ “green” building design and practices in the construction and renovation of city facilities whenever feasible.
- NR-16 Implement greenhouse gas emissions reduction measures adopted by the City Council.

- NR-17 The City will:
- a. Develop a community greenhouse gases reduction plan, consistent with the State’s reduction goals. The plan shall be reviewed and updated at least once per year to identify progress and incorporate new information, regulatory standards, and technologies.
 - b. Acquire all available energy efficiency and demand reduction resources that are cost-effective, reliable and feasible.
 - c. Pursue renewable energy supplies and non-greenhouse gas-emitting energy resources and clean fossil resources.
 - d. Provide education for its customers on ways that they can reduce their greenhouse gas emissions, and provide assistance where feasible.
 - e. Implement Action Plan B of the *City of Healdsburg Greenhouse Gas Emissions Reduction Action Plan Analysis* to reduce greenhouse gas emissions related to municipal operations.
- NR-18 Update the Bicycle and Pedestrian Master Plan as necessary to reflect changed conditions and policies.
- NR-19 Complete gaps in the city’s pedestrian and bicycle systems.
- NR-20 Maintain the city’s pedestrian and bicycle systems in good condition.
- NR-21 Require bicycle parking at multi-family, commercial and employment sites.
- NR-22 Bicycle racks shall continue to be placed as requested by property owners and demand grows at public destinations.
- NR-23 Implement the Foss Creek Pathway Plan, as funding allows.
- NR-24 Work closely with the Sonoma County Transit Authority and other transit service providers to develop and maintain public transportation facilities in the community, including park-and-ride lots and the Intermodal Transportation Center.
- NR-25 Encourage the planting of large shade trees where adequate space can be provided for the trees’ ultimate size, such as in open space areas, parks, large lots and wide parkway strips.
- NR-26 Evaluate the existing transportation network to identify areas suitable for improvements as they relate to efficient vehicle movements, including: installation of dedicated left and right turn lanes, construction of roundabouts, development of Intelligent Transportation systems such as synchronized signal timing, and adaptive traffic control systems, removal of unwarranted stop signs and construction of new and improved freeway on- and off-ramps. Implement identified measures as feasible.

Air Quality

- NR-27 Enforce the requirements of the Northern Sonoma County Air Pollution Control District to ensure that installation of all new or replacement wood burning fireplaces or stoves meet the District's regulations.
- NR-28 Require the use of best management practices, such as those promulgated by the Bay Area Air Quality Management District, during construction to minimize emissions.

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8 SAFETY

The Safety Element provides goals, policies and implementation measures directed towards preventing the loss of lives, injuries, and property damage due to geologic hazards, flooding, fire, crime, hazardous materials and noise.

Safety Goals, Policies and Implementation Measures

GOAL S-A Prevention of the loss of lives, injuries, and property damage due to geologic hazards.

Policies

- S-A-1 Lands with significant, identified geological hazards shall be designated for open space or low-intensity uses.
- S-A-2 The City will ensure that public and private development in areas with significant geologic hazards are sited to minimize the exposure of structures and improvements to damage and to minimize the aggravation of off-site geologic hazards. Development may be clustered on lots smaller than required by the Zoning Ordinance to avoid areas with identified hazards.
- S-A-3 The City will continue to collect and maintain current geologic data for use in identifying hazardous areas.

GOAL S-B Prevention of the loss of lives, injury, and property damage and prevention of the disruption of essential services due to earthquake damage.

Policies

- S-B-1 The City will continue to enforce requirements for the seismic retrofitting of all hazardous unreinforced masonry buildings within the city.
- S-B-2 The City will ensure that all public facilities, such as buildings, water tanks, and reservoirs, are structurally sound and able to withstand seismic shaking and the effects of seismically-induced ground failure.

GOAL S-C Prevent the loss of lives, injuries, and property damage due to flooding.**Policies**

- S-C-1 The City will continue to participate in the National Flood Insurance Program. To this end, the City will ensure that local regulations are in full compliance with standards adopted by the Federal Emergency Management Agency (FEMA).
- S-C-2 New residential development in flood prone areas shall be constructed so that the lowest floor is at least one foot above the 100-year flood level. Non-residential development in flood prone areas shall be anchored and flood-proofed to prevent damage from the 100-year flood or elevated to at least one foot above the 100-year flood level. Existing development shall comply with these requirements when improvements are made costing at least 50 percent of the current market value of the structure before the improvements.
- S-C-3 The City will provide for environmentally-sound channel improvements to, and tree and brush clearance along Foss Creek and other watercourses to reduce flooding.

GOAL S-D Prevent the loss of lives, injuries, and property damage due to wildland and urban fires.**Policies**

- S-D-1 Areas of high fire hazard as determined by Cal Fire shall be designated for open space or low-intensity uses.
- S-D-2 All new development designated as being in a wildland high fire hazard zone shall:
- a. Be constructed to meet wildland urban interface standards as required by the California Fire & Building Code.
 - b. Implement and maintain vegetation management plans around all structures in accordance with state and local standards.
- S-D-3 The City shall promote the active and continuous involvement of government, industry, and citizens in all aspects of fire prevention and control.
- S-D-4 The City shall endeavor to improve its overall fire insurance (ISO) rating and lower the fire insurance rating in commercial and industrial areas of the city that currently have higher ratings than the citywide rating.
- S-D-5 The City will seek to minimize response time to fires.

GOAL S-E Maintain the public peace, safeguard lives and property, and provide for a quality of life whereby persons living, working and visiting the city have a sense of security and freedom in their daily activities.

Policies

- S-E-1 The Healdsburg Police Department will employ problem-solving strategies for long-term community problems.
- S-E-2 Healdsburg Police officers will maintain close contact with citizens and visitors to the city.
- S-E-3 The Healdsburg Police Department will support, educate, empower and advocate on behalf of survivors of domestic violence and sexual assault.
- S-E-4 The Healdsburg Police Department will provide youth services to minimize juvenile crime incidents.
- S-E-5 The City will support the relocation of, and improvements to the Healdsburg Animal Shelter.

GOAL S-F Adequate City emergency procedures in the event of natural or man-made disasters.

Policies

- S-F-1 The City shall ensure that adequate emergency procedures are in place to respond to and recover from man-made and natural disasters.

GOAL S-G Protection of residents and other sensitive noise receptors from the harmful effects of excessive noise.

Policies

- S-G-1 New development shall not be approved unless it is generally consistent with the Land Use Compatibility for Community Noise Environments guidelines contained in General Plan Figure 10 and it is demonstrated that the new development will not violate the City's ordinance regulating excessive noise.
- S-G-2 The City will require the inclusion of design techniques in new construction that minimize noise impacts, including building location and orientation, building design features, and placement of noise-tolerant components (i.e., parking, utility areas, and maintenance facilities) between noise sources and the sensitive receptor areas where necessary to meet the Land Use Compatibility for Community Noise Environments guidelines contained in General Plan Figure 10.

Land Use Category	Community Noise Exposure (dBA L _{dn})			
	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential – Single-family, duplex, mobile home	≤60 ⁵	55–70	70–75	75+
Residential – Multi-family	≤65 ⁶	60–70	70–75	75+
Residential - Interior	≤45			
Transient lodging - Motel, hotel	<65	60–70	70–80	80+
School, library, church, hospital, nursing home	<70	60–70	70–80	80+
Auditorium		<70	65+	
Sports arena, outdoor spectator sports		<75	70+	
Playground, neighborhood park	<70		67.5–75	72.5+
Golf course, cemetery	<75		70–80	80+
Commercial – retail, office, service	<70	67.5–77.5	75+	
Industrial, utility, agriculture	<75	70–80	75+	

Notes: dBA = A-weighted decibels; L_{dn} = day-night average noise level

¹ Specified land use is satisfactory based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

² New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and after needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh-air supply systems or air conditioning, will normally suffice.

³ New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor areas must be shielded.

⁴ New construction or development should generally not be undertaken.

⁵ Outdoor private use areas

⁶ Outdoor active use areas, excluding balconies

Figure 10 Land Use Compatibility for Community Noise Environments

- S-G-3 New equipment and vehicles purchased by the City shall have the best available noise reduction technology.
- S-G-4 The City will promote compliance with state and federal noise regulations.
- S-G-5 The City will work to minimize noise impacts related to passenger or freight rail service.

GOAL S-H Protection of Healdsburg residents and visitors from the effects of hazardous materials.

Policies

- S-H-1 The City shall regulate the production, use, storage and transport of hazardous materials.
- S-H-2 The City shall protect new development from existing hazardous materials.
- S-H-3 The City shall strongly encourage Sonoma County to mitigate any identified impacts on the landfill site that pose health or safety hazards.

IMPLEMENTATION MEASURES

Geologic Hazards

- S-1 Maintain and regularly update the City's *Index to Geological Reports* prepared for public and private projects to facilitate their use by others.
- S-2 Retain as necessary a qualified consulting geologist as necessary to assist the City in updating its geological data and to review geological reports prepared in connection with new development projects.
- S-3 Continue to require geotechnical reports and plans to be submitted for all projects within slope hazard zones, seismic hazard areas and in high liquefaction potential areas.

Emergency Response

- S-4 Maintain and periodically update the City's Emergency Operations Plan, Recovery Manual and Hazard Mitigation Plan. As part of the periodic updates, the City shall review county and state emergency response procedures to ensure that they are coordinated with city procedures.
- S-5 Conduct periodic emergency response exercises to test the effectiveness of city emergency response procedures.

Fire Safety

- S-6 Maintain a regular program of fire inspections for commercial and industrial buildings.

- S-7 The Fire Department will ensure that owners of structures in areas designated as high fire severity zones as identified by CalFire or the General Plan perform and maintain vegetation management around said structures.
- S-8 The Fire Department shall review plans for new streets to ensure minimum standards for width, turning radius, and grade to facilitate access by city firefighting apparatus are met.
- S-9 Require the construction of a fire substation on the Saggio Hills project site to provide adequate response service to planned development in the northern area of the city.
- S-10 Continue to work with Sonoma County in developing a permanent solution to structural fire protection in the unincorporated area around Healdsburg. City participation in extra-territorial fire protection shall be contingent upon the City recovering the full cost of such service.
- S-11 As required by the California Building Code and the California Fire Code, as amended by local ordinance, development shall be equipped with automatic interior sprinkler systems. The City shall also encourage the installation of automatic interior sprinkler systems in existing structures.

Crime Prevention

- S-12 Police officers will be deployed geographically in order to be knowledgeable about the neighborhoods, residents and activities which they patrol.
- S-13 The Healdsburg Police Department will maintain community involvement through such activities as bike patrols, crime prevention workshops and drug and alcohol abuse prevention programs.
- S-14 The Healdsburg Police Department will continue to provide youth-oriented services such as individual and family counseling, diversion services for the junior high and high schools and drug and alcohol abuse prevention programs.
- S-15 The Healdsburg Police Department will utilize the SARA model (Scanning, Assessment, Response, Analysis) to develop problem-solving strategies for such chronic community problems as traffic complaints, graffiti, loud businesses, neighborhood issues and areas of blight that affect the quality of life for residents.

Noise

- S-16 Require a noise study, including field noise measurements, for any proposed project that would place a potentially-intrusive noise source near an existing noise-sensitive use or place a noise-sensitive land use near an existing or potentially-intrusive noise source such as a freeway, arterial street or railroad, using the projected future noise contours in Figure 11 as a guide.
- S-17 Purchase new equipment and vehicles that have the best available noise reduction technology.
- S-18 Work with state and federal agencies to actively enforce regulations dealing with noise, such as the California Vehicle Code governing motor vehicle noise emissions and federal construction vehicle standards.
- S-19 Work with entities providing passenger or freight rail service to utilize equipment and operate in a manner that minimizes noise impacts to the community to the maximum feasible extent. Seek the installation of supplementary safety measures at highway-rail grade crossings in order to apply for Quiet Zones in the city.
- S-20 Where necessary, require the provision of sound-proofing and other similar noise-attenuating measures in residential development when proximate to noise sources.
- S-21 Require that prospective purchasers and tenants of residential units proximate to non-residential uses are advised of potential noise and other elements typically associated with such uses.
- S-22 Review the City's noise ordinance and revise as necessary to ensure consistency with the noise standards contained in Figure 10.
- S-23 Use the Federal Transit Administration vibration impact criteria to evaluate the land use compatibility of sensitive uses proposed along the railroad using the best available information (without active railroad operations) or site-specific analyses (with active railroad operations). Developers of sensitive uses shall demonstrate that potential impacts of existing or potential vibration have been minimized to the maximum feasible extent.
- S-24 Enforce provisions in the agreement with the City's waste collection franchisee regarding collection hours and noise generated by collection vehicles.

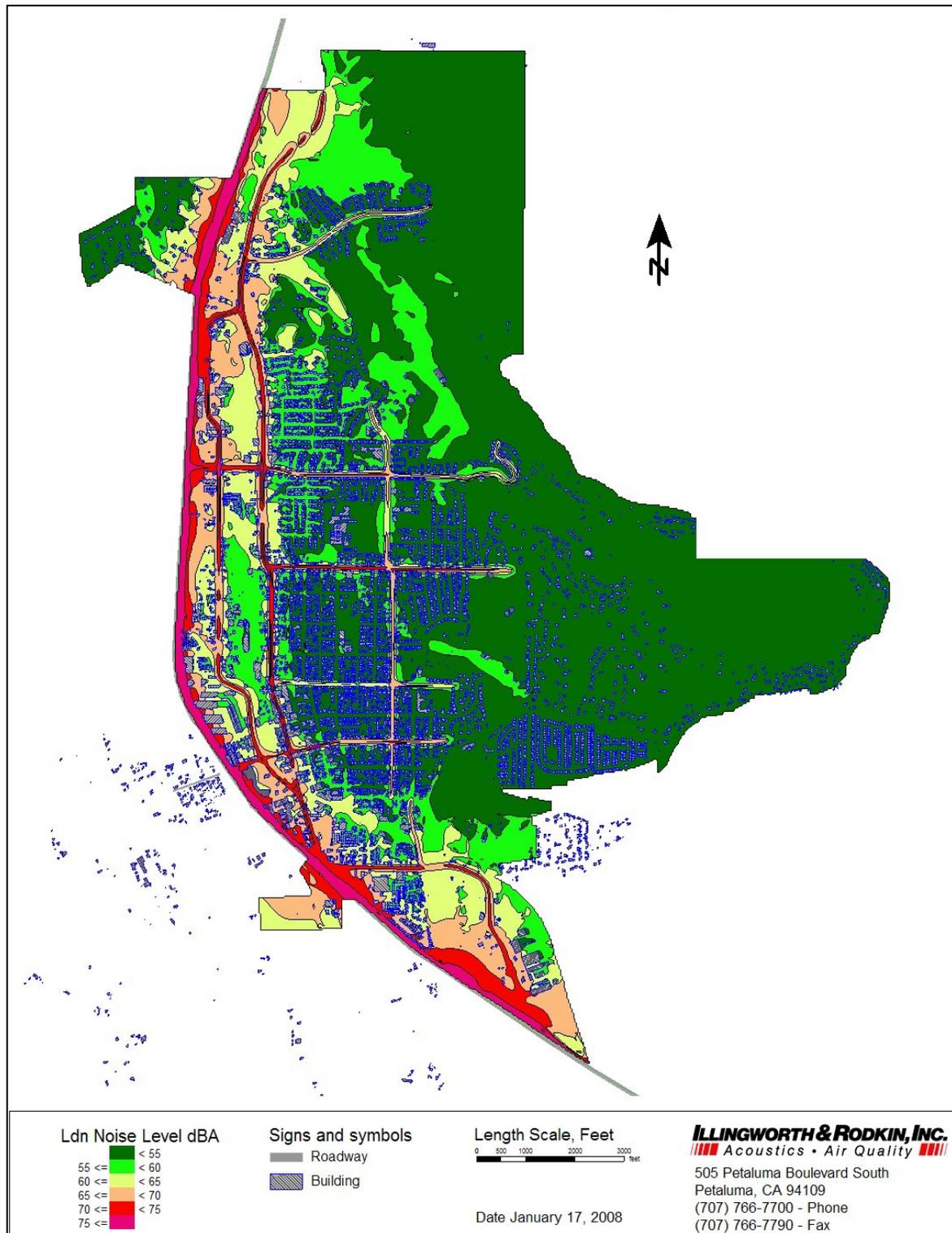


Figure 11 Projected Future Noise Contours

- S-25 Where construction occurs that would result in a potentially-significant impact on noise-sensitive uses, require use of noise-reducing measures that may include the following:
- a. Equip internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and are appropriate for the equipment.
 - b. Locate stationary noise-generating equipment as far as possible from sensitive receptors in the vicinity.
 - c. Utilize "quiet" air compressors and other stationary noise sources where technology exists.
 - d. Erect temporary noise control blanket barriers in a manner to shield noise-sensitive uses.
 - e. Control noise levels from workers' amplified music so that sounds are not audible sensitive receptors in the vicinity.
 - f. Designate a "disturbance coordinator" responsible for responding to complaints about project construction noise and taking reasonable measures to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in any notice sent to neighbors regarding the construction schedule.

Hazardous Materials

- S-26 City approvals of all new development shall consider the potential for the production, use, storage, and transport of hazardous materials and provide for reasonable controls on such hazardous materials.
- S-27 Require the City's waste collection franchisee to provide curb-side collection of used motor oil and filters and provide disposal containers for this purpose.

Local Hazard Mitigation Plan

- S-28 On February 20, 2024, the Healdsburg City Council adopted the 2023 Local Hazard Mitigation Plan in accordance with the Disaster Mitigation Act of 2000. The Plan was conditionally approved by the Federal Emergency Management Agency (FEMA) on February 2, 2024. The Local Hazard Mitigation Plan is hereby incorporated by this reference.

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9 COMMUNITY DESIGN

The Community Design Element addresses the visual quality and character of the built environment of Healdsburg. The major topics addressed by Community Design policies include downtown, major city entries, neighborhood design, and hillside development.

Community Design Goals, Policies and Implementation Measures

GOAL CD-A Preservation and enhancement of the most desirable qualities of Healdsburg's built environment.

Policies

- CD-A-1 The City will encourage building design of high quality that is in scale with adjacent development and that harmonizes with surrounding development.
- CD-A-2 The City will encourage and support the efforts of individual business owners and business associations to improve the visual appearance of commercial development.
- CD-A-3 The City will encourage and support the efforts of individual homeowners and homeowner and neighborhood associations to improve the visual appearance of residential neighborhoods.
- CD-A-4 The City will discourage visual clutter.
- CD-A-5 City project approvals and other actions relating to physical development shall be consistent with design guidelines set forth in the Design Review Manual, in addition to General Plan policies, the Zoning Ordinance and any specific plan design guidelines.
- CD-A-6 Revitalization of city entryways from Highway 101 and Healdsburg Avenue is among the City's top priorities for upgrading the visual and aesthetic character of Healdsburg.
- CD-A-7 The City will require the undergrounding of utilities as new development occurs to the extent that this does not adversely impact trees or cause similar undesirable consequences.
- CD-A-8 Development along Healdsburg Avenue between Grant Street and Grove Street shall be designed to avoid the appearance of strip development.

- CD-A-9 The existing low-profile character of Healdsburg Avenue between Powell Avenue and Grant Street shall be preserved, and new development in the area shall be in keeping with the scale and appearance of existing development.
- CD-A-10 The integrity of distinct and identifiable neighborhoods and districts shall be preserved and strengthened.
- CD-A-11 Landscaping shall be used in public and private development projects to enhance the city's visual qualities, provide shade and minimize glare.
- CD-A-12 Gates controlling access to residential subdivisions and multi-family residential development are discouraged.
- CD-A-13 Property owners shall maintain their property in a manner that avoids an unsightly appearance and reflects the desirable visual qualities of Healdsburg.

GOAL CD-B Preservation and enhancement of the downtown and Healdsburg Plaza.

Policies

- CD-B-1 The Plaza shall be preserved, reinforced and enhanced as the historic and cultural center of Healdsburg.
- CD-B-2 Parking in the downtown shall be located and designed to avoid interrupting facade continuity and dispersed to promote pedestrian access to downtown.
- CD-B-3 The visual enhancement of the downtown area is among the City's top priorities in order to protect its critical role in the community.

IMPLEMENTATION MEASURES

- CD-1 Continue to apply the City's design review guidelines by requiring their incorporation into the design of development projects.
- CD-2 Revise and update the City's design review guidelines.
- CD-3 Aggressively enforce City regulations regarding abandoned vehicles, outdoor storage, and substandard or illegal structures and signs.
- CD-4 Work towards the removal of all billboards within the city.
- CD-5 Require the undergrounding of utilities by new development where feasible while seeking to avoid adverse impacts on trees or similar undesirable consequences.
- CD-6 Require the perimeter and interior of parking lots to be landscaped with shrubs and shade trees selected from a City-approved list of trees to improve aesthetics and to provide relief from solar radiation, heat and glare.

- CD-7 Prepare and adopt a Master Street Tree Plan for the city’s primary streets.
- CD-8 Periodically review and update the Master Tree List.
- CD-9 Require the planting of street trees as a part of development projects where feasible, guided by the Master Tree List and the Master Street Tree Plan.
- CD-10 Continue to apply Design Review Manual guidelines promoting the preservation of natural site amenities, including mature trees, on development sites and their incorporation into development projects.
- CD-11 Continue to implement the improvements called for by the Downtown Streetscape Plan, including intersection “bulb-outs,” landscaped parking bays, street trees, street lights, signage and street furniture.
- CD-12 Establish a proactive program to ensure that property owners maintain their property in good condition and remediate unsightly conditions.
- CD-13 Provide a program for City inspections of common problems associated with older structures on a voluntary basis.
- CD-14 Develop a plan for undergrounding utilities in Healdsburg to enhance the aesthetic character of its downtown and other commercial areas, neighborhoods and entryways.
- CD-15 Review the “wayfinder” sign program in the downtown to ensure that it is effective in directing pedestrians to businesses in the downtown.

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10 HISTORIC AND CULTURAL RESOURCES

The Historic and Cultural Resources Element establishes goals and policies for identifying and preserving significant historic and Native American cultural resources. Resources include buildings and neighborhoods of historic architectural significance, places of special historic or archaeological value, and other features that have special value to the community.

Historic and Cultural Resources Goals, Policies and Implementation Measures

GOAL HCR-A Preservation and enhancement of Healdsburg's historical heritage.

Policies

- HCR-A-1 The City will promote the protection and enhancement of Healdsburg's historically significant districts, buildings and landscape features.
- HCR-A-2 The City will support the efforts of owners of qualified properties in seeking local historic designation, listing on the California Register and/or the Federal Register of Historic Sites.
- HCR-A-3 The City will support the efforts of property owners to preserve and renovate historically significant structures.

GOAL HCR-B Protection and preservation of Healdsburg's Native American cultural places.

Policies

- HCR-B-1 The City will consult with culturally-affiliated Native American tribes prior to amending the General Plan and adopting or amending specific plans, and when a sacred site is to be placed in permanent open space, consistent with state law.
- HCR-B-2 The City will work with culturally-affiliated Native American tribes to identify and appropriately address cultural resources and tribal sacred sites through the development review process.
- HCR-B-3 The City will avoid or mitigate to the maximum feasible extent impacts of development on Native American archaeological and cultural resources.

HCR-B-4 The City will encourage voluntary landowner efforts to protect cultural resources and tribal sacred sites of culturally-affiliated tribes consistent with state law.

IMPLEMENTATION MEASURES

- HCR-1 Maintain and update as necessary the Cultural Resources Survey per the guidelines of the State Office of Historic Preservation and the U.S. Department of the Interior in order to identify structures and districts that are historically significant at the local, state and federal level.
- HCR-2 Continue to administer the Historic Overlay Zoning District.
- HCR-3 Amend Healdsburg Zoning Ordinance Article 17 to require Historic Committee review of streetscape improvements within Historic Overlay Districts to ensure that they enhance and are compatible with the historic character. Streetscape features deemed to be historic shall be retained.
- HCR-4 Continue to implement an historic building code, as authorized by state law.
- HCR-5 Amend the Zoning Ordinance to clarify that the heritage tree protection provisions may be extended to trees or groups of trees with historic significance.
- HCR-6 Develop a demolition procedure for adoption by the City Council to protect historic resources to the maximum feasible extent.
- HCR-7 Maintain an agreement with the Northwest Information Center of the California Historical Resources Information System for the conduct of prehistoric and historic archaeological assessments and determinations of the prehistoric and historic sensitivity of areas for which project applications have been submitted to the City of Healdsburg.
- HCR-8 Refer proposals for projects that are not categorically exempted from the California Environmental Quality Act to the Northwest Information Center for evaluation and a recommendation as to whether further study is required to determine the presence of archaeological resources. If further study is recommended, the project applicant shall contract with a qualified professional to conduct the study and make recommendations designed to avoid or minimize adverse impacts on cultural or historic resources and indicate whether further investigation is needed. All studies shall be completed and submitted to the City of Healdsburg prior to the completion of any environmental document for the project.

- HCR-9 Contact the Native American Heritage Commission for a Sacred Lands File Check and a list of appropriate Native American contacts for consultation concerning projects that are not categorically exempted from the California Environmental Quality Act and to assist in the development of appropriate mitigation measures.
- HCR-10 Refer draft environmental documents, including any studies and recommended mitigation measures, to the appropriate Native American tribes for review and comment as part of the public review process for such documents. Mitigation measures to avoid or minimize impacts on Native American cultural resources may include the execution of a Cultural Resources Treatment Agreement between the developer and the appropriate tribe(s) that address the treatment and disposition of cultural resources and human remains, and tribal monitoring during earth-disturbing activities.
- HCR-11 Consult with culturally-affiliated Native American tribes prior to designating open space in order to protect the identity of any cultural places that exist on the proposed open space and develop a treatment plan and management plan for any such cultural places.
- HCR-12 Work with culturally-affiliated Native American tribes to acquire and hold conservation easements on terms mutually satisfactory to the tribe and landowner for purposes of protecting the tribe's cultural places.
- HCR-13 Require plans for grading and building permits that propose the disturbance of soil to include a note that requires the permit holder to notify the City if archaeological resources are discovered during construction in order to identify and evaluate the resources, if appropriate.

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II ADMINISTRATION AND IMPLEMENTATION

Administration and Implementation Goal, Policies and Implementation Measures

GOAL AI-A Ongoing administration and implementation of the General Plan.

Policies

- AI-A-1 The City will periodically review the General Plan Policy Document and revise it as necessary.
- AI-A-2 The General Plan will be amended no more than four times per year as provided by state law. Each amendment, however, may include multiple changes to the General Plan.
- AI-A-3 The City will prepare, adopt, and annually update a five-year Capital Improvement Program (CIP). The CIP shall be reviewed for its consistency with the General Plan.
- AI-A-4 The City's ordinances shall be consistent with the General Plan.

IMPLEMENTATION MEASURES

- AI-1 Prepare an annual report to the Planning Commission and City Council, focusing on actions undertaken in the previous year to carry out General Plan implementation measures, outlining actions planned for the coming year and identifying necessary revisions to the Policy Document.
- AI-2 Prepare and annually update a five-year Capital Improvement Program. The Planning Commission shall review the CIP for consistency with the General Plan and report its findings to the City Council. The CIP shall be adopted in conjunction with the annual city budget.
- AI-3 Amend, as necessary, the City's Subdivision Ordinance to ensure consistency with the General Plan.

- AI-4 Review and revise, as necessary, the Zoning Ordinance to accomplish the following purposes:
- a. Ensure consistency with the General Plan in terms of zoning districts and development standards.
 - b. Ensure consistency with the General Plan in terms of the distribution and boundaries of zoning districts.
 - c. Ensure consistency with any amendments made to the General Plan.

GLOSSARY

This section includes definitions for some of the terms used in the General Plan Policy Document. Additional definitions may be found in the Healdsburg Zoning Ordinance.

Affordable housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, as these terms are defined in the California Health & Safety Code, based on a household's ability to make monthly payments necessary to obtain housing. Housing is generally considered affordable when a household pays less than 30 percent of its gross monthly income for housing, including utilities; however, this percentage may be higher under certain funding programs.

Agriculture

Use of land for the production of food or fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pastureland.

Annex

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Area plan

A master plan that provides specific planning and design criteria for a defined geographic area.

Arterial street

A street that is fed by local and collector streets, provides intra-city circulation and connections to the freeway and regional roads, and generally carries relatively heavy traffic volumes.

Association of Bay Area Governments (ABAG)

ABAG is the official comprehensive planning agency for the San Francisco Bay region, defined as the nine counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma. All nine counties and 100 of the 101 cities within the Bay Area are voluntary members of ABAG, representing nearly all of the region's population.

Big box retail

Large retail stores that are several times the size of a traditional store in their category, rely on auto-borne customers drawn from a large area and follow a prescribed formula applied to multiple other locations. The stores are typically large, single-story buildings with a multi-story mass and standardized facades, surrounded by parking lots.

California Environmental Quality Act (CEQA)

A state law requiring state and local agencies to regulate activities with consideration for environmental protection.

Capital Improvements Program (CIP)

A program administered by the City Council and reviewed by the Planning Commission that schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the City. The program is reviewed annually for conformance to and consistency with the General Plan.

Character

Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

City

City with a capital "C" generally refers to the City of Healdsburg. City with a lower case "c" may mean any city or may refer to the geographical area of the city (e.g., the city bikeway system.)

Clustered development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining open space areas.

Collector street

A street that is fed by local streets, provides local circulation options, provides connections to arterials and generally carries light to moderate traffic volumes.

Community noise equivalent level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community separator

Largely open, natural areas with low intensity development between cities and communities in Sonoma County.

Compatible

Capable of existing together without conflict or ill effects.

Consistent

Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

County

County with a capital "C" generally refers to Sonoma County. County with a lower case "c" may mean any county or may refer to the geographical area of a county (e.g., the county road system).

Day-night average sound level (Ldn)

The A-weighted average sound level measured in decibels during a 24-hour period with a 10 dB weighting applied to nighttime sound levels (10 p.m. to 7 a.m.). This exposure method is similar to the CNEL, but deletes the additional weight given in that measurement to noise during the evening time period (7 p.m. to 10 p.m.).

Decibel (dB)

A unit used to express the relative intensity of a sound as it is heard by the human ear. The decibel measuring scale is logarithmic.

Density Bonus

The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Development

The physical extension and/or construction of urban land uses. Development activities include subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Enhance

To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environmental impact report (EIR)

A document used to evaluate the potential environmental impacts of a project, evaluate reasonable alternatives to the project, and identify alternatives and/or mitigation measures necessary to minimize the impacts. General Plans require the preparation of a "program EIR".

Feasible

Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood insurance rate map (FIRM)

For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floor area ratio (FAR)

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a FAR of 0.5 would allow 5,000 square feet of building floor area, an FAR of 1.0 would allow a maximum of 10,000 square feet of building floor area, an FAR of 1.5 would allow 15,000 square feet of building floor area, and an FAR of 2.0 would allow 20,000 square feet of building floor area.

Formula business

A business that is generally required by contractual or other arrangement to maintain any of the following: standardized services, menus, decor, uniforms, architecture, signs or other similar features and is not part of a locally- or regionally-based group of businesses.

Foss Creek Pathway

An off-street bicycle and pedestrian pathway that is planned to extend in a north-south direction through the City, utilizing railroad right-of-way in most locations.

Gateway

A point along a roadway entering the city at which a motorist gains a sense of having left the rural environs and of having entered the city.

General plan

A compendium of city policies regarding its long-term development, in the form of maps and accompanying text. A general plan is a legal document required of each local agency pursuant to the California Government Code and adopted by the governing body. In California, a general plan has seven mandatory elements and may include any number of optional elements.

Goal

A general direction that the City intends to take in making planning or development decisions. A goal is a general expression of community values and is abstract in nature rather than quantifiable or time-dependent.

Gross acreage

The entire acreage of a site, including area to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Growth management

An annual quantified limit on residential growth within the Urban Growth Boundary.

Guidelines

General statements of policy direction around which specific details may be later established.

Guiding principles

The key values and aspirations for Healdsburg's future that act as guideposts for the goals, policies and implementation measures contained within the General Plan.

Historic; Historical

A building or site that is noteworthy for its significance in local, state, or national history or culture, or its architecture or design.

Historic preservation

The identification, protection, and enhancement of historic resources.

Housing and Community Development Department (HCD)

The state agency that has principal responsibility for assessing, planning for and assisting communities to meet the needs of low- and moderate-income households.

Identity

A consistent quality that makes a city, place, area, or building unique and gives it a distinguishing character.

Implementation measure

An action, procedure, program or technique that carries out General Plan policy.

Inclusionary requirement

A dwelling unit that is affordable to a low or moderate-income household built as part of a residential development project.

Infill development

Development of vacant land within areas that are already largely developed.

Infrastructure

Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems and roads.

Institutional Use

(1) Publicly- or privately-owned and operated activities that are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious organizations; and (3) non-profit activities of a welfare, educational, or philanthropic nature that cannot be considered a residential, commercial, or industrial activity.

Jobs/housing ratio

The number of jobs in an area divided by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Level of service (LOS)

A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service.

Local Agency Formation Commission (LAFCO)

A commission within each county that is empowered to approve, disapprove, or conditionally approve all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. The Sonoma County LAFCO has seven members: two mayors or city council members, two members of the County Board of Supervisors, two independent special district members and one member of the public appointed by other members of LAFCO.

Local street

A street that provides direct access to properties and carries very low traffic volumes.

Metropolitan Transportation Commission (MTC)

The transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. The Commission's work is guided by a 19-member policy board.

Mixed use development

Properties on which residential and non-residential uses are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Neighborhood

A physical environment recognized by some common, identifying character.

Noise

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Objective

A specific statement of desired future condition toward which the City will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the “objectives,” principles, standards, and proposals of the general plan. “The addition of 100 units of affordable housing by 2015” is an example of an objective.

Office use

The use of land by general business offices, medical and professional offices, administrative or headquarters offices, and research and development.

Open space

Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation or (4) public health and safety.

Outlet mall

A shopping center comprised primarily of retail establishments that sell a single manufacturer’s product and draw customers from a much larger service area than a typical retail establishment.

Peak hour/peak period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where “F” Levels of Service are encountered, the “peak hour” may stretch into a “peak period” of several hours’ duration.

Pedestrian-oriented development

Development designed with an emphasis on the street sidewalk and on pedestrian access to the building, rather than an auto access and parking areas.

Personal services

Services of a personal convenience nature, as opposed to products that are sold to individual consumers. Personal services include barber and beauty shops, product repair, photographers, clothes cleaning pick-up stations, copying, repair and fitting of clothes, and similar services.

Planned development (PD)

A unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all uses and improvements included in the development.

Planning Area

The Planning Area of the General Plan includes the incorporated city limits of Healdsburg, the unincorporated area within the city's Sphere of Influence, and discontinuous city-owned land, such as the airport, well fields and the wastewater plant. Sonoma County routinely refers matters affecting unincorporated properties within the Planning Area to the City of Healdsburg for review and recommendations.

Policy

A specific statement that guides decision-making and indicates a commitment of the City to a particular course of action, based on, and for the purpose of, implementing one or more General Plan goals. (See "Program.")

Program

An action, activity or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Public transit

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "mass transit."

Quality of life

A personal measure of satisfaction with one's living environment. Quality of life can be measured by beauty or location of living environment, ease in traveling through an area or city, and/or cultural and recreational opportunities available.

Quasi-public use

A use serving the public at large, and operated by a private entity under a franchise or other similar governmental authorization, designed to promote the interests of the general public or operated by a recognized civic organization for the benefit of the general public.

Recreation, active

A type of activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, passive

A type of recreational activity that does not require the use of organized play areas.

Redevelop

To replace existing buildings with new construction, or to increase the overall floor area existing on a property, or both, irrespective of whether a change occurs in land use.

Redevelopment Agency (RDA)

A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Residential density

The number of permanent residential dwelling units per gross acre of land. (See “Gross Acreage.”) In determining the number of units allowed, fractional units that may result from the application of the General Plan’s standards shall be rounded down to the nearest whole integer.

Residential master plan

A plan adopted for a site zoned Residential Master Plan under the provisions of the Zoning Ordinance.

Ridgeline

A line following the highest point formed by the meeting of slopes.

Right-of-way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian

Pertaining to the bank of a natural course of water, whether seasonal or annual. Riparian habitat is defined by the surrounding vegetation or presence of known wildlife movement pathways; it borders or surrounds a waterway.

Senior housing

Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them.

Single-family unit, attached

A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with one other such dwelling unit.

Single-family unit, detached

A dwelling unit occupied or intended for occupancy by only one household that is structurally independent.

Small lot subdivision

A residential subdivision with lot sizes and setbacks smaller than otherwise required by the Zoning Ordinance and whose developer has entered into an agreement with the City Council to ensure that 100 percent of the new dwellings meet sales or rental criteria for affordable housing and meet certain development standards.

Sonoma County Agricultural and Open Space District

An agency that works to protect and permanently preserve open space and agricultural land with funds generated from a voter-approved quarter-cent sales tax. The County Board of Supervisors serves as the District's Board of Directors. An independent Open Space Authority monitors all sales tax expenditures and a Citizen's Advisory Committee advises the Board and staff on policy matters and proposed land protection efforts.

Sonoma Marin Area Rail Transit (SMART)

The SMART District is charged with planning, engineering, evaluating and implementing passenger train service and corridor maintenance from Cloverdale through Sonoma and Marin Counties to a ferry terminal that connects to San Francisco.

Special study area

Areas of the city that warrant further study beyond the elements contained in the General Plan, including the possible development of an area plan or similar specific planning document. These areas were selected because of their unique location in the city, such as at key entryways into the community or along corridors that connect important areas of the city and/or their unique functions.

Specific plan

Under Article 8 of the California Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of influence (SOI)

The area demarcated by the Sonoma County Local Agency Formation Commission (LAFCO) for each city within Sonoma County that represents its probable ultimate physical boundaries and service area. These are intended to promote efficient urban development patterns while preserving open space. Each sphere of influence includes both incorporated and unincorporated land.

Standard

A specific, often quantified guideline, incorporated in a policy or implementation program. Standards can often translate directly into regulatory controls.

Street tree(s)

Trees strategically planted - usually in parkway strips, medians, or along streets - to enhance the visual quality of a street.

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

Tourism

The business of providing services for persons traveling for pleasure, tourism contributes to the vitality of the community by providing revenue to local business.

Traffic calming

Techniques to slow traffic, including physical design modifications such as directive landscaping, narrow streets, traffic islands, speed bumps and innovative traffic enforcement.

Traffic model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses.

Transient occupancy tax (TOT)

A tax levied on those staying in overnight facilities such as hotels, to help defray provision of city services related to the occupancy.

Transit

The conveyance of persons or goods from one place to another by means of a local public transportation system.

Transitional housing

Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end,” (or origin - often from home, but not always), and one “attraction end” (destination).

Uniform Building Code (UBC)

A national, standard building code that sets forth minimum standards for construction.

Urban Growth Boundary (UGB)

The geographic area adopted in 1996 by Healdsburg voters within which all urban development is to be contained for 20 years (i.e., until 2016), with certain exceptions. City water and sewer service may not be extended to development outside of the UGB, except under certain circumstances. The UGB is also known as the City's Urban Service Area.

Urban Service Area

The geographic area to which the City provides utility and other services. The Urban Service Area is coterminous with the City's Urban Growth Boundary.

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Zoning district

A designated section of the city for which prescribed land use requirements and building and development standards are uniform.

Zoning map

The official Zoning Map of the City of Healdsburg.

Zoning Ordinance

Chapter 20 of the Healdsburg Municipal Code, as amended, also known as the Healdsburg Zoning Ordinance.