

Saggio Hills Area Plan



Saggio Hills Area Plan

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City of Healdsburg

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I. INTRODUCTION

Purpose and Intent of the Saggio Hills Area Plan

The Healdsburg 2030 General Plan requires that no development may occur in areas annexed to the City until a specific plan has been prepared and adopted for the area. Such specific plans must comprehensively address the relevant planning issues on the property as well as adjacent properties as necessary to ensure proper coordination of future development plans with existing infrastructure, land use patterns and environmental concerns. Wherever the term “specific plan” is used in the Healdsburg 2030 General Plan, it encompasses any of one of the following planning activities: specific plans provided for under Government Code Section 65450, area plans, neighborhood plans, residential master plans, or planned developments. (Implementation Measure LU-5)

The Saggio Hills project area (Plan Area) is a 258.5± acre property located east of Healdsburg Avenue just north of Parkland Farms that was annexed to the City in 2009.. The Plan Area is the last large undeveloped property with significant development potential remaining within the city limits and comprises the majority of what is known in the Healdsburg 2030 General Plan as Development Subarea C. Subarea C also includes an adjacent 52.87-acre property to the southeast of the Saggio Hills Project site that was purchased by the Sonoma County Agricultural Preservation and Open Space District for a permanent open space preserve (“Fox Pond”), but this property is not part of this project or proposed for annexation. Existing access to the project site is from the west along Healdsburg Avenue to Passalacqua Road (currently unpaved) just north of the City’s north area detention basin.

The Healdsburg 2030 General Plan identifies five Special Study Areas that warrant the possible development of area plans or similar planning documents prior to development. The Plan Area is included in one of these Special Study Areas (i.e., the North Study Entry Area), therefore the City has requested that an Area Plan be prepared and adopted for this project. The purpose and intent of the Saggio Hills Area Plan is to ensure that future development will be consistent with the Healdsburg 2030 General Plan goals and policies and to minimize potential environmental impacts resulting from future development within the Plan Area. This document will be used for the systematic implementation of the Healdsburg 2030 General Plan for the Saggio Hills geographic area.

Location of Plan Area

The Saggio Hills property is located on the eastern side of Healdsburg Avenue, north of the current terminus of Parkland Farms Boulevard, and extends to Healdsburg’s northern and eastern Urban Growth Boundary and Sphere of Influence line. Its location is shown in Figure 1.

The Saggio Hills Plan Area is characterized by gently rolling hills at the southern boundary transitioning to areas of moderate steepness at the northern boundary. The most common habitat on the project site is oak woodland. The project site also includes a variety of nonnative and native annual grasslands, riparian woodland, and wetlands. The project site is essentially undeveloped, except for a 15± acre vineyard located in the west-central portion of the property. An ephemeral

creek, which flows into Foss Creek¹ at the southwest corner of the Plan Area, meanders through the site and is adjoined by riparian areas. The project site also has approximately 3.86± acres of meadow/swale wetlands.

Surrounding the project site are the Parkland Farms residential development to the south, the Healdsburg Ridge Open Space Preserve (overseen by the Sonoma County Agricultural Preservation and Open Space District) to the southeast, currently vacant industrial land (formerly RJW Lumber Company) to the west, and vineyards to the east. North of the project site is the former Healdsburg Landfill and existing Healdsburg Refuse Transfer Station.

Organization of the Saggio Hills Area Plan

This Area Plan is a long-range Master Development Plan for the subject 258.5± acres of land. The Area Plan is organized into nine sections in order to establish clear statements of Area Plan policies, objectives, standards and implementation measures. The first three sections are primarily descriptive; the remaining six sections contain text and graphics that provide the land use and other developmental standards and set forth the steps necessary to implement the Area Plan. These sections are:

- I. Introduction** – Establishes the broad purposes of the Area Plan, describes the location of the Plan Area, and outlines the organization of the Area Plan.
- II. Planning Context** – Summarizes the general conditions and sequence of events leading up to the preparation of the Area Plan.
- III. Plan Area Description** – Describes the location and character of the Plan Area, and identifies opportunities and constraints for development within the Plan Area.
- IV. Land Use** – Sets forth land use patterns and associated development objectives and policies for the Plan Area.
- V. Conservation and Open Space** – Describes the open space network and public park area within the Plan Area along with associated policies, including those relating to parks, public trails and resource protection.
- VI. Circulation** – Describes the network of roads within the Plan Area as well as the relationship of those roads with the surrounding existing roadway system, and identifies the components and design standards required to accommodate adequate access and efficient movement of vehicles, bicycles, and pedestrians in and around the Plan Area.

¹ The reference to “Foss Creek”, as used in this Area Plan, describes the tributary creek that flows through the project site. This creek flows into the City’s detention basin and from there into Foss Creek proper.

Figure 1 - Saggio Hills Area Plan Boundaries

- VII. Public Facilities and Services** – Locates and describes public facilities, utilities, and services anticipated in the Plan Area, including sewer, water, drainage, gas, electricity, telecommunications and cable TV, fire and police protection, and sets forth related policies and standards.
- VIII. Design** – Sets forth design concepts, policies, objectives and standards for setbacks and yards, open space, grading, siting, landscaping, buildings and other physical features relating to development within the Plan Area.
- IX. Implementation** – Describes the planning actions required to adopt the Area Plan as well as subsequent planning actions required to develop property within the Plan Area. This section also identifies who is responsible for ensuring these planning actions are implemented, and describes procedures for determining Area Plan consistency or for amending the Area Plan.

II. PLANNING CONTEXT

Background

Development of the Plan Area has been proposed in various iterations over the years. In 2003, a plan was presented by Passacreek LLC to annex the Plan Area and develop the site with a combination of uses including a resort, residential estates, a community park and open space. At that time, the developer did not intend to actually construct residences on the site, but rather proposed to install the infrastructure and sell individual lots for custom homes. A separate developer would design and construct the resort portion of the project.

However, during preparation of an environmental impact report for the Passacreek project, the property was sold to Sonoma Luxury Resort LLC, which modified the application in 2006 to include what has now become the Saggio Hills project. Among the more notable changes in the Saggio Hills project are a larger community park and the addition of a fire substation, and significant contributions to future development of both the park and fire substation. Additionally, the affordable housing site is substantially larger compared to the former project, which will allow for an increase in the number of affordable units from 50 to up to 150 homes when the affordable housing site is developed in the future.

Planning Process

It is intended that this Area Plan satisfy the Healdsburg 2030 General Plan requirement for the preparation of a specific plan and to guide future development of the site. The goals, objectives and policies contained in this document represent the maximum development potential of the Plan Area. Proposed land uses and/or development in the Plan Area determined to be inconsistent with this Area Plan shall be prohibited or shall only be allowed upon submittal of an application to amend this Area Plan and after such revisions have been approved by the City Council.

The preparation of the Saggio Hills Area Plan is unique compared to that of similar area plans. Typically, an area plan is prepared in advance of, and separate from submittal of detailed plans to develop an area, such as a tentative subdivision map or building design documents. However, in this instance, the Saggio Hills Area Plan has been prepared in conjunction with an application to develop the 258.5-acre property that includes the following actions: tentative subdivision map; development agreement; design review; and heritage tree removal permit. Healdsburg 2030 General Plan Policy LU-A-4 allows for the simultaneous preparation and review of an area plan along with City consideration of other applications presented as part of a comprehensive development proposal.

In conjunction with the City's review and hearing process, an EIR is required for public review and certification prior to, or in conjunction with, the City Council action on the Area Plan and other applications. In 2008, the Healdsburg City Council certified a Final EIR and approved an area plan, General Plan amendments, rezoning, tentative subdivision map, and development agreement for the project. The Plan Area is included in the Healdsburg 2030 General Plan that was adopted in 2009, where it was designated for a mix of Very Low Density Residential, Medium Density Residential and Public/Quasi Public uses. Annexation of the Plan Area to the City was completed in 2009.

The Final EIR was challenged in the Sonoma Superior Court and the Court issued a Judgment directing the City to set aside the approvals and prepare and circulate a revision to the 2007 Final EIR addressing certain issues prior to proceeding with further consideration of the project.

A Partial Revision to the Final EIR has been prepared for consideration and certification by the City Council prior to approval of the following:

- Area Plan
- Tentative Map
- Development Agreement
- Design Review
- Heritage Tree Removal Permit

Section IX (Implementation) of this document provides further detail on the remaining steps required prior to development of the project.

III. PLAN AREA DESCRIPTION

General Character

The Saggio Hills Plan Area is located at the north end of the city limits and at the south end of Alexander Valley. This property fronts on Healdsburg Avenue, which has a rural character with no curbs or defined pavement edges. There are no pedestrian or bicycle facilities along Healdsburg Avenue in this location, even though this is a popular corridor for cyclists. The Northwestern Pacific Railroad parallels the west side of the roadway at the former RJW Lumber property. In addition to being an important entrance to Healdsburg, this Plan Area is a transitional area between the agricultural lands of the Alexander Valley to the north and the traditional, small-town character to the south.

A substantial amount of property in the area is vacant (approximately 30 acres on the west side of Healdsburg Avenue at the former RJW Lumber site and approximately 258.5 acres on the east side where the Saggio Hills project is proposed). Further to the south of the Plan Area is the Parkland Farms residential development, and to the southeast is the Healdsburg Ridge Open Space Preserve, overseen by the Sonoma County Agricultural Preservation and Open Space District. Residences located on large parcels and agricultural land is located to the east of the Plan Area in unincorporated Sonoma County. North of the project site is the former Healdsburg Landfill and existing Healdsburg Refuse Transfer Station.

The topography of the Plan Area is predominantly rolling in nature, ranging from flat to areas of moderate to steep slopes. Although much of the property is open, approximately half of it is within rolling oak woodlands. The Plan Area is currently open and undeveloped, except for vineyards that are located in the central westerly portion of the property. The Plan Area contains four “Scenic Ridgelines” as designated by the Healdsburg 2030 General Plan.

Because of its rolling and varied topography, some portions of the Plan Area are not visible from any one off-site vantage point. The westerly portion of the Plan Area is visible for a short period from northbound Highway 101, where the highway traverses a length of high embankment between two knolls. The lower, westerly portions of the site are also visible from Healdsburg Avenue, which borders the westerly side of the Plan Area. Limited portions of the Plan Area are visible from public streets in the Parkland Farms neighborhood south of the Plan Area. Both Highway 101 and Healdsburg Avenue are designated as Scenic Highways in the Healdsburg 2030 General Plan.

Development Constraints and Opportunities

Constraints

The Plan Area’s constraints are summarized in Figure 2 and shown in detail in Figures 2a through 2i.

- Highway 101 and Healdsburg Avenue are designated Scenic Highways or Streets in the Healdsburg 2030 General Plan (Figure 2a). The Plan Area includes four General Plan-designated ridgelines. Design of development within the Plan Area needs to address visual impact considerations of the Healdsburg 2030 General Plan regarding visibility of structures as well as potential light and glare from night lighting of athletic fields within the proposed Recreation and Parks land use area.

Figure 2 Constraints Summary

Figure 2a Scenic Corridor Constraints

- Portions of the Plan Area contain serpentine soils (Figure 2b). Without mitigation, grading to remove serpentine rock could expose workers and others nearby to airborne asbestos, a type of toxic air contaminant. Removal of serpentine within the park's land use area could result in loss of habitat for Mt. St. Helena morning glory and serpentine grassland habitat.
- Portions of the Plan Area contain wetlands, springs, seasonal creeks and drainage features (Figure 2c); future development within the Plan Area may be limited as the result of avoiding or mitigating those features.
- A Sonoma County waste transfer station is located immediately north of the Plan Area (Figure 2d). Noise, odors and storm water run-off generated by the transfer station may impact certain portions of the Plan Area that have development potential. A small drainage way below the sediment basins which collect runoff from the transfer station exists within the Plan Area.
- Portions of the Plan Area exhibit evidence of soil movement and deposit (land sliding) (see Figure 2e).
- The Plan Area lies within a seismically active region that includes three major active fault systems: the Rodgers Creek, San Andreas, and Mayacama faults. Earthquakes could cause ground shaking and significant damage to structures. Ground shaking can trigger landslides and liquefaction. The approximate locations of active fault traces that occur within the Plan Area are identified in Figure 2f; development of habitable structures is prohibited within 50 feet of those fault traces.
- Portions of the Plan Area are susceptible to shallow land sliding and erosion, the possibility of which increases as the steepness of the slope increases. Those and other portions of the Plan Area have slopes that exceed 25%, or 4:1 in incline. Rating of those areas of geological constraint as being High, Moderate or Low is based on the severity of slope and its susceptibility to landslides and erosion (see Figures 2g and h).
- Overhead electrical power lines cross and border the Plan Area (see Figure 2i); overhead power lines diminish visual quality of a development. Power lines are undesirable to potential residents to live near or beneath. They also have a negative impact to the views from the proposed resort site and from designated Scenic Highways.

Opportunities

The Plan Area's opportunities are depicted in Figure 3.

- A large, mostly flat, area immediately adjacent to Healdsburg Avenue and to existing urban residential neighborhoods to the south represents an opportunity to provide for active and passive public park areas that would respond to an identified community need.
- Excellent roadway access to the Plan Area from Healdsburg Avenue and Parkland Farms Boulevard represents an opportunity to provide for a fire sub-station, thereby providing improved emergency service to the Plan Area as well as for the existing adjacent residential neighborhoods.
- Easy access to and from Healdsburg Avenue and Parkland Farms Boulevard and their juxtaposition to the Plan Area represent an opportunity to connect these two major roadways, thereby greatly improving overall circulation in the northerly portion of Healdsburg and the inter-connection of existing and proposed neighborhoods.

Figure 2b Serpentine Constraints

Figure 2c Wetlands, Other Waters of the U.S. Constraints

Figure 2d Transfer Station Constraints

Figure 2e Landslide Constraints

Figure 2f Earthquake Fault Constraints

Figure 2g Slope Constraints

Figure 2h Geological Constraints

Figure 2i Power Pole Constraints

Figure 3 Opportunities Summary

- The existing vineyard in the central western portion of the Plan Area represents an excellent opportunity to provide a strong sense of entry into, and arrival at, the Plan Area. Its retention in conjunction with development in the Plan Area could strengthen the Plan Area's sense of place within the northern Sonoma County wine growing region.
- The Plan Area is adjacent to vineyards located to the east outside of Healdsburg's Urban Growth Boundary and Sphere of Influence. These vineyards provide a foreground to longer-range views and vistas to Mt. St. Helena and the Mayacama mountain range from the easterly portion of the Plan Area. These visual features provide an excellent location for a resort.

IV. LAND USE

Development Plan

The Saggio Hills project is a proposed mixed-use development that would entail the following combination of uses: a full-service resort hotel, resort residences and villas, affordable housing, open space, a community park, a system of public and private trails, a pump station, a fire sub-station, and associated on- and off-site infrastructure and roadway improvements to support the project, all on 258.5± acres of land within the Plan Area. The proposed 130-room, destination resort facility and 70 resort residences and resort villas would be located on approximately 91.11 acres of the Plan Area. As part of the project, 14.16± acres in the southeast portion of the Plan Area would be dedicated to the City of Healdsburg for future development of up to 150 units of affordable housing. Approximately 38.64± acres would be dedicated to the City of Healdsburg for a community park, including active and passive recreational uses such as illuminated ball fields, a family play area, volleyball court, basketball court, and lands for wetland mitigation. Both private and public recreational trails are also proposed as part of the Saggio Hills project within the Plan Area. Approximately 159± acres (approximately 62%) of the 258.5± acre site within the Plan Area would be retained in open space.

The Saggio Hills Illustrative Master Plan (Figure 4) is conceptual and general in nature; it is intended to generally illustrate buildable and open areas within the Plan Area. It is not intended to be specific to the extent that it may be exactly scaled. The Illustrative Master Plan shall serve as a framework for subsequent development and shall establish the basic concept of retention of open areas.

The various areas shown on the Illustrative Master Plan are intended to provide for the following:

- **Residential** – Provides for up to 70 single-family attached and/or detached residences located and clustered in such a manner as to minimize their visibility from off-site locations and to preserve the predominant open character of the site.
- **Affordable Housing** – Provides sufficient land area for future development of affordable dwelling units. The actual number of affordable units that will be developed will be determined by a separate entitlement process through the City of Healdsburg, at a density not to exceed 11 units per gross acre.
- **Resort** – Provides for a full-service destination resort at the northeast corner of the site that would include the following facilities:
 - 130 individually-keyed units (meaning a unit to be rented to one party such as an individual, couple or family)
 - Meeting rooms and conference, culinary and event facilities
 - Recreational facilities, such as swimming pools
 - Restaurants, cocktail lounges and cafes
 - Spa and health club
 - Parking for approximately 370 vehicles, with a potential for 80 additional spaces
 - Related facilities

Figure 4 Illustrative Master Plan

- **Park** – Provides land for the development of a community park that would include active and passive recreation areas, public trails, a fire sub-station for the Healdsburg Fire Department, and wetland mitigation areas.
- **Open Space** – Includes areas that are to remain undeveloped, except for roads and trails. These areas would be maintained by an owners association and the resort.

Land Use Goals, Objectives and Policies

Goal LU	CREATE A COMPREHENSIVE, LOW-INTENSITY LAND DEVELOPMENT THAT INCLUDES RESIDENTIAL, RESORT AND PUBLIC LAND USES INTEGRATED INTO THE NATURAL ENVIRONMENT OF THE PLAN AREA.
Objective LU-1	Implement General Plan Land Use Goal LU-C, Policy LU-C-1 by allowing for the development of single-family residences consistent with the Plan Area’s physical opportunities and constraints.
Policy LU-1.1	Allow for the construction of only lower-density detached and/or attached residences in clusters within the less constrained portions of the Plan Area.
Objective LU-2	Implement General Plan Housing Element Goal H-C, Policy H-C-1 by maintaining an adequate supply of land to accommodate Healdsburg’s share of the affordable housing need.
Policy LU-2.1	Provide a site that is sufficiently large and properly designated to accommodate the development of a significant number of affordable housing units.
Objective LU-3	Implement General Plan Economic Development Goal ED-A, Policy ED-A-4 by providing for the development of land with uses that generate revenues over and above property taxes to support City services.
Policy LU-3.1	Provide for a destination resort that reflects and emphasizes Healdsburg’s location within the Sonoma County wine-growing region and that generates transit occupancy tax income for the City.
Objective LU-4	Preserve significant portions of the Plan Area in permanent open space.
Policy LU-4.1	Require the resort to manage and maintain those areas of the site that are to be maintained as permanent open space.
Policy LU-4.2	Limit the size of the residential lots, with the balance of land in the vicinity of the residential lots retained as open space to be managed and maintained by an owner's association.
Policy LU-4.3	Designate land within the Plan Area for development of a public park, generally located as suggested by the Healdsburg 2030 General Plan Cultural and Resource Element Fig. II-3, Site #1 and as shown on the Park Site Concept F – Final Master Plan adopted by the City Council in August 2006.

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V. CONSERVATION, OPEN SPACE AND RECREATION

OPEN SPACE

Development within the Plan Area shall incorporate significant amounts of designated open space with the intention of preserving and managing the Plan Area's natural resources. Much of this land shall be earmarked for community access as public park area linked together by a trails system. Through this commitment to maintaining open space, future development within the Plan Area would benefit both future residents of Saggio Hills and existing citizens of Healdsburg by:

- Maintaining this visual amenity as a community asset that could lead to a corresponding increase in adjacent land values compared to unplanned, more intensive development.
- Providing a variety of new recreational opportunities to the community at large.
- Avoiding construction in areas with development constraints such as landslides, steep slopes and dense tree populations that could pose hazards from a public safety standpoint.
- Preserving natural resources such as visible open space and significant trees.

The open space areas within the Plan Area could be in either public ownership (such as park areas) or private ownership (such as resort and residential areas). Depending on the appropriateness of use, public open space areas may be designated as parkland or as natural areas that shall be protected and preserved.

Trees

The Plan Area supports a large mature expanse of mixed oak savanna and woodland, composed of common live oaks (*Quercus agrifolia*), valley oaks (*Quercus lobata*), and blue oaks (*Quercus douglasii*), with a dense, low carpet of annual grassland (but little brush) beneath. The site provides for a wide range of conditions within the existing woodlands, as shown in a tree survey conducted on the site identifying the location, health, size and species of trees over six inches in diameter on the site proposed for development.

The existing trees are a valuable asset to the Plan Area and their preservation is important. The location of buildings, roads and other improvements will consider the location of the existing healthy trees. Healthy trees will be retained and avoided to the extent practical.

Vegetation and Soils

Aside from the abundant oaks, madrones and manzanitas, native plants are essentially non-existent, having been heavily depleted throughout the Plan Area from long term livestock grazing as well as invasion by exotic plants. Vegetation on south-facing slopes is almost entirely made up of non-native annual grassland. Although the Plan Area contains the potential for several rare or special-status plants, none were found to exist during floristic surveys of the site.

The serpentine knoll and its associated patches of native grassland, including the Mt. Saint Helena morning-glory which occurs in serpentine grasslands, have no formal status at the state or federal level.

Drainages

The site contains numerous small and very small ephemeral drainages that exhibit bed and bank morphology, thus qualifying them for Army Corps of Engineers jurisdiction (Figure 2c). Most are less than two or three feet wide and one to two feet deep, and most do not support any significant riparian growth or “wetlands.” These narrow ribbons of “waters of the U.S.” (and the State of California) combine to form an ephemeral creek, which flows into Foss Creek at the southwest corner of the Plan Area. This ephemeral creek is a highly eroded and steeply incised channel averaging 8 to 12 feet wide, and 5 to more than 10 feet deep in places. This corridor has almost no true riparian vegetation, nor any appreciable “wetlands.”

Development shall avoid the most natural and stable sections of Foss Creek. Small slipouts and/or erosion problems will be addressed as part of erosion control, wetland mitigation, and biotic resource management efforts. Major portions of Foss Creek will be incorporated into the public park’s trail and passive open space areas.

Some of the existing drainage courses are proposed to be reconstructed, which will provide an opportunity to restore and enhance these areas. These drainage courses can then be designed to provide greater capacity for drainage during storm events as well as to reduce the velocity of water and decrease erosion.

Certain drainage courses will also be relocated in conjunction with road construction. These drainage courses will be rebuilt and revegetated to stabilize the banks and minimize erosion. Any new alignment of drainage courses will be designed to provide adequate capacity during storm events.

Wetlands

Existing Conditions

The Plan Area contains approximately 3.9 acres of “wetlands” and substantial “other waters” (ephemeral channels) subject to potential Army Corps of Engineers regulation. The location of the wetlands has been reconfirmed (February 2006) by the Army Corps of Engineers by a site visit, which provides the basis for identifying the quantitative impacts (i.e., wetland fill acreages) within the Plan Area. See Figure 2a: Constraints Map.

Wetlands in the Plan Area include:

- Broad, ill-defined grassy swales that are periodically saturated, but not ponded, and are largely dominated by non-native grasses.
- A small creekside terrace meadow at the resort site (northeast corner).
- A sizable natural wet meadow next to the serpentine knoll, and two seasonal meadows.
- Two wetlands within the proposed Medium High Density Residential land use area located in the south central portion of the Plan Area.

None of the Plan Area’s wetlands are particularly aquatic, and none hold any significant amount of standing surface water for prolonged periods. The most natural feature on the site is the wet meadow (a mix of both native meadow perennials and weeds) beneath the north-south power line just east of the serpentine knoll. The lowest quality wetland feature (with no native vegetation and no ponding) is the narrow swale at the entrance from the highway.

The two areas within the proposed Medium High Density Residential land use area are relatively dry, becoming and remaining saturated for prolonged periods in the winter and spring, but drying completely generally by late May. They are never significantly ponded, and they are dominated almost exclusively by non-native plants and several other exotic grasses. The main area supports a dense carpet of largely native, mostly perennial, grass-like wetland/meadow species; this meadow has been partly invaded by non-native species, but retains a significant preponderance of native meadow species.

Potential Filling of Wetlands

Filling of wetlands could occur in the area of the proposed resort, the area of the Medium High Density Residential land use area, the main entry into the Plan Area, and some portion of the proposed public park area, resulting in approximately 2.08 acres of lost wetlands. However, the project would provide new wetlands at a 1:1 ratio and these wetlands would be in place and established before existing wetlands may be filled. With this scenario, there would be no shortfall (riparian restoration could make up for minor variation if needed).

While avoidance is generally preferred by all regulatory agencies as the best way to reduce impacts and minimize wetlands mitigation obligations, consolidation of already degraded fragments represents an effective means of addressing the impacts. Mitigation for filling of wetlands within the Plan Area involves both minimizing the wetland fill to the extent allowed by other project constraints and providing full 1:1 mitigation.

RECREATION

Public Park

A 38.64-acre area encompassing the southwest portion of Saggio Hills is proposed to be dedicated to the City for the purpose of constructing a community park. This area is adjacent to the City's existing North Detention Basin and the existing six-acre Barbieri Brothers Park, located within Parkland Farms.

A conceptual park site plan has been prepared and is based on the need to accommodate active sports fields, passive uses such picnic areas and trails, adequate parking, and wetland mitigation for impacts resulting from fill of existing seasonal wetland associated with grading and development of both the park and the adjacent proposed affordable housing site. The plan also provides a minimum 25-foot setback of proposed park facilities, including two proposed parking lots, along Foss Creek.

The proposed facilities or features of the conceptual park site plan are described below:

- Active Use Recreation Area (night-lighted)

A lighted active use recreation area would be located adjoining both Healdsburg Avenue and the entry road, behind a landscape buffer zone or a resort-maintained landscape easement. It would include two soccer fields, possibly with an all-weather synthetic turf), basketball courts, a playground, a tot lot and a concession stand/kiosk.

- Active Use Recreation Area - Day Use (not night-lighted)

This area would be located just north of the existing Barbieri Brothers Park, and would include a multi-use field for soccer practice, family play area, volleyball, and baseball backstop. This area would not be lighted for use after dark.

- Passive Use Recreation Area

This area, located south of the parking lot on the south side of the creek and just north of unlit ball fields, would include group picnic areas, including shelters with capacity for approximately 75 persons, and a covered pavilion for special event use, and a tot lot.

- Trail Network

A system of trails would connect park facilities and parking areas; extend along the west, north and east sides of the wetland mitigation area; provide access to scenic overlooks on the grassy hill east of the proposed wetland mitigation area; extend along the north branch of Foss Creek; and provide a direct link to the affordable housing site and the Healdsburg Ridge Regional Open Space Preserve and Fox Pond to the southeast of the project site. Pedestrian bridges would cross Foss Creek and connect to a public trail that would lead to the private open space network north of Passalacqua Drive and the proposed resort.

- Preserved Existing Wetlands/Natural Open Space

A natural preserve encompassing existing wetlands would be maintained in an area that is located between proposed day use ball fields and an existing grassy hill comprising the eastern portion of the park site. The eastern portion of the park would be maintained as undeveloped open space other than trails to provide pedestrian and bicycle access to hilltop viewpoints and to connect the park to the affordable housing site.

- Wetland Mitigation Area

Wetland mitigation would consist of newly created wetland in an area located north and east of existing wetlands proposed to be preserved. New wetland acreage would be created in both the area east of the proposed day use ball fields and the upper section of the detention basin adjoining Barbieri Brothers Park.

- Parking

There would be two parking lots, one accessed directly from Passalacqua Drive, and the other located just south of Foss Creek and north of the wetland mitigation area. The latter would be accessed via a bridge crossing the creek from the lot directly accessed from Passalacqua Drive. Parking capacity would be approximately 250 spaces, with approximately 100 spaces in the lot directly accessed from Passalacqua Drive and approximately 150 spaces in the lot on the south side of the creek.

- Fire Sub-station

A 0.85 acre site for a fire sub-station would be located just north of the detention basin directly adjoining Healdsburg Avenue and just south of a proposed active use recreational area. The fire station would be approximately 5,000 square feet in size, and could include up to three efficiency apartments to provide affordable housing for City employees, possibly on a second floor. Approximately 25 parking spaces are proposed for the fire station. Vehicular access would be directly from Healdsburg Avenue, just opposite of the entrance into the vacant and former RJW lumber mill site to the west.

Trails

There will be two trails systems within the Plan Area as shown in the Trails Plan on Figure 5. The public trail will extend from the Sonoma County Agriculture and Open Space District property located southeast of the Plan Area as a 10± foot wide asphalted multi-use pathway (shared by pedestrians and cyclists) with 1.5± foot gravel shoulders on either side. This trail will continue north through the affordable housing site to the passive park area and continue along the creek to the active park areas. The public trail will then cross Passalacqua Drive and transition to a 4± foot wide hiking trail encircling the large hill north of the existing vineyards and providing access to the top of this hill. The public trail will be improved by Sonoma Luxury Resort LLC, and dedicated in fee or an easement to the City (see Figures 5 and 6). In-lieu of a 10± foot wide public trail through the affordable housing site, standard five-foot wide sidewalks and bike lanes may be required on both sides of the street connecting to the existing sidewalks and bike lanes in the Parkland Farms neighborhood. Similarly, to the extent that a narrower public trail can be accommodated through the park, while providing adequate public access and width for maintenance, this will be considered by the City.

A private trail will connect to the public trail system along the road to the resort (refer to the Trails Plan in Figure 5). This 4± foot wide trail will follow the general alignment of the resort road, providing pedestrian access for the public to the resort and access for resort guests to the public trail system. This private trail will be improved, owned and maintained by the resort; however, it will be open to the public during daylight hours (see conceptual Figures 5 and 6).

Conservation, Open Space and Recreation Goals, Objectives and Policies

GOAL OSR PROVIDE FOR A RANGE OF OPEN SPACE OPPORTUNITIES THROUGHOUT THE PLAN AREA WHILE MAXIMIZING RETENTION OF THE NATURAL TREE-COVERED CHARACTER OF THE PLAN AREA, INCLUDING FOR PUBLIC PARKLAND AND TRAILS.

Objective OSR- 1 Incorporate both active and passive recreation areas in the public park that would be developed within the Plan Area.

Policy OSR 1.1 Include both passive and active programming for the public park (i.e., nature observation areas as well as active gathering and/or play areas).

Policy OSR 1.2 Avoid locating more intensive recreational uses in proximity to streams or major vegetative stands that could result in increased erosion, degradation of wildlife habitats and diminution of visual quality.

Policy OSR 1.3 Program activities within the public park that are appropriate to the size and context of the public park and of its neighboring properties.

Objective OSR-2 Locate public parkland in an area that would provide convenient public access.

Policy OSR 2.1 Provide access to the public park from Healdsburg Avenue for community wide benefit.

Policy OSR 2.2 Provide physical access to the public park from road(s) internal to the Plan Area.

Figure 5 Trails Plan

Figure 6 Trail Sections plan

- Objective OSR-3** **Create a trail system that links the passive and active public park areas and provide access to the public areas of development within the Plan Area.**
- Policy OSR-3.1 Construct a network of pedestrian and bicycle paths and trails to connect development enclaves, park facilities and open space areas with adjacent existing residential neighborhoods and the resort development.
- Policy OSR-3.2 Maintain physical and visual access from pedestrian and bicycle trails to open space areas and scenic features.
- Objective OSR-4** **Preserve and protect the higher value and quality resource features of the Plan Area (e.g., mature oak woodland, large/old individual trees, wetlands, native grassland).**
- Policy OSR-4.1 Integrate the natural landscape into the Plan Area’s varied components, including undeveloped hillsides and meadow, hiking trails and overlooks, parks, creek restoration and water quality enhancements, wetland protection, and public education.
- Policy OSR-4.2 To the extent practical, avoid jurisdictional drainage channels and creekbeds.
- Policy OSR-4.3 Stabilize Foss Creek by contouring the creek corridor thereby increasing creek stability and reducing erosion in the general affected reach.
- Policy OSR-4.4 Avoid existing wetlands to the extent practical, with a goal to preserve and protect approximately 50 percent of the Plan Area’s delineated wetland habitat, particularly the major portion of the wet meadow east of the serpentine knoll.
- Policy OSR-4.5 Prohibit fencing within open space areas unless otherwise necessary to protect sensitive resources, such as for wetland areas along pathways. Fences installed for protection of resources shall be unpainted wood and shall blend with the surrounding environment.
- Policy OSR-4.6 Prohibit the expansion of the Plan Area’s vineyard into oak woodland areas.
- Policy OSR-4.7 To the extent practical, preserve and protect the majority of the trees on the site.
- Policy OSR-4.8 Maximize the preservation of the existing healthy trees on the site when locating buildings, roads and other site improvements.
- Policy OSR-4.9 Retain and avoid healthy trees to the extent practical.
- Policy OSR-4.10 An arborist’s report, which shall reference a tree survey on the site, shall be submitted in conjunction with each phase of development.
- Policy OSR-4.11 In conjunction with restoration, revegetation and enhancement of drainage courses, design drainages to increase water carrying capacity and to reduce erosion potential.

Objective OSR-5 **Complement existing City park and recreation opportunities by providing approximately 38.64 acres of land for the City of Healdsburg to utilize for a public park site.**

Policy OSR-5.1 Locate the public parkland in close proximity to the Medium High Residential land use area.

Policy OSR-5.2 Locate and relate the community parkland to the existing neighborhood park (Barbieri Brothers Park) at Parkland Farms.

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VI. CIRCULATION

This Section describes the components of the network for vehicular, pedestrian and bicycle movement within the Plan Area. The guiding principles for vehicular circulation are to provide a safe and convenient circulation network that provides adequate access to new development in the Plan Area, to minimize traffic impacts to existing neighborhoods, and to create emergency and fire access road connections between potential development enclaves given the limitations imposed by existing trees and steep topography. The general requirements for the provision of a pedestrian and bicycle path within open space areas normally closed to vehicular traffic are addressed in the network of public and private trails.

The policies, objectives and design standards in this Area Plan have been formulated with the intent of establishing a distinctive system tailored specifically to accommodate vehicular movement and parking in the Plan Area.

The general location of planned through-streets, including fire protection and emergency access road connections through existing open space areas, is shown in the Circulation Plan on Figure 7. Internal streets, not shown in this Circulation Plan, may be proposed as long as such alignments are consistent with the policies and standards of this Area Plan.

Public Streets

Public street access for the Plan Area will be provided primarily by Passalacqua Drive, Parkland Farms Boulevard and Healdsburg Avenue.

- Healdsburg Avenue

Healdsburg Avenue will be improved and widened adjacent to the Plan Area in anticipation of the traffic needs for all development in Healdsburg's northern planning area (see Figure 8). Improvements to Healdsburg Avenue will begin at the southwest corner of the Plan Area and include concrete curbs, gutters, sidewalk (east side only), and widening to connect where existing improvements currently end at the Foss Creek crossing and extend to approximately 400 feet north of Passalacqua Drive.

- Passalacqua Drive/Parkland Farms Boulevard Extension

Passalacqua Drive will be the only public street within the Plan Area. It will extend easterly from Healdsburg Avenue before turning south to connect to the easterly terminus of Parkland Farms Boulevard. It will have a paved width of 28 feet, as shown in the Public Street Cross Sections (Figure 8), except that a wider section may be needed adjoining the affordable housing projects for on-street parking, bike lanes and sidewalks.

East of Parkland Farms Boulevard, Passalacqua Drive will be maintained as a private road known as "Passalacqua Road" to serve existing residences to the east beyond the Plan Area boundary.

Figure 7 Circulation Plan

Figure 8 Public Street Cross Sections

Private Streets

- Internal streets

Internal streets in the Plan Area (providing no through access to other development areas) will be consistent with the “Private Street” standard (see Figure 9) and have a minimum width of 24 feet. These streets may be narrowed to 20 feet when necessary to avoid significant trees, drainages or other resources and when determined by the Fire Department to provide adequate emergency vehicle access. Such internal streets may be allowed in the Plan Area based upon the approval of the City in situations where the road alignment will not serve through traffic from other areas and the road is located in an environmentally-sensitive area, the topography is very steep and/or there is the need to preserve a significant number of trees. Private streets will only be allowed if there is an owner’s association or other type of funding mechanism responsible for the ownership and maintenance of the street, and if adequate off-street parking can be provided. Turnouts meeting Fire Department standards shall be installed at all hydrant locations.

- Driveways

Driveways serving four or fewer lots in the Very Low Density Residential portion of the Plan Area may have narrower widths than private roads and are not required to have curbs, gutters and sidewalks. Driveways serving the following numbers of residential lots shall have the following minimum widths, excluding any on-street parking:

1-2 lots	12-foot minimum width
3 lots	16-foot minimum width
4 lots	20-foot minimum width

- Fire and Emergency Access Roads

For privately-maintained secondary access roads required for providing adequate fire and emergency access, the standard requires a minimum 20-foot width, along with all-weather surfacing serviceable for a 20-ton vehicle (See Figure 10: Emergency Vehicle Access Cross Sections). These secondary access roads may be gated to prevent public vehicular access during normal conditions, in conjunction with provision for access during the event of emergencies. Such Emergency Vehicle Accesses (EVA) shall be available for use as public trails for pedestrians and bicyclists. Vegetative modification, as needed for fuel breaks, shall also be required along such secondary access roads and EVAs, with responsibility for maintenance of both the secondary access road and fuel breaks by an owner’s association or other type of funding mechanism responsible for the ownership and maintenance of the roads and EVAs.

- Sidewalks

Sidewalks will not be provided adjacent to streets. Instead, the trail system will provide pedestrian and bicycle access to the Plan Area.

- Street Trees

Street trees will be provided on public streets. Trees shall be planted in irregular, natural-appearing groupings to mimic the existing vegetation in the area rather than regularly spaced along the street, with the exception of planting along Healdsburg Avenue. Street trees may include trees planted as mitigation for the loss of native trees. Street trees may be located on either private property adjacent to the street right-of-way, if maintained by an owner’s association or other type of funding mechanism, or within the right-of-way if there is no conflict with underground utilities.

Figure 9 Private Street Cross Sections

Figure 10 Emergency Vehicle Access Cross Sections

- Street Lighting

Street lighting will be provided as required for public safety, such as at intersections, but shall be limited to the minimum necessary in order to maintain the rural character of the Plan Area.

- Street Grading

Where road improvements require grading in hillside areas, the area needed for cut and fill slopes shall be minimized whenever practical, using revegetation and/or retaining walls faced with native stone, landscape planters or other treatment to minimize visual impact.

- Street Intersection Design

Typical intersection configurations, adequate sight distances, and adequate turning radii shall be provided, but the design of improvements shall reflect the unique scenic character of the Plan Area.

- Street Grades

Street grades shall be limited to a maximum slope of 15 percent. In difficult terrain, grades up to 20 percent will be acceptable for short distances not to exceed 300 feet, and will be designed appropriately for fire fighting equipment to the satisfaction of the Fire Department. Alternate paving materials (e.g., concrete) will be required on street sections exceeding a 15% slope.

- Dead End or Cul-de-sac Streets

Cul-de-sac streets shall not exceed 800 feet in length, or as otherwise approved by the Fire Department, unless provided with secondary access approved by the City.

- Parking

Adequate parking shall be provided for all uses. In addition to the two spaces required by the Zoning Ordinance for each single-family residence, at least one additional parking space shall be provided on-site, and common parking areas shall be provided for guests.

- Bicycles

Due to relatively low traffic volumes anticipated for streets within the Plan Area, bicyclists should be able to share the roadway with motor vehicles without creating any safety problems, assuming streets are designed to meet minimum safety criteria, such as providing adequate line of sight at intersections. Certain portions of the public trail system will allow bicycles as well. Therefore, the Area Plan does not require the provision of striped Class II bike lanes, as they would unnecessarily increase the area of pavement and result in greater environmental impacts.

Circulation Goals, Objective and Policies

GOAL C **ESTABLISH A NETWORK OF STREETS THAT FACILITATES SAFE, CONVENIENT AND EFFICIENT ACCESS TO, AS WELL AS MOVEMENT THROUGH, THE ENTIRE PLAN AREA.**

Objective C-1 **Create a roadway system that includes a core “loop” road by extending Parkland Farms Boulevard as a public roadway through the site to Healdsburg Avenue. This core “loop” road will serve internal roadways.**

Policy C-1.1 Retain the established direct connection between the Plan Area and

Healdsburg Avenue via Passalacqua Drive.

- Policy C-1.2 Create a secondary road system for the purposes of fire protection and emergency access that connects all development portions of the Plan Area through Parkland Farms Boulevard.
- Policy C-1.3 Provide streets with widths and design standards consistent with the goal of protecting the environmentally-sensitive natural features and existing scenic character of the Plan Area, while ensuring such streets are consistent with public safety standards and meet the needs of anticipated traffic levels.
- Policy C-1.4 Provide at least two means of access into and out of the Plan Area to maximize public safety by creating emergency evacuation options and to facilitate quick response by fire fighting and emergency vehicles. An emergency vehicle access road shall be established to the northern border of the Plan Area by means of an easement across County land adjacent to the transfer station.
- Policy C-1.5 Provide streets with widths and design standards consistent with the goal of providing adequate access for emergency response and fire protection and for the evacuation of residents and guests.
- Policy C-1.6 Construct a network of pedestrian and bicycle paths and trails to connect development enclaves, park facilities and open space areas with adjacent existing residential neighborhoods and the resort development. Connect the City's trail system for the purpose of providing both a non-motorized transportation facility and a means of recreation.

Goals and policies found in the Transportation section of the Healdsburg 2030 General Plan (Chapter 5) are also applicable to this Area Plan.

VII. PUBLIC FACILITIES AND SERVICES

This section outlines the public utility, service and facility needs of development in the Plan Area and sets forth related Goals, Policies, and Standards. Public facilities and services relating to parks and recreation are addressed in Section V: Conservation, Open Space and Recreation (page V-1).

Sewer System

The sewage collection system within the rights-of-way of Passalacqua Drive and Parkland Farms Boulevard will serve the park and affordable housing sites and will be owned and operated by the City. This system would encompass a network of collector lines of various sizes. Sewers will be designed for gravity flow and, except for privately-owned and maintained lift stations, no City lift stations will be included.

The sewage collection system serving the Very Low Density Residential land use areas of the Plan Area will be a private system that will be owned and operated by the an owner's association. The resort sewer system will be owned, operated and maintained by the resort. The resort and residential systems will tie into the City sewer main at the intersection of the resort road and Passalacqua Road.

All of the potentially-developable portion of the Plan Area would be tributary to the Healdsburg Avenue collector sewer, which was replaced by the City in 1995. This existing 15-inch sewer trunk in Healdsburg Avenue was designed to provide adequate capacity to serve the Plan Area. The Healdsburg Avenue sewer extension to Passalacqua Drive shall be designed in accordance with the Public Works Engineering Standards. The sewer extension shall also include a parallel eight-inch reclaimed water line.

Due to elevations generally higher than surrounding areas, and the Plan Area's location at the northern-most portion of the City of Healdsburg's Sphere of Influence, it will not be necessary to oversize any sewer lines serving proposed development in the Plan Area for any future development upstream of the project area. The Plan Area will be served by a proposed eight-inch sewer main within Healdsburg Avenue.

The Sewer Plan illustrated on Figure 11 shows the Plan Area in relationship to drainage basins as delineated by "grade breaks". This figure shows the boundaries of areas that can be readily served by existing or planned downhill sewer lines within existing City streets, such as Healdsburg Avenue and Saddle Draw. In those areas beyond the "grade break" where gravity lines are not possible, a private sewer lift station will be required, most notably in the northeastern corner of the project area. A second private sewer lift station may be required near the northwestern corner of the site.

Water Service

The City of Healdsburg owns and operates the major water system that would serve the Plan Area. The City's water system includes two well fields adjoining the Russian River (Gauntlett, Fitch Mountain), one well field adjoining Dry Creek, several pumping stations, distribution lines, and a number of storage tanks and reservoirs, including three existing storage tanks. The City has adequate existing or planned water production and storage facilities to serve all of the anticipated development in the Plan Area.

Figure 11 Sewer Plan

The Gauntlett well field is located at Digger's Bend on the Russian River, south of the project area. The City has water rights in this well field to 4 cubic feet per second or 77.5 million gallons per month. With three wells on-line and one well in stand-by, the pumping capacity is 1,550 gallons per minute (or 2.2 MGD). This water is pumped to the Gauntlett and Iverson Reservoirs with a combined capacity of 2.3 MGD. The reservoirs are located on a ridge just west of the Gauntlett well field. These reservoirs have a base elevation of approximately 400 feet. This well field and the reservoirs would be the primary water supply for the Plan Area. The reliability of water supply is enhanced with the ability of the Terrace Pumping Station to boost water from the Dry Creek or Fitch Mountain well fields to the Gauntlett/Iverson Reservoirs.

As shown in the Water Plan on Figure 12, the Plan Area will be served by a “closed-loop” water system. The 12-inch water main within Parkland Farms Boulevard will be extended through the Plan Area and eventually connect with a 12-inch water main within Healdsburg Avenue. All of these mains eventually connect to an existing 12-inch water main within Healdsburg Avenue, which eventually connects to the Gauntlett/Iverson Reservoir.

The main lines providing water to the resort property and Very Low Density Residential land use areas of the Plan Area will be owned and operated by the City up to the point of the connection to the residential water meters. The water system for the resort will be private from the point of the water meter serving the resort. The exact location of this meter will be determined by the Property Owner and the City. Easements in the private roads will be granted to the City for the maintenance of the water lines that lie under those private roads.

The elevations of portions of the Plan Area pose limitations on the provision of adequate water pressure for fire flow and household use. All fire hydrant tees are to be capable of meeting the required fire flow of 1500 GPM with a residual pressure of 30 pounds per square inch (psi). Additionally, domestic pressures at 40 to 50 psi are required in order to serve second story showers, operate water using appliances, allow use of more than one fixture at a time and operate interior sprinklers. The existing Gauntlett/Iverson Reservoir can only provide these pressure requirements to development on the site below an elevation of 293 feet (see Figure 12 for the location of this contour). Therefore, any development above the 293-foot elevation will require a specially-designed system, with components such as booster pumps and a standby generator for power backup. Any on-site reservoirs, at higher elevations, would be unable to meet the pressure requirements described previously without an accompanying booster pump system. .

Vineyard Irrigation

The Plan Area previously contained approximately 12 acres of Cabernet Sauvignon vineyards, which are mature and produce annual yields of approximately 50 tons of fruit. The vineyard has recently been expanded by an additional 3 acres. The vineyard is currently irrigated by an onsite well; the well and irrigation system will be retained. Additional vines could be planted north and east of the existing vines to expand the vineyards as topography allows; no encroachment of plantings would occur in oak woodlands areas. The existing irrigation system would be expanded to provide water to any newly planted vines adjacent to the existing vineyards. The existing well and irrigation infrastructure will not be connected in any way to a municipal water system for future residential areas, resort or landscaping.

Figure 12 Water Plan

Drainage Facilities

No storm drain systems currently exist in the Plan Area. Currently, all drainage in the Plan Area is conveyed by natural creeks or open ditches. As shown in the Existing Drainage Patterns on Figure 13, the easterly portion of the Plan Area drains toward the Russian River. However, the majority of the land in the Plan Area drains towards Foss Creek, the principal watercourse draining the area within the City of Healdsburg. Due to its location at upper elevations and site topography, the Plan Area is not subject to any significant flooding problems.

The area tributary to Foss Creek drains through a stormwater detention basin that was completed in late 1997. The North Area Detention Basin, located adjacent to the southwestern corner of the Plan Area, was designed to accommodate storm drainage generated by development in the Parkland Farms subdivision, the Ridgeline Specific Plan Area and the Plan Area. Onsite storm drain system(s) constructed in conjunction with development within the Plan Area would convey storm water directly into the detention basin through a series of natural drainage ditches and underground culverts. All project drainage will be required to comply with the Section 401 certification requirements of the Clean Water Act.

Public Utilities

- **Electrical Service**

Healdsburg owns and operates its own 12 kv electrical distribution system, obtaining power as a member of the Northern California Power Agency and a “Preference Customer” of the U.S. Department of Energy Western Area Power Administration. The Healdsburg electrical system is lined to the external power grid via a substation that is currently operating at about one-half capacity. The substation contains two transformers, each with a capacity of 25 megawatts.

Generally, only one transformer is used with the other serving as a back-up. Peak usage is approximately 20 megawatts. New residential units will generate additional peak usage.

The City electrical distribution system would serve all portions of the Plan Area. While existing residences on properties annexed into the City can retain Pacific Gas and Electric Company (PG&E) service, once any entitlements are requested (i.e., building permits, use permits, etc.), the City requires switching electrical service to its utility. In addition, the City requires that all new development be served by underground electrical service lines. New development in the Plan Area would be served by extensions of existing City electrical distribution lines, which consist of either underground or overhead lines in the vicinity of the Plan Area. Capacity improvements are anticipated to accommodate development in the Plan Area.

Two existing PG&E 60 kilovolt (KV) overhead transmission lines cross through the Plan Area. Both lines cross the property where development is planned (See Figure 14: Electrical Plan) and development within the easements of the existing electrical transmission lines may be prohibited, except for existing roads and open space uses such as trails. These lines serve the regional area and it is expected that PG&E would retain ownership and maintenance of these lines once the Plan Area is annexed. There is a proposal prepared to be submitted to PG&E to consider relocating and undergrounding a portion of the 60kv line on the east end of the Plan Area as shown in Figure 14.

Figure 13 Existing Drainage Patterns

Figure 14 Electrical Plan

- Gas Service

PG&E provides natural gas service to Healdsburg. Providing gas service to the Plan Area will likely be dependent upon distribution lines being extended from the Parkland Farms subdivision or within Healdsburg Avenue. The cost of new service to the Plan Area will be determined by PG&E and passed onto the Property Owner as a development fee. Reimbursement would be made by PG&E after customers begin purchasing gas.

- Telecommunications and Cable TV

AT&T will serve telephone service to the Plan Area. No constraints are anticipated to extending telecommunication lines from existing or planned streets in the vicinity of the Plan Area into areas where new development is proposed. AT&T will provide lines without cost for new development within a trench, if the trench is provided to them. A fee will be charged for extending lines between the trench and new residential buildings. An additional fee will be charged for undergrounding existing overhead lines in the Plan Area, where needed or required.

Comcast will provide cable television service by extending underground facilities either within existing or future streets providing access into the Plan Area. Expansion of cable services usually proceeds concurrently with work done by the City to provide new service to areas or when their existing facilities are relocated. The City provides notice to the cable company when these service changes will take place so that the cable extensions can begin. The cost of this expansion would be paid for by the Property Owner.

Fire Protection and Emergency Response

The Healdsburg Fire Department has primary responsibility for fire protection in all portions of the Plan Area. The Fire Department fire station is located at 601 Healdsburg Avenue. A fire sub-station will be developed in the Plan Area within the Park land use area adjacent to Healdsburg Avenue, thereby minimizing emergency vehicle response time. Such location would also allow for the sub-station to provide security and supervision of the public park site. The location will be directly across from the entry to the property owned by Quaker Hill Development Company, thereby aligning the entrances to both properties.

The Fire Department has a standard response time goal of less than five minutes. Response time for medical and fire emergencies averages three minutes within the City limits. As with fire emergencies, four to six minutes is considered the maximum acceptable response time for most medical emergencies—the Fire Department would have difficulty meeting acceptable response times given the geographical distance and steep grades serving the project. Consequently, a fire sub-station would be needed, as proposed by the Property Owner. Emergency access to the Plan Area will be made either through Healdsburg Avenue or Parkland Farms Boulevard. Additionally an emergency vehicle access (EVA) route is planned for access at the northern property line.

Healdsburg is one of the many California communities that requires installation of sprinkler systems in new buildings and encourages a sprinkler system in existing buildings, since such systems reduce the overall amount of water needed to control structure fires by 50-75 percent. The City's requirement for fire sprinklers in all new development also reduces fire risks, since this measure effectively stops or at least slows the progression of structural fire.

Medical emergency response to the Plan Area is be provided by both the City Fire Department, which administers initial life support as needed, and Bell's Ambulance Service, which provides advanced life support and transport to medical facilities. Bell's Ambulance Service is a private

company that provides medical emergency response in the City and nearby surroundings, and is based at 434 Powell Avenue.

The majority of the Plan Area is designated a high fire hazard severity zone. (Figure 15: Fire Service Plan for the approximate boundary of the high fire hazard zone.)

Adequacy of water (fire flow) is the single most important factor in fighting structural fires and is vital in suppressing wildland fires. For single-family residential development, a minimum of 1,500 gpm is generally required. Due to pressure limitation imposed by the elevation of the City water reservoirs that will provide water service, in all portions of the Plan Area above the 293 foot elevation a specially designed water system will be needed to supply adequate fire flows. Such a specially designed water system would need to include components such as booster pumps and a standby generator for power backup. (Figure 12: Water Plan illustrates the location of the 293-foot elevation contours in the Plan Area.)

Police Protection

Police protection within the Plan Area is provided by the City of Healdsburg Police Department. The Police Department offices are located at 238 Center Street. The Police Department maintains an emergency response time of two to three minutes throughout the Urban Service Area for emergency calls, with the use of mobile units. Development of the Plan Area will not substantially alter this response time, provided new development has adequate access and Healdsburg Avenue is maintained at a sufficiently high level of service.

Schools

Healdsburg is served by a single school district: the Healdsburg Unified School District. The District includes two elementary schools, Healdsburg Junior High and Healdsburg High School, which would serve the Plan Area.

Public Facilities and Services Goals, Objectives and Policies

GOAL PFS PROVIDE RESIDENTS AND VISITORS IN THE PLAN AREA WITH ADEQUATE UTILITY SERVICES TO MAINTAIN PUBLIC HEALTH, SAFETY AND WELFARE

Objective PFS-1 Provide sewer system improvements consistent with City standards throughout the developed portion of the Plan Area.

Policy PFS-1.1 Require utility services consistent with City standards.

Policy PFS-1.2 Require approval and review by the City Engineer of all private sewer lift stations.

Policy PFS-1.3 Require a single private sewer lift station owned and maintained by an owner's association or other similar type of private funding and maintenance mechanism where needed to serve homes for conveyance of sewage across a grade break. The use of several parallel systems shall not be permitted.

Figure 15 Fire Service Plan

Objective PFS-2 Provide water system improvements consistent with City standards throughout the developed portion of the Plan Area.

Policy PFS-2.1 Prohibit development in areas that are situated above the elevation of 293 feet unless a specially-designed system is provided to meet City standards and requirements for adequate fire flow and pressure for both domestic needs and interior sprinklers.

Policy PFS-2.2 Provide easements for public sewer and water lines and mains in all private roads within the Plan Area.

Policy PFS-2.3 Allow the expansion of the existing irrigation system for the vineyards in order to provide water to any newly planted vines if the vineyards are expanded in the future. The existing well and irrigation infrastructure shall not be expanded beyond the area of the current vineyards, and shall not be connected in any way to a municipal water system for future residential areas, resort or landscaping.

Objective PFS-3 Provide a storm drain system consistent with City standards throughout the developed portion of the Plan Area.

Policy PFS-3.1 Require the provision of adequate storm drain facilities to accommodate any proposed development and designed to avoid adverse impacts on downstream drainage systems and property owners.

Policy PFS-3.2 Require a hydrology analysis to be submitted to the City for the development, indicating the quantity of storm water flow from the site, direction of flow, and the capacity of downstream drainage facilities to accommodate the additional storm water flows. If existing or planned downstream storm drain facilities are deemed inadequate, the analysis shall identify specific drainage improvements (i.e., detention basin(s), collection basins and pump stations, storm drain capacity improvements, etc.) to accommodate the increase in storm water flows. The Property Owner shall pay the cost of necessary improvements. The hydrology analysis and the design of improvements shall be prepared by a registered civil engineer.

Policy PFS-3.3 Implement an erosion and sedimentation control plan in accordance with City Council Resolution No. 147-86 where storm water drainage from new development is planned to utilize natural drainages and where the hydrologic report demonstrates such natural drainages can accept the additional stormwaters to ensure that erosion, scouring, and sedimentation impacts to swales, creekbeds, and associated and riparian habitat due to increased flows are avoided or adequately mitigated.

Policy PFS-3.4 Utilize existing and new drainage swales to reduce storm flows, increase groundwater recharge, reduce storm flow intensity, diffuse storm flows, and improve water quality as the storm water leaves the Plan Area by utilizing vegetation and other features that currently exist or could be included in the overall landscape plan for the Area.

- Policy PFS-3.5 Implement Best Management Practices (as defined by the City) for storm water as a part of an overall landscape plan for development within the Plan Area.
- Objective PFS-4 Electrical distribution lines to accommodate proposed development shall be provided consistent with City standards.**
- Policy PFS-4.1 Underground all City electrical service lines for new development.
- Objective PFS-5 Provide gas lines consistent with City standards to serve new development.**
- Objective PFS-6 Provide telecommunication and cable television lines to serve new development.**
- Policy PFS-6.1 Underground all telecommunication and cable television lines installed in conjunction with all new development.
- Objective PFS-7 Provide fire and emergency services to the Plan Area consistent with City standards, and protect development from the threat of wildfire.**
- Objective PFS-8 Maintain adequate fire and emergency services for residents of the Plan Area.**
- Objective PFS-9 Reduce the threat of wildfire to development in the Plan Area.**
- Policy PFS-9.1 Provide ingress and egress to the resort and residential units through the design of streets and configuration of development in relation to open space areas, while maintaining the rural character of the site.
- Policy PFS-9.2 Construct and maintain fuel breaks along access roads and between developed areas and areas with dense natural vegetation.
- Policy PFS-9.3 Provide a vegetation management plan to control the underbrush and vegetation onsite to minimize potential fuel, especially during dry months.
- Policy PFS-9.4 Provide a vegetation management plan to create different zones for fuel maintenance; create different vegetation zones with specific maintenance criteria related to the proximity to buildings and other improvements.
- Policy PFS-9.5 Landscape plans for development within the Plan Area shall include plants that are fire retardant in order to reduce the potential of the spread of wildfire through the Plan Area.
- Objective PFS-10 Maintain the current emergency response time for police services for new development within the Plan Area.**
- Policy PFS-10.1 Provide adequate access throughout the Plan Area.

Standards

- In conjunction with development, fuel breaks shall be provided as generally shown in Figure 15: Fire Service Plan. For new development in the Plan Area, a fuel break shall be constructed and maintained along the Plan Area boundary adjacent to the high fire hazard zone, as well as along the primary entrance road, so to separate any wildfire hazard from the site and the primary access road. Plans for such firebreaks shall be subject to review and approval by the Fire Department.
- Vegetation Management Plans shall be approved by the Fire Department and all management measures shall be completed prior to the issuance of building permits.
- For all structures in areas where natural woody vegetation (i.e., trees and brush) is predominant, a minimum of 30-foot clearances in relatively level areas, and a minimum of 100-foot clearance downslope from structures and 30-foot clearances upslope in areas of relatively steep terrain and dense brush are required. In such areas, clearances involve keeping grass mowed, elimination or substantial thinning of continuous brush cover, and thinning and limbing up of trees. These clearances shall be regularly maintained.
- For single-family residential development, a minimum of 1,500 gallons per minute (gpm) is required to provide adequate fire flow. In all portions of the Plan Area above the 293-foot elevation, due to the water pressure limitation imposed by the elevation of the City water reservoirs that will provide water service, a specially designed water system will be needed to supply adequate fire flows. Such a specially- designed water system would need to include components such as booster pumps and a standby generator for power backup, and will require individual water services to include a standard backflow protection assembly adjacent to the water meter.
- Hydrant spacing will be required at a minimum of every 400 feet, but this distance may be increased in Very Low Density Residential land use areas. Generally, 8- to 12-inch water mains are considered adequate to provide sufficient fire flow. Whenever possible, it is recommended that water supply mains be planned as looped systems to minimize pressure losses and ensure a secondary source of water in case of disaster, repair or emergency shut-off.
- Road networks shall provide for safe and ready access for emergency equipment and for the evacuation of residents and guests.
- The inside turning radius of a fire apparatus road shall not be less than 40 feet unless otherwise approved by the City of Healdsburg Fire Chief.
- Development shall have at least two different access routes during all phases of development and interconnect various areas.
- The maximum length of dead-end fire apparatus roads shall not exceed the following cumulative lengths, regardless of the number of parcels served. Parcels zoned for less than one acre – 800 feet, parcels zoned for 1 acre to 4.99 acres – 1320 feet, parcels zoned for 5 acres to 19.99 acres – 2640 feet, parcels zoned for 20 acres or larger – 5280 feet. Each dead-end road shall have a turnaround constructed at its terminus meeting City Fire Department standards.

- Driveways serving three or fewer lots shall have the following widths: three lots - 16 feet, two lots - 12 feet, one lot - 10 feet.
- Street grades shall not exceed 15 percent, except for short runs where up to 20 percent grades may be permitted, provide they are constructed with an all-weather non-skid surface such as concrete paving.
- Cul-de-sacs and hammerheads shall be designed to accommodate emergency vehicles. The minimum standard for cul-de-sacs is a 40-foot radius for turnarounds, and 60 feet by 40 feet for hammerheads (without on-street parking). These dimensions would need to be increased to 50 feet to permit on-street parking in these areas. (Note: The City Public Works Department may require larger dimensions).
- Roadside vegetation shall be managed to reduce radiant heat from wildfire occurrence in order to protect escape routes, and for the road to be beneficial as a fire defense system. Responsibility for keeping roadside strips free of fire hazard shall be assigned, depending on ownership of the road. While the conditions vary, in wildfire hazard areas, at least 100 feet from roads (in addition to the 10 foot of cleared zone along roads) will be permanently managed or modified to control the spread of fire by thinning or clearance of brush and trees, seasonal mowing of tall grass (before drying out), and preferably by landscaping in such a way that does not readily transmit fire. Appropriate landscaping includes pruned and limbed up trees, low growing ornamental shrubs, and irrigated, mowed grass or other types of irrigated, cleanly maintained ground cover.
- To facilitate the identification of fire locations and to avoid delays in response, all roads, streets, and buildings shall be designated by name or number on signs clearly visible from the main traveled roadway.
- Adequate access to newly-developed areas shall be provided to maintain a high level of police response time for police services.

VIII. DESIGN

The planning and design within all land use categories shall be sensitive to the terrain and the physical characteristics of the Plan Area as well as to the natural and agricultural ambience of northern Sonoma County.

Each proposed single-family home site will be situated to optimize its relationship to the land, views and natural character, as well as providing privacy for the homeowner. Architectural and landscape design controls will encourage development compatibility between each site and its neighbors. The homes, which may be attached or detached, will be located in order to reduce the number of trees to be removed, thus taking advantage of the existing tree cover for screening as well as providing a backdrop of natural vegetation for each home. The result will provide each homeowner with privacy and protect the majority of land within the residential areas from alteration by the homeowners. By limiting the actual property boundaries beyond the footprint of the homes, the balance of the land will be retained as open space and will be controlled by an owner's association (see Figure 16: Single-Family Home Ownership and Maintenance Areas). The majority of the property will be preserved in its natural rural character and wildlife corridors will be maintained throughout the property.

Limiting visibility of development of the resort residences and villas and the hotel land use areas from major public roadways will be a primary factor in the design of any development within the Plan Area. The residential and hotel land use areas will be located within secluded and wooded portions of the Plan Area so that the visibility of development within those areas from Healdsburg Avenue or Highway 101 will be minimized. Architectural and landscape design guidelines and appropriate controls shall be established for any development within the Plan Area and shall be reviewed in conjunction with applications for development within those areas.

Because of the Plan Area's location at the northernmost entrance to the City, development within it shall seek to make a visual impression that will complement Healdsburg and will create a transition between the agricultural lands to the north of, and more dense development immediately to the south of, the Plan Area. The proposed public park near the entrance to the Plan Area shall complement that transition.

Design Goals, Objectives and Policies

GOAL D ACHIEVE A SUPERIOR LEVEL OF ARCHITECTURAL AND LANDSCAPE ARCHITECTURAL DESIGN IN ALL DEVELOPMENT WITHIN THE PLAN AREA.

Objective D-1 Retain existing major site features in conjunction with the design of development proposals.

Policy D-1.1 Topography and sensitive environmental areas shall dictate physical layout within the Plan Area.

Figure 16 Single-Family Home Ownership and Maintenance Areas

- Policy D-1.2 Buildings and improvements shall complement the topography and minimize site grading.
- Policy D-1.3 New development shall be permitted to occur only within the potential development areas as depicted in the Illustrative Master Plan (See Figure 4: Illustrative Master Plan).
- Policy D-1.4 Valuable habitat and environmentally hazardous areas, such as steep slopes and unstable soils, shall be retained as open space.
- Policy D-1.5 Removal of existing native trees, particularly those of significant size, within individual building sites, infrastructure routes, and improvement areas, shall not be permitted unless it is demonstrated during the development review that no feasible alternative exists.
- Policy D-1.6 Buildings and parking areas shall be located in the flatter areas of the Plan Area, avoiding flat pad grading where possible and limiting the size of graded footprints.
- Policy D-1.7 The amount of grading shall be minimized through use of careful siting of improvements, infrastructure and buildings, and the use of appropriate construction technology.
- Policy D-1.8 Roads and driveways shall, to the extent practical, follow the natural terrain.
- Policy D-1.9 Road and driveway widths shall be kept to the minimum standard.
- Policy D-1.10 Cut and fill slopes shall generally not be steeper than 3:1, unless otherwise provided by the City where necessary to minimize impacts on natural resources and where geotechnical and visual impacts are fully addressed.
- Policy D-1.11 Retaining walls shall be used to minimize the disturbance of existing slopes and vegetation and shall use materials and/or colors to minimize visual impacts.
- Policy D-1.12 Graded areas shall mimic the topography of the existing terrain and be feathered back into existing conditions.
- Policy D-1.13 Graded areas shall be replanted and/or reseeded with native vegetation and grasses.
- Objective D-2 Achieve a cohesive architectural aesthetic for all Hotel and Very Low Density Residential land uses appropriate to the Plan Area's natural woodland hillside/meadow setting.**
- Policy D-2.1 Separate resort building elements into small clusters and set them into the hillside environment in order to create a sense of a village. (See Figure 17: Cluster Concept Plan)
- Policy D-2.2 Building forms and masses shall be scaled to the natural topography and shall complement the natural ridgelines.
- Policy D-2.3 Materials, colors and patterns such as wood, stucco and stone shall be used in order to minimize the visibility of the buildings from off-site viewpoints and to be compatible with natural site features and aesthetic qualities.

Figure 17 Cluster Concept Plan

- Policy D-2.4 Site elements such as light fixtures, signage, fences and walls shall complement the existing landscape character.
- Policy D-2.5 Building designs that respond to the County’s unique climate and landscape and which facilitate indoor/outdoor living shall be encouraged through the use of doors providing for direct access from inside living areas to outside living areas.
- Policy D-2.6 Creativity and innovative use of materials in building design is encouraged as long as buildings are compatible with each other. No residence shall stand so apart in its design or construction as to detract from the overall environment of the Plan Area.
- Policy D-2.7 Architectural design shall relate to the character of Healdsburg and the greater wine country.
- Policy D-2.8 Passive solar features shall be considered in the design of buildings.
- Policy D-2.9 Buildings shall be fitted to the contours of the site. Cuts shall be minimized and, where necessary, contoured, retained or landscaped to effect a natural transition to the surrounding site.
- Policy D-2.10 The visual impact of buildings shall be subordinate to the surrounding landscape.
- Policy D-2.11 Building massing shall be designed to insure that buildings blend and are harmonious with their surroundings.
- Policy D-2.12 Roof materials shall be non-reflective and, in general, be of darker colors that blend with the surrounding vegetation.
- Policy D-2.13 Exterior colors shall be compatible with the natural environment.
- Policy D-2.14 Exterior surfaces should be able to withstand climate extremes and weather gracefully.
- Policy D-2.15 Exterior surfaces shall include materials that are native to, or harmonize with, the rural landscape.
- Objective D-3 Achieve a cohesive architectural aesthetic for all development within the Medium High Density Residential land use area.**
- Policy D-3.1 Incorporate features such as balconies, cantilevers, dormers, bay windows, patios, entries and accent materials, to provide articulation and interest.
- Policy D-3.2 Avoid buildings with a massive appearance. Articulate form and visually divide buildings into design components that break down the scale. All buildings shall be “4-sided” architecture.
- Policy D-3.3 Utilize color and multiple wall materials to reduce the appearance of building mass.
- Policy D-3.4 Design carports or garages to architecturally relate to the main building(s).
- Policy D-3.5 Incorporate common open space into the site design as a primary feature.

- Policy D-3.6 Utilize neutral earth tone exterior wall and trim colors.
- Policy D-3.7 Utilize non-reflective roof materials of darker colors for primary as well as accessory structures.
- Objective D-4 Achieve landscape design that is compatible with and preserves the Plan Area's oak woodlands.**
- Policy D-4.1 Protect and preserve specimen trees to the extent feasible.
- Policy D-4.2 Native grasses, wild flowers and shrubs shall be utilized as the predominant ground cover.
- Policy D-4.3 Introduced plantings shall be primarily native, except in immediate building vicinities.
- Policy D-4.4 Site plantings in disturbed areas and in all major open space areas to be in naturalistic patterns and densities to blend with existing vegetation.
- Policy D-4.5 Ornamental and agricultural plantings, where appropriate, shall follow patterns established in the local natural and vernacular landscapes.
- Policy D-4.6 Replace all heritage trees removed for development, as set forth in the City's heritage tree protection standards.
- Policy D-4.7 Re-vegetate with trees at a density and size recommended by a licensed arborist to assure the long-term health and viability of the oak woodland.
- Policy D-4.8 Limit the use of non-native ground covers, shrubs, annuals and perennials to areas in close proximity to the residences and to those species consistent with City firesafe standards.
- Policy D-4.9 Retain the single-family home transition zone areas primarily in their natural state, subject to City firesafe standards.
- Policy D-4.10 Replant disturbed portions of the single-family home transition zone areas with native vegetation similar to the vegetative cover of the entire development.
- Policy D-4.11 Seed and mulch with native mix having the same proportions of native grasses and wild flowers as the surrounding land.
- Policy D-4.12 Employ temporary irrigation to establish re-vegetated areas for at least one year.
- Policy D-4.13 Locate fencing close to the building footprints to preserve open space maintained by an owners association and minimize fragmentation of wildlife corridors. Fencing shall generally not be allowed further than ten feet from the face of buildings or structures attached to the primary building on a lot.

IX. IMPLEMENTATION

Discretionary approvals by the City of Healdsburg will be needed in order to implement this Area Plan. These actions are described below, listed by topic, not necessarily sequence of events.

Growth Management Program

In November 1996, the voters of the City of Healdsburg adopted an ordinance establishing an Urban Growth Boundary (UGB) for the City. Among the purposes of the UGB was “to 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.”

Subsequently, in response to a general municipal election held in November 2000, the City of Healdsburg adopted a Growth Management Program (GMP) to restrict the number of residential building permits issued by the Planning and Building Department on an annual basis. The GMP provides for the following:

- Building permits for new residential units are limited to an average of 30 units per year.
- In no case can the number of building permits exceed 90 units in a three-year period.
- Very low-, low- and moderate-income residential units are exempt from the limitations of the GMP.
- The initial term of the GMP was three years beginning January 1, 2001 and ending December 31, 2003 and “each successive three-year period.”
- The City of Healdsburg’s Planning and Building Director is responsible for administering the GMP.

The residential areas of the Plan Area will be developed as building permit allocations are issued by the City of Healdsburg. The building permit allocations will depend on the project’s ability to utilize the allocations, completion of the entitlements for the project and the terms of the Development Agreement with the City of Healdsburg. No allocations are required for any of the resort facilities, or for future affordable residential units that are intended to be developed within the Medium High Density residential land use area.

Development Agreement

In conjunction with the development within the Plan Area, a Development Agreement between the developer and the City of Healdsburg must be approved by the City Council that describes aspects of the proposed development as well as timing, phasing and financing of infrastructure improvements related to the development and reservation of building permit allocations in future years. Development Agreements are specifically authorized by the State Planning and Zoning law (Government Code §65864 *et seq*) and previously adopted City ordinances.

The Development Agreement would be adopted by ordinance pursuant to Government Code Section 65867.5 (a) and would specifically relate to development within the Plan Area. In the event

of any inconsistency between the Development Agreement and this Area Plan and/or the proposed Illustrative Master Plan, the Development Agreement shall prevail.

The Development Agreement may be approved concurrently with the adoption of this Area Plan.

Aspects of the Development Agreement would include:

- A description of project entitlements
- Provision for orderly growth consistent with the General Plan
- A description of permits required
- Provisions relating to development fees
- Provisions relating to infrastructure responsibility
- Provisions relating to the vesting of development rights
- Provisions relating to land dedications for the public park and affordable housing
- Provisions relating to the funding of construction of the public park
- Provisions relating to the allocation of residential permits.

Project Phasing

Development within the Plan Area is anticipated to occur over a number of years. Development will proceed in phases in accordance with the terms and conditions of the Development Agreement.

The development of the site will occur in up to five phases, consisting of four residential phases as well as the resort phase (see Figure 20). Site development may begin at any time following approval by the City of improvement plans and payment of development fees in accordance with the terms of the Development Agreement.

The construction of Passalacqua Drive from Healdsburg Avenue to its connection with Parkland Farms Boulevard will be necessary to facilitate the development of the entire site as well as allow for neighboring properties to maintain access during construction.

The road to the resort will be developed concurrently with the construction of Passalacqua Drive. The internal road that serves the residential area to the south of the main resort road will be developed concurrently with the main resort road. This will allow for the development of the first phase of residential homes to be constructed and also allow for connection of the utilities, primarily the water and sewer lines.

Other improvements that are required as part of the first phase include the construction of a water system, including a booster pump station, and full Healdsburg Avenue improvements.

Building construction may begin any time following the recordation of a Final Subdivision Map for the current phase of development, the construction of required public and private streets, the issuance of Growth Management Program allocations as set forth in the Development Agreement, the completion of any design review requirements and the issuance of building permits.

The development of the residential units will continue as building permit allocations become available to allow for all of the residential units to be built and completed without a break in construction. The actual construction schedule and duration will depend on the building season and the availability of building permits according to the terms of the Development Agreement.

Figure 18 Construction Phasing

The first phase of residential construction will be in the areas south of the resort road and west of the resort area. This area will be developed and constructed concurrently with the development of the resort.

The second phase of residential development and construction will be the areas north of the resort road. Construction in this area is expected to begin concurrently with the development of the first phase, as building permit allocations are made available by the City of Healdsburg under the terms of the Development Agreement. The construction of residences south of Passalacqua Drive and east of the affordable housing sites will occur as building permit allocations are issued.

Subdivision

The Plan Area would be subdivided into 16 parcels, including a parcel containing the resort site located in the northeast portion of the Plan Area and containing the primary entrances to the resort at Passalacqua Drive and Road 4 (Parcel 1), nine parcels for the resort residences and resort villas and their network of private streets and drives (Parcels 2A-2D, 3A-3D and 4A-4B), the affordable housing site (Parcels 5 and 6), a parcel at the entry to Road 4 that serves as a buffer from the community park (Parcel 7), the community park and pump station site (Parcels 8 and 9), and the fire sub-station (Parcel 10).

Within the residential parcels are 70 lots, each containing a resort residence or resort villa designed according to one of nine different site plans and architectural designs. These lots would range between 5,536 to 12,058 square feet with an average lot size of 8,095 square feet. The tentative subdivision map for these parcels and lots may be approved concurrently with the adoption of this Area Plan and adoption of the development agreement ordinance.

Following approval, the Final Map will be recorded, creating these parcels and lots.

Design Review

Design Review will be required for the resort facility as well as all residences under this Area Plan. Design Review may occur concurrently with the review of the other actions described herein or at a later date, prior to construction of any of the project components.

Wetland Mitigation Plan

Mitigation for unavoidable wetland impacts will be provided primarily through the on-site creation (and subsequent protection) of equal acreage of seasonal wetland habitat of similar character to that being lost in the area of the affordable housing and park (i.e., meadow). Approximately two acres of new, similar seasonally wet meadow habitat can be created in the clay soils surrounding the existing wet meadow, mainly through simple shallow excavation of the topsoil. This technique for constructing new wetlands has been demonstrated to be effective in the region, and the onsite soil in the targeted area is appropriate. Depending on the actual final amount of wetland involved with the project, on-site, in-kind wetland replacement may or may not be feasible in the sole area surrounding the wet meadow. In the areas available, approximately 2.0± acres of wetlands can be created onsite.

The selection of potential mitigation site(s) is dictated largely by the site's inherent soil and hydrological conditions with a slope of two percent or less. Soils need to be relatively high in clay content, or with shallow underlying hardpan. The opportunities to create such habitat are severely limited on the site and in the region, largely because level ground is extremely valuable for numerous other intensive uses.

The only areas on site that are suitable for wetland creation are the low-gradient areas immediately next to the site's existing wetlands within the area proposed for the community park. These include the flatter areas in the park, primarily the peripheral zones just beyond the mapped meadows and swales. Shallow excavation of soil near these features will generally extend the wetland zone outward, potentially as far as the terrain allows.

Agency preferences are for mitigation to be completed in close proximity to other remaining wetlands, and in as consolidated a manner as possible. Areas that incorporate combined preservation/avoidance of wetlands supplemented by created wetlands are better received and have better functionality than scattered smaller preserves and restoration efforts. The goal with this project is to minimize the wetlands that are filled, preserve/avoid the areas of highest value, and replace wetland acreage in immediate proximity to the preserved meadow.

Private Maintenance and Repair

Those portions of the Plan Area that are not dedicated or otherwise transferred to a public entity will be maintained by one or more owner's associations and/or pursuant to one or more recorded easements and operating agreements, in each case in a manner that will provide for adequate private maintenance and repair of such portions of the Plan Area and will not require public funding or participation. An annual budget will be created for each association, and used in connection with each recorded easement and operating agreement, to facilitate the efficient and orderly maintenance and repair of such portions of the Plan Area.