

2.1 Goals and Policies

The following goals and policies are meant to promote a balanced approach to the open space in the Planning Area, with an emphasis on conservation, biological resources and recreational access, and to provide guidance and requirements that prepare the Planning Area for the natural and man-made hazards that future development may face.

OPEN SPACE MANAGEMENT FRAMEWORK

Goals

- 2-A Open Space: Preserve the open space surrounding the core campus in public ownership in perpetuity, preventing further development in undeveloped areas and ensuring ongoing stewardship in partnership with neighboring State and regional parks and other institutions and organizations.
- 2-B Balance: Promote a balance of habitat conservation, agriculture, and recreational open space, reflecting the recent historic use of the surrounding open space.
- 2-C Recreational Resources: Support the continued use of the preserved open space at the site as a recreation resource for the community by establishing access points to the system of trails and recreation spaces.

Policies

- 2-1 Work with Sonoma County to dedicate the preserved open space as regional parkland.
- 2-2 Work with agricultural community partners and local farmers to reintroduce agricultural uses in the agrihood and within the managed landscape buffer to promote local production and regenerative farming practices, honoring the site's history and enhancing the site's connection to the land.
- 2-3 Improve pedestrian and bicycle access to the open space surrounding the core campus by establishing clear access points at trailheads with bilingual signage, accessible parking, and seamless connections to the core campus street network.
- 2-4 Realign and upgrade the trails to improve the use experience and accessibility, while minimizing impacts to open space.
- 2-5 Consider creating a designated area for water recreation at Suttonfield Lake, such as an access point near the trail from Arnold Drive with rail fencing and clearly marked signage and rules for swimming, dogs, and non-motorized boating.

Motorized boats and fuel tanks should be prohibited, and all watercraft must be certified as zebra and quagga mussel-free before use.

BIOLOGICAL RESOURCES AND WILDLIFE CORRIDORS

Goals

- 2-D Biological Resources: Promote conservation of existing habitat, including lakes, creeks, groundwater recharge areas, and open spaces, through intentional water and energy conservation, water reuse, sustainable food production, best practice sustainable building practices, and aggressive waste reduction strategies in order to protect natural resources and critical wildlife habitat, maintain wildlife linkages, and foster environmental stewardship.
- 2-E Wildlife Corridor: Maintain and enhance the size and permeability of the Sonoma Valley Wildlife Corridor (as shown in Figure 1.6-2) by ensuring a compact development footprint at the SDC site and by minimizing impacts to wildlife movement and safety from human activity and development at the campus.

Policies

Wildlife Corridor

- 2-6 Remove existing development and re-introduce compatible native species in the northeast corner of the core campus to expand the wildlife corridor.
- 2-7 Prohibit lights within the wildlife corridor and along the creek corridor.
- 2-8 Maintain wildlife crossing structures by periodically checking for and clearing debris, vegetation overgrowth, and other blockages from culvert and bridge crossing structures; within the Core Campus, the Project Sponsor should develop and execute a maintenance program in collaboration with the owner and operator of the preserved parkland and open space.
- 2-9 Within the wildlife corridor, meet but do not exceed the defensible space requirements of the County Fire Department to maintain wildlife habitat while maximizing fire safety.
- 2-10 Within the wildlife corridor, limit mowing and the removal of dead plant material to the absolute minimum required for fire safety. If possible, mowing should be conducted outside the nesting bird season, or nesting bird surveys should be conducted within 14 days of mowing

People/Wildlife Interface

- 2-11 Implement “dark skies” standards for all public realm lighting and all new buildings on the site, including by requiring that all outdoor fixtures are fully shielded, that outdoor lights have a color temperature of no more than 3,000 Kelvins, and that lighting for outdoor recreational facilities be prohibited after 11pm.
- 2-12 Restrict development in the wildlife corridor and creek corridor to limited trails/paths and informational signage, and design trail networks to minimize travel through wildlife and creek corridors.
- 2-13 Restrict access to the wildlife corridor and creek corridor to designated pedestrian paths marked with clear signage and delineated by strategic wildlife-permeable fencing.
- 2-14 Prohibit all unleashed outdoor cats, and restrict off-leash dogs and other domestic animals to private fenced yards and designated areas.
- 2-15 Collaborate with local wildlife protection groups to create and distribute educational information and regulations for residents and employees to guide safe interactions with wildlife onsite. Materials should be accessible to all ages and abilities, should be provided in multiple languages, and could include posted signs, disclosures, fliers, or informational sessions, among other things.
- 2-16 All fencing within the open space must be wildlife permeable, with at least 18 inches of clearance between the ground and the bottom of the fence, and shall not cross or bisect streams or otherwise discourage wildlife movement. For any barbed wire fences, a smooth bottom wire at least 18 inches above the ground must be used.
- 2-17 Adhere to residential nighttime noise standards to the extent feasible.

Biological Resources/Habitat

- 2-18 Collaborate with local groups to remove invasive species and re-establish native species throughout the site, particularly along the riparian corridors.
- 2-19 Select a planting palette of native and/or low-water plant species that are climate appropriate, drought-resistant, non-invasive, support local insects and animals, and that require minimal irrigation and maintenance.
- 2-20 Require that new development preserve existing trees to the fullest extent feasible. Locate new construction and public realm improvements around existing landscaping features.

- 2-21 Preserve and enhance the wetlands east of the Core Campus as a fire break, groundwater recharge, and habitat area. Enhancements may include construction of groundwater recharge wells or ponds.
- 2-22 Leave standing or downed dead trees in place for wildlife habitat whenever they do not present a hazard for fire safety or recreational users, except within the managed landscape buffer.
- 2-23 Ensure that development does not contribute to or result in net loss of wetland area or wetland functional and habitat value.
- 2-24 Incorporate bird-friendly-building design features, including by minimizing use of reflective glass.
- 2-25 Include protective buffers of at least 50 feet along Sonoma and Mill creeks, as measured from the top-of-bank and as shown on Figure 2.2-1: Open Space Framework, to protect wildlife habitat and species diversity, facilitate movement of stream flows and ground water recharge, improve water quality, and maintain the integrity and permeability of the Sonoma Valley Wildlife Corridor, and the ability of wildlife to use and disperse through the SDC site. Manage protective buffers so that they support continuous stands of healthy native plant communities.
- 2-26 Prohibit the use of all pesticides, rodenticides, and poisons in materials and procedures used in landscaping, construction, and site maintenance within the Planning Area. This restriction should be included in all Declarations of Covenants, Conditions and Restrictions (CC&Rs) to ensure that future homeowners are aware of the requirements.
- 2-27 Ensure that all development adheres to Sonoma County Municipal Code Sec 26-65 on riparian corridor protection.
- 2-28 Prior to the commencement of the approval of any specific project in the Proposed Plan area, Project Sponsors shall contract a qualified biologist to conduct studies identifying the presence of special-status species and sensitive habitats at proposed development sites and ensure implementation of appropriate mitigation measures to reduce impacts to sensitive habitat or habitat function to a less than significant level.
- 2-29 Ensure that all appropriate protective measures for any construction or ground-disturbing work are taken as described in Appendix A to limit impacts on sensitive species.
- 2-30 Maintain standard project procedures for any development adjacent to riparian corridors as outlined in Appendix A.

WILDFIRE AND OTHER HAZARDS

Goals

- 2-F Wildfire Hazards: Provide protections at the site against the growing risk of climate change exacerbated wildfire hazards and limit the potential impacts of wildfire to development through intelligent site and building design, and open space management.
- 2-G Natural and Human-Caused Hazards: Minimize the potential impacts of hazards at the site and to the surrounding community, such as excessive noise, poor air quality, seismic activity, and flooding.

Policies

Wildfire Hazards

- 2-31 Construct and maintain a managed landscape buffer along western and eastern edges of the Core Campus to aid in fire defense consisting of a shaded fuel break in wooded areas and grazed or mown grassland. Shrubs and chaparral should be limited within the managed landscape buffer.
- 2-32 Dead and dying woody surface fuels and aerial fuels within the managed landscape buffer shall be removed. Loose surface litter, normally consisting of fallen leaves or needles, twigs, bark, cones, and small branches, shall be permitted to a depth of 3 inches, in order to ensure the removal of trees, bushes, shrubs, and surface debris that are completely dead, or with substantial amounts of dead branches or leaves/needles that would readily burn.
- 2-33 Downed logs or stumps anywhere within 100 feet from a building or structure, when embedded in the soil, may be retained when isolated from other vegetation. Occasional (approximately one per acre) standing dead trees (snags) that are well-spaced from other vegetation and which will not fall on buildings or structures or on roadways/driveways may be retained.
- 2-34 Within the managed landscape buffer, one of the following fuel management methods must be implemented. Combinations of the methods may be acceptable as long as the intent of the policy is met.

(a) Fuel Separation

Minimum clearance between fuels surrounding each building or structure will range from 4 feet to 40 feet in all directions, both horizontally and vertically. Clearance distances between vegetation will depend on the slope, vegetation size, vegetation type (brush, grass, trees), and other fuel characteristics (fuel compaction, chemical content, etc.). Properties with greater fire hazards will require greater separation between fuels. Groups of vegetation (numerous

plants growing together less than 10 feet in total foliage width) may be treated as a single plant. For example, three individual manzanita plants growing together with a total foliage width of 8 feet can be “grouped” and considered as one plant.

(b) Defensible Space with Continuous Tree Canopy

To achieve defensible space while retaining a stand of larger trees with a continuous tree canopy, apply the following treatments:

- Generally, remove all surface fuels greater than 4 inches in height. Single specimens of trees or other vegetation may be retained, provided they are well-spaced, well-pruned, and create a condition that avoids spread of fire to other vegetation or to a building or structure.
- Remove lower limbs of trees (prune) to at least 6 feet up to 15 feet (or the lower 1/3 branches for small trees). Properties with greater fire hazards, such as steeper slopes or more severe fire danger, will require pruning heights in the upper end of this range.

(c) *Irrigated Agriculture*

Irrigated agricultural plantings, such as row crops, berries, or small orchard trees may be planted in the ground or in raised beds, with the following conditions:

- Raised beds or planter areas may not be constructed of wood.
- Orchard trees should be spaced in accordance with the Fuel Separation guidance above.
- Agricultural plantings must be actively managed and regularly harvested or pruned, as appropriate, in order to avoid becoming overgrown.
- Irrigation must be regularly applied during months with little or no rainfall.

2-35 All new landscaping at the site must be fire resilient in line with guidance from the California Native Plant Society.

2-36 All developments must include a five-foot buffer of defensible space around buildings that excludes all flammable materials such as dry brush and shrubs, mulch, wooden structures and other materials that might aid the spread of wildfire.

2-37 Prohibit wooden fencing in the Planning Area.

- 2-38 Require all new construction and roof-retrofitting of existing buildings to use Class A fire-rated roofing materials, fire-resistant siding, and dual-paned tempered glass windows.
- 2-39 Prohibit the storage of flammable materials under decks or porches.
- 2-40 To reduce ember ignitions and fire spread, trim branches that overhang the home, porch, and deck and prune branches of large trees up to 6 to 10 feet (depending on their height) from the ground. Remove dead vegetation and debris from under decks and porches and between deck board joints.
- 2-41 Cover all building vent openings with wire mesh screens to prevent infiltration from embers or sparks.
- 2-42 Ensure that all property owners are informed about wildfire resiliency requirements at the site at the time of purchase. Ensure that all property owners and tenants have access to educational resources on wildfire prevention and site requirements including posted materials, and regular training and information sessions.

Other Hazards

- 2-43 Maintain and enhance the existing tree canopy by preserving existing trees wherever possible and planting new trees throughout the site to cool the site and improve air quality.
- 2-44 Restrict development in flood-prone areas to trails and informational signage.
- 2-45 Require that development projects incorporate all applicable Bay Area Air Quality Management District (BAAQMD) Construction Mitigation Measures to reduce construction and operational emissions for criteria air pollutants, toxic air contaminants, and greenhouse gases.
- 2-46 Require geotechnical investigations for new development within the Planning Area to establish appropriate designs and structural details.

CULTURAL RESOURCES

Goals

- 2-H Cultural Hub: Create a vibrant cultural hub with a distinct identity and role in the community by building meeting and gathering spaces, creating opportunities for arts and culture, and providing community amenities that area accessible to the residents and visitors to the site and to the greater Sonoma Valley community.

- 2-I Legacy of Care: Ensure that future development at the site preserves the heritage and legacy of care at SDC through preservation of important historic resources, intentional consideration of the needs of developmentally disabled individuals in new development, and by highlighting the site's history for residents and visitors.
- 2-J Native People: Preserve the heritage and legacy of the native people in the area through land stewardship and preservation of cultural resources on the site.

Policies

- 2-47 Consider adaptively reusing Sonoma House as a museum dedicated to the history of the SDC facility, collaborating with Sonoma County, the State of California, the Glen Ellen Historical Society, and other community groups for design and programming of the space, if feasible.
- 2-48 Provide resources and learning opportunities for residents and visitors about all phases of the history of the site. Materials should be accessible to all ages and abilities and could include posted signs, fliers, or informational sessions, among other things.
- 2-49 Promote public art through programs, such as the establishment of a Public Art Committee, to ensure ongoing inclusion of high-quality public art that references and highlights the site's history.
- 2-50 Promote the inclusion of temporary and permanent activities and attractions to the core campus, such as entertainment venues, performance spaces, artist studios and gallery spaces, and other arts and cultural destinations.
- 2-51 Ensure that all amenities and public spaces on the site are accessible to visitors of all ages and abilities.
- 2-52 Require any unanticipated discovery of archeological or paleontological resources to be evaluated by a qualified archeologist or paleontologist.
- 2-53 Ensure that the eventual owner and operator of the preserved parkland and open space preserves maintains public access to the SDC cemetery, and maintains and enhances existing signage and seating, as feasible.

WILDFIRE EVACUATION

- 2-54 Ensure that the project sponsor proactively plans for emergency wildfire safety by:
 - a. Developing an Emergency Preparedness and Evacuation Plan that complies with Sonoma County evacuation plans and servicing fire department procedures and identifies emergency access routes and procedures;

- b. Building or designating an on-site shelter-in-place facility, to be open to both SDC residents and the general public, prior to construction of the 200th housing unit, with specifications for the facility to be included as part of the Emergency Preparedness and Evacuation Plan;
- c. Ensuring that every parcel within the Core Campus has two routes for ingress and egress during an emergency;
- d. Posting signage for designated evacuation routes throughout the site and along Arnold Drive.

3.1 Goals and Policies

The following mobility policies are intended to support a balanced circulation system that integrates transit, pedestrian, bicycle, and vehicular modes. In particular, the mobility chapter promotes a well-defined and safe network for pedestrians and bicyclists that connects the project area to surrounding communities. Specific topics include the street network, complete streets, bicycle and transit connections, and parking and transportation demand management.

STREET NETWORK

Goals

- 3-A Street network: Enhance the existing street network to create a walkable and pedestrian-friendly environment that provides connections both within the core campus and to surrounding communities and regional trail systems.
- 3-B Regional connections: Develop and support greater connectivity between SDC and the surrounding areas, including through a direct connection to Highway 12.
- 3-C Complete Streets: Ensure the street network balances the needs of pedestrians, bicyclists, transit users, and drivers, prioritizing safety, comfort, and car-free transportation connections.

Policies

- 3-1 Ensure that new development provides a tight, fine-grained street grid that connects to the existing street grid, as shown in Figure 3.2-1: Street Network. Streets should be narrow with short blocks and provide multiple route options that emphasize pedestrian and bicycle connectivity to key destinations on the site such as the Central Green, baseball fields, community centers, and recreational amenities.
- 3-2 Eliminate gaps in the sidewalk network to maintain continuous pedestrian access through the Core Campus and into neighboring communities.
- 3-3 Maximize pedestrian access paseos and walkways to establish a fine-grained pedestrian network throughout the Core Campus, including wherever blocks are longer than 250 feet except where historic building configurations make connections infeasible.
- 3-4 Establish new pedestrian and bicycle corridors within the SDC to facilitate connectivity throughout the site and link to neighboring communities.
- 3-5 Reuse the existing street network to the greatest extent feasible. Improve multi-modal access from the SDC to SR 12 by exploring the feasibility of providing an

additional east-west emergency access connection from the site that includes high quality pedestrian and bicycle facilities.

- 3-6 Prohibit new cul-de-sacs and interruptions of the street grid within the Planning Area to maximize multi-modal connectivity within SDC site.
- 3-7 Add two new intersections on Arnold Drive immediately north and south of the Main Entry Road to improve connectivity to the entire SDC site, as shown on Figure 3.1-1.
- 3-8 Design the street network to minimize cut-through vehicle traffic in residential areas.
- 3-9 Limit vehicle speeds within the Core Campus to 25 miles per hour or less through both posted speed limits and street design, in order to reduce the risk of collisions involving cars, bicycles, pedestrians, and local wildlife.
- 3-10 Seek opportunities to increase safe street crossing opportunities for local wildlife, including through overpasses or underpasses, interconnected tree canopies, densely- vegetated street landscaping, and narrow street widths.

PEDESTRIAN AND BICYCLE MOVEMENT

Goals

- 3-D Bicycle Connections: Improve bicycle connectivity within and beyond the SDC site and foster an accessible and safe street environment for bicyclists.
- 3-E Pedestrian Connections: Develop a network of sidewalks and pedestrian paths that promote greater and more direct connections within the campus, and opportunities for recreation and connections to nature.

Policies

- 3-11 Implement the National Association of City and Transportation Officials (NACTO) Urban Street Design Guide to design streets and incorporate traffic calming measures like textured crosswalks, curb bulb-outs, pedestrian-oriented lighting, and high-visibility striping and signage.
- 3-12 Ensure that pedestrian and bicycle connections, alleyways, and other circulation routes internal to blocks are ADA compliant, have visible entries from streets, and are otherwise designed for pedestrian comfort.
- 3-13 Design Arnold Drive as a complete street, maintaining one vehicle travel lane in each direction and including bicycle facilities, quality pedestrian paths and sidewalks with appropriate seating and lighting, and transit facilities that provide shelter, lighting, and updated information for riders.

- 3-14 Within the Core Campus, visually highlight crosswalks and heighten pedestrian comfort with curb bulb-outs, changes in paving material or striping, signage, and signalization.
- 3-15 Establish a new community bikeway connecting Railroad in Eldridge to Carmel Avenue in Glen Ellen by removing barriers and installing appropriate signage and crossings.
- 3-16 Create a multi-use creek trail running parallel to Sonoma Creek that connects to a greater Glen Ellen-Eldridge community bikeway.
- 3-17 Provide bicycle parking as a street amenity throughout the SDC in appropriate locations such as the Historic Core and Central Green that is secure and, where possible, sheltered from inclement weather. A bikeshare service can also be considered to fulfill bicycling needs.
- 3-18 Ensure tree coverage along pedestrian routes for shade and comfort. Preserve existing mature trees wherever possible.
- 3-19 Establish a bilingual bicycle and pedestrian wayfinding and signage system in English and Spanish that clearly and explicitly indicates connections to local and regional bicycle facilities.
- 3-20 Provide frequent marked crosswalks within the Core Campus.
- 3-21 Improve bicycle and pedestrian connectivity to the open space by establishing new clearly-marked and easily accessible trail connections.

TRANSIT

Goals

- 3-F Transit Connections: Connect the site to the greater region through existing and future transit networks, with reliable, comfortable and safe public transit service that is responsive to the diverse needs of the residents, employees and visitors of the SDC area.

Policies

- 3-22 Work with Sonoma County Transit for expansion of transit service and a transit pass subsidy for new residents and employees.
 - a. Work with Sonoma County Transit to establish an express bus service to and from the cities of Sonoma and Santa Rosa that would utilize a new connector road between the SDC Core Campus and Highway 12; or

- b. Work with Sonoma County Transit to extend the fare-free Route 32 shuttle from the City of Sonoma to the SDC site, maintaining the regular intercity Route 30 bus service as well.
- 3-23 Add an additional bus stop along Arnold Drive at the north end of the Core Campus.
- 3-24 Provide high-quality amenities at all bus stops including shelter, seating, lighting, waste receptacles, signage and information, drinking fountains, secure bicycle parking facilities, shade trees, and landscaping at all bus stops. Design bus stops to complement the historic architecture at the site.
- 3-25 Collaborate with Sonoma County Transit to provide real-time system updates and arrival times to improve user convenience at all bus stops.
- 3-26 Explore the possibility of designating the SDC as a Transit Priority Area if and when transit service meets necessary thresholds.

PARKING AND TRANSPORTATION DEMAND MANAGEMENT

Goals

- 3-G Parking: Manage parking resources as a coordinated, shared system to efficiently and flexibly serve the needs of residents, employees, and visitors.
- 3-H Parking: Provide parking in amounts that balance the needs of residents and workers without overburdening development with parking, and promote alternative transportation options.
- 3-I Transportation Demand Management: Reduce reliance on single-occupant vehicles (SOV) and limit the number of SOV trips made by residents and visitors by supporting alternative modes of transportation, ridesharing, and on-site services.

Policies

Parking

- 3-27 Provide no free parking within campus.
- 3-28 Establish minimum parking requirements that do not exceed average peak parking demand rates observed in the Institute for Transportation Engineers Parking Generation manual. Plan for shared parking facilities to serve multiple uses and destinations.

- 3-29 Provide lower minimum parking requirements when parking facilities are shared with other users or made publicly-accessible to maximize the efficiency and use of spaces.
- 3-30 Allow adjacent on-street parking spaces to apply towards minimum parking requirements.
- 3-31 Allow residential uses to apply “unbundled parking” pricing, which separates the cost of parking from the price of housing.
- 3-32 Explore the feasibility of partnering with a carshare company or creating an SDC-specific carshare program to provide rentable shared vehicles on-site.
- 3-33 Back-in diagonal parking should be prioritized for on-street parking wherever feasible.
- 3-34 Develop a special event parking management plan to accommodate surges in parking demand.
- 3-35 Manage on-street parking as necessary using time limits, pricing, or permits to ensure the adequate availability of spaces. If pricing is implemented, consider using parking revenues for mobility enhancements, beautification projects, or other improvements that have a direct benefit to the SDC.
- 3-36 Allow flexible use of on-street parking spaces, curb space, and loading areas as appropriate for restaurants, cafes, and other businesses that activate and enhance the pedestrian realm.
- 3-37 Determine the appropriate number of accessible public parking spots and drop off zones in all on-street parking areas. Off-street parking facilities must comply with accessible parking regulations.
- 3-38 Institute a wayfinding system so that motorists can easily identify available shared parking spaces.
- 3-39 Apply new technologies as appropriate to better manage the parking supply such as real-time parking availability notifications or signs.
- 3-40 Provide one assigned protected parking space for single family homes.

Transportation Demand Management

- 3-41 Require all development to reduce vehicle trips by at least 15 percent below rates listed by the Institute of Transportation Engineers Trip Generation manual using transportation demand management strategies. Potential strategies may include subsidies for not driving alone, transit passes, parking cash-out, rideshare

matching, telecommute or alternative work scheduling, upgraded bicycle facilities, and other measures proven to reduce vehicle trips and VMT.

- 3-42 Establish a Transportation Management Association (TMA) for the entire SDC to create a cost-effective and coordinated approach to reducing single-occupancy vehicle travel. The TMA can implement a variety of programs to assist individual developments in meeting their vehicle trip reduction goals. Potential TMA programs could include the overseeing of a subsidized transit pass program, carpool or vanpool ride-matching services, marketing and education to residents and businesses, and other measures.
- 3-43 Work with Sonoma Regional Parks Department to ensure that there is adequate off-street parking for parks users on both the east and west sides of Arnold Drive, including through the use of shared parking areas, and eliminate existing on-street parking along Arnold Drive north of the Core Campus
- 3-44 Develop the Sonoma Valley Trail, a multi-use path, on the eastern side of SDC, parallel to Highway 12, connecting Santa Rosa with Sonoma, consistent with the General Plan and Sonoma Valley Trail Feasibility Study.

4.1 Goals and Policies

LAND USE

Goals

- 4-A Diverse Mix of Land Uses: Promote a diverse and integrated mix of residential development and employment uses, including research, creative services, education, office, retail, and small businesses, to create a vibrant, walkable community hub that provides economic and cultural opportunities for Sonoma Valley communities.
- 4-B Economic Feasibility: Allow for adequate flexibility and intensity of land uses such that long-term development of the site can be accomplished incrementally and result in an economically feasible, self-supporting district that adapts and evolves with changing market conditions.
- 4-C Balanced Development: Prioritize residential uses as both an economic engine and catalyst for activity on the site, while balancing in non-residential uses incorporate uses supportive of the County's workforce and economic development needs, community and institutional uses, and neighborhood-commercial uses to promote walkable lifestyles.

Policies

- 4-1 Promote a fine grained mix of land uses within the Historic Core, with housing, hospitality, office, commercial, and community uses fronting on the Central Green to create a vibrant community center with activity throughout the day.
- 4-2 Locate the primary commercial uses around the Central Green, including eating and drinking establishments, retail, and other local- and visitor-serving commercial uses, in order to reinforce the Central Green as the heart of the site. Give attention to ground floor activation and transparency of final designs to ensure a permeable edge between building interiors and the public realm. Smaller commercial uses may be located in other areas of the campus to the extent that they directly serve the surrounding land uses.
- 4-3 Require completion of at least 10,000 square feet of retail and eating and drinking establishments and of at least 200 housing units west of Arnold Drive before beginning construction of any housing east of Arnold Drive.
- 4-4 Promote a mix of commercial uses that provides neighborhood services for residents, such as a market, bakery, coffee shop, to reduce the need for driving for everyday needs.

- 4-5 Collaborate with local organizations such as the Sonoma Valley Certified Farmer's Market, the Springs Community Farmer's Market, and other local farming organizations to hold a regular farmer's market in the Central Green, if feasible.
- 4-6 Ensure a diverse range of housing types to accommodate a variety of household sizes and life stage, by incorporating a wide range of unit sizes, ranging from co-living and studio apartments to three-or four-bedroom units, in order to accommodate various household sizes and life stage.
- 4-7 Generate a fine grain, mixed product street pattern by not permitting anyone builder to control or develop similar products on more than one block face.
- 4-8 Designate at least five parcels to build homes for persons with developmental disabilities, prioritizing parcels closer to open space areas.
- 4-9 Prohibit vacation rentals in residential land use areas as defined in Section 26-04-020 of the County Municipal Code. Short-term rentals are allowed as a support use for the institutional designation.
- 4-10 Any Hotel or hospitality use within the Planning Area must incorporate a community-serving component such as recreational facilities, food services, or performance spaces that are open to the public.
- 4-11 Allow for a flexible mix of uses within the Employment Center and Flex Zone designations, allowing development to respond to market conditions and the needs of potential users, in order to facilitate an economically feasible development scenario, and vibrant, synergistic business operating environment.
- 4-12 Prohibit auto-oriented establishments such as service and repair uses and drive-through establishments in the Planning Area.
- 4-13 Require all development at SDC to comply with additional standard conditions of project approval, as detailed in Appendix A. These conditions should be updated by County staff over time to reflect changing conditions, new information, and compliance with changing local and State laws and guidelines,

AFFORDABLE HOUSING

Goals

- 4-D Generate deed restricted affordable housing at a range of income levels, household sizes, and ability levels, including both income-restricted affordable housing and housing that is affordable by design.
- 4-E Support affordable housing development beyond the minimum requirements through County, State, federal, and other funding sources.

4-F Promote “missing middle income” housing to support the needs of the workforce that do not meet the requirements for income-restricted affordable housing.

Policies

- 4-14 At least 25% of both single family and multifamily rental and for-sale units must be deed-restricted, in perpetuity, as inclusionary income-restricted units.
- 4-15 Require that all required inclusionary housing be built at the SDC campus. The project sponsor shall either provide inclusionary housing at site or otherwise equivalently dedicate land and pay any needed additional in-lieu fee for affordable housing to be developed on campus.
- 4-16 Spread the inclusionary housing throughout the site and co-locate with the market rate housing rather than clustering within one district, if inclusionary housing is built as two or more discrete buildings. Ensure that inclusionary and affordable units are integrated into the overall fabric of the community, and have similar look and feel to other new buildings on site.
- 4-17 At least 50 percent of the market rate housing should be designed as “missing middle housing,” intended for sale or rental to individuals or families making between 121 and 160 percent of Sonoma County’s Area Median Income (AMI) by including: small lot sizes; smaller, efficient dwelling sizes; a mix of duplex, triplex, fourplex, townhomes, and cottage clusters; a range of studio through three- or four-bedroom units; and simple but high-quality materials in construction and finishes.
- 4-18 Explore creation of a first-time homeowner ‘soft second’ (i.e. forgivable loan) program for historically disadvantaged communities by partnering with affordable housing organizations in order to expand homeownership opportunities and promote racial equity.
- 4-19 Utilize partnerships between Sonoma County and local affordable Housing developers to develop at least one 100 percent affordable housing project of around 100 income-restricted units at SDC.

HISTORIC RESOURCES

Goals

4-G Preserve the historic character of the SDC campus through the preservation and reuse of the National Register-eligible Sonoma House and the National Register-listed Main Building, key historic landscape elements, and of a portion of the contributing buildings to the National Register-listed Sonoma State Home Historic District, while balancing conservation with development and contemporary land use and development feasibility objectives.

4-H Select historic buildings for conservation to maximize their presence along streets and public places.

4-I Provide flexibility in design for conservation when conservation of an entire building is not feasible in keeping with the Secretary of the Interior Standards for rehabilitation.

4-J Provide opportunities for historic interpretation onsite.

Policies

4-20 Preserve and reuse the two historically significant buildings, the Main Building (PEC) and the Sonoma House Complex, including its six support structures.

4-21 Preserve and enhance the landscape elements that contribute to the significance and character of the Sonoma State Home Historic District, including the formal tree grid at the Central Green, the baseball field, Sonoma Bridge, the front entrance gate, and the Eldridge Cemetery, as well as primary circulation routes. All non-functional turf areas where no recreational purpose is provided and existing should be eliminated and replaced with drought-tolerant planting or ground cover that enhances the historic landscape.

4-22 Require that the project sponsor prepare a historic preservation plan, based on desired development and suitability of buildings for adaptive reuse, with the overarching objective of preserving a set of buildings that reflect the diversity of building types and the continuum of life at the former SDC. For instance, retain and reuse buildings that represent various architectural styles that are character-defining to the Historic District, including French Eclectic, Spanish Eclectic, and Tudor Revival, as well as character-defining materials such as tile roofs, stucco and brick cladding, and wood windows.

4-23 Preserve and reuse the contributing resources identified in Figure 4.3-1, to the greatest extent feasible.

(a) If all of the contributing resources identified in Figure 4.3-1 cannot be retained, the following buildings should be considered as least significant of those 28 contributors and studied for removal:

(i) Acacia 2

(ii) Goddard

(iii) Workshop

(b) If all 28 contributing resources identified in the Sonoma Developmental Center Land Use Diagram cannot be retained, in addition to those listed above as

least significant contributors, the following buildings should be considered less significant of those 28 contributors and studied for removal:

- (i) Walnut (significant damage)
- (ii) Firehouse
- (iii) Main Store Room
- (iv) Maintenance Shop
- (v) Acacia I

4-24 Preserve and reuse buildings at both the north and south terminus of Sonoma Avenue, including Wagner, Dunbar and Wright to the north, and Walnut and Hatch to the south.

4-25 Preserve and reuse at least 8 of the 10 contributing buildings fronting Sonoma Avenue (including Sonoma Circle), as listed below.

- a. Wagner
- b. Dunbar
- c. Wright
- d. Finnerty
- e. McDougall
- f. Oak Lodge
- g. Hill
- h. Walnut
- i. Hatch
- j. Main Building

4-26 Preserve and reuse all the contributing buildings and structures that surround the Central Green, as listed below.

- a. Main Building
- b. Chamberlain Hospital
- c. Palm Court
- d. Pines

e. Entrance Gate

- 4-27 Preserve and reuse houses along Arnold Drive within the core campus, reconstructing as necessary. Require that the developer hire a preservation architect to undertake a conditions assessment and reconstruction plan prior to demolishing and reconstructing houses on Arnold Drive that are in poor condition. Reconstruction should adhere to the Secretary of the Interior's Standards for Reconstruction.
- 4-28 Prepare interpretive signage, art, or other exhibition onsite to educate residents and visitors about the history of the site, including pre-history, Native American history and the history of the Sonoma State Home. Signage should be available in English and Spanish and Native American tribal language as appropriate.
- 4-29 Ensure that proper documentation is made prior to any substantial change to or demolition of a contributing historic structure, as described in Appendix A.
- 4-30 For any contributing historic structures that are demolished within the Planning Area, require that materials be made available as salvage as described in Appendix A, in order to facilitate the reuse of materials and historic detailing, and to reduce demolition waste.
- 4-31 Require that construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings, as described in Appendix A.
- 4-32 Consider preserving the hog and poultry area east of the Core Campus and the SDC water and sewage system to the west and north.

5.1 Goals and Policies

PUBLIC REALM

Goals

- 5-A **Sense of Place:** Maintain and enhance SDC's unique sense of place by blending existing and new buildings and landscape elements into a cohesive visual whole, while emphasizing identity and uniqueness of individual districts and corridors.
- 5-B **Welcoming Public Spaces:** Enhance the public realm with vibrant pedestrian-oriented streetscapes and community-oriented public spaces that are welcoming and accessible to people of all ages and abilities.
- 5-C **Pedestrian-Oriented Development:** Design development to enhance access and walkability, and pedestrian comfort, safety, and delight.
- 5-D **Public Realm Network:** Create a public realm of interconnected streets, ways, and other public spaces that promotes walking and is a signature element of the SDC in its own right.

Policies

Streetscape Design

- 5-1 Provide consistent canopy shade tree plantings at approximately 36 feet on center along all street frontages to establish tree-lined avenues as a key SDC identity element that complements the surrounding hills and open space landscape.
- 5-2 Provide new or complete existing sidewalks along all street frontages.
- 5-3 Provide curbside planting strips wherever feasible to buffer pedestrians from adjacent roadways, accommodate street trees, and allow stormwater capture and biofiltration.
- 5-4 Reconfigure street widths as needed to accommodate streetscape and mobility upgrades and improvements.
- 5-5 Restore and re-use existing, pedestrian-oriented traditional post-top "acorn" light fixtures as feasible, and install matching fixtures at a consistent spacing of approximately 100 feet on center along all street frontages.
- 5-6 Reconfigure corner curb radii to 15 feet maximum and add 6 foot wide corner curb extensions where curbside parking is present to slow traffic movements and shorten pedestrian crossing distances.

- 5-7 Ensure connectivity and pedestrian permeability across all districts by creating multi-modal slow-speed streets, pedestrian walkways, and a fully connected sidewalk network.
- 5-8 Require a mix of high-quality, long-lasting materials such as pavers, brick, stone, or concrete for new paving and landscape improvements.
- 5-9 Create regular seating and resting places throughout the site to enable and encourage longer walks for residents, employees, and visitors.
- 5-10 Consider including multiple languages including Spanish, English, and Native Languages as well as braille and large high-visibility text on site signage.
- 5-11 Sidewalks must have a six foot minimum width; see Street Cross Sections Illustrations and Policy X, below, for requirements for specific streets.
- 5-12 Deciduous shade trees must be planted along all street frontages that do not already have comparable shade cover. Maximum average spacing 36 feet on center; minimum 36-inch box/3-inch caliper size.
- 5-13 Pedestrian-oriented lights must be placed along all street frontages within the Core Campus. Maximum average spacing 100 feet on center in staggered arrangement. Fixture model shall be per existing post-top “acorn” fixtures, with additional coverage to meet dark sky standards.
- 5-14 Curbside and parking zone planters must be provided along street frontages to buffer pedestrians from the adjacent roadway, accommodate street trees and landscape materials, and collect and filter roadway runoff as feasible. Planters intended to collect runoff must have a four foot minimum inside width.
- 5-15 Streets must substantially conform to the subsections below and the Roadway Cross Sections and Illustrations, Figures 5.1-3 through 5.1-8. All existing roadway dimensions are approximate.
- a. Arnold Drive – Reduce existing 46 foot two-lane curb-to-curb dimension to 28 feet, with 14 foot travel lanes, 8 foot raised bike lanes, 9 foot parkway planter to preserve existing trees, 6 foot new/repaved frontage sidewalk; infill street trees as needed to maintain 50 foot on center spacing.
 - b. Harney Street East – Reduce existing 48 foot two-lane curb-to-curb dimension to 22 feet with 11 foot travel lanes, 8 foot curbside parking zone, 4 foot curbside step zone, 14 foot parkway planter to preserve existing trees, 6 foot new sidewalk.
 - c. Harney Street West and Grove Street (Central Green Streets) – Replace existing 6 foot sidewalk with 4 foot curbside parking zone, 12 foot parkway planter to

preserve existing trees, new 8 foot sidewalk; infill street trees along both sides of new sidewalk to create double row/alley.

- d. Sonoma Street – Reduce existing 34 foot two-lane curb-to-curb dimension to 32 feet and relocate curbside parking from west to east side between Holt and Wilson Streets to accommodate 6 foot curbside parkway planter and drop-off area along Administration Building frontage; replace existing 5 foot sidewalk with 8 foot sidewalk.
- e. Sonoma Street Main Building - Retain existing 34 foot curb-to-curb dimension north and south of the Main Building frontage, replace existing 6 foot curbside sidewalk with 6 foot parkway planter.
- f. Holt Street – Retain existing 32 foot curb-to-curb dimension. Replace existing 6 foot curbside sidewalk on north side (no parking side) with 12 foot parkway planter to preserve existing trees and new 6 foot sidewalk; replace existing 6 foot curbside sidewalk on south side (parking side) with 4 foot curbside step zone, 8 foot parkway planter to preserve existing trees, and 6 foot new sidewalk.
- g. Wilson Street: Special Condition - Wilson Street will be reconfigured to re-orient on-street parking while preserving the existing drainage swale and historic residence at Arnold Drive. Improvements must be consistent with all 5.1 policies above as feasible.
- h. Railroad Avenue – Retain existing 24 foot curb-to-curb dimension. Replace existing 6 foot curbside sidewalk on west side with 6 foot parkway planter and new 6 foot sidewalk;
- i. New Core Campus Road Extensions – Curb-to-curb dimension must be 22 feet, with 6 foot curbside planter and 6 foot sidewalk.
- j. Neighborhood Roads – Curb-to-curb dimension must be 20 feet, with 5 foot curbside planter and 5 foot sidewalk.

Parks and Public Spaces

- 5-16 Develop a cohesive and integrated system of parks and open spaces, to fulfill the active and passive recreational needs of the community, building on the overall framework outlined in Figure 5.1-1.
- 5-17 Ensure a balanced mix of spaces and equipment at overall project scale for different activities and ages, such as playgrounds, exercise equipment, bocce or horseshoe courts, multi-purpose sports fields, and gathering areas of different scales.
- 5-18 Include well-designed accessible amenities such as restrooms, drinking fountains for people and dogs, benches, community bulletin boards, and picnic tables.

5-19 Design public spaces with handrails, ramps, and other accessibility measures that meet and exceed ADA requirements. Use State and/or federal accessibility standards for outdoor undeveloped spaces in open space.

5-20 Central Green and Surrounding Roadways – The Central Green will be preserved as an open, grassy expanse that has flexibility to be used for special events as well as day-to-day relaxation, picnics, and informal recreation. Additional perimeter shade trees and lighting is recommended, with infill trees as needed to maintain a consistent spacing of approximately 50 feet on center. Surrounding roadways should be improved with a textured surface that slows traffic and creates an attractive setting for special events that involve temporary street closures for food and other vendors and activities.

5-21 Central Green Facing Properties – New development and renovation of adjacent buildings and sites should provide small plaza spaces, landscaping, lighting, seating, and other amenities within the generous front setback areas to complement the Central Green and surrounding roadways. These areas should help to activate the overall Central Green area and function as attractive, semi-public open spaces in their own right. For buildings that face another street in addition to the Central Green should treat the Central Green as a primary façade, while also presenting active and attractive frontages to the secondary façade.

5-22 New development in the Planning Area shall be designed to incorporate CALGreen and the Sonoma County Water Efficient Landscape Ordinance (Chapter 7D3 of the Sonoma County Code) requirements as applicable in order to ensure compliance with federal and State requirements for water efficiency.

Buildings

5-23 Buildings should be designed to frame the public realm, including parks and plazas, and streets.

5-24 Buildings should engage the public realm, with building entrances, public spaces of buildings such as lobbies, and windows facing the public realm, with any parking or loading areas in the back. Where buildings face multiple streets, both the primary and secondary facades should provide engagement with the public realm through windows, secondary entrances, and improvements to the public realm.

NEIGHBORHOOD AND DISTRICT DESIGN

Historic Core Goal

5-E **Historic Core:** Maintain and enhance the Core's historic character through cohesive scale and visual symmetry, reflecting the importance of the Central Green and the Main Building. Infuse the Central Green with energy and activation as the focus of the campus and a gathering place for the broader Sonoma Valley, with a vibrant mix of use

and activities, and buildings adjacent to the Central Green that enhance the overall community character of the place.

Historic Core Policies

- 5-25 Maintain and enhance views and view corridors along the Central Green and Sonoma Avenue.
- 5-26 Create an “active frontage” of retail stores, cafés, and restaurants along the southern flank of the Central Green, with outdoor dining spilling on to the space between buildings and Harney Road.
- 5-27 Maintain views of the Main Building and the Baseball Fields from Arnold Drive.

Core North Residential Goal

- 5-F **Core North Residential:** The Core North Residential district is envisioned as a neighborhood centered on the historic Baseball Fields that provides a transition and connection between the Historic Core and the expanded wildlife corridor to the north.

Core North Residential Policies

- 5-28 Design pedestrian paths between Core North Residential and the Historic Core to provide direct visual and physical access between the two.
- 5-29 Orient balconies, stoops, decks, and porches to look out over the Baseball Fields.
- 5-30 Orient buildings away from the wildlife corridor at the north, with only private or semi-private backyards and quiet green spaces facing northwards, and maintain landscaped buffers along the northern border to provide safety and cover to wildlife.
- 5-31 Transition building heights and intensities from highest along Holt Road to lowest along the northern boundary.

Maker Place Goal

- 5-G **Maker Place:** Maker Place is envisioned as a thriving district of employment uses including offices, research and development spaces, institutional uses with a research focus, and live-work artist studios anchored by a mix of historic buildings and new higher intensity working spaces, that maintains historic views and easy pedestrian access to the amenities of the Historic Core.

Maker Place Policies

- 5-32 Orient building activity and entrances away from the wildlife corridor at the north of the district, and ensure that thick vegetation and compliance with dark-sky requirements buffer wildlife from exposure to human activities.
- 5-33 Locate any commercial or support uses (e.g. cafeterias, cafes, childcare services) at the ground floor level and require that they be open and accessible to the general

public in order to promote a sense of community between residents, businesses, and visitors, and to prevent exclusive access to commercial uses by employees.

- 5-34 Design building orientations and layouts to maximize visual connections with the Main Building and the Central Green.

Core South Goal

- 5-H **Core South Residential:** Core South Residential is envisioned as a residential neighborhood that transitions from the higher intensity scale of the Historic Core to a scale that complements Mill Creek and the historic homes along Arnold Drive, with direct walking connections to the Central Green.

Core South Policies

- 5-35 Design pedestrian paths between Core South Residential and the Historic Core to provide direct visual and physical access between the two.
- 5-36 Transition building heights and intensities from highest at the intersection of Sonoma Avenue and Wilson to lowest along the south and east edges along Mill Creek and the historic homes along Arnold Drive.
- 5-37 Replace historic homes along Arnold Drive as needed with buildings of similar size, height, style, and material palette as the existing structures.

Fire House Commons Goal

- 5-I **Fire House Commons:** Fire House Commons is envisioned as a mixed-use district anchored by the historic Fire House with medium- to higher-density development, connected to the vibrant Historic Core, the western open space, and Mill Creek.

Fire House Commons Policies

- 5-38 Design new buildings and open spaces in Firehouse Commons to accentuate and complement the adaptively reused historic buildings, including the Firehouse, Sonoma House, and McDougall, using a range of styles and materials for facades, roofs, and hardscape.
- 5-39 Maintain the thick buffer of existing vegetation between Fire House Commons and Mill Creek in order to buffer lights and human activities to protect wildlife in the Mill Creek riparian corridor.

Walnut Court Goal

- 5-J **Walnut Court:** Walnut Court is envisioned as a site for a small Institutional campus in an idyllic setting on the SDC site, adjacent to Mill Creek and surrounding the existing grove of redwood trees, and providing a space for offices, short term residential occupancy and other uses associated with and Institutional campus.

Walnut Court Policies

- 5-40 Maintain the existing grove of redwood trees within Sonoma Circle.

- 5-41 Maintain at least a 50 foot setback from the top of bank of Mill Creek for any new construction.
- 5-42 Complement the historic style of Walnut and Hatch in all new buildings through matched materials, architectural detailing, and color palettes in order to create a cohesive, campus-like feeling in the district.

Creek West Residential Goal

- 5-K **Creek West:** Creek West is envisioned as a neighborhood between Arnold Drive and Sonoma Creek with a diversity of housing types and heights, active street frontages that respect the existing landscape setbacks and mature tree canopies, and that maintains visual and physical access to the creek while minimizing impacts from development.

Creek West Residential Policies

- 5-43 Use thickly-planted deciduous and evergreen trees and shrubs, in tandem with dark-sky compliant lighting, to buffer the Sonoma Creek habitat corridor from lights and human activity, particularly along Redwood, interspersed with small clearings for visual access to the creeks.
- 5-44 Vary housing types, materials, and heights within Creek West to avoid monolithic-looking housing development.

Eldridge North Goal

- 5-L **Eldridge North:** Eldridge North is envisioned as a lower-intensity neighborhood that facilitates a visual transition between the town of Eldridge to the south and the main area of the SDC site, helping to blend the character of the two places and matching the existing scale of development.

Eldridge North Policies

- 5-45 Maintain at least a 30 foot setback from the edge of the planning area to new buildings in order to reduce impacts on existing homes directly south of the campus. The setback should be planted with a mix of retained existing mature trees, including the line of redwood trees along the property line, and new canopy trees with expected mature heights of 30 feet and above.
- 5-46 Use large canopy trees, including California sycamore and oak, intermixed with redwood trees throughout the Eldridge North neighborhood, especially clustering redwood trees near Sonoma Creek.

Agrihood Goal

- 5-M **Agrihood:** The Agrihood District is envisioned as a new neighborhood that is a nod to historic agricultural lands, with physical and visual connections to the historic agricultural areas, low-impact development at a lower intensity, and a smooth visual transition between higher intensities to the west and the agricultural open space at the east.

Agrihood Policies

- 5-47 Lay out new streets and buildings in such a way as to maximize views of the preserved open space at the east side of the Core Campus.
- 5-48 Use low-water, low-maintenance agricultural landscape plantings in the streetscapes and public spaces of the Agrihood, such as artichokes; native strawberry and grape varieties; pineapple guava; and fruiting fig, persimmon, olive, and citrus trees, and explore partnering with local gardening groups or future agricultural operators on-site for maintenance and harvesting.
- 5-49 Design Agrihood buildings using a more rustic materials palette than other areas at the site, such as by incorporating a higher percentage of reclaimed materials in facades, using unfinished or natural accent materials such as Corten steel or corrugated metal, or opting for straw-bale construction, which can also aid in the fire-resistance of structures.
- 5-50 Within the Agrihood, an even greater emphasis should be placed on fire resistant landscaping and construction. All construction materials should be fire-proof and landscaping should be fire-resistant with special attention paid to buffer zones and defensible space. See Chapter 2 for additional policies and information on fire-resilient construction and landscaping.

Utilities Goal

- 5-N **Utilities:** The Utilities District is envisioned as the location of utilities and other "back-of-house" functions in a lower-intensity mix of existing and new buildings, that maintains views and access between the Historic Core and the open space to the west.

Utilities Policies

- 5-51 Design utilities buildings to shield adjacent districts from visual clutter, noise, and odors by using screening, enclosed buildings, and landscaped buffers.

Arnold Drive Overlay Goal

- 5-O **Arnold Drive Overlay:** Along Arnold Drive, development should maintain the feel and scale of the buildings and landscape along Arnold Drive, including with a variety of building types and scales, a continuous landscape setback, activity, and views into the SDC site.

5-P Arnold Drive Overlay Policies

- 5-52 Vary building heights and types along Arnold Drive to avoid a monolithic appearance and to foster an interesting streetscape, and the existing setbacks along Arnold Drive should be maintained.
- 5-53 Design new buildings along Arnold Drive with active frontages, such as front doors, porches, front gardens, and stoops, oriented towards Arnold Drive in order to engage and activate the street.

Sonoma Avenue Overlay Goal

- 5-Q **Sonoma Avenue Overlay:** Along Sonoma Avenue, development should maintain the visual integrity of the north-south axis along Sonoma Avenue, terminating at historic buildings and being lined with large leafy trees.

Sonoma Avenue Overlay Policies

- 5-54 Design new buildings along Sonoma Avenue with active frontages, such as with building entrances, stoops, windows, and terraces.
- 5-55 Retain and adaptively reuse historic buildings at the north and south terminus of Sonoma Avenue – Wagner, Dunbar, Wright, Hatch and Walnut.

BUILDING FORM AND DESIGN

Goals

- 5-R **Site Structure:** Maintain and enhance the overall structure of the SDC site, with activity and intensity focused on the Central Green, streetscapes framed by continuous mature trees, and vistas that terminate at historic buildings and that extend to the Mayacamas and Sonoma Mountain ranges.
- 5-S **Development Scale:** Ensure that new development is in keeping with the overall scale and development height variation at the current SDC campus, while providing flexibility in how buildings of various heights are dispersed at the campus and meeting the design goals and policies of individual districts.
- 5-T **Built Environment:** Support a cohesive community feel and character, while allowing a visually rich palette of diverse architectural styles, materials, and planting.

Policies

- 5-56 Ensure that building heights are consistent with Figure 5.3-1.

Note that these heights are measured from average site ground level, and projections beyond maximum height are allowed as per development regulations that follow. Building heights are additionally regulated by use in the development standards that follow; the lower of the two limitations (district height and height for land uses) applies.

- 5-57 Require buildings to define street edges as outlined in Figure 5.3-2, lining up streets with main entrances, and designing buildings to be easily accessed by pedestrians, with parking tucked behind buildings.
- 5-58 For buildings fronting Sonoma Avenue, Grove Street, and Harney Drive, require buildings to create a uniformly set back street edge by requiring the majority of building frontage to be located at the building setback match line as shown in Figure 5.3-2.
- 5-59 Require a mix of high-quality, long-lasting materials for all new buildings, and use reclaimed and salvaged materials from demolished SDC buildings wherever feasible.
- 5-60 Ensure that development meets Title 24 and CALGreen Tier 2 requirements and incorporates green building measures such as sustainably designed sites, greywater systems or stub-outs, rooftop rainwater catchment systems, passive heating and cooling, sustainable materials, indoor environmental air quality, and use of innovative sustainability techniques.

5.2 Development Standards

The SDC Specific Plan is implemented through policies in the Plan, amendments to the Sonoma County Zoning Ordinance, and development standards listed in the Plan. The following tables and supplemental text outline the specific development standards for each land use within the Planning Area. A map of the assigned land uses within the Planning Area is shown in Chapter 4, Figure 4-X. Additional development standards are provided for certain product types within the Planning Area. The development standards serve as the zoning for the area and supersede development standards in the Sonoma County Zoning Ordinance. All standards specified in this document apply to new infill development at the site, adaptively reused buildings are exempt except where noted otherwise. Where specific standards are not listed within the Specific Plan, the applicable sections of the Sonoma County Zoning Ordinance will regulate development.

Table 5.5-1 Building Development Standards: Land Use

LOT / BLOCK/ STREET DESIGN STANDARDS

Development parcels shall be designed to mix a variety of product types within a given block and neighborhood. This requires varying lot sizes and orchestrating frontages and products to frame views, create strong relationship with the public realm and introduce interesting housing options. Where blocks and neighborhoods incorporate, or need to work with existing structures, street patterns and organization can be modified to highlight the uniqueness of the building, without compromising overall connectivity and legibility of the block system.

Street Network Design

Streets shall be considered an important part of the mobility and open space framework of the overall community. The overall street network shall be organized to create an interconnected, fine grained fabric of blocks, provide clarity and legibility to movement (pedestrian and vehicular) within the community, and result in developable parcels that provide efficient and cost effective parcels to meet affordability goals.

Block Design

No block shall exceed 250' in length without a corresponding cross street. Where site or product conditions warrant, a mid block pedestrian mews can be provided in lieu of a street, to reduce perceived block size and maintain connectivity without adding street costs.

Blocks shall be designed to incorporate a minimum of two distinctly different product types (not plans or elevations). With an attention to efficiency blocks may utilize end caps for one product and main street frontage for another.

Street Design

Street widths shall be kept to a minimum – 20 foot width for travel lanes, and provide on street parking of eight feet on each side to the greatest extent practicable.

To improve walkability and respond to the classic campus nature of the SDC site, all neighborhood streets shall provide tree lawn of at least five feet in width between curb and sidewalk to improve the public realm and provide important stormwater management benefits. In limited locations where the design or condition warrants, tree wells in parking lanes can be provided to create variety and reduce the overall cross section of ROW.

Alleys can be an important solution for increasing granularity of the neighborhoods, avoiding front loaded garages and creating additional connectivity. Alleys may be a minimum of 12 feet in width, as long a minimum corridor width - garage face to garage face is no less than 24 feet.

Table 5.5-2 Building Development Standards: Residential

LOW/MEDIUM DENSITY RESIDENTIAL

- Low/Medium Density Residential category accommodates a mix of housing types on smaller lots, either as detached (no walls shared with other properties), semi-detached (wall shared along one property line) or as attached units (walls shared with two+ adjacent properties), with density ranging from six to 14 units per gross acre. Housing types at the lower density range may include small lot single-family detached or semi-detached units. Housing types at the higher density range may include single-family attached units or small multiplex (multifamily) buildings (triplexes to eight-plexes). Closer to the Central Green, multifamily units with shared parking are also permitted, provided they are not more than 25 percent of the total housing units within an area designation for Low/Medium Density Residential.
- *Development Standards.* Table 5.5-1 prescribes the development standards for the Low/Medium Density Residential Land Use. Additional regulations are denoted below.

Callout Box: Low/Medium Density Residential: Housing Typologies
Low/Medium Density Residential housing typologies includes single family detached, duplexes and townhouses, among others.
Figure 5.5-1 Low/Medium Density Residential: Housing Typologies

Building Standards

Building Design

- DS-1 **Street Frontage.** Housing units should be designed so that public streets are lined with building entrance, porches, stoops, door yards, and living/dining spaces (rather than storage rooms or garages). Units should be designed so first floor is elevated from the public realm at least 18 inches so as to offer privacy along streets without requiring drapes/blinds.

- DS-2 **Garage Location and Design.** Garages should be on alleyways to the greatest extent possible. Where garages are located on the front half of a lot, these shall be designed with the same level of architectural detail as the main building and recessed from the front building plane. Architectural features to minimize the prominence of the garage - such as overhangs or trellises - shall be incorporated into the overall front elevation design. Front loaded detached garages are not permitted for single-family attached or multifamily developments.
- DS-3 **Corner Lots.** Buildings on corner lots shall have enhanced architecture (windows, bay windows, doors, wraparound porches, projections, changes in roofline) on both street frontages. Siding and materiality of both elevations shall be consistent and avoid 'applied' appearance as the corner is turned.
- DS-4 **Windows and Doors**
- (a) Building fenestration shall be designed to provide a sense of depth, shade and shadow and solidity. This can be accomplished with deep mullion window sets, trim surrounds that provide depth or recessing windows from face of building.
 - (b) Entry doors shall be designed in proportion to the overall elevation, with a minimum height of eight feet.
 - (c) Snap-in vinyl mullions between double pane glass are prohibited. If a divided light appearance is desired, mullions must be made of dimensional material projecting in front of the panes on both the inside and outside of the window.
 - (d) At least one of the windows in each habitable room (e.g. living room, bedrooms) must be operable. Appropriate window types include single and double hung and casement. Bedroom windows must comply with life safety codes for egress. All other windows must open at least eight inches with at least 18 inch window length along opening.

Building Entrances

- DS-5 **Location.** Primary building entries shall be located on the front façade and directly face the street.
- DS-6 **Design.** Primary building entries shall incorporate a projection (e.g., porch) or stoop, be recessed, or combination of projection and recess at least 48 square feet in area. The minimum width of the entry feature shall be 20 percent of the width of the street-facing façade, but no less than 5 feet. Alternative designs that create a welcoming entry facing the street such as a prominent porch provided for side doors, or entry courtyard that provides a direct walkway to the street may be allowed.

- DS-7 **Porches.** Porches shall be designed as functional, usable outdoor space, that can accommodate furnishings. Porches shall be a minimum of six feet in depth and eight feet in width.
- DS-8 **Stoops.** Stoops provide an alternative entry approach and afford a threshold between semi public and private realm, at the top of an entry staircase. Stoops act as an entry way and shall be a minimum of five feet in depth and five feet in width.

Garage Location and Access

- DS-9 **Garage and Parking Access.** Parking and garages shall be accessed from a side street or alley whenever possible. Curb cuts shall be minimized and located in a manner least likely to impede pedestrian circulation.
- DS-10 **Detached, Rear Loaded Garages.** Garages accessed from alleys is the preferred approach to building community form and character. Garages may be detached from the home, creating a rear courtyard between garage and house. Garages shall be designed in proportion to the main home with similar materiality and detailing. ADUs above garages are encouraged to increase overall community product mix and variety.
- DS-11 **Attached Front Loaded Garages.** Where an attached garage is located on the front half of the existing lot and garage doors face a street, garage width shall not exceed 50 percent of the width of the front façade of the building, as shown in Figure 3-7. Front loaded garages need to reflect design requirements of DS-2. For lots less than 45 feet in width, exceptions to the garage frontage requirement may be granted where the Planning Director finds that the visual prominence of the garage has been minimized.
- DS-12 **Driveway.** Driveways in front yards shall not exceed 10 feet in width.

MEDIUM/FLEX DENSITY RESIDENTIAL

- Medium/Flex Density Residential category accommodates a mix of housing types, with density ranging from eight to 30 units per gross acre. Housing types at the lower end of this density range may include single-family attached dwellings; housing types at the higher end of this density range may include multiplex and multifamily buildings. Medium Density Residential is encouraged in a variety of locations throughout the site plan to provide a more diversity in neighborhoods and create more complete individual neighborhoods while avoiding concentrations of singular product types in any one given area.
- *Development Standards.* Table 5.5-1 prescribes the development standards for the Medium/Flex Density Residential Land Use. Additional regulations are denoted below.

Callout Box: Medium/Flex Density Residential: Housing Typologies	
Medium/Flex Density Residential housing typologies includes townhouses, fourplexes and multiplexes, among others.	
Figure 5.5-2 Medium/Flex Density Residential: Housing Typologies	

Building Standards

Building Design

- DS-13 **Building Length.** The maximum dimension of any multiplex or multifamily building shall not exceed 125 feet.
- DS-14 **Architectural Articulation.** Buildings shall meet the following criteria:
- (a) **Variable Massing.** Adjacent buildings and buildings on the same block shall exhibit variation in height and massing, but still maintain a consistency of material expression, detailing, ridgelines and first floor header height.
 - (b) **Façade Detailing and Materials.** Each side of a building that is visible from a public right-of-way shall be designed with a similar level of detailing and quality of materials. Parking garages, ancillary structures, and carports shall be designed to be architecturally similar to the main building.
 - (c) **Façade Articulation.** The intent of this section is to encourage building articulation that honors the historic character and approaches of the campus' existing buildings. Many of the buildings have simple plane facade elevations that provide a consistent rhythm, depth of shade and shadow with pronounced entries and roof shadow lines. New multi family residential buildings should NOT use conventional 'step backs' to create contrived articulation, but instead study existing building forms and borrow from those forms with detailing, second level balconies and honest use of materials and consistency of fenestration rhythm.
 - (d) **Building Entrances.** All street-facing facades must include vertical projections or recesses for every 25 horizontal feet of wall length. If located on a building with two or more stories, the articulated elements must be greater than one story in height. Building entrances and front porches and projections into required yards such as stoops, bays, overhangs, fireplaces, and trellises count towards this requirement.
- DS-15 **Vertical Relationship.** Buildings taller than three stories shall be designed to have a distinctive base (ground floor level), middle (intermediate upper floor levels), and

top (either top floor or roof level). Cornices, balconies, roof terraces, and other architectural elements can be used, as appropriate, to terminate rooflines and provide additional interest in building mass through setbacks between stories.

DS-16 **Windows and Doors.**

- (a) Building fenestration shall be designed to provide a sense of depth, shade and shadow and solidarity. This can be accomplished with deep mullion window sets, trim surrounds that provide depth or recessing windows from face of building.
- (b) Entry doors shall be designed in proportion to the overall elevation, with a minimum height of eight feet.
- (c) Upper levels can benefit from large windows and doors/ sliders to increase interest, elevational animation and functional livability of units.
- (d) At least one of the windows in each habitable room (e.g. living room, bedrooms) must be operable. Appropriate window types include single and double hung and casement. Bedroom windows must comply with life safety codes for egress. All other windows must open at least 8 inches with at least 18" window length along opening.

DS-17 **Building Entrances.** Primary building entries shall be located on the front façade and directly face the street, or mews/ intra block connectors. For larger multi-family buildings designs should create a welcoming main entry facing the street that is legible and in proportion to the overall building. For smaller multiplex or single family attached structures, each entrance shall be designed in proportion to the overall facade and provide a legible porch or stoop that is functional, consistent with DS-7 and DS-8.

DS-18 **Parking Access.** For multi family structures, garages shall be accessed from a side street or alley. For multiplex and single family attached garages shall be accessed from side or alleys. Front access may be permitted in limited conditions where that is the only option.

DS-19 **Driveway.** Driveways in front yards shall not exceed 10 feet in width.

DS-20 **Private Open Space.** Private open space located on the ground level (e.g., yards, decks, patios) shall have a minimum area of 70 square feet and a minimum dimension of 10 feet. Private open space located above ground level (e.g., balconies) shall have a minimum area of 50 square feet and a minimum dimension of 6 feet.

Table 5.5-3 Building Development Standards: Non-Residential

EMPLOYMENT ZONE

- The Employment designation permits a mix of office, research and development, creative services and entrepreneurial uses, micro-manufacturing, institutional, to foster new forms of economic development within the broader Sonoma Valley. New office, research, and lab buildings mixed with adaptively-reused buildings and shared parking facilities are envisioned to be connected within the community's walkable and bikeable fabric. Public gathering places such as plazas and courtyards, will provide a range of outdoor spaces within easy walking distance to the Central Green. The Employment Center designation has a maximum FAR of 2.0 on any parcel.
- *Development Standards.* Table 5.5-3 prescribes the development standards for the Employment Zone Land Use Designation. Additional regulations are denoted below.

Building Standards

- DS-21 **Blank Walls.** No walls facing streets may run in a continuous plane without an opening for longer than the distance specified in Table 5.5-3 and shown in Figure 5.5-3. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.
- DS-22 **Architectural Articulation.** Buildings shall include sufficient architectural design features to create visual interest and avoid a large-scale, bulky or "box-like" appearance. Different ways that this requirement may be met include but are not limited to those listed below.
- (a) **Variety in Wall Plane.** Exterior building walls vary in depth and/or direction. Building walls exhibit offsets, recesses, or projections with significant depth, or a repeated pattern of offsets, recesses, or projections of smaller depth.
 - (b) **Variety in Height or Roof Forms.** Building height is varied so that a significant portion of the building has a noticeable change in height; or roof forms are varied over.
 - (c) **Façade Design Incorporates Architectural Detail.** The building façades incorporate details such as window trim, window recesses, cornices, belt courses, changes in material, or other design elements in an integrated composition. The use of materials, textures, and colors enhance architectural interest and emphasize details and changes in plane. Each side of a building that is visible from a public right-of-way incorporates a complementary level of detailing and quality of materials.

- DS-23 **Parking Access.** Parking shall be accessed from a side street or alley whenever possible. Curb cuts shall be minimized and located in the location least likely to impede pedestrian circulation.
- DS-24 **Sustainability Standards.** All new buildings shall be designed to meet and exceed CALGreen standards. Emphasis on carbon neutrality, low water use, long term flexibility and wildfire resilience are all important considerations for any new building design.

FLEX ZONE

- The Flex Zone designation permits flexibility in responding to, and accommodating market demand as the project builds out. This designation permits the transfer of program types by square footage based on market demand and need.
- The ultimate goal within the Flex Zone, and adjoining zones is to create a fine grained mix of commercial, medium density residential, office, hospitality, community serving retail and visitor serving uses. Regardless of use, the maximum FAR in aggregate for the Flex Zone is 2.0 and a density range of eight to 30 units per gross acre, with the exception of the Main Building, where the existing volume shall be retained.
- *Development Standards.* Table 5.5-3 prescribes the development standards for the Flex Zone Land Use Designation. Additional regulations are denoted below.

Building Standards

Building Design

- DS-25 **Building Length.** The maximum dimension of any single building shall not exceed 250 feet.
- DS-26 **Architectural Articulation.** Buildings shall meet the following criteria:
- (a) **Variable Massing.** Adjacent buildings and buildings on the same block shall exhibit variation in height and massing.
 - (b) **Façade Detailing and Materials.** Each side of a building that is visible from a public right-of-way shall be designed with a complementary level of detailing and quality of materials. Parking garages, ancillary structures, and carports shall be designed to be architecturally compatible with the main building.
- (c) **Façade Articulation.** The intent of this section is to encourage building articulation that honors the historic character and approaches of the campus'

existing buildings. Many of the buildings have simple plane facade elevations that provide a consistent rhythm, depth of shade and shadow with pronounced entries and roof shadow lines. New multi-family residential buildings should NOT use conventional 'step backs' to create contrived articulation, but instead study existing building forms and borrow from those forms with detailing, second level balconies and honest use of materials and consistency of fenestration rhythm.

- DS-27 **Vertical Relationship.** Buildings taller than three stories shall be designed to have a distinctive base (ground floor level), middle (intermediate upper floor levels), and top (either top floor or roof level). Cornices, balconies, roof terraces, and other architectural elements can be used, as appropriate, to terminate rooflines and provide additional interest in building mass through setbacks between stories.
- DS-28 **Building Entrances.** Primary building entries shall be located on the front façade and directly face the street, or mews/ intra block connectors. For larger multi-family buildings, designs should create a welcoming main entry facing the street that is legible and in proportion to the overall building. For smaller multiplex or single family attached structures, each entrance shall be designed in proportion to the overall facade and provide a legible porch or stoop that is functional, consistent with RLMD DS-7 and DS-8.
- DS-29 **Parking Access.** Garages shall be accessed from a side street or alley whenever possible. Curb cuts shall be minimized and located in a manner least likely to impede pedestrian circulation.
- DS-30 **Paving.** The maximum amount of paving in street-facing yards is 50 percent of the required yard.
- DS-31 **Required Active Use Frontage.** Where indicated in the Figure 5.3-2, active uses are required on the ground floor. Active uses mean commercial uses that are accessible to the general public, generate walk-in pedestrian clientele, are engaging to pedestrians walking by, and contribute to a high level of pedestrian activity. Active uses may include (but are not limited to): stores, restaurants, cafés, markets, bars, theaters and the performing arts, commercial recreation and entertainment, personal and convenience services, tourism-oriented services, hotel lobbies, banks, childcare services, libraries, museums, and galleries.

INSTITUTIONAL

- The Institutional designation accommodates adaptive reuse and new construction to create retreat and conference facilities, primarily located at the southern terminus of Sonoma Avenue. This area is envisioned as making use of the open spaces and scenic setting to support a secluded institutional conference center that serves the broader Bay

Area. Allowed uses include meeting and event space, workspace/office, conference areas, and supportive uses such as food preparation, retail spaces, and short-term guest and staff housing. The Institutional designation has a maximum FAR of 2.0. Medium/ Flex Residential development standards apply to development in institutional zones.

- *Development Standards.* Table 5.5-3 prescribes the development standards for the Institutional Land Use Designation.

UTILITIES

- The Utilities designation allows for back-of-house functions such as electrical, water, wastewater, recycled or grey water, telecommunications, groundskeeping storage, and related functional uses. These uses should be located further from residential uses and off of the Central Green. The Utilities designation has a maximum FAR of 2.0. Development Standards

DS-32 **Truck Docks, Loading, and Service Areas.** Truck docks, loading areas, and service areas must be located at the rear or interior side of buildings and be screened so as not to be visible from public streets.

DS-33 **Screening of Mechanical and Electrical Equipment.** All exterior mechanical and electrical equipment and antennas shall be screened or incorporated into the design of buildings so as not to be visible from the street. Equipment to be screened includes, but is not limited to, all roof-mounted equipment, utility meters, cable equipment, telephone entry boxes, backflow preventions, irrigation control valves, electrical transformers, pull boxes, and all ducting for air conditioning, heating, and blower systems. Screening materials shall be consistent with the exterior colors and materials of the building.

HOTEL OVERLAY ZONE

- The Hotel designation allows for a “boutique” hotel of up to 120 rooms to be located in and near the historic Main Building. The Main Building serves as a visual terminus to the Central Green, and the main entry sequence.
- Programming of the Hotel must include access by the public during business hours, and careful interpretive narrative of the site and its history throughout the publicly accessible areas.
- Additional hotel wings, back of house and support functions should be built, or adaptively reused from existing buildings within the remaining overlay area. The maximum FAR will be as per the underlying district regulations. See development standards for the Flex Zone.

- *Development Standards.* Table 5.5-3 prescribes the development standards for Hotel Overlay Zone.

PUBLIC FACILITIES

Goals

- 6-A Community Facilities: Provide high-quality community facilities and spaces to serve new residents of the SDC site and the greater Sonoma Valley.
- 6-B Parks and Recreation: Maintain and increase the park spaces at SDC to provide recreational spaces for active play, gatherings, and leisure, including facilities to serve the needs of people of different ages, interests, and abilities.

Policies

- 6-1 Expand an existing Sonoma County fire district to serve SDC, and identify a location for the fire district to construct a new fire station within the Core Campus. Ensure easy and proximate emergency access to Arnold Drive with minimal crossings of pedestrian and bicycle routes.
- 6-2 Work closely with Sonoma County school districts to ensure that the future population of the Planning Area can be accommodated adequately in public schools.
- 6-3 Ensure that the existing baseball and soccer fields as shown in Figure 6.2-1 are retained and maintained with continued public access.
- 6-4 Provide a fenced off-leash dog park within the Core Campus at least 200 feet from any creeks or wildlife corridors, with amenities such as benches, shade trees, and drinking water access.
- 6-5 Provide park spaces east of Arnold Drive on both sides of Sonoma creek with easy access from adjacent residential developments.
- 6-6 Ensure that parks and public spaces in the Core Campus offer a diverse range of amenities for a diverse range of park users, such as children's playgrounds and play areas, picnic areas, multi-use sports fields, an amphitheater or other outdoor performance spaces, areas for quiet contemplation, night sky viewing areas, and support facilities to enhance user comfort, including restrooms, drinking fountains, shade trees, and benches.
- 6-7 Allocate space for a local non-profit or other operator to build and operate a gym and community center to serve the wider Sonoma Valley community.

UTILITIES AND INFRASTRUCTURE

Goals

- 6-C Transformative Climate-Forward Community: Promote a climate-resilient community that models the future of the Sonoma Valley by generating its

own energy, reducing waste, and designing for resiliency in a changing climate.

- 6-D Utilities and Infrastructure: Ensure that infrastructure, including water, wastewater, stormwater, power, and telecommunications, can adequately, sustainably, and resiliently accommodate the needs of future residents and businesses.

Policies

Water and Wastewater Systems

- 6-8 Install dedicated irrigation meters for both new and existing commercial, industrial, and institutional landscaping.
- 6-9 Work with Sonoma Valley County Sanitation District (SVCSD) to explore the feasibility of establishing a recycled water facility on-site to offset the use of potable water on the site and to provide recycled water for non-potable uses such as landscape irrigation and firefighting.
- 6-10 Implement greywater and/or recycled water systems in new residential and commercial facilities to reduce potable water use for irrigation, toilet flushing, and other appropriate uses, in order to conserve potable water and reduce water waste. Meet landscape irrigation, groundwater recharge, and other water supply needs with greywater and/or on-site treated wastewater to the maximum extent feasible, meeting at least 50 percent of the total irrigation needs through these means.
- 6-11 Apply for state, federal, and private grants to assist in installation of recycled water and greywater infrastructure. Explore opportunities to partner with other agencies and the feasibility of issuing bonds for this purpose.
- 6-12 Construct of new sewer laterals and mains to meet Sonoma Valley County Sanitation District standards and maintain these pipelines and appurtenances to ensure that inflow and infiltration is not a problem for the SVCSD in the future.
- 6-13 Provide sufficient wastewater conveyance, pumping, and treatment capacity for peak sewer flows and infiltration.
- 6-14 Continue to clean and video inspect the sewer infrastructure to mitigate sanitary sewer overflows, locate deficiencies, and reduce leaks and contamination.
- 6-15 Ensure that indoor plumbing fixtures in all new and retrofitted buildings meet or exceed CALGreen Tier 2 standards.

Stormwater Systems

- 6-16 Minimize impervious surfaces and use pervious pavements where possible, retaining and providing new pervious surfaces such as landscape areas, crushed aggregate, turf block, unit pavers, pervious concrete, or pervious asphalt. Prioritize permeable paving in new ground floor private parking spaces and

non-primary access paving are required to be surfaced with permeable paving to encourage stormwater infiltration and disperse runoff from roofs, rainwater catchment system overflow, or pavement to vegetated areas where possible.

- 6-17 Maintain high water quality in lakes and streams by creating opportunities for rainwater capture such as roof drainage capture systems, installing trash screens in stormwater inlets, prohibiting use of pesticides in landscaping, and using bioretention facilities to clean stormwater before it reaches lakes and creeks in order to remove pollutants and enhance water quality through natural processes.
- 6-18 Incorporate site design measures and Low Impact Development (LID) features such as bioretention facilities in accordance with the Bay Area Stormwater Management Agencies Association (BASMAA) Manual or otherwise required by the Grading and Stormwater Division of Permit Sonoma. The bioretention facilities should have a surface area of at least 4 percent of the tributary impervious area.

Power

- 6-19 Connect each building within the Core Campus to a microgrid:
 - a. Work with local distributed energy resources (DERs) installation groups and advocates to build enough on-site energy generation, such as solar, wind, geothermal, biomass, and methane gas cogeneration, to power the Planning Area in case of emergency;
 - b. Connect to PG&E's grid through the Community Microgrid Enablement Program or an equivalent, with isolation devices that allow SDC to fully connect or disconnect from PG&E's system;
 - c. Until the microgrid can be fully powered by on-site energy, promote purchase of 100 percent renewable or clean power from Sonoma Clean Power or PG&E.
- 6-20 Prohibit new natural gas lines to all new buildings and require new and adaptively reused buildings to be fully powered by electricity, except if required to provide for emergency operations.
- 6-21 Build all new utility lines underground and bury existing utility lines to improve safety and reduce visual clutter in accordance with Sonoma County Code Sec. 25-44.

Solid Waste

- 6-22 Work with local farming groups to start an on-site composting program for food, landscape trimmings, and farm waste to provide on-site jobs, sequester carbon, and provide valuable compost for SDC properties, or for agricultural production.

- 6-23 Explore opportunities and partnerships to collect off-gassing methane from on-site solid, farm, and food waste to be utilized as an energy resource, using technologies such as anaerobic digestion, aerobic digestion, and combined heat and power (CHP) cogeneration.
- 6-24 Work with Recology and developers to create standards for shared trash enclosures.

Telecommunications

- 6-25 Connect all new and adaptively reused buildings to broadband internet.

WATER SUPPLY

Goals

- 6-E Water Supplies: Safeguard SDC's water supplies and water rights, ensuring adequate availability of water for residents, businesses, fire suppression needs, ecosystem services, and groundwater recharge.

Policies

- 6-26 Ensure the SDC site's water rights are retained for uses within the core campus and for habitat preservation, ecological services, groundwater recharge in the open space area, and to increase the reliability of the regional water supply.
- 6-27 Maintain water supply and filtration at the site and ensure adequate flexibility and supply to serve regional needs in case of an emergency.
- 6-28 Use water from SVCSD's Recycled Water Trucking Program for construction site activities, including dust control, cement mixing, soil compaction, to the greatest extent feasible.
- 6-29 Ensure that development does not result in an increase in water temperatures in receiving streams resulting from runoff of warm storm water from the site.
- 6-30 Ensure that development does not result in a net increase in withdrawals or diversions from area springs and streams, including Roulette Springs, Hill Creek, Asbury Creek, and Sonoma Creek, within critical low-flow periods, including summer, fall, and drought conditions, or as annual averages.