

Healdsburg SMART Station Area Specific Plan



Planning Timeline

- **30 years of planning have focused on historic depot location.**
 - Sonoma/Marin Multimodal Transportation and Land Use Study “Calthorpe Report” (1997)
 - SMART Project Description and EIR (2006)
 - Healdsburg 2030 General Plan (2009)
 - Central Healdsburg Avenue Plan (2013)
 - MTC Priority Development Area Designation (2023)
 - SMART Station Location Direction
 - August 21, 2023 City Council Meeting
 - October 19, 2023 Community Meeting
 - February 20, 2024 City Council Meeting
 - Downtown Housing Capacity Study (2024)
 - MTC TOC Planning Grant (2025)
 - SMART EIR Addendum for Healdsburg Extension (2025)
 - Plan Bay Area 2050+ (2026)
- **September 2026**
 - Healdsburg Station Area Specific Plan process put on hold.

Healdsburg SMART Station Area Specific Plan

- **MTC TOC Planning & Implementation Grant Application**
 - Applied November 2023
 - Notice of Award March 2025
 - \$1,130,000
 - Funding supports preparation of the Specific Plan
- **Consultant Procurement**
 - Contract awarded to Opticos Design in April 2026.
- **Planning Schedule & Grant Timeline**
 - Planning effort anticipated to take 2–3 years
 - Consultant-led work began July 2026
 - Project placed on hold after SMART Board decision to reopen consideration of station location.
 - Grant funds must be fully expended by June 30, 2029

MTC's TOC Policy

MTC Transit-Oriented Communities (TOC) Policy

The Metropolitan Transportation Commission Transit-Oriented Communities (TOC) Policy was adopted in 2022 to align land use and transportation planning and investment across the Bay Area. It supports Plan Bay Area 2050+ by encouraging housing, jobs, and services near major transit.

Core Goals

- Increase housing supply near transit
- Encourage affordable housing
- Reduce dependence on automobiles
- Improve walking, biking, and transit access
- Support equitable development and anti-displacement strategies

MTC Tiers

Understanding MTC Transit Tiers

MTC organizes Transit-Oriented Communities into four “Transit Tiers” based on the level and frequency of regional transit service. Higher tiers require greater development intensity and stronger multimodal access.

Transit Tier	Typical Transit Type	Planning Expectation
Tier 1	Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San Jose)	Highest density mixed-use urban development
Tier 2	Stop/station served by two or more BART lines or BART and Caltrain	Strong urban residential and office growth
Tier 3	Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit	Moderate transit-oriented growth
Tier 4	Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	Small-scale transit-supportive development

Residential Density

Residential Density Requirements by Transit Tier

Transit Tier	Average Minimum Density	Average Maximum Density
Tier 1	100 dwelling units/net acre	150 dwelling units/net acre
Tier 2	75 dwelling units/net acre	100 dwelling units/net acre
Tier 3	50 dwelling units/net acre	75 dwelling units/net acre
Tier 4	25 dwelling units/net acre	35 dwelling units/net acre

Additional TOC Requirements

Other TOC Compliance Requirements

- Affordable Housing Production
- Housing Preservation
- Anti-Displacement Protections
- Commercial Stabilization
- Parking Management
- Transit Access

Additional Expectations

- Multimodal station access improvements
- Safe bicycle and pedestrian connectivity
- Reduced automobile dependence
- Alignment with climate and greenhouse gas reduction goals

Planning Area Boundary



Illustrative Basemap
Healdsburg SMART Station Area Specific Plan
Healdsburg, CA
August 2026



Priority Development Area

Includes:

- South Entry Area
- Central Healdsburg Avenue Plan
- Downtown Commercial Districts



South Entry Area

- Portion is within ½-mile radius of planned station.
- Identified as future growth area in need of an area or specific plan.
- Significant development/redevelopment potential.
- One mile of Russian River frontage
- Recreational opportunities/Veterans Memorial Beach
- Infrastructure needs.
- Connectivity via SMART multi-use path.

Planning Process to Date

Advisory Committees

- **Community Advisory Committee (CAC)**
 - Community input and feedback throughout process.
 - Represents residents, businesses, and stakeholders
 - Provides input on key deliverables throughout process
 - Advisory role only; policy decisions remain with Council
- **Technical Advisory Committee (TAC)**
 - Technical review and agency coordination.
 - Comprised of City departments and partner agencies such as SMART, MTC, SCTCA, SCT, County Parks, etc.
 - Ensures technical feasibility of plan concepts
- **Community Outreach Strategy**
- **Existing Conditions Report**

Central Healdsburg Avenue Plan

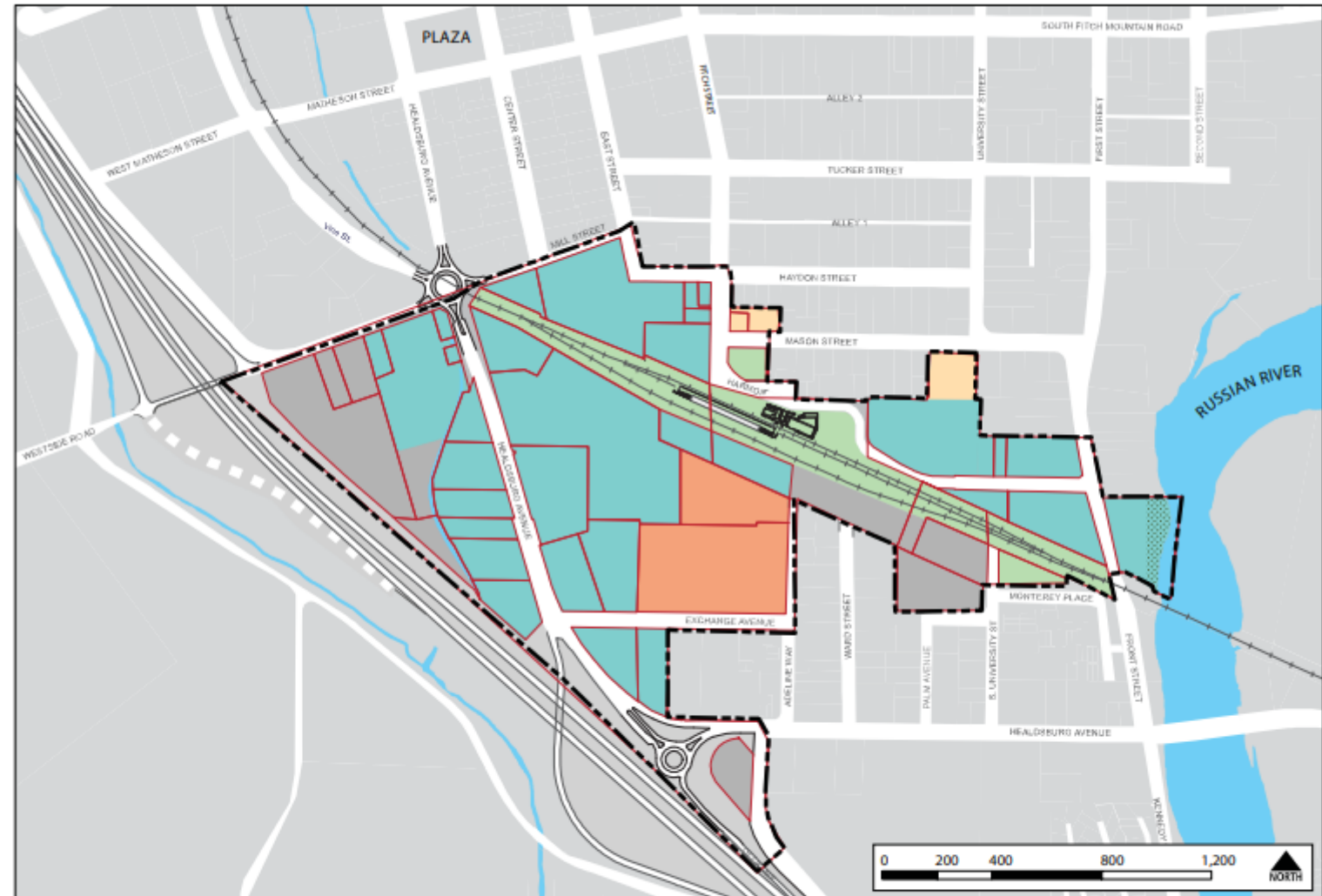


Fig. III-1: Land Use Framework

- Central Healdsburg Ave. Plan Area
- Industrial
- Mixed Use

- Transit Residential
- Medium Density Residential
- Public/Quasi-Public

- Riparian Setback
- ★ Planned Roundabout
- Planned Southbound On-ramp



Mill District

Mill District Lot 1

Hotel & Retail Spaces



Mill District Lot 4

43 Units

33 units/acre



Mill District Lot 7

41 units (affordable)

47 units/acre



The Hudson Senior Living

67 units +
10 affordable units

23 units/acre





Downtown Housing Capacity Study

Healdsburg, California

City Council Meeting
April 15, 2024



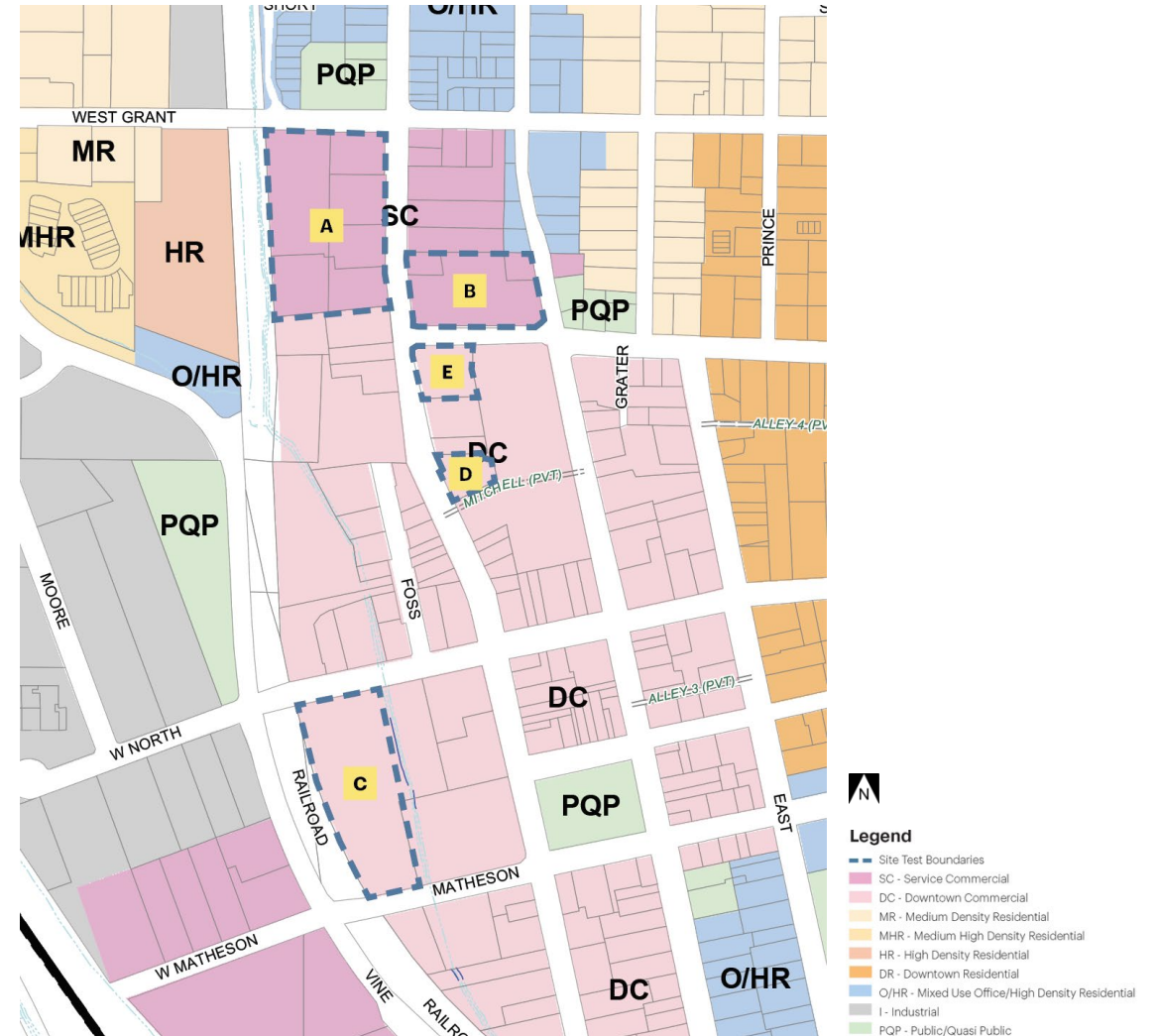
Economic & Planning Systems, Inc.
The Economics of Land Use



Site selection

Site testing was performed using real sites, which were selected based on:

- **Potential capacity** for new housing
- Current **site location and conditions** (vacant/underutilized, etc.)
- **Repeatability of findings** across multiple sites throughout Downtown Healdsburg



Site Test C: West Plaza Parking Lot

Existing Conditions



Site Test C: West Plaza Parking Lot

Conceptual Site Test

- The site introduces different pedestrian experiences along the ground floor including a new landscaped pathway on the west side, a pocket plaza, and an expanded sidewalk on North Street with shopfronts.
- The building steps back at 4th story along North and Matheson Streets to reduce scale and provide semi-private open space for residents.
- The parking structure in the center would supply parking for other uses in Downtown and is shielded from view with apartment units.
- A new street is introduced to create frontage onto the existing park, increase connectivity across the large block and provide vehicular access to alleys on site.



Yield Summary

Property Size	2.63 ac
Height	4 stories
Units	151 units
Parking	465 spaces
Parking ratio	1.0 spaces/unit
Lot coverage	62%
FAR	1.4
Density	57.4 du/ac

Parking Summary

Residential	151 spaces
Surface Parking	264 spaces
Replacement	
SMART	50 spaces
Total	465 spaces



Site Test C: West Plaza Parking Lot

Conceptual Site Visualizations

**View looking southeast
on Vine Street**



Existing Conditions

**View looking west
on North Street**



Existing Conditions



Conceptual site design



Conceptual site design

Questions

