

RECEIVED


SEP 01 2016

CITY OF SONOMA

## COVER SHEET

September 1, 2016

Dear Robert Felder, Chair, and Planning Commissioners

Enclosed are the signatures of all the residents living on Bragg Street and a letter asking that SAHA incorporate a masonry fence into the design of 20269 Broadway. Bragg is the street on the West property line of the proposed housing development at 20269 Broadway. 

cc: David Goodison, City Planning Director

1240 Bragg, Alicia and Scott Parker  
1250 Bragg, Laura and Mark Fraize  
1256 Bragg, Lisa and Larry Adams  
1260 Bragg, Tori and Steve Matthis  
1270 Bragg, Gracie and Guillermo Mendoza  
1280 Bragg, Joann and Tony Germano  
1290 Bragg, Lynn Fiske Watts and Deborah Dado

## 20269 Broadway Affordable Housing

Dear Commissioner Felder and all Planning Commission Members, David Goodison, City Planning Director:

All Bragg St. Residents have signed a letter asking with respect that the Planning Commission and City Planning Staff to strongly consider our request for "privacy design" for our homes and the Broadway Housing Development.

We understand the importance to the City of Sonoma to provide affordable housing for our fellow residents. You should also consider existing residents' desire to support this cause while maintaining our neighborhood "sense of place" that we have developed and nurtured over the years. With respect we ask you to implement some modifications to the site design that will benefit all. While SAHA along with the Community Advisory Committee have made substantial improvements to the original design we would hope that with your expertise you can continue to make it better since there is a 55 year City commitment to this project that we all will live with.

Best regards,

Anthony Germano  
1280 Bragg Street  
Sonoma

Dear Bragg St. Neighbors

As you are aware the City of Sonoma through the CDC has contracted with a developer, Satellite Affordable Housing Associates (SAHA) to provide low income rental housing on the vacant land parcel behind our homes called Broadway Affordable Housing Development.

SAHA along with their Architect are in the process of designing the project and will present their design for a public study session discussion at the September 8, 2016 Plan Commission Meeting.

There is a City link on their web site which has some information.

<http://www.sonomacity.org/Government/Resources/Broadway-Affordable-Housing-Project.aspx>

There have been several design meetings with SAHA and the Community Advisory Committee (CAC) which included neighborhood representatives. If you would like to be updated on the current site design, I would be happy to send you some information if you provide me your email address.

One of the important issues that have been discussed is "privacy for the Bragg St. residents". We have been told this is an important issue for the developer and their architect. They will try to make design accommodations to achieve this. One of the design considerations I proposed has been to include a "sound fence" at the rear of our properties along the west property line of the development. This would be a concrete/masonry fence that would act as a visual and sound buffer.

I believe this is the best solution to difficult privacy concerns. The developer will probably suggest a less costly fence, but looking at the total benefits to all residents this is the best alternative in the long run. This type of fence is more durable, requires less maintenance and its lifecycle costing is a better economical choice. These fences can be designed to be attractive and blend in with the architecture of the development. This will allow for year round privacy and better security. It is also critical that this maximum height "sound fence" be constructed at the beginning of the project construction in lieu of a temporary construction fence to help mitigate the adverse effects of air, water, soil and noise, pollution and other health and safety concerns on the adjacent single family residents and neighborhood. There will be major disruption of quality of life for a period of 15 to 18 months while this construction project is being completed.

I have already sent a letter to the Plan Commission advising them of my personal concerns with this project and requesting they consider the "sound fence" in their review of the project. It would be in our best interest if we as a group submitted a letter requesting this be part of the developers design plan approved by the Plan Commission. I would be happy to put together a letter stating such if there is common interest.

Best Regards,

Anthony Germano  
1280 Bragg St. Sonoma

GRACIE MENDOZA  
1270 BRAGG ST SONOMA CA 95476

David Goodison and Planning Commission Members

Re: Bragg Street Privacy Issues

Bragg St residents have concerns about the proposed Broadway Affordable Housing project located in our "back Yards". There have been several design meetings with developer (SAHA) and the Community Advisory Committee (CAC) which included neighborhood representatives. One of the important design issues that have been discussed is "privacy for the Bragg St. residents". We have been told this is an important issue for the developer, their architect and we hope for the Planning Commission as well. We have been promised they will make design accommodations to achieve this. One of the design considerations proposed has been to include a "sound fence" at the rear of the Bragg St. properties along the west property line of the development. This would be a concrete/masonry fence that would act as a visual and sound buffer between properties.

As Bragg St. residents we believe this is the best solution to difficult privacy concerns. This type of fence is more durable, requires less maintenance and its lifecycle costing is a better economical choice. These fences can be designed to be attractive and blend in with the architecture of the development. This will allow for year round privacy and better security. It is also critical that this maximum height "sound fence" be constructed at the beginning of the project construction in lieu of a temporary construction fence to help mitigate the adverse effects of air, water, soil and noise, pollution and other health and safety concerns on the adjacent single family residents and neighborhood. There will be major disruption of quality of life for a period of 15 to 18 months while this construction project is being completed.

Our homes have small backyards and are in close proximity to our rear property line. The developer is proposing two story structures only 20 feet away. We feel these structures should be single story structures and the setbacks should be increased.

We are therefore requesting that you strongly consider these design elements and implement them into the final project design and construction.

*Alicia Parker* Alicia Parker

*Scott Paricer* Scott Paricer 1240 Bragg St

David Goodison and Planning Commission Members

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*Lisa Adams* - Lisa Adams  
*Larry Adams* - Larry Adams

1256 Bragg

David Goodison and Planning Commission Members

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Toni Mathis + Trouba 1260 Bragg St.

Deborah Dado Deborah Dado 1290 Bragg St.

Cynn Fiske Watts Lynn Fiske Watts

1290 Bragg St

MARK + LAURA TRAZE 1250 BRAGG ST

ANTHONY BERNARDI 1280 BRAGG ST

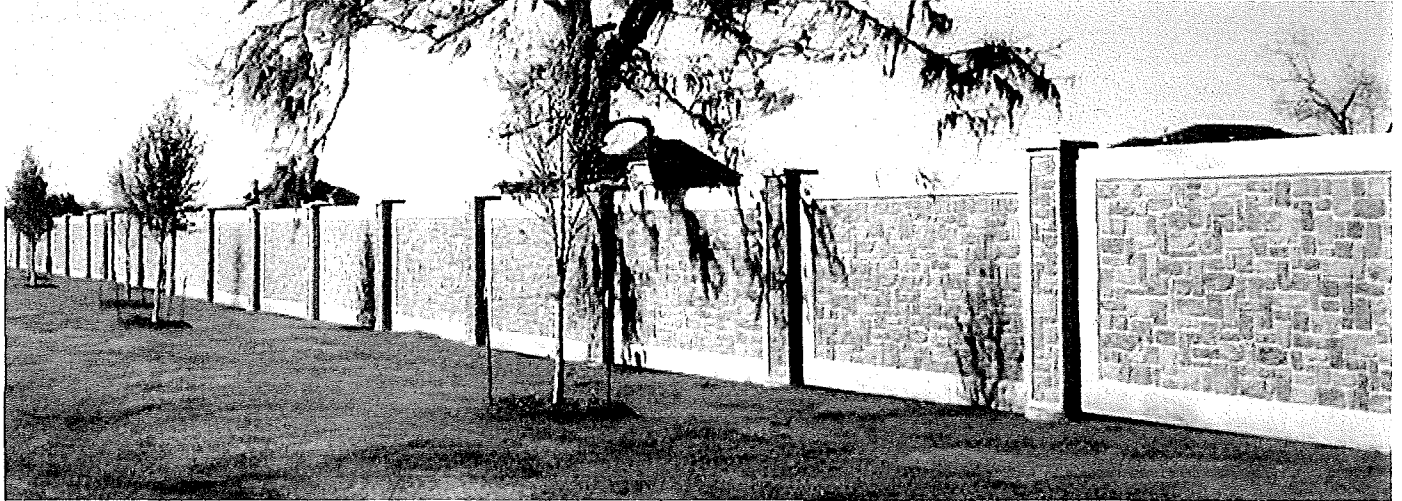
JUAN BELMANTO

# EXAMPLES OF MASONRY FENCES

## Residential Concrete Block Fence and Fencing

Written by Dennis Kleinman

Stone Tree® Concrete Fences provide residential fencing that minimizes the transfer of sound, reducing the noise being transferred to either side of your wall, whether it's from neighbors, your own conversations, traffic or other sound-producing nuisance.



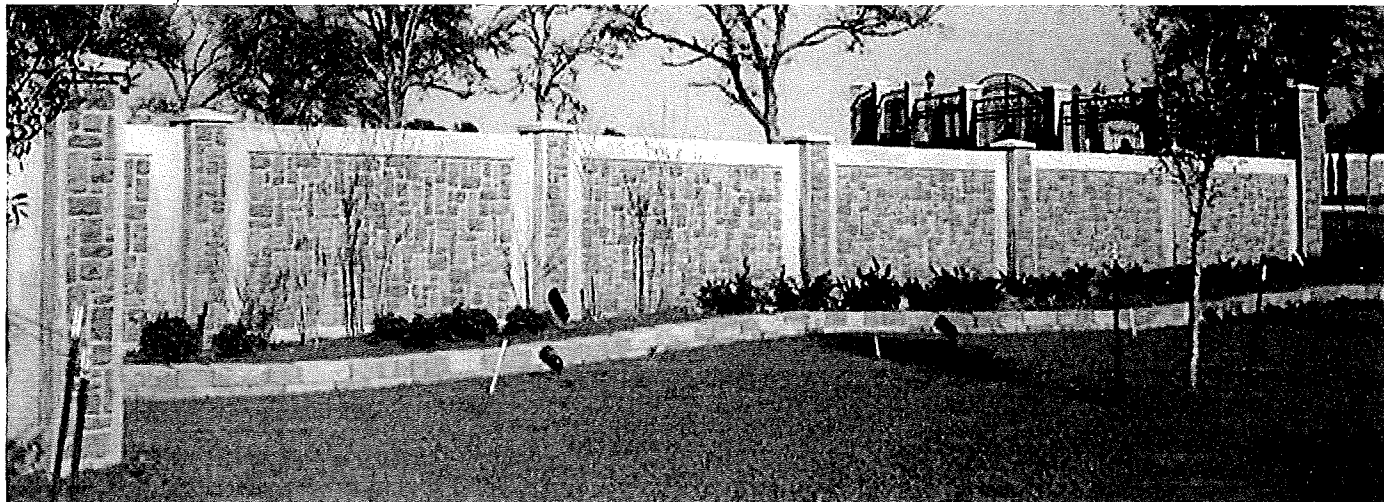
## Beautiful Home Fence

Until recently, residential fence styles were limited to decorative but insubstantial options such as vinyl, chain link, post-and-beam and wood picket fences, or costly and sometimes unattractive alternatives such as stone, brick or CMU block. Now, there is an affordable, aesthetically pleasing *residential fencing* design alternative to surround your home. Fences are formed from solid concrete to look like a **concrete block fence**.



## Concrete Fence Walls

Stone Tree® Concrete Fence Walls are vertically cast to ensure that a highly defined and natural-looking texture such as ashlar stone, stacked stone, river rock, coral stone, field stone, split face block or slate block is formed on BOTH sides of the wall to look like a *concrete block fence*. This means your home will be enclosed by a fence which looks beautiful from all directions.



## Long-Lasting, Low Maintenance Residential

Stone Tree® Precast Concrete Residential Fence Walls are economical, stable and robust. During the concrete fence installation process, they receive a stained sealant that protects them from the elements, vital to ensuring their longevity for generations to come.



## Wood Fences Require Maintenance

Wood fences require a lot of maintenance, having to be re-stained or painted, costing both time and money. Vinyl fences are not as versatile against the elements, and need excessive maintenance or to be replaced when excessive heat or cold temperatures cause the vinyl to deteriorate and warp or crack.



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CITY OF SONOMA

Deborah Dado

September 1, 2016

RE: 20269 Broadway proposed development and the environment

Dear Chairman Felder and Planning Commissioners,

I urge the Planning Commission to order an Environmental Impact Report for the proposed housing development at 20269 Broadway.

There are myriad situations that exist in this part of town and they need close scrutiny, which only an EIR can accomplish.

I've lived on the corner of Clay and Bragg for nearly 18 years and know that the area contends with a lot of traffic. Clay Street is a main road for residents of the surrounding neighborhoods and others from around the Valley as they head to the high school. It is also the only street service people and vendors of the Lodge use to make their deliveries; most of the vehicles are big trucks run by diesel fuel. They are loud and heavily pollute the air. Many drivers make illegal U-turns at the corner of Clay and Bragg and when they do, my house fills with diesel fumes, which do not dissipate quickly. I get upset when this happens because I lead a healthy lifestyle and am aware of the bad health effects of these fumes. I've asked for the City's help on many occasions and they included getting the sheriff to issue citations for illegal turns and preventing parking next to my house, which sits only 18 feet from Clay Street. Drivers park their trucks there, engines running, and my house again fills with diesel fumes.

But the diesel fumes will have an even more deleterious effect on future residents of 20269 Broadway because trucks are always concentrated around the loading dock at the hotel. SAHA's proposed plans show buildings just a few feet from the sidewalk and Clay Street.

The people who will live at 20269 will be dosed with fumes and battered by all the noise associated with unloading, garbage dumpster removal, and other activities from 6:30 AM until 7:30 PM every day of the week.

The site plans show buildings on Clay but there are also many on Broadway, which is also thick with truck traffic and fumes. The new folks will be surrounded by traffic and air pollution.

The air pollution needs to be taken seriously because it exacerbates illnesses like asthma and heart disease. All environmental agencies confirm these risks are real and should be avoided.

An Environmental Impact Report will take into account the air quality of the area nearest the proposed development.

I hope the Planning Commission will take the health and well being of future residents into account and order an EIR.

Thank you.

Deborah Dado  
1290 Bragg

A handwritten signature in cursive script that reads "Deborah Dado".

August 30, 2016

Dear Planning Commissioners,

We are writing to say an Environmental Impact Report must be required for the property at 20269 Broadway for these reasons, at the very least:

- Broadway and Clay is a busy intersection because two big businesses that draw traffic dominate the area
- There is a lot of truck traffic on Clay Street because the loading dock at the Lodge Hotel is located there
- The block is loud and the air is dirty from the exhaust emissions of big trucks. An EIR would help make sure there are stringent protections for people who will live in the development
- An EIR will be written to include the management of the construction phase of the project, which will bring loud noise, dirt and dust, and the like. These activities must be managed, monitored, and enforced. The formality of an EIR will go a long way to ensure the construction site is well managed.

Paulette Lutjens and Bill Oran

Johanna Avery  
1360 Bainbridge, Sonoma

Pat Milligan  
415/336-6967

Christa Bianchini and Gary Bianchini  
155 Newcomb Street, Sonoma

Jim and Diana McAuliffe  
124 Cooper

Scott and Alicia Parker  
1240 Bragg Street

September 1, 2016

Charlene Thomason  
102 Clay St.  
Sonoma, CA 95476

**Re: 20269 Broadway, Sonoma**

Dear Chairman Felder and Planning Commissioners:

My name is Charlene Thomason and I reside at 102 Clay St. in the St. Francis Place development. Our development includes the first block of homes on Clay, as well as Bragg and Cooper Streets. It is 8.3 acres and includes a protected riparian pond. There are 87 neighbors living in St. Francis Place.

Several years ago neighbors appealed to the Traffic Safety Committee because it was difficult to turn left from Clay St. onto Broadway due to poor visibility. The City painted that corner red.

With the new proposed development at 20269 Broadway these 87 residents will be joined, potentially, by 205 new neighbors. The hazard of visibility will be aggravated by additional problems at this intersection.

The current SAHA site plan allows for only 70 parking places for approximately 205 residents. We presently have traffic and parking problems due to employee parking from The Lodge, loading dock issues due to a daily parade of jackknifed trucks making deliveries and providing services, and overflow parking from Train Town, which on holiday weekends fills our streets.

As planned, the 20269 Broadway development will include disabled veterans. Many of these veterans, perhaps using walkers or wheelchairs, will take the Sonoma County Transit bus that stops at the southern exit of Train Town on Highway 12 for the 2.5 hour bus ride to Santa Rosa for veterans' services. Northbound traffic on Highway 12 changes quickly from two lanes to one lane just as drivers accelerate from the intersection of Leveroni and Broadway. It is a big concern that Vets will ambulate at this unmarked juncture to a bus stop with no cement pad, no benches, no overhang for bad weather and sitting on a gravel patch where cars converge to one lane.

The intersection at Clay and Broadway has visibility issues, loading dock issues,

bus stop issues, parking issues, and traffic issues because it is located between The Lodge, Train Town, Friedman Bros., Sonoma Valley High School, and Adele Harrison Middle School. There are four lanes on Broadway for only a short distance, where accelerating cars move north on Broadway, but the highway then quickly converges into just two lanes in front of Train Town. This is a current problem but when future residents cross to access public transportation, it will become a very serious safety issue for them. Residents in the area struggle already with weekend traffic on Broadway and, while waiting to get onto Broadway, we often watch visiting families push strollers and hang on to toddlers crossing to Train Town from their parked cars on Clay Street. There are some very tense moments as they run across the highway.

The proposed housing development deserves close scrutiny for many legitimate reasons but traffic and safety issues for pedestrians need focused attention. I hope and trust the Planning Commissioners will study all the projected factors and anticipate new ones before unintended consequences take root.

Respectfully,  
Charlene Thomason

To the City Council and Planning Commission  
In regard to the SAHA proposal for low income housing on Broadway

Like many residents of the city who live near the proposed site, we applaud and support the city for every effort made to meet the housing needs of the low income population of Sonoma. Our experience in other cities and towns shows us that good neighbors don't necessarily have to have the income that supports the purchase of homes in a place like Sonoma, and we welcome a community that represents a diversity in incomes, political ideology, race, age, and occupation. That said, we are concerned—worried is a better word—about some aspects of the proposal, and we want to voice our concerns in the hope that we may convince you that they should be your concerns and the community's concerns if they aren't already.

Based on what we have read about the project and on SAHA's presentation to the community in late August, SAHA paints a picture of a tranquil dwelling for seniors, veterans, and the working poor of Sonoma and nearby environs, where occupancy is well below the allowable maximum and all tenants magically cultivate a predilection to garden solely by virtue of the property's small common space. Certainly that's a nice picture, and it makes a wonderful selling point. And if we had never been exposed to low income housing before, SAHA's vision may be all that we need to get behind their proposal 100 percent. But we have seen and lived near low income housing—new low income housing that we watched as it was built and occupied—and we know that it is never the outcome that exceeds the vision. We have seen seniors, veterans and the working poor pushed aside by a criminal element, and we have seen overcrowding, blight, and innumerable changes to neighborhood dynamics, including the proliferation of drug abuse and petty crime. SAHA's proposal doesn't talk about this. It doesn't account for human nature. Instead, it glosses over the predictable outcomes. It ignores the tough questions so as to focus on the idealistic vision that is required to push the project through.

We welcome SAHA and the planning commission to provide a picture of what the neighborhood will really look like a few years from now. When SAHA predicts only 110 people will live in a space designed for more than 300, we would like to see the justification for their outlook. When they say that overcrowding and illegal subletting are not an issue at their other properties because their onsite managers enforce the rules around tenancy, we want to know how many people they have actually evicted due to illegal subletting. When we express concern for the pedestrians and drivers on Broadway and SAHA says that a crosswalk or stoplight is not in the plans, we want to see an environmental impact study with actual data that inform us about traffic and parking. And when SAHA states that their proposal must meet prescribed density requirements, we say the project should reflect the needs of the community, regardless if SAHA's business model is compromised.

We are concerned about our safety and the safety of our neighbors, the sudden increase in the population density, pedestrian safety, traffic issues and parking issues. And we are concerned that the neighborhood will suffer and yet the community's needs for low income housing still won't have been met. We are concerned about SAHA's "if we build it they will come" attitude and their indifference to our neighbors' requests for more thorough study. We

feel that any low income housing that our neighborhood supports must address the concerns of the inhabitants, not just of the developers and that a project as impactful as this requires careful study rather than purposeful delusion and fantasy.

Sincerely,

Jamie Poolos and Shannon Dunn  
20504 David Street, Sonoma  
415 599 6414  
jpoolos@gmail.com

8/30/2016

134 Cooper Street  
Sonoma, CA 95476

August 24, 2016

Robert Felder, Chair  
Planning Commission  
City of Sonoma  
No. 1 The Plaza  
Sonoma, CA 95476

Re: Affordable Housing Project at 20269 Broadway, Sonoma

Dear Mr. Felder:

As currently proposed the development at 20269 Broadway plans for 49 units on 1.97 acres. This is denser at 24.87 units per acre than any other affordable development of similar size and demographics in Sonoma and Sonoma Valley. This density does not fit with the surrounding area and is higher than other developments here.

I did a comparison of units per acre of affordable developments in Sonoma (including Sonoma Valley), Healdsburg, Sebastopol and Cotati. My comparison excluded any developments with less than 20 units or senior only complexes. I included cities with the closest population sizes to Sonoma. The average density (units per acre) for Sonoma and Sonoma Valley is 18.69. (See Attachment A) This is almost 6 units less than proposed at the Broadway site. Both Healdsburg's and Sebastopol's density averages are less than Sonoma's. Only Cotati has a higher average but the combined average of all four cities is 17.97, again almost 6 less than what is planned for the Broadway site. (See Attachments B & C). This seems to be quite a variation from developments to date.

My husband and I have stated before we feel 49 units on that site is too dense. I believe that my research shows that not only is it too dense, but it is more dense than other affordable developments with similar demographics in the county.

Sonoma is a small town and we believe many people living here will state that as one of the main reasons for moving here. Building a complex with this density is not in line with the character of Sonoma and will impact the small-town charm of our city.

Please reduce the density of this development so that it is more similar to other developments in the city and the county and protects Sonoma's sense of place.

Thank you for your time and consideration.

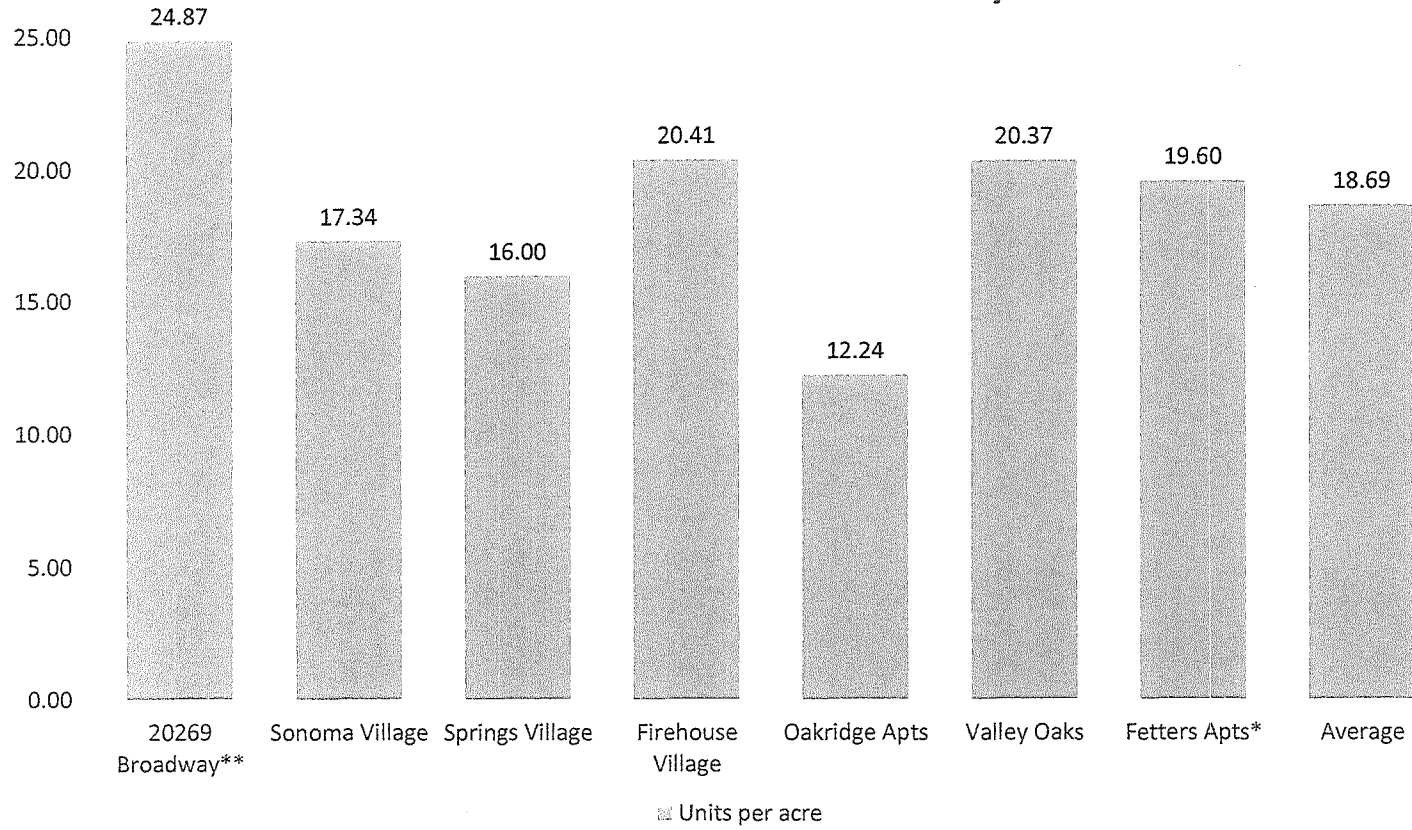
Sincerely,

Roda Lee Myers

Attachments

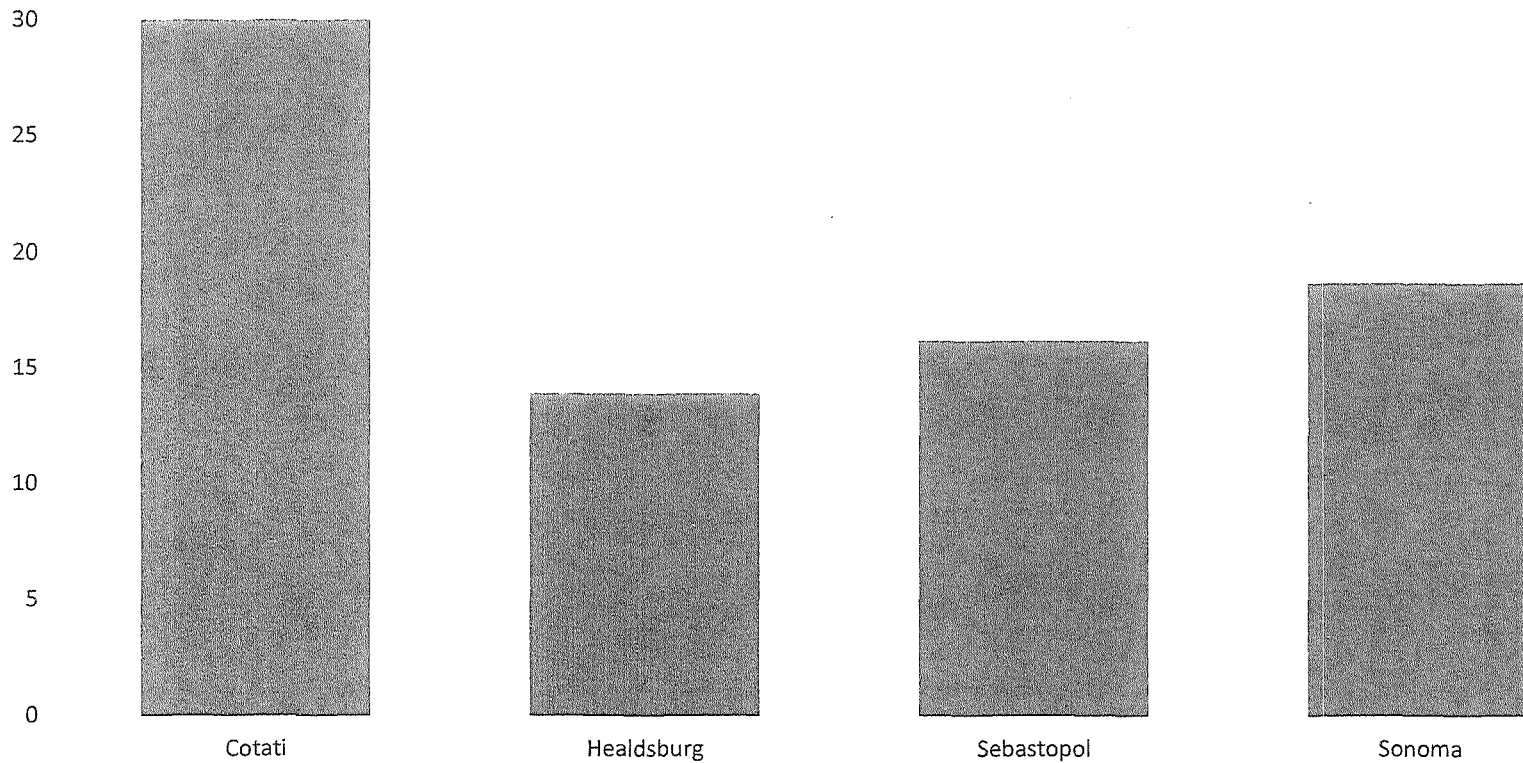


### Affordable Housing Comparison of Units per acre for Sonoma and Sonoma Valley



\*\* in planning \*in development

## Sonoma County Affordable Housing 4-City Comparison Average Units per Acre



City	Population	Sq. Miles
Cotati	7,445	1.883
Healdsburg	11,687	4.64
Sebastopol	7,678	1.853
Sonoma	11,017	2.742

**Sonoma County 4-City  
Affordable Housing Comparison**

Development	No.of		Units per	
	Units	Parcel Size	acre	City
20269 Broadway**	49	1.97	24.87	Sonoma
Sonoma Village	30	1.73	17.34	Sonoma(C)
Springs Village	80	5	16.00	Sonoma(C)
Firehouse Village	30	1.47	20.41	Sonoma
Oakridge Apts	35	2.86	12.24	Sonoma(C)
Valley Oaks	43	2.11	20.37	Sonoma
Fetters Apts*	60	3.06	19.60	Sonoma(C)
		<b>Average</b>	<b>18.69</b>	
Canyon Run	51	4.25	12	Healdsburg
Fitch Mountain Terrace I	40	3.97	10.08	Healdsburg
Fitch Mountain Terrace II	20	1.55	12.90	Healdsburg
Foss Creek	64	3.2	20	Healdsburg
Harvest Grove	44	3.03	14.52	Healdsburg
Oak Grove	81	5.86	13.82	Healdsburg
		<b>Average</b>	<b>13.89</b>	
Bodega Hills Apts	24	1.54	15.58	Sebastopol
Gravenstein North	60	4	15	Sebastopol
Petaluma Avenue Homes	45	2.5	18	Sebastopol
		<b>Average</b>	<b>16.19</b>	
Marvin Gardens	37	0.97	37	Cotati
Wilford Lane	36	1.52	23.68	Cotati
		<b>Average</b>	<b>30.34</b>	
		<b>Overall Average</b>	<b>17.97</b>	

\* in development

\*\* in planning

Dear Mr. Felder -

I am one of eight community members serving on the Satellite Affordable Housing Associates' (SAHA) Community Advisory Committee. SAHA is the chosen developer of the 20269 Broadway housing site. Our job is look at their site plans and make recommendations. We are not allowed to discuss any other topic. But it is important to go on record with the Sonoma Planning Commission that I do not support the proposed building plans because of the scale and the proposed AMI levels. I firmly believe the Commission members should order a full EIR, discuss reducing the density, and consider a change in the proposed AMI levels to include moderate income residents.

Please forward my comments to all of the members of the Commission.

Thank you -

Kimberly Johnson  
225 Pickett Street  
Sonoma

August 31, 2016

Dear Chairman Felder and Planning Commissioners,

Mary and I were born and raised in San Francisco. We have lived in Sonoma for as long as we lived in San Francisco. We are familiar with the issue of the cost of housing affecting ALL working people. This is a local, County, State and National issue. We support affordable housing.

As members of the community that surrounds this project, we want reasonableness to be the guiding principle. Density is critical. Trying to solve decades-long local "goals" in one project is NOT reasonable and will negatively impact the quality of life for all. Do not try to fit a square peg in a round hole. Thoughtful, reasoned, considerations for diversity, inclusion, safety, density and quality of life needs to prevail at the end of the day.

Mary and Lou Antonelli  
175 Cooper Street  
Sonoma

cc: David Goodison

Dear Chair Felder and Commissioners:

As a neighbor of the Broadway & Clay Street's affordable housing project and an interested party and member of the neighborhood committee, I write to you now with a list of unresolved concerns that we need answers to before the project progresses too far down the road to breaking ground. I will limit my concerns to those issues that are more within the purview of the Planning Commission and leave questions of the application process, the Housing Element, preferences, set-asides and resident profiles to the City Council.

The issues are numbered and are in no particular order – they are the following:

1. Will there be an EIR or a Negative Declaration?
2. The proposed density of the project is too great for the 1.97 ac. We believe that for the project to be a success, density should be no greater than 25-35 units on this parcel.
3. Has the City explored all options as to other parcels around town? Maybe some of the problems, i.e., density, traffic, and parking could be alleviated if affordable housing were shared with other sites in town.
4. Does the City have the sewage capacity and water availability to meet the project requirements?
5. Should an EIR be required in order to deal with flooding on the project site?
6. Can the surrounding neighborhood absorb the number of

new residents and the parking and traffic they will generate?

7. Are the city schools ready for the influx of new students?

8. Sonoma residents, such as Seniors, should have a "preference" over others!

9. Will the Manager be full-time or merely a drop-by?

10. Project site may become an environmental disaster due to air quality, smells, noise from The Lodge's dock/garbage area. Residents may become sickened.

11. Will the City provide enough police, fire and other services to meet present and future demands?

12. Can public transportation systems be developed and coordinated to meet the project's demands?

13. Will Train Town and The Lodge be required to provide employee parking?

14. Cal Trans has not yet weighed in on modifications to Broadway, such as a center turn lane, a safe crosswalk, a traffic signal and the ingress/egress being established on Broadway.

Thank you for your attention to these concerns and please don't hesitate to call if I can be of any further assistance.

Sincerely,  
Bob Mosher  
142 Clay St.

Raj Iyer, Ph.D.

1230 Pickett Street

Sonoma, CA 95476

Robert Felder

Chair, Planning Commission, City of Sonoma

1 Sonoma Plaza, Sonoma, CA 95476

**September 1, 2016**

**Ref:** Broadway Affordable Housing Project

Dear Mr. Felder:

Notwithstanding the goal of extending access to vulnerable and underserved populations, the proposed affordable housing development on Broadway in Sonoma poses several major concerns to all community stakeholders. I am writing to express serious reservations about the design, facility management and intent-to-serve considerations currently proposed by SAHA, enumerated below:

- **Density:** As proposed, the total number of units and per-unit occupancy levels will create very substantial parking, ingress/egress (even if created solely on Broadway) and traffic safety impacts on our community, ultimately posing grave safety hazards and permanently altering a major town entrepot from its semi-rural character into a fully urban setting. Sonoma's Planning Commission has a long and creditable history of limiting growth plans which are inconsistent with the City's aims of providing a sustainable, high-quality living environment for its citizens and visitors. I daresay that the Commission and City Council would not have allowed this type of development in normal circumstances (should it have been proposed by a private developer). Sonoma needs housing which is well-aligned with local zoning laws, design requirements and size limits.
- **Equal Access:** Affordable housing projects deliver best value when they are designed and built to serve a wide range of needy populations across several economic strata. As proposed, the Broadway project will only serve an extremely narrow sub-section of the needy population consisting of largely homeless and/or otherwise very indigent persons/families, most of whom will not have local community roots. In particular, the absence of a critical mass of unit set-asides for local seniors and other local working professionals runs counter to the basic principles of affordable housing which emphasize intra-community cohesion, reasonable proximity of residences to work locations, etc. Furthermore, given the proposed eligibility criteria and anticipated composition of the applicants, Broadway project residents are unlikely to benefit from work opportunities within Sonoma and/or the surrounding areas.



- **Public Safety:** Homelessness is often regrettably associated with a history of substance and alcohol abuse, mental illness and co-morbidities including a range of chronic diseases. These serious medical conditions trigger frequent emergencies and visits to state-funded facilities. It is reasonable to assume a heavy safety, traffic and noise burden posed by such conditions on a small neighborhood and community. Equally importantly, the Commission and Council must consider the impact of drug and alcohol abuse recidivism and petty crime on the neighborhood, city and business establishments in the vicinity. If allowed to proceed as proposed, these impacts will be in perpetuity, posing serious burdens on local law enforcement, and grave safety concerns for city and neighborhood residents alike. Anecdotal evidence exists for lowering of law enforcement vigilance when faced with repeated violations and petty criminal acts. The danger to community safety cannot be overemphasized. The economic impact from lost tourism revenues is similarly not to be dismissed.
- **Facility Management:** Several affordable housing projects in California have become festering hotbeds of inadequate services, intransigent residents, chronic petty crime and significant neighborhood deterioration because of improperly conceived intent, design, execution and management. In this regard, the Commission must thoroughly assess SAHA's track record with managing other projects to ensure compliance with community aspirations and city ordinances. Equally importantly, the project's long-term financial sustainability specifically in terms of guaranteed Federal / State funding for SAHA must be rigorously validated. If not clearly defined and formalized, this project [whether executed as proposed or in a different configuration] is likely to become a blight and remain an unacceptable financial and safety burden on Sonoma forever.

I urge the Planning Commission to require an EIR and additional studies related to these and other concerns raised by community stakeholders in this important process. Affordable housing is a laudable goal – when designed and executed with the community's interests uppermost, these projects can serve as a valued benchmark and beacon of planning to California. Thank you for your attention.

CC: David Goodison, Director, City Planning, City of Sonoma

Sincerely,



Raj Iyer

Dear Planning Commission Members,

I strongly suggest that you not rush ahead with the approval of the proposed low income housing project at 20269 Broadway without getting an Environmental Impact Report. I understand the town gave \$100,000 to SAHA for the design, so let's spend a few more dollars for the EIR so we are aware of all the effects this large residential project is going to have on the area. I'm not sure why the town would want to rush this through and take the liability of not getting an EIR. The low income housing quota does not need to be in place for several years from now so we certainly have the time to do this.

The particular intersection of Clay and Broadway is very busy with foot traffic, commercial traffic, school traffic, and residential traffic. On Clay Street itself there is a lot of commercial traffic because the loading dock at the Lodge Hotel is located there. That part of Clay Street is loud and the air is dirty from the exhaust emissions of big trucks. An EIR would help make sure there are stringent protections for people who will live in the development.

An EIR will also cover the management of the construction phase of the project, which will bring noise, dirt and dust. I feel it is important that these activities be managed, monitored, and enforced. The formality of an EIR will go a long way to ensure the construction site is well managed and it may reveal items that the town has not thought about, but items that people should certainly be aware of.

Please forward this to the other members of the Planning Commission and anyone else you think should see it.

Thanks for your consideration,

Dean Littlewood  
185 Cooper Street  
Sonoma, CA 95476

RECEIVED

SEP 01 2016

CITY OF SONOMA

September 1, 2016

Lynn Fiske Watts  
1290 Bragg Street  
Sonoma CA 95476

**RE: 20269 Broadway Housing**

Dear Chairman Felder and Planning Commissioners:

There are at least two good reasons not to support SAHA's proposed site plans for 20269 Broadway:

1. To build housing across from the loading dock at the Lodge at Sonoma would be almost a textbook example of environmental injustice because it is an excessively polluted and noisy block of Clay. (See attached images of site plan and Clay Street.)
2. SAHA's financial plan is dependent, in large part, on Federal funding sources, which are widely reported to be at their lowest point in decades and are expected to continue to drop.

We don't know what SAHA will do if and when the Broadway development cannot sustain itself due to lack of a continuous flow of public money.

**Environmental injustice and Clay Street**

One hallmark of environmental injustice is having to live in areas where air quality is poor and noise levels are high. If the Planning Commission allows the SAHA plan to proceed in its current iteration, future residents of the Broadway development will be exposed to air pollutants known to cause asthma, diabetes, low birth weight and other health complications. The EPA states unequivocally that diesel exhaust is significantly toxic.

I can say, with authority, that Clay Street between Bragg and Broadway is heavily burdened by big trucks using diesel fuel. I've lived on Bragg and Clay for almost 18 years and have experienced high levels of diesel fumes inside my own home during that time. A while ago, a PG&E service person was in my house on another matter and she discussed nitrogen oxides with me. She had a meter and measured the air quality in the living room after a Sierra Nevada truck backed up onto Bragg. While I can't recall the exact reading, the measurements were high and considered in the unhealthy zone.

The addition of more buildings on Clay across from the hotel will create a kind of street canyon, trapping the pollution for longer periods and causing the noise to echo and bounce around.

The entire area around the dock is loud and filthy. Septic trucks blow out a putrid stench and leave their engines on to power the hoses, 18 wheelers with noisy refrigeration units pollute the air with fumes and noise, industrial carpet cleaners run their trucks for as many as 7 hours each day over a period of 4 days. Backup beeps are nearly constant. The Lodge refuses to move its recycling operations to the other side of their property and 15 large bins of wine bottles get dumped on Mondays; that is a shocking experience. The list goes on and on.

Future residents will be situated much closer to the dock at the hotel than I am, 50 yards away. I sincerely hope the Planning Commission looks at the situation on Clay Street and determines the SAHA plan needs to change to move human beings away from known sources of noise and pollution.

For your reference I have included a couple of photos of trucks and their accompanying noise measurements. The City's noise ordinance allows for between 55 and 65 dBA. You can see noise levels exceed that in these instances, but every day the activities at the dock exceed what is allowed.

### **Sustainable funding and SAHA**

SAHA is looking for public funding for its proposed housing development at a time when Federal assistance is dwindling. It is predicted by the Center on Budget and Policy Priorities that housing assistance funding could fall to its lowest level in 40 years (the report is available online).

"Funding for rental assistance has fallen sharply, largely driven by rigid caps on non-defense discretionary programs. Left unchanged the budget caps could drive housing assistance spending to its lowest level since 1980, relative to the size of the economy."

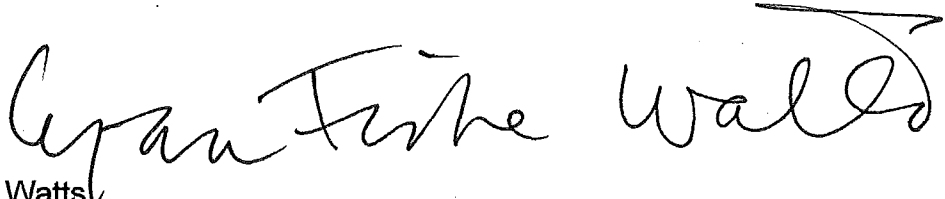
I understand this SAHA project is exciting to many people and, if built to the proposed density, it will be like a wave of a magic wand because it will fulfill and exceed the City's projected housing needs of 47 units by 2023. But what happens when SAHA loses its funding in the years to come? There must be a Plan B and I think it is within the Planning Commission's purview to pose the question and insist on a realistic, defensible answer. Your thoughtful and

deep consideration of this proposed housing project may take time and I do hope you take all the time you need to consider all aspects of building this development, despite SAHA's goal to get this done during this year's funding cycle.

I appreciate your have volunteered carry some heavy weight on your shoulders and hope everyone on the Commission is ready to lead the City through what I have experienced as a contentious time.

Thank you.

Sincerely,

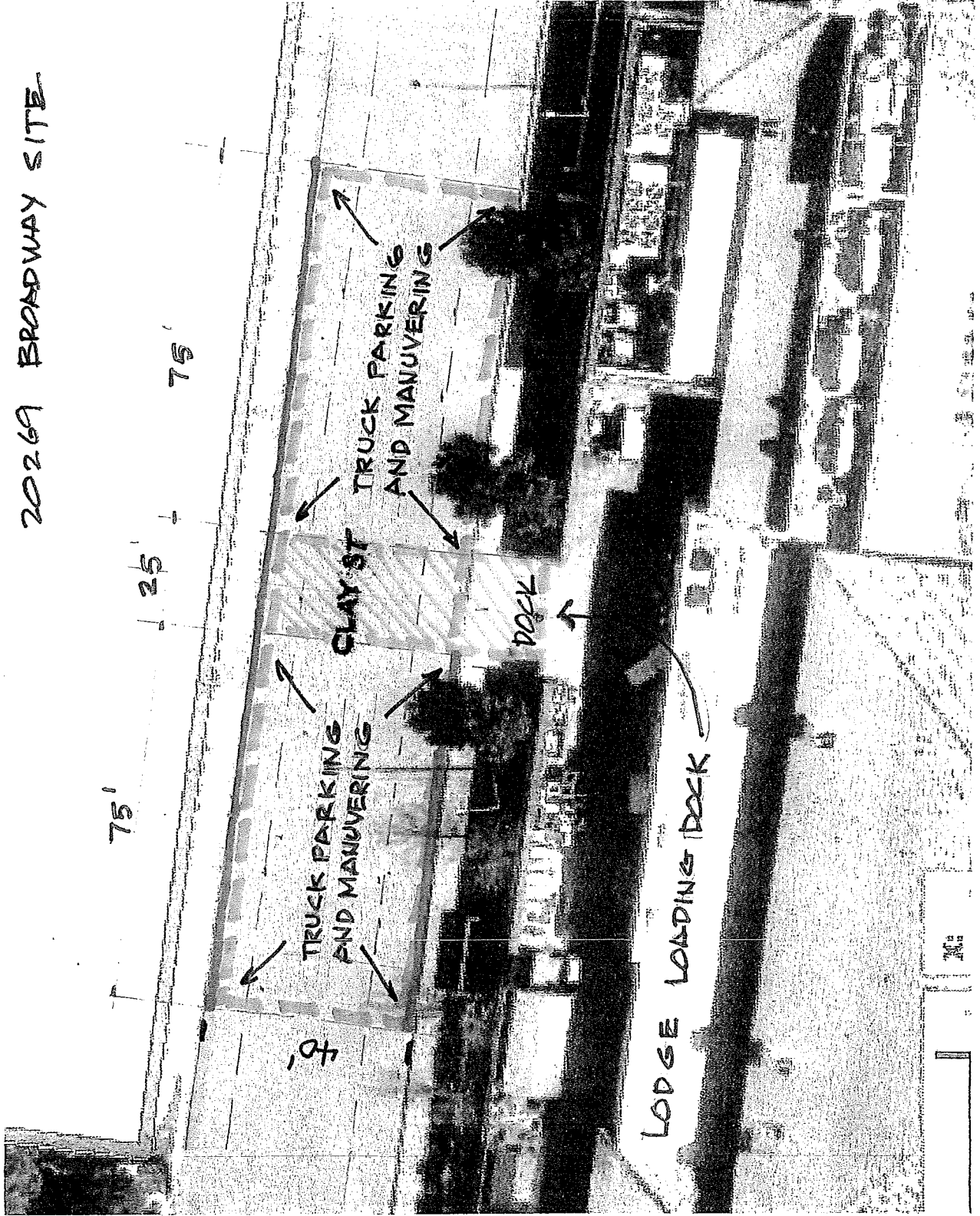
A handwritten signature in cursive script that reads "Lynn Fiske Watts". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Lynn Fiske Watts  
1290 Bragg Street

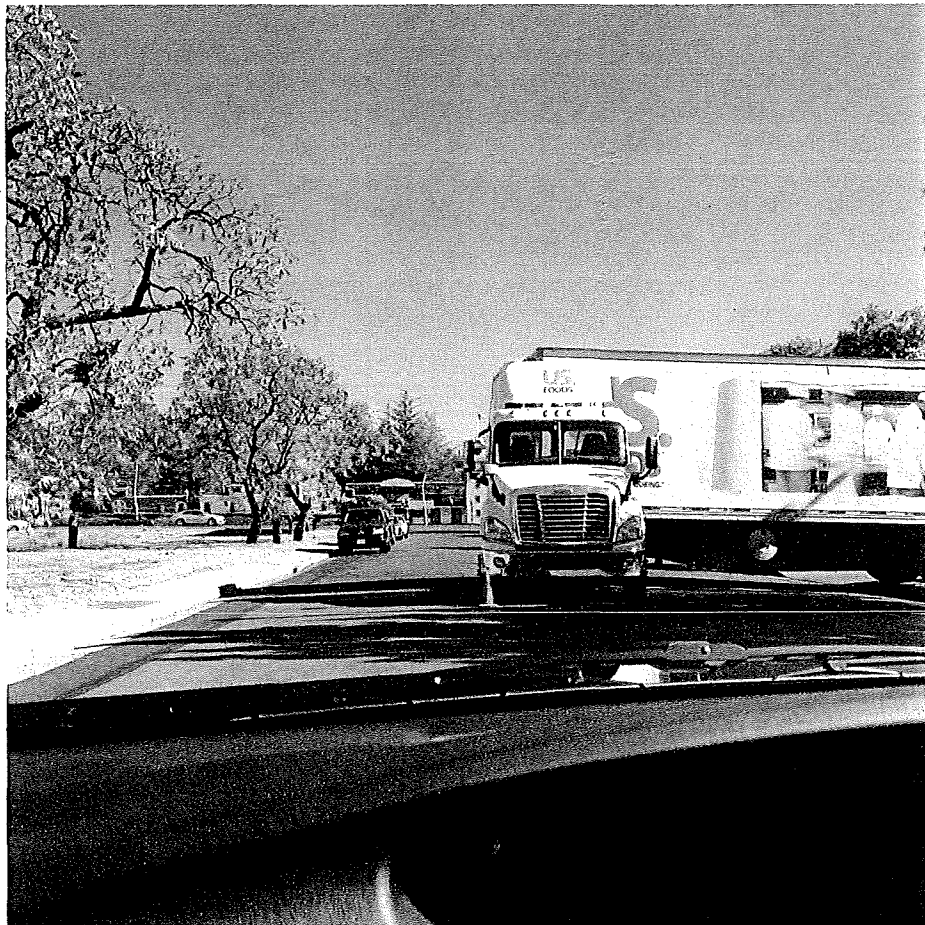
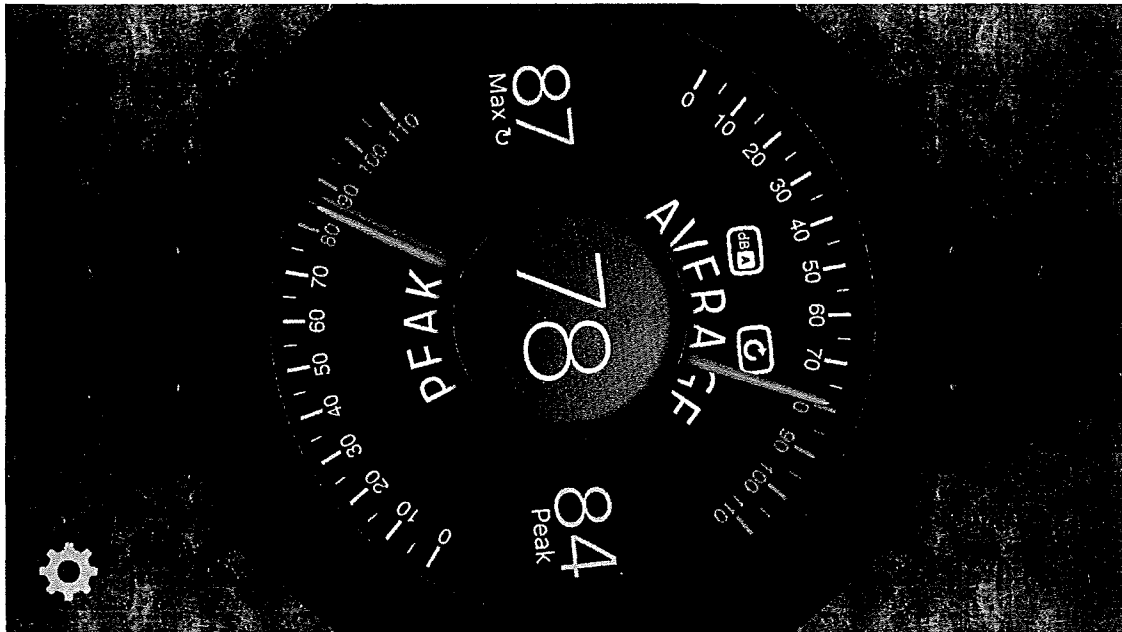
BRAGG STREET



20269 BROADWAY SITE



Noise level of parked truck





Noise level - parked truck



Chef's Warehouse



CLAY Street

SAHA



SAHA  
HOUSING

CLAY Street

# CLAY Street

SAHA  
housing



SAHA  
Housing



Lodge Loading dock  
CLAY Street

CLAY STREET, AT LODGE LOADING DOCK.  
FACING WEST.



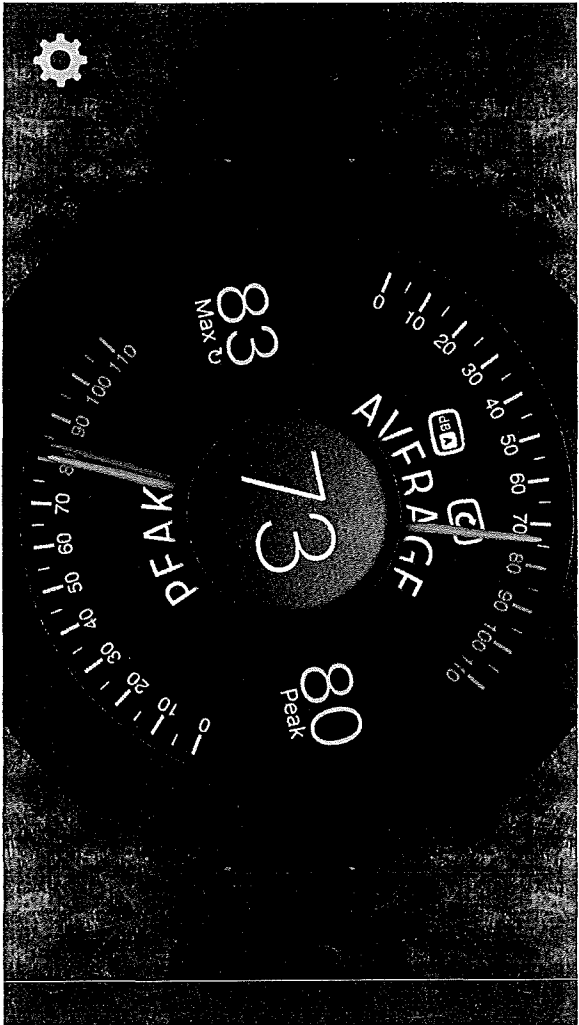
NEW STRUCTURES  
(20269 BROADWAY)  
PLACED HERE

LODGE LOADING DOCK



NEW HOMES

Pepsi Truck @ Lodge Dock  
8-30-16



73 dBA

# **Diesel Engines and Public Health**

## **Health Impacts of Diesel Pollution**

Diesel-powered vehicles and equipment account for nearly half of all nitrogen oxides (NO<sub>x</sub>) and more than two-thirds of all particulate matter (PM) emissions from US transportation sources.

Particulate matter or soot is created during the incomplete combustion of diesel fuel. Its composition often includes hundreds of chemical elements, including sulfates, ammonium, nitrates, elemental carbon, condensed organic compounds, and even carcinogenic compounds and heavy metals such as arsenic, selenium, cadmium and zinc.<sup>1</sup> Though just a fraction of the width of a human hair, particulate matter varies in size from coarse particulates (less than 10 microns in diameter) to fine particulates (less than 2.5 microns) to ultrafine particulates (less than 0.1 microns). Ultrafine particulates, which are small enough to penetrate the cells of the lungs, make up 80-95% of diesel soot pollution.

Particulate matter irritates the eyes, nose, throat, and lungs, contributing to respiratory and cardiovascular illnesses and even premature death. Although everyone is susceptible to diesel soot pollution, children, the elderly, and individuals with preexisting respiratory conditions are the most vulnerable. Researchers estimate that, nationwide, tens of thousands of people die prematurely each year as a result of particulate pollution. Diesel engines contribute to the problem by releasing particulates directly into the air and by emitting nitrogen oxides and sulfur oxides, which transform into "secondary" particulates in the atmosphere.

Diesel emissions of nitrogen oxides contribute to the formation of ground level ozone, which irritates the respiratory system, causing coughing, choking, and reduced lung capacity. Ground level ozone pollution, formed when nitrogen oxides and hydrocarbon emissions combine in the presence of sunlight, presents a hazard for both healthy adults and individuals suffering from respiratory problems. Urban ozone pollution has been linked to increased hospital admissions for respiratory problems such as asthma, even at levels below the federal standards for ozone.

Diesel exhaust has been classified a potential human carcinogen by the U.S. Environmental Protection Agency (EPA) and the International Agency for Research on Cancer. Exposure to high levels of diesel exhaust has been shown to cause lung tumors in rats, and studies of humans routinely exposed to diesel fumes indicate a greater risk of lung cancer. For example, occupational health studies of railroad, dock, trucking, and bus garage workers exposed to high levels of diesel exhaust over many years consistently demonstrate a 20 to 50 percent increase in the risk of lung cancer or mortality.<sup>2</sup>

## **Diesel Pollution and Public Health Solutions**

The public-health problems associated with diesel emissions have intensified efforts to develop viable solutions for reducing these emissions. Both federal and state governments have taken steps to reduce diesel emissions, but more work needs to be done.

**Cleaner Fuels** – The EPA has adopted more stringent fuel standards to reduce the amount of sulfur allowed in diesel fuel. These requirements went into effect in late 2006 for on-road diesel vehicles, while off-road diesel fuel used in construction equipment and trains will take effect over the next five years. Lower sulfur diesel fuel allows the use of advanced emission control technologies, which when combined, can reduce emissions more than 85 percent. The fuel used in ships visiting our port cities, however, is not

subject to EPA's regulation and remains a significant source of diesel pollution.

**New Engine Standards** – New engine standards for diesel cars, trucks and heavy equipment have traditionally lagged far behind those for gasoline powered vehicles. For example, diesel construction equipment faced no emissions standards as late as 1996. With mounting pressure to clean-up diesel engines, the EPA has adopted standards for both heavy-duty trucks and off-road construction equipment and more recently for marine vessels and trains, which will phase in over the coming decade. Under current regulations, passenger cars and trucks are subject to the same emission standards regardless of the fuel they use.

**Retrofitting** – New engine standards only apply to the equipment in the dealer showrooms, not to the diesel engines that are already in operation. The combination of lagging emission standards and durability of diesel engines means there are many high polluting diesel trucks, buses, and off-road equipment that will continue to operate well in to the future. Retrofitting these diesel vehicles and equipment with advanced emission control devices can effectively reduce harmful tailpipe emissions.

**With millions of diesel engines in operation throughout the US, there is much more to be done to clean-up the existing fleet.**

Faced with more stringent federal and state regulatory measures, diesel technology has

advanced rapidly in recent years. Some diesel passenger cars are now starting to meet California's strict tailpipe standards, with more expected in the future. As vehicles equipped with advanced diesel emissions controls enter the market place, it will be important to ensure that emission levels are maintained throughout the life of the vehicle through periodic testing.

Notes:

1. Particulate Matter (TSP and PM-10) in Minnesota. Minnesota Pollution Control Agency. December 1997.

2. Health Assessment Document for Diesel Engine Exhaust. National Center for Environmental Assessment, Office of Research and Development, US EPA. Washington D.C. May 2002. page 9-11. EPA/600/8-90/057F



# Environmental Justice and Air Pollution: The Right to a Safe and Healthy Environment

## Introduction

Historically, there are many reasons for environmental injustice: some economic, some aesthetic; some are simply due to a lack of community resources available. Today in the United States, low-income households and people of color are disproportionately affected by indoor and outdoor air pollution. Three times as many blacks compared with whites die from asthma; among children, this rate increases to 5:1. In some inner-city communities, one third of all black children have been diagnosed with asthma.

More than just facts, this is an environmental justice (EJ) issue, as we see lower-income and racially diverse neighborhoods subjected to poorer air quality compared with other neighborhoods. When a community experiences more negative environmental consequences than another -- as polluting entities, including industrial sites, power generation facilities, and waste transfer stations are disproportionately placed in their community -- who is responsible?

## The EJ Movement

As described by the US Environmental Protection Agency (EPA), EJ is:

...the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

The EJ movement in the United States goes back to the end of the 20th century, and was officially recognized as an area of governmental concern during the administration of President William J. Clinton. US Supreme Court rulings not allowing the use of race for making most governmental regulations have made addressing EJ issues more burdensome. The rulings make it more challenging to find an appropriate definition to label communities as EJ communities, and put in place rules to try and better protect citizens in such settings. Given that housing stock is often poorer, the addition of significant community outdoor pollution to existing indoor air-quality problems further

exacerbates potential health issues in such communities. No federal regulations exist in regard to EJ, therefore leaving it up to the states and communities to take action. At the moment little legal recourse is available for many of these communities, and action often only takes place if the community comes together to address the addition of potential new sources of pollution.

## Health Effects of Pollution

A number of issues affect EJ, including:

- Percentage of poor or minority residents;
- Access to jobs;
- Home values; and
- Historic exposure to industrial pollution.

This being said, the remediation of brownfields can have a tremendous impact on communities. Brownfields are previously contaminated parcels of land, usually due to prior industrial uses. which after they receive some level of cleanup or restoration can

exacerbates potential health issues in such communities. No federal regulations exist in regard to EJ, therefore leaving it up to the states and communities to take action. At the moment little legal recourse is available for many of these communities, and action often only takes place if the community comes together to address the addition of potential new sources of pollution.

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This being said, the remediation of brownfields can have a tremendous impact on communities. Brownfields are previously contaminated parcels of land, usually due to prior industrial uses, which after they receive some level of cleanup or restoration can then be used for the placement of new homes, businesses, or public spaces, such as golf courses or parks. Some, but perhaps not total, cleanup takes place and then re-use of the land can begin. Often, this does not help the originally distressed community if high-end homes are built, a process called gentrification, and no provisions are made for prior neighborhood residents. Advice from professionals is often helpful to local boards of health, zoning commissions, and building code regulators with regard to such land use matters.

## **Outdoor Air Pollutants**

The EPA regulates outdoor air pollutants in the United States and oversees exposures from air, water, and soil. Increasing the awareness of these hazardous exposures within communities and among healthcare professionals is an integral part of EJ. A number of agents are of particular interest to the general topic of outdoor air pollution, and others are of special interest in other, often localized settings. Of special concern are the oxides of nitrogen, called  $\text{NO}_x$ ; the oxides of sulfur, called  $\text{SO}_x$ ; and "particulate matter." Until a few years ago, particulates were simply referred to as total particulate matter, or with a view toward those most likely to cause ill health, particulate matter of  $10\ \mu\text{m}$  or smaller in aerodynamic diameter ( $\text{PM}_{10}$ 's). Then it was appreciated that a subfraction of  $\text{PM}_{10}$ 's had the most significant biological impact, and special attention was then given to  $\text{PM}_{2.5}$ 's having an aerodynamic diameter of  $2.5\ \mu\text{m}$  or smaller.

notes that several thousand cases per year of lung cancer come from elevated levels of radon in homes. The level above which there is concern is 4 pCi, and if levels above this amount are noted in living spaces, then a mechanism should be in place for venting such spaces and diluting the radon to the outdoors.

The other carcinogen of concern, with regulations being set by the EPA, comes from the release of asbestos with asbestos removal activities. Not only is asbestos sometimes removed from inside homes, but the tearing off of old roofing material, which is known to contain asbestos in many cases, also puts those nearby at risk and can lead to fines from the EPA if removal is not done properly. The cancers of concern with airborne asbestos include lung cancer and mesothelioma.

**Inventory lists of major pollutants.** The EPA documents and publishes inventory lists of major pollutants introduced by industrial sites. This includes a wide range of organic compounds, such as benzene, a cause of leukemia, and other hematologically related diseases, as well as other toxic materials. Major polluters must keep track of their emissions, and these data are collected and then published by the EPA.

Health professionals can support organizations, such as the American Lung Association and the American Thoracic Society, as they endeavor to reduce air pollution. These groups provide written materials for the education of health professionals and the lay public. By further probing patients complaining of respiratory problems and taking an environmental health history, healthcare professionals will gain a better understanding of the source of the problem.

### **Indoor Air Pollutants**

In contrast to the EPA's regulatory activity of outdoor air pollutants, there is little in the way of regulation of indoor pollutants. Even in the case of radon, only guidelines for action are available. One of the only regulatory activities with regard to indoor air quality comes from the rules of the Occupational Safety and Health Administration (OSHA). OSHA requires employers to provide a safe, healthy workplace, but sets no specific limits for indoor pollutants with only a few exceptions, such as CO and CO<sub>2</sub> levels. The only other regulatory activity is related to state or local regulations that restrict or do not allow environmental tobacco smoke (ETS). California has the strictest regulations in regard to ETS, and some communities in that state have even gone so far as to try to restrict smoking in one's own apartment when a common ventilation system is shared by several apartment units.

### **Asthma**

As noted above, asthma is more prevalent in communities of color and poorer communities. Children with asthma react to ETS, dust mites, mold arising from dampness in housing units, and the presence of pets in a household. Efforts to do each of the following have been associated with fewer asthma attacks:

- Educating families about such hazards;
- Providing bed coverings and cleaning supplies; and
- Fixing leaky plumbing.

It is important to remember that it's not only children who suffer, but parents also experience the consequences, eg, losing workdays -- often uncompensated -- when they must take care of their child and his or her asthma attack.

Another aspect of this problem is control of asthma among children in these populations. Asthma is often not managed as well as it should be in these cases due to lack of education, access to healthcare, and access to drug regimens that prevent recurring attacks

Children who are taught to monitor their own lung function and are given medications for both chronic and acute use are better able to manage their asthma. Excellent documentation now shows that in communities with special programs to educate families and provide regular medication to children, the number of asthma deaths and visits to emergency departments can be greatly diminished. By working with local hospitals, pediatricians, and community clinics, efforts can be made to further implement programs to reduce childhood asthma. Such programs are often run out of community hospitals or academic health centers.

Among adults, another area of concern is the buildup of potentially harmful materials in indoor air. With the advent in the 1970s of much better insulation of buildings, coupled with far fewer air exchanges per hour, so-called "tight building" or "sick building" syndrome can occur. This is especially prevalent in new or renovated construction when there is off-gassing of potentially harmful materials from carpeting, furniture made from pressed boards with glues, and other products that enter the indoor air and build up over time. Airing out of facilities after construction or renovation can help, as can ensuring sufficient fresh air exchanges each hour.

### **Conclusion**

Health effects of air pollutants need to be better understood and controlled. Future concerns should include an increased focus on the growing use of nanoparticles of many types for many purposes because these, too, may carry significant health risks, and we are only at the beginning of their use.

As outlined, justice-related issues may come into play when communities of color and poorer communities are disproportionately exposed to environmental pollutants. Health professionals should consider the cumulative exposures of their patients that come from work, personal habits, and living locations. Patients with recognized social vulnerabilities need to be appreciated and efforts made to assist individuals in such communities to coalesce around positive changes that could be made in regard to exposures. Interaction with policy makers who often control what occurs in such communities can be helpful. Lastly, healthcare providers should remember their own role in the improvement of the collective health of communities, not just the care and well-being of their own individual patients.

### **Resource**

For more information from the American College of Preventive Medicine (ACPM) on EJ and the legal rights of patients, check out the free CME/MOC Webcast, "The Right to Breathe: The Medical-Legal Effort to Clean Up Indoor Air," available at [www.acpm.org/education/IAQ/index.htm](http://www.acpm.org/education/IAQ/index.htm).

**September 1, 2016**

**RE: Long history of noise on Clay near 20269 Broadway**

**Dear Chair Felder and Planning Commissioners,**

**David Goodison has been our best advocate over the years, working on difficult noise issues with the Lodge at Sonoma management to try to diminish the negative impacts their operations have on the people in this household and beyond.**

**I've lived in my house on Clay and Bragg since 1999. The Lodge began operating in December 2000 and it has been a source of loud noise and other disturbances since then. There are septic trucks, which spew a nasty stench while their engines roar, 18 wheelers with loud refrigeration units that don't shut off when parked, industrial carpet cleaners, and mass glass bottle recycling. All these activities and many more occur on Clay across the street from the proposed development.**

**The future residents at 20269 Broadway will be exposed to even louder noise, more repulsive stench, and unhealthy emissions pollution because the structures are closer to the dock, where the activities take place. Essentially, when they didn't build a proper dock in 2000, Clay Street became the hotel's back alley.**

**Following are copies of a few email exchanges between David Goodison, Deborah Dado, and me that show examples of noise and situations we've had to deal with (I have a large library of examples). Despite all the efforts made to curtail loud noise it has remained an issue for nearly two decades.**

**—Lynn Fiske Watts**

---

----- Forwarded message -----

**From:** David Goodison <[davidg@sonomacity.org](mailto:davidg@sonomacity.org)>  
**Date:** Mon, Aug 15, 2016 at 8:25 AM  
**Subject:** Re: Bottle recycling  
**To:** Deborah Dado <[debdado@gmail.com](mailto:debdado@gmail.com)>

Hi Deborah, I will get right on that. Was hoping we had that resolved...

David

On 8/15/16, 8:23 AM, "Deborah Dado" <[debdado@gmail.com](mailto:debdado@gmail.com)> wrote:

Hi David,

The Lodge's mass bottle recycling program was up and running outside the dock this morning. Please advise them of the agreements made and provide help with compliance. Thank you for your assistance.

Deborah

---

Dear David

The Lodge used to schedule the most disgusting services, those that stink and make a lot of noise, contained within the hours of 8 and 5. No longer. Now the rancid oil pick up service is out there, running its motor and sucking equipment, at what I consider the holy hours—after 5 PM. It is loud. It stinks.

Exactly what do I need to do to enjoy all the benefits of living in the peaceful little hamlet of Sonoma? You know, the Sonoma that every other resident enjoys? — Lynn

Hi Lynn

I went out there just now and have emailed the facilities manager.

I am going to try to meet with the facilities manager next week to get this straightened out.

Thanks,

David

On 7/30/15, 9:10 AM, "Lynn Fiske Watts" <lynnfwatts@gmail.com> wrote:

The Lodge acts like Clay Street is their personal alley when they leave their garbage cans out and park their stinky dumpsters here. I can smell their dumpsters in my kitchen. I would like them to move them someplace else. Can you help with this?

Thank you.

Lynn

**They are a forgetful bunch, it seems—they “forgot” (again) to take their 15 recycling bins to the other side of the property and Sonoma Garbage has no choice but to dump them from their spot Clay Street. This happened yesterday, again. The driver said they forgot to move them to Leveroni. They stink as neighbors.**

---

Hi Lynn—Once again, I am sorry it has taken so long to get back to you on this, but I wanted to have something concrete to report.

Over the last three weeks I have met several times with the General Manager and the Facilities Manager to discuss the

recycling issue in terms of:

- 1) Recycling occurring outside of the posted hours of 8 am – 7 pm.
- 2) Mass recycling occurring during the posted hours.

On the first issue, employees have been (and will be) reminded of the posted hours and of the importance of keeping to them. I hope this has made a difference.

On the second issue, there are two outcomes.

First, as a short-term measure, the Lodge will be relocating the recycling containers to the area immediately adjacent to the sound wall on the east side of the dock entrance. Right now, the placement of the containers is such that there is a clear line of sight between them and your residence through the dock entrance. Relocating the containers will break the line of sight and should reduce noise levels. I will be taking before and after noise measurements to verify that. There are some fairly large items that need to be moved in order to accomplish this, but it should happen within the next three weeks.

Second, as a long-term measure, the General Manager and the Facilities Manager have come up with a proposal to create a new recycling area located in the commercial parking lot off of Leveroni Road. This facility would result in a number of benefits:

- Reduced recycling activity and associated noise at dock area.
- Reduced trash truck presence on Clay Street.
- Reduced instances of violations of the posted time limits on recycling, since much of it will be occurring elsewhere.

While I want to emphasize that some recycling activities would still occur at the dock, the reduction would be significant with this change. However, this concept will take some time to implement for several reasons: 1) the cost (approximately \$20,000) is such that the Lodge needs to budget for it; 2) the new recycling area needs to be designed and constructed; and 3) the Lodge will need to purchase some specialized compacting equipment to make the new location work.



In addition, it may be the case that the local garbage hauler will need to make an equipment upgrade. For these reasons, the Lodge estimates that the new facility would not be in place until sometime next spring. While that time-frame may be disappointing, I believe that this change will make a big a difference and that it is to be expected that a permanent solution will take time to implement. I will be working with the Lodge and local garbage hauler to make this happen and I will keep you up-to-date on what happens.

David

---

**On 1/31/14 6:15 AM, "Lynn Fiske Watts"**  
**<lynnfwatts@gmail.com> wrote:**

Good Morning, David

Because of our past experience with noise from the hood fan, I boned upon why some noises fray nerves while others do not.

There is, of course, the matter of decibels, but the tone or pitch of the noise greatly influence the disturbance to a person's ears.

Does your device make these distinctions?

Thank you.

Lynn

**Linda Kelly, City Manager  
City of Sonoma  
1 The Plaza, Sonoma CA 95476  
707.933.2215**

[lkelly@sonomacity.org](mailto:lkelly@sonomacity.org) <<mailto:lkelly@sonomacity.org>>  
[www.sonomacity.org](http://www.sonomacity.org/) <<http://www.sonomacity.org/>>

---

**From:** [lynnfwatts@comcast.net](mailto:lynnfwatts@comcast.net)  
[<mailto:lynnfwatts@comcast.net>]  
**Sent:** Wednesday, November 04, 2009 6:04 AM  
**To:** Ken Brown; Linda Kelly  
**Subject:** Late night noise and what to do about it

Dear Ken and Linda,

I'm having difficulty living a normal life during the day because my nights are disturbed by people working outside on the hotel's dock, which is right across the street. The scope of their camera does not encompass the entire dock area and cannot and does not record people working on various parts of the dock. Also, the camera does not pick up noise. As a result, Dave Dohlquist apparently believes no one is out there at night.

I would appreciate your feedback and your recommendations.

Perhaps this situation will become a police matter again; I will have to call them, get up out of bed, get dressed, and meet them at the gates of dock at 12, 1 or 2 AM. If the police take their time, since they will not consider this matter a priority, I might be standing out there for a while; further, they might arrive too late to catch the people in the act of making noise. I do not prefer this and I am sure the police will not, either.

After years of being disturbed by insensitive and illegal activities at the Lodge, Officer Luchessi was frustrated with the situation and he referred me to the City Council. I took his advice and members of the council stepped in to help.

**It is now 2009 and I am still awakened 3, 4, 5, 6 nights a week,  
but there is no help.**

**I am eager to hear your recommendation.**

**Thank you.**

**Lynn Fiske Watts  
1290 Bragg Street  
Sonoma CA**

**Subject:** Broadway Affordable Housing/

**Date:** Thursday, August 11, 2016 at 2:53:02 PM Pacific Daylight Time

**From:** nicarch@comcast.net

**To:** Stewart, Eve, Kuperman, Adam

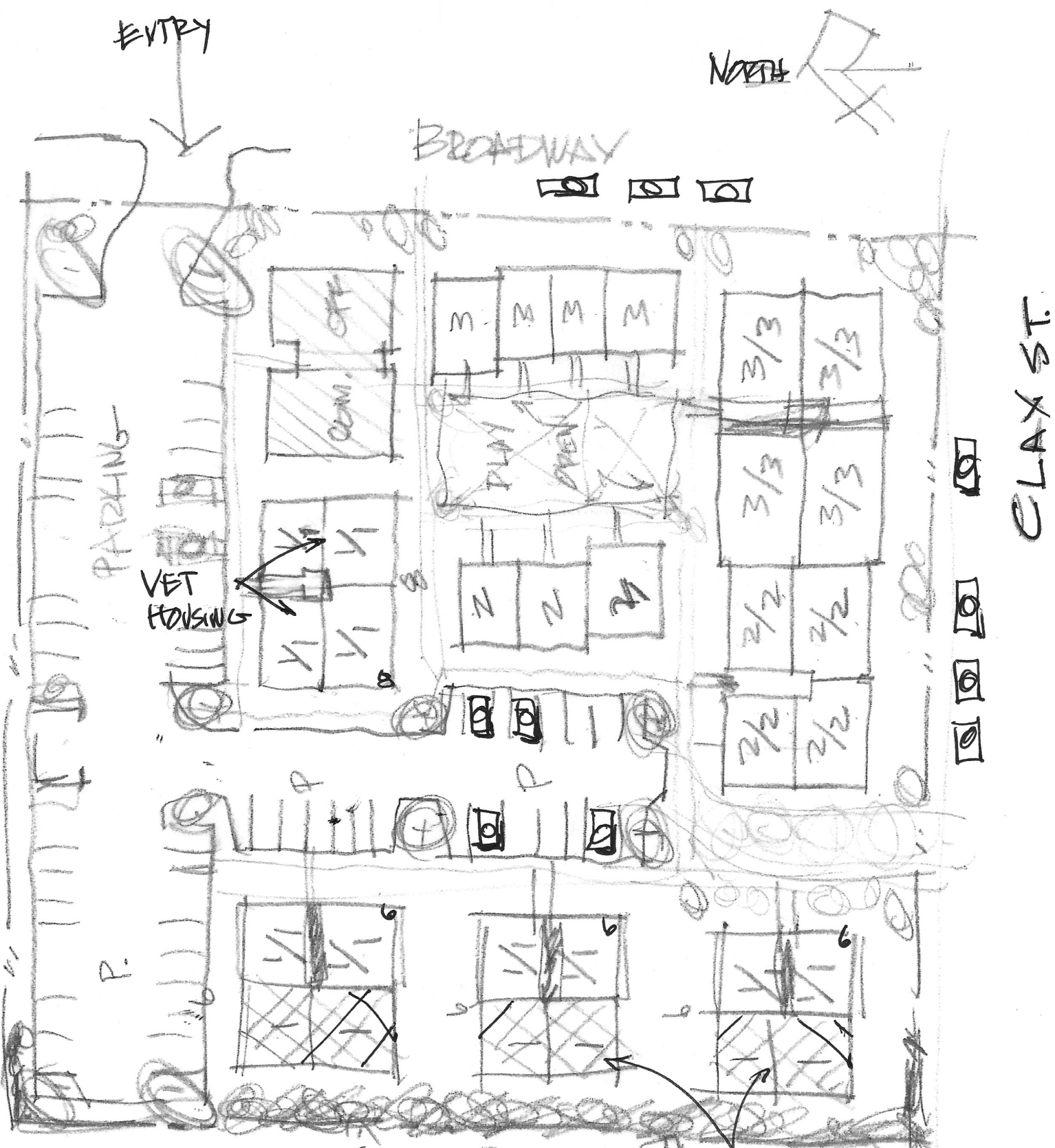
**CC:** David Goodison

Hi Adam + Eve,

I met with David Goodison last week. We discussed Bragg St privacy (sound fence) and the project unit mix. I am sending you what I shared with him, a sketch of a site plan (attached) with more one-bedroom units (26 total) and 3 buildings along the west property line which have a single story structure on the single family side (similar to the architect's proposal). The sound fence and the single story structures are of the utmost importance to the privacy issue along Bragg St. Also I suggest a building for the vets with disabilities be located nearer to the community building for better access to amenities and services. Having more one-bedroom units,(16 available) will give seniors a better chance to compete for a unit since senior preferences will not be provided. I hope you will consider these suggestions and pass them along to the Architect for consideration.

Let me know what you think.

Best,  
Anthony Germano  
CAC Member



26	1 BR UNITS (10 VETS)
10	2 BR UNITS
13	3 BR UNITS
<hr/>	
49	

SOUND FENCE  
VISUAL/SOUND  
BUFFER

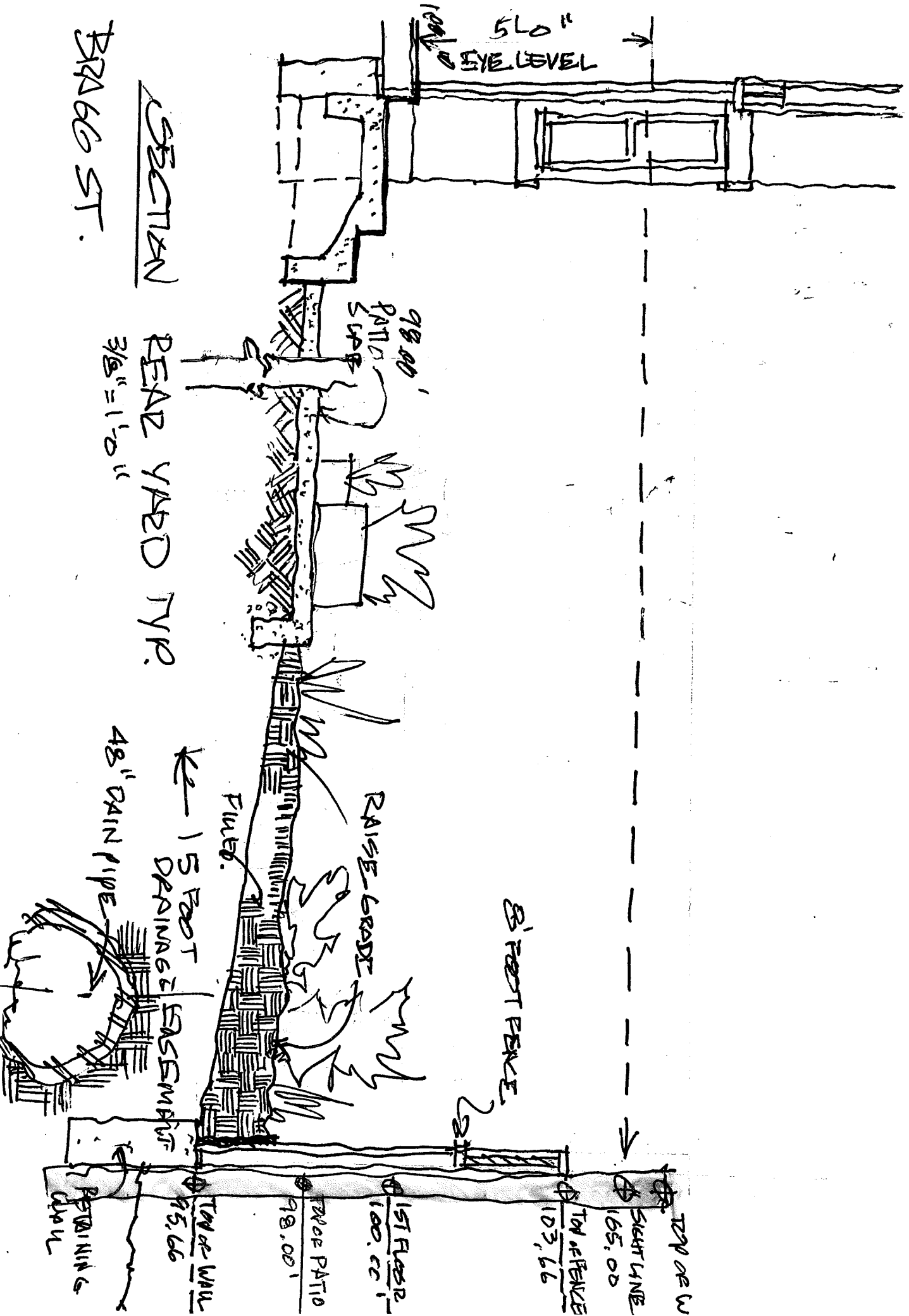
SINGLE STORY  
STRUCTURES TYP.  
(OVERSIDE)

BRAVO ST.

SECTION

REAR YARD TYP.

3/8" = 1'-0"



5L0"  
EYE LEVEL

98.00'  
PATIO  
SAP

RAISE GRAD

8' FOOT FENCE

48" DRAIN PIPE  
15 FOOT  
DRAINAGE  
BASEMENT

FINED.

TOP OF W  
 SIGHT LINE  
 165.00  
 TOP OF FENCE  
 103.66  
 1ST FLOOR  
 100.00  
 TOP OF PATIO  
 98.00  
 TOP OF WALL  
 95.66  
 DRAINING  
 DOWN