

MEMO

To: Planning Commission

From: David Goodison, Planning Director

Re: Continued review, discussion, and possible action on an application for Use Permit and Site Design and Architectural Review to develop a 48-unit affordable apartment project at 20269 Broadway, including consideration of a proposed Mitigated Negative Declaration.

Background

At its meeting of September 28, 2017, the Planning Commission held a public hearing on the Altamira Apartment project, a 48-unit affordable apartment development proposed for a 1.98-acre site located at 20269 Broadway, on the northwest corner of Broadway and Clay Street. After taking public testimony and holding an extensive discussion, the Planning Commission, on a vote of 4-1, continued the item to its regular meeting of October 12, 2017, with direction to the applicant to make changes in the project architecture. As the October meeting was subsequently cancelled, the item was re-noticed for the November meeting. Because, as directed by the Planning Commission, new information is being presented, the public hearing on the item will be re-opened.

In response to the direction provided by individual Planning Commissioners, the project design has been updated in a number of ways. Areas of change include the following:

Broadway

- The right-of-way area along the Broadway frontage would be fully landscaped and would include street tree plantings.
- The roof of Building 3 has been turned to present its gable end to the south and the roof is pulled back at the corner recesses to reduce building mass.
- The design of the Community Meeting room has been substantially modified, including the use of a traditional gabled roof form.
- North-facing porches have been added to Buildings 2 and 3.

Clay Street

- Greater variation has been made in the building setbacks.
- A double-gable roof form has been added, a design feature found on several Clay Street residences. This change adds depth to the building elevations.
- The connecting roofs above the shared exterior staircases have been eliminated.
- By changing the bedroom mix, the forms of the buildings along Clay Street are now more varied.

Other

- The design and placement of windows is more symmetrical; however, relatively large windows are still proposed as a means of bringing light into the units.
- Two speed humps have been added to the traffic aisles to improve traffic calming.

These changes and additional revisions are further described in the attached letter from the project architect and are depicted in updated renderings. Staff would also note that the draft conditions of approval have been updated in response to suggestions raised by the Planning Commission.

Recommendation

To summarize the presentation made at the Planning Commission meeting of September 28, 2017 review, it is staff's view that:

- The project is consistent with the General Plan and the Development Code.
- The project has been designed and refined to achieve compatibility with neighboring development.
- The project will provide critically-needed affordable housing.
- The environmental review demonstrates that potentially significant impacts resulting from the project can be mitigated to a less-than significant level.
- All of the findings required for project approval may be made.

Therefore, staff recommends that the Planning Commission take the following actions:

1. Adopt the attached Resolution making findings for a Mitigated Negative Declaration.
2. Adopt the attached Resolution granting Use Permit and Site Design and Architectural Review approval for the Mitigated Project, including the associated findings and the conditions of approval/mitigation monitoring program.

Attachments

1. Perspective Comparisons
2. Draft Resolution for Adoption of a Mitigated Negative Declaration
3. Draft Resolution Making Findings for Project Approval
4. Draft Conditions of Approval/Mitigation Monitoring Program
5. Letter from the Project Architect Summarizing Design Revisions

Enclosures ([available for download at https://www.sonomacity.org/altamira-apartments/](https://www.sonomacity.org/altamira-apartments/))

1. Correspondence
2. Design Revisions and Updated Exhibits
3. Initial Study
4. Project Submittal Package
5. Planning Commission Staff Report of September 28, 2017

cc: Adam Kuperman, SAHA
John Haig, CDC
Broadway Affordable Project mailing list



Clay Street Perspective, Previous Design



Clay Street Perspective, Updated Design



Broadway/Clay Street Perspective, Previous Design



Broadway/Clay Street Perspective, Updated Design



Broadway Perspective, Previous Design



Broadway Perspective, Updated Design

CITY OF SONOMA

RESOLUTION

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SONOMA
ADOPTING FINDINGS OF NEGATIVE DECLARATION WITH REGARD TO THE
ALTAMIRA AFFORDABLE APARTMENT PROJECT, LOCATED AT 20269 BROADWAY
(APN 018-181-001)

WHEREAS, an application has been made for a Use Permit and for Site Design and Architectural Review to construct 48-unit affordable apartment development, to include a community meeting, off-street parking, and related facilities and improvements; and,

WHEREAS, because this proposal qualifies as a “project,” as defined in the California Environmental Quality Act, an Initial Study was prepared; and,

WHEREAS, the Initial Study identified several areas where the project is anticipated to have an adverse impact on the environment, unless appropriate mitigation measures are taken; and,

WHEREAS, for each area where a significant impact was identified, the Initial Study also identified mitigation measures capable of reducing the impact to a less-than-significant level; and,

WHEREAS, the mitigation measures recommended in the Initial Study have been incorporated into the conditions of project approval and mitigation monitoring program; and,

WHEREAS, the Initial Study was reviewed by the Planning Commission in duly noticed public hearings held on September 28, 2017 and November 9, 2017.

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission of the City of Sonoma hereby finds and declares as follows:

- a. That the Mitigated Negative Declaration, along with all comments received during the public review period, was considered and acted upon prior to any action or recommendation regarding the project.
- b. That, based on the Initial Study and taking into account the comments received during the public review period, there is no substantial evidence that the project may have a significant effect on the environment; and
- c. That there is no reasonable likelihood that the project will result in any of the impacts specified under the mandatory findings of significance, as defined in the Initial Study.

The foregoing Resolution is hereby passed and adopted by the Planning Commission on November 9, 2017, by the following vote:

AYES: COMMISSIONERS:
NOES: COMMISSIONERS:
ABSENT: COMMISSIONERS:

Chair Cribb

ATTEST:

Cristina Morris
Administrative Assistant

CITY OF SONOMA PLANNING COMMISSION

RESOLUTION

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SONOMA
APPROVING A USE PERMIT AND SITE DESIGN AND ARCHITECTURAL REVIEW FOR
THE ALTAMIRA AFFORDABLE APARTMENT DEVELOPMENT, LOCATED AT 20269
BROADWAY, INCLUDING THE ADOPTION OF REQUIRED FINDINGS**

WHEREAS, an application for a use permit has been submitted to the City of Sonoma Planning Commission for development of the Altamira Affordable Apartment Development, (“Project”); and

WHEREAS, these approvals consist of an application for a Use Permit and for Site Design and Architectural Review approval; and

WHEREAS, the City of Sonoma (“City”) determined that the Project requires review pursuant to the California Environmental Quality Act (“CEQA”) (Pub. Resources Code, section 21000 et seq.) and an Initial Study was prepared to evaluate the potential environmental effects of the Project; and

WHEREAS, following the preparation and circulation of the Initial Study in accordance with CEQA, the Planning Commission adopted a Mitigated Negative Declaration at a duly-noticed public hearing held on November 9, 2017; and

WHEREAS, the Planning Commission, at duly-noticed meetings held on September 28, 2017 and November 9, 2017, reviewed, considered, and discussed the application for Use Permit and for Site Design and Architectural Review approval for the Project; and

WHEREAS, the Project consists of a 48-unit affordable apartment development, along with site improvements including a community meeting room and off-street parking; and

WHEREAS, the Planning Commission made no decisions with respect to project approvals until after the adoption of the Mitigated Negative Declaration; and

WHEREAS, the Planning Commission considered Project and the requested approvals in light of the General Plan, the Development Code, the analysis contained in the Initial Study/Mitigated Negative Declaration, the staff report on the Project, and all public testimony received, both orally and in writing.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby finds and declares as follows:

I. Use Permit Findings

In accordance with section 19.54.040.E of the Sonoma Municipal Code, the Planning Commission has determined that the Altamira Affordable Apartment Development, as subject to the conditions of approval/mitigation monitoring program, is consistent with the findings required for Use Permit approval, as follows:

A. *The proposed use is consistent with the General Plan and any Specific Plan.* The property has a General Plan land use designation and corresponding zoning designation of Mixed Use. As set forth in the General Plan, the definition of the Mixed Use land use designation reads as follows:

“Mixed Use: This designation is intended to accommodate uses that provide a transition between commercial and residential districts, to promote a pedestrian presence in adjacent commercial areas, and to provide neighborhood commercial services to adjacent residential areas. It is also intended to provide additional opportunities for affordable housing, especially for low and very low income households. The Mixed Use designation also is intended to recognize the continued existence of uses that contribute to the character or function of their neighborhood and to allow for the possibility of their expansion. Day care facilities, fire stations, post offices, transitional housing, and emergency shelters may be allowed subject to use permit review. A residential component is required in new development, unless an exemption is granted through use permit review. Retail and office uses are allowed subject to use permit approval to ensure compatibility with adjacent neighborhoods.”

The definition includes specific reference to affordable housing at the low and very low income levels. More specifically, the Planning Commission finds the project, as modified by the conditions of approval/mitigation monitoring program (Exhibit “B”), to be consistent with applicable General Plan policies as set forth in Exhibit “A”. There is no Specific Plan applicable to the Project site.

B. *The proposed use is allowed with a conditional Use Permit within the applicable zoning district and complies with all applicable standards and regulations of the Development Code (except for approved Variances and Exceptions).* The Project site has a base zoning designation of “Commercial” and is located within the Historic Overlay Zone and the Downtown District Planning Area. Project compliance with the applicable standards and regulations of the Development Code is demonstrated as follows:

1. Use. Multi-family Dwellings of five or more units are identified as a conditionally-allowed use in the Mixed Use zone as set forth in section 19.10.050.B of the Development Code.
2. Density. The Mixed Use zoning designation allows for a maximum base density of 20 units per acre, with higher densities allowed pursuant to the density bonus provisions of State law. Because 32% of the units in the Project would be affordable at the Very Low Income level and the remainder would be affordable at the Low Income level, under State law, the Project qualifies for a 35% density bonus, which would equate to 27 units per acre. The proposed project density amounts to 24 units per acre, which is within the allowance provided for under the density bonus provisions of State law and the City’s General Plan.
3. Quantified Zoning Standards. The Project responds to the quantified zoning standards applicable to new development in the Broadway Corridor as follows:

Summary of Development Code Compliance: Development Standards			
Development Feature	Development Code Allowance (SMC Chapter 19.32, Table 3-24)	Project	Concession Requested (Pursuant to Government Code Title 7, Division 1, Sections 65000 - 66103)
Building Setbacks	Front/Streetside: 15 ft; Side: 7 ft.; Rear 20 ft	Front/Streetside: 9-24 ft; Side: 15-75 ft.; Rear 15-22 ft	Yes
Floor Area Ratio	1.0	0.53	No.
Building Coverage	60%	28%	No

Open Space	14,700 sq. ft.	13,548 sq. ft.	Yes
Maximum Roof Height	30 feet	20-30 feet	No

The Project complies with the applicable standards of the Development Code, with two exceptions, which are analyzed as follows:

- a. Setbacks: Along the Broadway frontage of the site, the Community Building features a minimum setback of 9 feet and Building 3, the northeast structure along the frontage, features a 13-foot setback, both of which are less than the normal requirement of 20 feet. Because the Community Building has a maximum height of 21 feet, its presence on Broadway would not be overwhelming. Building 3 is taller, featuring a ridge height of 27 feet, but is setback 13 feet, and its traditional gabled form and its orientation, with the narrow side of the building facing the street, emulate other examples of development along Broadway. In general, and as shown in the perspective simulations included with the Initial Study, the Project appropriately addresses the Broadway frontage and the proposed setback exceptions would not result in a significant impact with respect to the visual character of the area.

Along the western property line, Buildings 6 and 8 feature conforming 20-foot setbacks from the western property line. Building 7, however, features a 15-foot setback, which represents an exception to the normal rear-yard setback standard. To reduce the prominence of this building relative to neighboring homes on the west, the western half the structure features only ground-floor units, allowing the roof to shed down to a ten-foot plate height. All three buildings make use of the following design elements to improve compatibility with the neighboring residences on the west:

- The roofs are oriented such that they shed down to the west, rather than presenting gable faces.
- There are no west-facing windows on the second floors.
- No solar panels would be placed on the west-facing roof elements.

To illustrate the the relationship of the Project with the adjoining residences on the west, cross-sections and street elevations have been developed, as set forth in the Initial Study prepared for the Project.

The Initial Study found that in its site planning and architecture, the Project has been designed to appropriately address Broadway, Clay Street, and the adjoining residences to the west. It further finds that although the development of the Project would change the visual character of the site, the Project is visually compatible with its surroundings. Based on these on these considerations, the the Initial Study concludes that the Project would not substantially degrade the existing visual character or quality of the site or its surroundings and that its impact in that that area would be less-than-significant.

- b. Open Space. As set forth in the table above, the Project class short of the normal open space requirement by 1,152 square feet. This reduction in the amount of common open space normally required is offset by the provision of a 1,100 square foot Community Building.

Because 32% of the units would be affordable at the Very Low Income level and the remainder would be affordable at the Low Income level, under State law the Project qualifies for a 35% density bonus, as well as other development incentives or concessions (Government Code 65915 - 65918). The proposed project density amounts to 24 units per acre, which is within the allowance provided for under the density bonus provisions of State law and the City’s General Plan. The Project applicant has

requested approval of the setback and open space exceptions discussed above as an “incentive or concession” as allowed for pursuant to Government Code section 65915. Because the the setback and open space exceptions qualify as development concessions allowed for under State law in conjunction with a density bonus, they do not constitute an inconsistency with the standards and regulations of the City’s Development Code.

3. Parking. Based on the parking standards for multi-family development set forth in the Development Code, the normal requirement for a 48-unit development would be 90 off-street parking spaces, including 48 covered spaces. The Project site plan provides for 75 spaces, with no covered parking. Although the proposed number of parking spaces falls short of the City’s parking requirements, as an affordable development the Project qualifies for a reduced parking standard, pursuant to Government Code 65915 - 65918. Under these provisions, a local authority may not require parking in excess of the following ratios:

<i>One-Bedroom Units:</i>	One parking space per unit.
<i>Two and Three bedroom Units:</i>	Two parking spaced per unit.

Because the Project features 23 one-bedroom units and 25 two/three bedroom units, the maximum number of off-street parking spaces that may be required under the State standard is 73. The Project provides for 75 spaces, which exceeds the State-mandated standard.

4. Design Guidelines. The design guidelines applicable to new development in the Broadway Corridor (SMC 19.32.020.B.2) include the following guideline applicable to residential projects: “Proposed dwellings should be placed on their sites so that the narrow dimension of the structure is parallel to the narrow dimension of the parcel, and so that the primary entrance to the dwelling faces the public street, or is accessible from a porch or other entry element which faces the street.” Along Broadway, Building 3 presents its narrow face to the street frontage. Along Clay Street, Buildings 4, 5, and 6, are designed to read as separate residences with the narrow faces of the buildings oriented towards the street frontage. These design directions comply with the guideline.

C. The location, size, design, and operating characteristics of the proposed use are compatible with the existing and future land uses in the vicinity, as follows:

1. Location: The Project would be developed on a Mixed Use-zoned site generally characterized by commercial and mixed use development along Broadway, with residential uses to the west. The land use description of the “Mixed Use” designation specifically identifies affordable housing at the low and very-low income levels as an intended use. “Multi-family development of five or more units” is identified as a conditionally-allowed use in the Mixed Use zone.
2. Size: The Project complies with Development Code standards regulating building height, as not of the proposed structures exceed 300 feet in height.
3. Design: The Initial Study analysis of the project’s visual compatibility concluded that it would have a less-than-significant impact, meaning that it would not substantially degrade the visual character of the site or its surroundings. With respect to City of Sonoma development standards and guidelines regulating design issues, the Project complies with setback, coverage, and Floor Area Ratio requirements, with the exception of the limited setback conditions associated with the Community Meeting Room and Building 8, discussed in Section I.B.3.a, above. As discussed in section 1 of the Initial Study, the height and massing of the Project is compatible with with the site and adjoining development, including the neighboring residences to the west. The Project site adjoins six single-family homes along its western boundary. Three apartment buildings are proposed in that portion of the site, Building 6, Building 7, and Building 8 (from south to north). All three buildings are two story structures, with peak ridge heights as follows:

- Building 6: 26 feet.
- Building 7: 26 feet.
- Building 8: 26 feet.

Internally, the buildings are setback 20 feet from one another. As noted above, Buildings 6 and 8 feature conforming 20-foot setbacks from the western property line. Building 7, however, features a 15 foot setback, which represents an exception to the normal standard. To reduce the prominence of this building relative to neighboring homes on the west, the western half the structure features only ground-floor units, allowing the roof to shed down to a ten-foot plate height. All three buildings make use of the following design elements to improve compatibility with the neighboring residences on the west:

- a. The roofs are oriented such that they shed down to the west, rather than presenting gable faces.
- b. There are no west-facing windows on the second floors.
- c. No solar panels would be placed on the west-facing roof elements.

To illustrate the the relationship of the Project with the adjoining residences on the west, cross-sections and street elevations have been developed, as depicted in the Initial Study.

As detailed in Section I.D of this Resolution, the Project is consistent with the design guidelines for infill development in the Historic Overlay zone.

4. Operating Characteristics: The site plan incorporates the following features intended to promote compatibility with neighboring residential development:
 - a. The Project driveway is located on Broadway, rather than Clay Street.
 - b. The placement of Project parking minimizes adjacency to neighboring residences on the west.
 - c. A normal rear-yard to rear-yard relationship is proposed between the units along the west side of the Project site and the adjoining residential development along Bragg Street.
 - d. The units within the Project adjoining the Bragg Street residences would be one-bedroom apartments, which are more likely to accommodate single persons and seniors, rather than families with children.
 - e. The landscaped area along the western edge of the site adjoining the Bragg Street residences is intended as a buffer area and would not be used for outdoor activities.

To further ensure that the operating characteristics of the Project would be compatible with existing and future land uses in the vicinity of the site, the conditions of approval/mitigation monitoring program require the following:

- a. Stormwater retention.
- b. Compliance with the Noise Ordinance with respect to activities, building design, and equipment.
- c. The re-striping Broadway with a two-way left-turn lane for the approximately 770 feet between the existing two-way left-turn lane and striping north and south of the missing segment.
- d. To attenuate parking lot noise within the adjacent residential area on the west, a 6-foot-high solid fence/wall extending 50 feet from the northeastern corner of the site, along the northern property line, and along the length of the two adjoining residential parcels to the west (as shown in Figure 3 of the Environmental Noise Assessment for the Altamira Apartment Project, 20269 Broadway).
- e. The development and implementation of a construction management plan addressing: construction traffic control, noise mitigation, air quality protection, hazardous materials treating and abatement, construction recycling, the protection of cultural and paleontological resources, and dewatering.

D. The proposed use will not impair the architectural integrity and character of the zoning district in which it is to be located. As set forth in Section II, below, the proposed use will not impair the

architectural integrity and character of the zoning district in which it is to be located, because it has been found to comply with the findings for Design Review approval (SMC 19.54.080.H) and with the guidelines for infill development in the Historic Overlay District (SMC 19.42.040.B).

II. Site Design and Architectural Review Findings

In accordance with section 19.54.080.G of the Sonoma Municipal Code, the Planning Commission has determined that the Altamira Apartment Project as subject to the conditions of approval/mitigation monitoring program, is consistent with the findings required for Site Design and Architectural Review approval, as follows:

A. Basic Findings. *In order to approve any application for site design and architectural review, the review authority must make the following findings:*

1. *The project complies with applicable policies and regulations, as set forth in this development code (except for approved variances and exceptions), other city ordinances, and the general plan.* As set forth in Section I.B.3 of this Resolution, the project complies with Development Code standards regulating building height, setbacks, coverage, and Floor Area Ratio, with the exception of limited variances to setback and open space requirements that qualify as incentives and concessions to which the Project is entitled as an affordable development under State law. As set forth in Exhibit “A” to this Resolution, the Project, subject to the conditions of approval/mitigation monitoring program, is consistent with the General Plan.
2. *On balance, the project is consistent with the intent of applicable design guidelines set forth in this development code.* As set forth in Section I.B.4 of this Resolution, the Project is consistent with the Broadway Corridor design guidelines. As set forth in Section II.B.3 of this Resolution, the Project substantially complies with applicable guidelines for infill development in the Historic Overlay Zone.
3. *The project responds appropriately to the context of adjacent development, as well as existing site conditions and environmental features.* The Project incorporates the following features intended to ensure that it responds appropriately to site conditions, environmental features, and the contact of adjacent development:
 - a. To reduce scale and massing, the units within the Project are grouped within eight separate buildings.
 - b. Consistent with the overall development pattern of Broadway and Clay Street, the apartment buildings and community meeting room are designed and placed to engage the street.
 - c. The apartment buildings are designed with doors, window, and porches facing the street frontages.
 - d. The Project driveway is located on Broadway, rather than Clay Street.
 - e. The placement of Project parking minimizes adjacency to neighboring residences on the west.
 - f. A normal rear-yard to rear-yard relationship is proposed between the units along the west side of the Project site and the adjoining residential development along Bragg Street.
 - g. The units within the Project adjoining the Bragg Street residences would be one-bedroom apartments, which are more likely to accommodate single persons and seniors, rather than families with children.
 - h. The landscaped area along the western edge of the site adjoining the Bragg Street residences is intended as a buffer area and would not be used for outdoor activities.
 - i. Four large oak trees on the site would be preserved and incorporated as site amenities.

B. Projects within the Historic Overlay District or a Local Historic District. *In addition to the basic findings set forth in subsection (G)(1) of this section, the review authority must make the following additional findings for any project located within the historic overlay district:*

1. *The project will not impair the historic character of its surroundings.* Based on the cultural resources evaluation prepared for the project, there are no historic structures in proximity to the site.
2. *The project substantially preserves the qualities of any significant historic structures or other significant historic features on the site.* Based on the cultural resources evaluation prepared for the project, there are no historic structures or other significant historic features on the site.
3. *The project substantially complies with the applicable guidelines set forth in Chapter 19.42 SMC (Historic Preservation and Infill in the Historic Overlay District).*

Project compliance with the guidelines for infill development within the Historic Zone is analyzed in the table below:

Review of Project Consistency with the Design Guidelines for Infill Development in the Historic Overlay District (SMC 19.42.050)	
Guideline	Project Response/Compliance
<i>Site Plan Considerations</i>	
<p>a. New development should continue the functional, on-site relationships of the surrounding neighborhood. For example, common patterns that should be continued are entries facing the public right-of-way, front porches, and garages/parking areas located at the rear of the parcel.</p>	<p>Consistent with the overall development pattern of Broadway and Clay Street, the apartment buildings and community meeting room are designed and placed to engage the street. The apartment buildings are designed with doors, window, and porches facing the street frontages.</p> <p>Along the west side of site, the Project maintains a rear-yard to rear-yard relationship with the adjoining residences on Bragg Street. The parking lot extends along the south side of the site, adjoining a commercial development, with a secondary parking court projecting into the site, minimizing its visual presence and its exposure to adjoining residences on the west.</p>
<p>b. Front setbacks for new infill development should follow either of the following criteria: i) Equal to the average front setback of all residences on both sides of the street within 100 feet of the property lines of the new project; or ii) Equal to the average front setback of the two immediately adjoining structures on each side of the new project.</p>	<p>Along the Broadway frontage of the site, this guideline is not applicable as there are no adjoining residences within 100 feet. Along the Clay Street frontage, the 15-foot setback is consistent with the adjoining residence on the west.</p>
<p>In cases where averaging between two adjoining existing structures is chosen, the new structure may be averaged in a stepping pattern. This method can work especially well where it is desirable to provide a large front porch along a portion of the front facade.</p>	<p>Not applicable.</p>
<i>Architectural Considerations</i>	

Review of Project Consistency with the Design Guidelines for Infill Development in the Historic Overlay District (SMC 19.42.050)

Guideline	Project Response/Compliance
<p>a. New infill structures should support the distinctive architectural characteristics of development in the surrounding neighborhood, including building mass, scale, proportion, decoration/detail, door and window spacing/rhythm, exterior materials, finished-floor height, porches, and roof pitch and style.</p>	<p>The closest residential neighborhood to the Project is the St. Francis Place development, a single-family subdivision. Because the Project is proposed as an apartment development, it has different design characteristics. However, in their mass, scale, and detailing, the apartment clusters facing the street are evocative of single-family development.</p> <p>Each residential building presents a narrow face to the street and features porches, entry walks, and low landscaping fences designed to engage the street. The building forms are simple, with sloping gable roofs, but the elevations feature porches, eaves, and insets that help reduce the scale of the buildings.</p>
<p>b. Because new infill structures are likely to be taller than one story, their bulk and height can impose on smaller-scale adjoining structures. The height of new structures should be considered within the context of their surroundings. Structures with greater height should consider providing greater setbacks at the second-story level, to reduce impacts (e.g., blocking or screening of air and light, privacy, etc.) on adjoining single-story structures.</p>	<p>A comparison of building heights in the immediate neighborhood demonstrates that the building heights of the proposed Project are substantially comparable to surrounding development. (See Figure 4.)</p>
<p>c. The incorporation of balconies and porches is encouraged for both practical and aesthetic reasons. These elements should be integrated to break up large front facades and add human scale to the structures.</p>	<p>The development incorporates porches, eaves, and inset building elements as integrated architectural elements.</p>
<p>d. The proper use of building materials can enhance desired neighborhood qualities (e.g., compatibility, continuity, harmony, etc.). The design of infill structures should incorporate an appropriate mixture of the predominant materials in the surrounding neighborhood whenever possible. Common materials are brick, horizontal siding, shingles, stone, stucco, and wood.</p>	<p>A mix of building materials and colors are proposed, subject to the review and approval of the Design Review and Historic Preservation Commission. The siding is a durable cement board with integral color for long-lasting quality.</p>
<p>e. Color schemes for infill structures should consider the color schemes of existing structures in the surrounding neighborhood in order to maintain compatibility and harmony. Avoid sharp contrasts with existing building colors.</p>	<p>The colors of the development will be subject to the review and approval of the Design Review and Historic Preservation Commission.</p>
<i>Sustainable Construction Techniques</i>	
<p>a. Building forms that reduce energy use may be radically different than traditional architectural types. Careful and sensitive design is required in order to produce a contrast that is pleasing rather than jarring. The use of appropriate colors and textures on exterior materials is one method of linking a contemporary building design to a traditional neighborhood context.</p>	<p>With the exception of the Community Building, which has a more contemporary appearance, the building forms employed in the Project represent traditional architectural types. As noted above, the design details and colors of the development would be subject to the review and approval of the Design Review and Historic Preservation Commission.</p>

Review of Project Consistency with the Design Guidelines for Infill Development in the Historic Overlay District (SMC 19.42.050)	
Guideline	Project Response/Compliance
b. Roof gardens, solar panels, and other sustainable construction features should be fully integrated into the design of new construction, rather than applied at the conclusion of the design process.	While maintaining traditional building forms, the project has been designed from the outset to incorporate an array of sustainable design features in a comprehensive manner, including solar panels. The siding, the deep wall thickness, and trusses are designed for thermal efficiency. Dual-pane windows prevent heat transfer and the Energy Star composition shingle roof is light-colored for high solar reflectance.

Based on the foregoing analysis, the Planning Commission finds that the project is consistent with the guidelines for infill development within the Historic Overlay Zone.

- d. The project substantially complies with any applicable preservation plan or other guidelines or requirements pertaining to a local historic district as designated through SMC 19.42.02. The project site is not located within a local historic district.*

III. Waiver of Commercial Component

As provided for in section 19.10.020.C of the Sonoma Municipal Code, the Planning Commission hereby determines that the Altamira Affordable Apartment Project shall not be required to incorporate a commercial component, because the inclusion of a commercial component would interfere with the objective of maximizing housing opportunities, especially affordable housing and other housing types that meet community needs as identified in the Housing Element.

IV. Project Approval

Based on the findings set forth in this Resolution, the Planning Commission hereby grants approval of 1) a Use Permit, and 2) Site Design and Architectural Review for the Project, subject to the Conditions of Approval and Mitigation Monitoring Program set forth in Exhibit “B”. The foregoing Resolution is hereby passed and adopted by the Planning Commission on November 9, 2017, by the following vote:

AYES: COMMISSIONERS:
 NOES: COMMISSIONERS:
 ABSENT: COMMISSIONERS:

 Chair Cribb

ATTEST:

 Cristina Morris
 Administrative Assistant

Exhibit “A”

Review of Consistency with the Altamira Affordable Apartment Project and the City of Sonoma 2020
General Plan

Exhibit “B”

Conditions of Project Approval/Monitoring Program

Exhibit “A”

Summary of General Plan Policy Consistency	
General Plan Policy	Project Response
Community Development Element	
Require pedestrian and bicycle access and amenities in all development. (CDE 4.4)	The site would be developed with a network of pathways connecting to public sidewalks. There is a continuous sidewalk along the Project frontage and northward leading to a signalized intersection serving the Sonoma Valley High School and the Adele Harrison Middle School. The Project will incorporate bicycle facilities, including secured bicycle parking in the Community Building.
Protect important scenic vistas and natural resources, and incorporate significant views and natural features into project designs. (CD 5.3)	As discussed in Section 1 of the Initial Study prepared for the Project, the Project will not have a significant impact on scenic vistas. In addition, the Project design incorporates four existing oak trees.
Promote higher density, infill development, while ensuring that building mass, scale, and form are compatible with neighborhood and town character. (5.5)	The Project is an infill development proposed with a density bonus. As discussed in Section 1 of the Initial Study, the Project will be visual compatible with its surroundings and will not degrade the visual quality of the site or its surroundings.
Housing Element	
Facilitate the development of affordable housing through regulatory incentives and concessions, and available financial assistance. Proactively seek out new models and approaches in the provision of affordable housing, including junior second units and cottage housing. (HE 1.2)	As an affordable development the Project qualifies for incentives and concessions pursuant to Government Code 65915 - 65918.
Encourage the sustainable use of land and promote affordability by encouraging development at the higher end of the density range within the Medium Density, High Density, Housing Opportunity, and Mixed Use land use designations. (HE 1.4)	The Project is an affordable apartment development, proposed with a density bonus, located on a site having the Mixed Use land use designation.
Provide regulatory incentives and concessions to offset the costs of affordable housing development while protecting quality of life goals. (HE 4.1)	As an affordable housing development, the Project qualifies for a density bonus, regulator incentives and concessions, and a reduced parking standard. At the same time, the Project would provide a high-quality living environment for its resident and would be visually and operationally compatible with its surroundings.
Incentivize the development of affordable housing through growth management prioritization. (HE 4.2)	The Project received a waiver from the processing restrictions of the City’s Growth Management Ordinance.

Provide reduced parking standards for affordable and special needs housing. (HE 4.7)	as an affordable development the Project qualifies for a reduced parking standard, pursuant to Government Code 65915 - 65918.
Preserve open space, watersheds, environmental habitats and agricultural lands, while accommodating new growth in compact forms in a manner that de-emphasizes the automobile. (HE 6.1)	The Project is compact development on an infill site located along a bus route and within proximity of a bus turn-out. By focusing this type of development within city limits, trip lengths are reduced and agricultural lands and open space are protected.
Environmental Resources Element	
Preserve habitat that supports threatened, rare, or endangered species identified by State or federal agencies. (ER 2.2)	As discussed in Section 4 of the Initial Study, the Project site does not support any threatened, rare, or endangered species identified by State or federal agencies, with the possible exception of nesting migratory birds. Mitigation Measure 4.a would reduce potential impacts in this area to a less-than-significant level.
Protect and, where necessary, enhance riparian corridors. (ER 2.3)	As discussed in Section 4 of the Initial Study, the Project site does not support any riparian corridors.
Protect Sonoma Valley watershed resources, including surface and ground water supplies and quality. (ER 2.4)	As discussed in Section 9 of the Initial Study, the Project will not have a significant impact on groundwater resources.
Require erosion control and soil conservation practices that support watershed protection. (ER 2.5)	The Project will incorporate erosion control and soil conservation practices that support watershed protection (see Section 4 of the Initial Study).
Preserve existing trees and plant new trees. (ER 2.6)	There are 44 living trees on the site, including eight oak trees. The remaining trees are primarily fruit trees and black walnuts. The four largest oak trees are proposed to be preserved, while the remaining trees are proposed for removal. As required under the City's Tree Ordinance, replacement trees will be required at a minimum ratio of 1:1 (see Section 4 of the Initial Study).
Require development to avoid potential impacts to wildlife habitat, air quality, and other significant biological resources, or to adequately mitigate such impacts if avoidance is not feasible. (ER 2.9)	Potential impacts on wildlife and other biological resources are discussed above. In addition, Mitigation Measures have been identified to reduce potential impacts on Air Quality to a less-than-significant level (see Section 3 of the Initial Study).
Encourage construction, building maintenance, landscaping, and transportation practices that promote energy and water conservation and reduce greenhouse gas emissions. (ER 3.2)	The Project provides for roof-top solar panels, low-water use landscaping, and the use of sustainable building materials. The Project complies with applicable local policies aimed at reducing greenhouse gas emissions (see Section 7 of the Initial Study).
Circulation Element	
Incorporate bicycle facilities and amenities in new development. (CE 2.5)	The Project will incorporate bicycle facilities, including secured bicycle parking in the Community Building.

<p>Ensure that new development mitigates its traffic impacts. (CE 3.7)</p>	<p>The Project will be required to mitigate potential traffic impacts by:</p> <ol style="list-style-type: none"> 1) Maintaining required sight distance at the Project entrance with the installation of red-curbing; and, 2) Re-striping Broadway with a two-way left-turn lane for the approximately 770 feet between the existing two-way left-turn lane and striping north and south of the missing segment. <p>See Section 16 of the Initial Study.</p>
<p>Public Safety Element</p>	
<p>Require development to be designed and constructed in a manner that reduces the potential for damage and injury from natural and human causes to the extent possible. (PS 1.1)</p>	<p>The finished floors within the Project will be built at an elevation above the flood zone. The Project site plan incorporates a fire-truck turnaround. The buildings within the Project will be constructed with fire sprinkler systems.</p>
<p>Ensure that all development projects provide adequate fire protection. (PS 1.3)</p>	
<p>Noise Element</p>	
<p>Apply the following standards for maximum Ldn levels to citywide development: 45 Ldn: For indoor environments in all residential units. 60 Ldn: For outdoor environments around all residential developments and outdoor public facilities. (NE 1.1)</p>	<p>As discussed in Section 12 of the Initial Study, an acoustical study was prepared, evaluating Project consistency with State and local noise standards. Mitigation measures have been identified to ensure that State and local noise standards are met.</p>
<p>Require adequate mitigation of potential noise from all proposed development. (NE 1.3)</p>	
<p>Evaluate proposed development using the Noise Assessment Guide and require an acoustical study when it is not certain that a proposed project can adequately mitigate potential noise impacts. (NE 1.4)</p>	
<p>Encourage all development to minimize noise intrusions through project design. (NE 1.5)</p>	

City of Sonoma Planning Commission
**CONDITIONS OF PROJECT APPROVAL AND
MITIGATION MONITORING PROGRAM**

Altamira Affordable Apartments—Use Permit/Site Design and Architectural Review
20269 Broadway

November 9, 2017

1. The development shall be constructed and maintained in conformance with the attached mitigation measures (Exhibit “A”), the applicant statement/project narrative, and the approved site plan, floor plans, roof plans, and building elevations contained within the Altamira Family Apartments Entitlement Submittal, Revised 5-10-17, prepared by Pyatok Architecture & Urban Design, except as modified by these conditions and the following:
 - a. Each of the apartments shall be provided with a minimum of one dedicated parking space.
 - b. The buildings within the project shall be designed as “solar-ready”, except that solar panels are prohibited on the west-facing roofs of Buildings 6, 7, and 8.
 - c. Buildings 6, 7, and 8 shall be designed with no external doors or upper-floor windows on their west-facing elevations.
 - d. The landscaped area west of Buildings 6, 7, and 8 shall be used as a landscaped buffer. Active outdoor activities such as play areas and BBQs shall be prohibited within this area.
 - e. Subject to the review and approval of the Design Review and Historic Preservation, pursuant to Condition of Approval #21, the landscaping plan shall incorporate the planting of screening evergreen trees along the west side of the property.
 - f. The Community Building shall be dedicated to the use of the residents of the project and shall not be used by groups or persons not associated with the Project and its residents.
 - g. An on-site resident manager shall be required.
 - h. The project landscaping plan and street tree planting plan shall incorporate the unimproved portion of the Caltrans right-of-way.
 - i. The project shall incorporate the design revisions set forth in revised architectural concepts and letter from Pyatok Associates, dated October 25, 2017.

Implementation Responsibility: Planning Director; Building Department; Public Works Division, City Engineer

Timing: Ongoing

2. The following plans and agreements for controlling storm water runoff from the site shall be required:
 - a. An Erosion and Sediment Control Plan shall be prepared by a registered civil engineer and submitted to the City Engineer for review and approval. The required plan shall be approved prior to the issuance of a building or grading permit. The Best Management Practices specified in the approved plan shall be implemented before and during any rainfall event. Grading shall not commence or recommence during the rainy season or the period of time beginning when rains begin or October 15, whichever comes first, and ending on the following April 15 or when rains cease, whichever occurs last, unless erosion and sediment control measures have been installed, implemented, and maintained on the site to the satisfaction of the public works director or his/her representative.
 - b. A Stormwater Control Plan (SCP) in conformance with the standards in Provision E.12 of the City of Sonoma’s NPDES Permit for stormwater discharges shall be prepared by a registered civil engineer and submitted to the City Engineer for review and approval. The plan shall be prepared in accordance with the guidance provided in the BASMAA Post-Construction Manual. The required plan shall be approved prior to the issuance of a building or grading permit. The SCP must include an Operation and Maintenance Plan for the Best Management Practices (BMPs) identified in the SCP.
 - c. The Applicant shall execute an agreement with the City which grants the City access to conduct inspections of the BMPs identified in the SCP, and which requires the owner or operator of the site to conduct a maintenance inspection at least annually and retain a record of the inspection. The agreement must contain provisions authorizing the City to perform required maintenance of the BMPs and recover the cost of performing said maintenance in the event of the owner’s failure to perform required maintenance. The agreement shall be

binding on future owners of the entire property or any subdivided portion thereof, and shall be recorded at the Sonoma County Recorder's Office.

Enforcement Responsibility: City Engineer; Public Works Department

Timing: Prior to issuance of the grading permit

3. The following improvements shall be required and shown on the improvement plans and are subject to the review of the City Engineer, Planning Director, and Fire Chief. Public improvements shall meet City standards. The improvement plans shall be prepared by a registered civil engineer and approved by the City Engineer prior to issuance of a grading permit or building permit. All drainage improvements shall be designed in accordance with the Sonoma County Water Agency "Flood Control Design Criteria." Plans and engineering calculations for drainage improvements, and plans for sanitary sewer facilities, shall be submitted to the Sonoma County Water Agency (and copy of submittal packet to the City Engineer) for review and approval. If required by the City Engineer, the property owner and applicant shall enter into the City's standard form of Improvement Agreement subject to the review and approval of the City Engineer and City Attorney.
 - a. The project driveway on Broadway shall be constructed in conformance with the City's standard specifications and Caltrans standards. Existing curb, gutter, sidewalk and street sections along the Broadway and Clay Street frontages that are damaged or deemed by the City Engineer to be in disrepair shall be repaired or replaced to City and/or Caltrans standards. An encroachment permit from the City shall be required for any work within the public right of way.
 - b. In compliance with Mitigation Measure 16.a.2, the Project shall be required to re-stripe Broadway with a two-way left-turn lane for the approximately 770 feet between the existing two-way left-turn lane and striping north and south of the missing segment. To ensure compliance with applicable design standards, a Caltrans encroachment permit shall be required.
 - c. In compliance with Mitigation Measure 16.a.1, parking restrictions, in the form of red curbs, shall be installed for 20 feet on either side of the Project drive. In addition, though the review of the landscaping plan pursuant to Condition #22, the landscaping in the vicinity of the driveway shall be reviewed to ensure that it does not adversely affect sight distances.
 - d. Storm drains and related facilities, including off-site storm drain facilities as necessary to connect to existing storm drain facilities.
 - e. Post-Construction stormwater BMPs as approved in the Applicant's Stormwater Control Plan shall be shown on the drainage and improvement plans.
 - f. Grading plans shall be included in the improvement plans and are subject to the review and approval of the City Engineer, Planning Director, and the Building Official. Grade differences between lots will not be permitted unless separated by properly designed concrete or masonry retaining walls. This requirement may be modified or waived at the discretion of the City Engineer. Plans shall conform to City of Sonoma Grading Ordinance (Chapter 14.20 of the Municipal Code). The applicant shall provide "As Built" for the site demolition and hazardous materials abatement with the grading plans.
 - g. Tree protection measures as set forth in the Arborist Report/Tree Protection Plan, prepared by Sherby Sanborn Consulting Arborist, June 2, 2017
 - h. Sewer mains, laterals and appurtenances, including off-site sewer mains and facilities as required by the Sonoma County Water Agency; water conservation measures installed and/or applicable mitigation fees paid as determined by the Sonoma County Water Agency; and appurtenances such as grease traps associated with the kitchen facilities in the Community Building.
 - i. Water services for the residential uses, fire line and a dedicated irrigation line shall be provided. The location of water meters and backflow assemblies shall be identified on the plans and the locations approved by the City Engineer and Fire Chief.
 - j. Precise horizontal and vertical location of underground utilities expected to be encountered in the public right of way shall be determined by means of potholing prior to completion of the improvement plans, to avoid non-standard field changes when underground obstacles are encountered.

- k. Public fire hydrants connected to public water lines shall be required in the number and at the locations specified by the Fire Chief and the City Engineer. Any required fire hydrants shall be operational prior to beginning combustible construction.
- l. Private underground utility services, including gas, electricity, cable TV and telephone, shall be provided to the development.
- m. Public street lighting as required by the City Engineer.
- n. A signing and striping plans shall be submitted to the City Engineer for review and approval. Said plans shall include “No Parking” signs/markings along the appropriate drive aisles, traffic control signs, and pavement markings as required by the City Engineer.
- o. Street trees along the property frontages subject to the review of the Planning Director and the Public Works Director. All street trees shall be consistent with the City’s Tree Planting Program, including the District Tree List.
- p. The property address numbers shall be posted on the property in a manner visible from the public street, and on the individual structures/units. Type and location of posting are subject to the review and approval of the City Engineer and the Fire Chief.
- q. All public sidewalk, street, storm drainage, water, sewer, access and public utility easements shall be dedicated to the City of Sonoma or to other affected agencies of jurisdiction, as required.
- r. The applicant shall show proof of payment of all outstanding engineering plan check fees within thirty (30) days of notice for payment and prior to the approval of the improvement plans, whichever occurs first.

Enforcement Responsibility: City Engineer; Public Works Department; Building Department; Planning Department; Fire Department; SCWA
Timing: Prior to issuance of the grading permit

- 4. An encroachment permit from the Department of Transportation (Caltrans) shall be required for all work within the Highway 12 (Broadway) right-of-way. The applicant shall provide proof of the Caltrans encroachment permit prior to City Engineer approval of improvement plans for frontage or intersection improvements. An encroachment permit from the City shall also be required for any work within the Broadway and Clay Street public rights of way.

Enforcement Responsibility: Caltrans; City Engineer; Public Works Department; Building Department
Timing: Prior to City approval of public improvement plans

- 5. The applicant shall be required to pay for all inspections prior to the acceptance of public improvements, or within 30 days of receipt of invoice; all plan checking fees at the time of the plan checks; and any other fees charged by the City of Sonoma, the Sonoma County Water Agency or other affected agencies with reviewing authority over this project, except those fees from which any designated affordable units are specifically exempted.

Enforcement Responsibility: Public Works Department; Building Department; City Engineer; Affected agency
Timing: Prior to the acceptance of public improvements, or plan check, or within 30 days of receipt of invoice, as specified above

- 6. No structures of any kind shall be constructed within the public easements dedicated for public use, except for structures for which the easements are intended.

Enforcement Responsibility: City Engineer; Public Works Department; Planning Department
Timing: Prior to the issuance of any grading/building permit; Ongoing

- 7. The applicant shall comply with the following requirements of the Sanitation Division of Sonoma County Permit & Resource Management Department (PRMD) and the Sonoma County Water Agency (SCWA):
 - a. The applicant shall fully implement the recommended sanitation conditions set forth in the letter from PRMD dated July 25, 2017.

- b. The applicant shall submit a Wastewater Discharge Survey to PRMD. The Applicant shall obtain a **Survey for Commercial/Industrial Wastewater Discharge Requirements** (“Green form”) from PRMD, and shall submit the completed Survey, along with two (2) copies of the project site plan, floor plan and plumbing plan to the Sanitation Section of PRMD. The Survey evaluation must be completed by the Sonoma County Water Agency and submitted to the PRMD Engineering Division before a building permit for the project can be approved.
- b. If additional sewer pre-treatment and/or monitoring facilities (i.e. Grease trap, Sampling Manhole, etc.) are required by the Sonoma Valley County Sanitation District per the Wastewater Discharge Survey, the Applicant shall comply with the terms and requirements of the Survey prior to commencing any food or beverage service. If required, the Sampling Manhole shall be constructed in accordance with Sonoma County Water Agency *Design and Construction Standards for Sanitation Facilities*, and shall be constructed under a separate permit issued by the Engineering Division of PRMD.
- c. In accordance with Section 5.05, "Alteration of Use", of the Sonoma Valley County Sanitation District Ordinances, the Applicant shall pay increased sewer use fees as applicable for changes in the use of the existing structure. The increased sewer use fees shall be paid the Engineering Division of PRMD prior to the commencement of the use(s).
- d. A sewer clearance shall be provided to the City of Sonoma Building Department verifying that all applicable sewer fees have been paid prior to the issuance of any building permit. **Note: Substantial fees may apply for new sewer connections and/or the use of additional ESDs from an existing sewer connection. The applicant is encouraged to check with the Sonoma County Sanitation Division immediately to determine whether such fees apply.**

Enforcement Responsibility: Sanitation Division of Sonoma County Planning & Management Resource Department; Sonoma County Water Agency; City of Sonoma Building Department
Timing: Prior to issuance of a building permit

- 8. The applicant shall obtain any necessary permits, licenses, and/or clearances from the Sonoma County Environmental Health Division and the State Department of Alcoholic Beverage Control (ABC) for food/beverage preparation, cooking, and service associated with the Community Building. Food/beverage preparation, cooking, and service shall conform to the limitations of those permits.

Enforcement Responsibility: Department of ABC; Sonoma County Health Division; Planning Department
Timing: Prior to operation; Ongoing

- 9. A water demand analysis shall be prepared by a licensed civil engineer and submitted by the applicant and shall be subject to the review and approval of the City Engineer. Said analysis shall comply with the City’s current policy on water demand and capacity analysis as outlined in Resolution 46-2010. Building permits for the project shall only be issued if the City Engineer finds, based on the water demand analysis in relation to the available water supply, that sufficient capacity is available to serve the proposed development, which finding shall be documented in the form of a will-serve letter, prepared by the City Engineer. Any will-serve letter shall remain valid only so long as the discretionary approval(s) for the project remains valid.

Enforcement Responsibility: City Engineer; Public Works Department
Timing: Prior to issuance of any building permit

- 10. The applicant shall submit a Water Conservation Plan to the City Engineer for review and approval. The Plan shall include conservation measures for indoor and outdoor water use and shall be consistent with the City’s water conservation and landscape efficiency ordinances.

Enforcement Responsibility: City Engineer
Timing: Prior to issuance of any building permit

- 11. A soils and geotechnical investigation and report, prepared by a licensed civil engineer, shall be required for the development prior to the issuance of a grading permit and/or approval of the improvement plans, as determined by the City Engineer. Recommendations identified in the geotechnical investigation and report shall be incorporated into the construction plans for the project and into the building permits.

Enforcement Responsibility: City Engineer; Building Department
Timing: Prior to issuance of any grading/building permit

- 12. A construction management plan shall be required, subject to the review and approval of the City Engineer, the Building Official, and the Planning Director. The Plan shall incorporate, at a minimum, the following components:

- a. **Neighbor/Agency Outreach and Coordination.** Identification of procedures providing for written notification to potentially affected businesses, residences, and agencies informing them in advance of construction activities and progress. Designation of a responsible person (including contact information) for implementation of the construction management plan.
- b. **Construction Traffic Control.** A traffic control plan, prepared by a licensed engineer, to control traffic safety throughout all the construction phases. The plan shall include but not be limited to staging areas on the project site and truck movements, cones, signage, flagging, etc. In addition, the plan shall address temporary parking of construction related vehicles and equipment, including construction employees, on or adjacent to the project site. Contractors shall be required to maintain traffic flow on all affected roadways adjacent to the project site during non-working hours, to minimize traffic restrictions during construction, to avoid the routing of trucks through residential areas, and minimize impacts on the availability of on-street parking. Contractors shall notify all appropriate City of Sonoma and Sonoma County emergency service providers of planned construction schedules and roadways affected by construction in writing at least 48 hours in advance of any construction activity that could involve road closure or any significant constraint to emergency vehicle movement through the project area or the adjacent neighborhoods. Vehicles used in transporting construction equipment and materials shall be limited to City-approved haul routes.
- c. **Noise Mitigation.** Construction noise mitigation measures, to incorporate all measures set forth in Mitigation Measure Noise 12.d. Compliance with the applicable provisions of the City's Noise Ordinance (SMC 9.56) shall be required.
- d. **Air Quality Protection.** Dust control and air quality mitigation in accordance with Mitigation Measure 3.c.
- e. **Hazardous Materials Testing and Abatement.** Plans and protocols for hazardous materials testing, abatement, and disposal, as set forth in Mitigation Measure 8.d.
- f. **Cultural/Tribal Resources.** Contingency plans and protocols in compliance with Mitigation Measure 5.b.
- g. **Paleontological Resources.** Contingency plans and protocols in compliance with Mitigation Measure 5.c.
- h. **Human Remains.** Contingency plans and protocols in compliance with Mitigation Measure 5.d.
- i. **Construction Recycling.** A recycling plan addressing the major materials generated through deconstruction of existing structures and construction of new buildings, including measures to divert these materials from landfill disposal. Typical materials included in such a plan are soil, brush and other vegetative growth, sheetrock, dimensional lumber, metal scraps, cardboard packaging, and plastic wrap.
- j. **Easements and Agreements.** Written confirmation of any necessary construction access agreements or easements from neighboring property owners.
- k. **Tree Protection Measures:** Protocols and inspection/monitoring requirements as set forth in the Arborist Report/Tree Protection Plan, prepared by Sherby Sanborn Consulting Arborist, June 2, 2017.
- l. **Protections for Nesting Birds.** Limitations on grading and all other protections for nesting birds, as set forth in Mitigation Measure 4.a.

Enforcement Responsibility: Building, Planning, & Public Works Departments; Police & Fire Departments
Timing: Prior to the issuance of any building permit or grading permit and ongoing during construction

- 13. As necessary to comply with State and local standards for interior noise, Buildings 2, 3, 4, 5, 6, and 8 shall be equipped with a mechanical ventilation system capable of providing adequate fresh air to the residence while allowing the windows to remain closed to control noise, as set forth in Mitigation Measure 12.a.

Enforcement Responsibility: Planning Director; Building Department
Timing: Prior to the issuance of building permits

- 14. To attenuate parking lot noise within the adjacent residential area, the applicant shall construct and maintain a solid fence/wall, with a minimum height of 7 feet, extending 50 feet from the northeastern corner of the along the northern property, and along the length of the two adjoining residential parcels to the west, as shown in Figure 3 of the Environmental Noise Assessment for the Altamira Apartment Project, 20269 Broadway (Illingworth and Rodkin, August 24, 2017). To be effective as a noise barrier, the fence/wall shall be built without cracks or gaps in the face or base, have a minimum surface weight of 3.0 lbs. per square feet, and be capable of reducing noise traveling directly through it by a minimum of 10 dBA. A wood fence built with a double layer of 1-inch nominal thickness fence boards, where the second layer of boards installed to cover the joints of the first layer would meet these surface weight and noise reduction requirements. Other wall types that will provide the needed level of noise reduction include masonry block, and concrete panel walls, but any alternative proposal shall include verification from a qualified acoustical consultant that the required noise attenuation will be met, consistent with Mitigation Measure 12.b. The design of the fence/wall shall be subject to the review and approval of the Design Review and Historic Preservation Commission.

Enforcement Responsibility: Planning Director; Building Department; DHRPC
Timing: Prior to the issuance of any occupancy permit

15. Solid wood fencing with a minimum height of 7 feet shall be installed and maintained along the west and north property lines, excluding front and street-side yard setback areas, to connect with the fence/wall required in Condition #14, above, in compliance with Development Code §19.40.100 (Screening and Buffering) and §19.46 (Fences, Hedges, and Walls). The fencing shall be subject to the review and approval of the Design Review and Historic Preservation Commission (DRHPC) as part of the landscape plan.

Enforcement Responsibility: DRHPC/Building Department
Timing: Prior to the issuance of any occupancy permit

16. The following agencies must be contacted by the applicant to determine permit or other regulatory requirements of the agency prior to issuance of a building permit, including the payment of applicable fees:
- Sonoma County Water Agency/PRMD [For sewer connections and modifications and interceptor requirements, and for grading, drainage, and erosion control plans].
 - Sonoma County Department of Public Health [Food/beverage preparation].
 - Sonoma County Department of Environmental Health [For abandonment of wells].
 - Sonoma Valley Unified School District [For school impact fees].
 - Caltrans [For encroachment permits and frontage improvements on State Highway 12/Broadway].

Enforcement Responsibility: Building Department; Public Works Department
Timing: Prior to the issuance of any grading/building permit

17. Building permits shall be obtained and all applicable work shall comply with the applicable provisions of the California Building Standards Code as amended and adopted by Sonoma Municipal Code Section 14.10.

Enforcement Responsibility: Building Department
Timing: Prior to construction

18. All Fire Department requirements shall be met, including any code modifications effective prior to the date of issuance of any building permit. Fire sprinklers shall be provided in all new buildings. Any required “no parking” markings shall be maintained on an on-going basis.

Enforcement Responsibility: Fire Department; Building Department
Timing: Prior to the issuance of any building permit

19. The project shall be constructed in accordance with the following requirements related to tree preservation, mitigation and replacement:
- Live trees removed from the project site shall be replaced at a 2:1 ratio. All replacement trees shall have a minimum size of 15-gallons.
 - The developer shall adhere to the general tree preservation guidelines included in the arborist report for trees that are to be preserved.
 - Any street trees planted shall be consistent with the City’s Street Tree Planting Program and the District Tree List.

Enforcement Responsibility: Planning Department/DRHPC
Timing: Prior to the issuance of any occupancy permit

20. The development shall be subject to the review and approval of the Design Review and Historic Preservation Commission (DRHPC). This review shall encompass site plan adjustments as required by these conditions or as deemed necessary by the DRC (except no modifications substantially altering the approved site plan or at variance with the conditions of approval shall be made), and review of elevation details, exterior materials and colors, and signs for the development. As part of its consideration, the DHRPC shall review the design and placement of bicycle parking facilities.

Enforcement Responsibility: Planning Department; DRHPC
Timing: Prior to the issuance of any building permit

21. A landscape plan shall be prepared by a licensed landscape architect. The plan shall be subject to the review and approval of the Design Review and Historic Preservation Commission (DRHPC). The plan shall address site landscaping, fencing/walls, hardscape improvements, and required tree plantings. The landscape plan shall include an irrigation plan and shall comply with applicable provisions of the California Building Standards Code including CALGreen + Tier 1, the City of Sonoma's Water Efficient Landscaping Ordinance (Municipal Code §14.32) and Development Code Sections 19.40.100 (Screening and Buffering), 19.46 (Fences, Hedges, and Walls), and 19.40.060 (Landscape Standards).

Enforcement Responsibility: Planning Department; DRHPC
Timing: Prior to any occupancy permit

22. Onsite lighting shall be addressed through a lighting plan, subject to the review and approval of the Design Review and Historic Preservation Commission (DRHPC). All proposed exterior lighting for the site shall be indicated on the lighting plan and specifications for light fixtures shall be included. The lighting shall conform to the standards and guidelines contained under Section 19.40.030 of the Development Code (Exterior Lighting) and the California Energy Code. No light or glare shall be directed toward, or allowed to spill onto any offsite areas. All exterior light fixtures shall be shielded to avoid glare onto neighboring properties, and shall be the minimum necessary for site safety and security.

Enforcement Responsibility: Planning Department, DRHPC
Timing: Prior to the issuance of any occupancy permit

23. In addition to any other applicable fees and taxes, the applicant shall be responsible for the payment of the following:
- Water meter, front-footage, and water capacity fees. The water capacity fee shall be charged based on a baseline of estimated use set by the City Engineer in accordance with Resolution 56-2014 or the most recent water rates and connection fees established by the City Council prior to the issuance of any building permit. The applicant shall determine the quantity of additional water capacity required based upon the submittal of an engineered water study demonstrating and quantifying the site-specific water usage.
 - Sewer connection fees.
 - School impact fees.

Enforcement Responsibility: Planning Department; Public Works Department; City Engineer
Timing: Prior to the issuance of building permits and ongoing

24. All units within the development, excluding the manager's unit, shall be designated as affordable units for households in the low, very low, and extremely low income categories consistent with the requirements of the 9% Tax Credit Financing and with California Community Redevelopment law, as applicable. Affordable rents shall be set at the lowest applicable rent required by any applicable agreement, law, rule, or regulation. The developer shall enter into a Affordable Housing Agreement covenant assuring the continued affordability of the designated units for a minimum period of 55 years and establishing maximum rents. Said Affordable Housing Agreement shall include a management and maintenance plan (addressing issues including but not limited to tenant screening; warning and eviction procedures; use and maintenance of patios, decks and other outdoor areas; quiet time; and the long-term maintenance of buildings and landscaping) and shall be subject to the review and approval of the Planning Director and City Attorney. Subject to review and approval by the City Attorney and the Sonoma County Community Development Commission of the implementing procedures, in the review of housing applications, preference shall be given to individuals/households that live and/or work within the County of Sonoma.

Enforcement Responsibility: Planning Department
Timing: Prior to occupancy of any unit.

25. The applicant shall prepare a parking management and traffic calming program, subject to review and approval of the Planning Department. The applicant/property owner shall manage and enforce the provisions of the parking management program/traffic calming program for the housing development on an ongoing basis. One parking space near the Community Building shall be designated and signed for short-term parking during business hours as set forth in the parking management program.

Enforcement Responsibility: Planning Department
Timing: Prior to the issuance of any occupancy permit; Ongoing

Indemnity and Time Limitations:

- A. The property owner, developer and any successor in interest, whether in whole or in part, shall defend, indemnify, and hold harmless the City and its agents, officers, attorneys, and employees from any claim, action, or proceeding brought against the City or its agents, officers, attorneys, or employees to attack, set aside, void, or annul the entitlements and actions at issue herein. This indemnification shall include damages or fees awarded against the City, if any, costs of suit, attorney's fees, and other costs and expenses incurred in connection with such action whether incurred by the developer, the City, and/or parties initiating or bringing such action.
- B. The property owner, developer and any successor in interest, whether in whole or in part, shall defend, indemnify, and hold harmless the City, its agents, employees, and attorneys for all costs incurred in additional investigation of or study of, or for supplementing, preparing, redrafting, revising, or amending any document, if made necessary by said legal action and the property owner/developer desires to pursue securing such approvals, after initiation of such litigation, which are conditioned on the approval of such documents in a form and under conditions approved by the City Attorney.
- C. In the event that a claim, action, or proceeding described in "A" or "B" above is brought, the City shall promptly notify the property owner and developer of the existence of the claim, action, or proceeding, and the City will cooperate fully in the defense of such claim, action, or proceeding. Nothing herein shall prohibit the City from participating in the defense of any claim, action, or proceeding; the City shall retain the right to (i) approve the counsel to so defend the City, (ii) approve all significant decisions concerning the manner in which the defense is conducted, and (iii) approve any and all settlements, which approval shall not be unreasonably withheld. The City shall also have the right not to participate in said defense, except that the City agrees to cooperate with the property owner/developer in the defense of said claim, action, or proceeding. If the City chooses to have counsel of its own to defend any claim, action, or proceeding where the property owner/developer has already retained counsel to defend the City in such matters, the fees and expenses of the counsel selected by the City shall be paid by the property owner/developer.
- D. The property owner and developer and any successor in interest, whether in whole or in part, indemnifies the City for all the City's costs, fees, and damages which the City incurs in enforcing the above indemnification provisions.
- E. Unless a shorter limitation period applies, the time within which judicial review of this decision must be sought is governed by California Code of Civil Procedure, Section 1094.6.
- F. The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), the conditions constitute written notice of a statement of the amount of such fees and a description of dedications, reservations, and other exactions. You are hereby further notified that the 90-day approval period in which you may protest these fees, dedications, reservations, and other exactions pursuant to Government Code Section 66020(a), has begun. If you fail to file a protest within this 90-day period complying with all of the requirements of Section 66020, you will be legally barred from later challenging such exactions.

Mitigation Measures for Altamira Apartments

Air Quality

Mitigation Measure 3.c: To limit the Project’s construction-related dust and criteria pollutant emissions, the following Bay Area Air Quality Management District (BAAQMD)-recommended Mitigation Measures shall be included in the Project’s grading plan, building plans, and contract specifications:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified visible emissions evaluator.
8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District ‘s phone number shall also be visible to ensure compliance with applicable regulations.

Biological Resources

Mitigation Measure 4.a: The following measures shall be implemented as necessary during the construction phase of the project for the protection of nesting birds:

1. Grading or removal of nesting trees and habitat shall be conducted outside the nesting season, which occurs between approximately February 15 and August 15, if feasible.
2. If grading between August 15 and February 15 is infeasible and groundbreaking must occur within the nesting season, a pre-construction nesting bird (both passerine and raptor) survey of the grassland and trees shall be performed by a qualified biologist within 7 days of ground breaking.
3. If no nesting birds are observed no further action is required and grading shall occur within one week of the survey to prevent “take” of individual birds that could begin nesting after the survey. If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist.
4. The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-300 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFG. To delineate the buffer zone around a nesting tree, orange construction fencing shall be placed at the specified radius from the base of the tree within which no machinery or workers shall intrude.
5. After the fencing is in place there will be no restrictions on grading or construction activities outside the prescribed buffer zones. The buffer zone shall remain in place until after the young have fledged.

Cultural Resources

Mitigation Measure 5.b: Construction personnel involved with earthmoving shall be alerted to the potential for the discovery of prehistoric materials and tribal cultural resources. Such materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.

If prehistoric or historic-period archaeological/tribal cultural resources are encountered, all construction activities within 50 feet shall halt and the Planning Director shall be notified. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with Public Resources Code (PRC) Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning and construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the Planning Department. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2.

Mitigation Measure 5.c: If paleontological resources are identified during construction activities, all work in the immediate area will cease until a qualified paleontologist has evaluated the finds in accordance with the standard guidelines established by the Society of Vertebrate Paleontology. If the paleontological resources are considered to be significant, a data recovery program will be implemented in accordance with the guidelines established by the Society of Vertebrate Paleontology.

Mitigation Measure 5.d: If human remains are encountered, all work shall stop in the immediate vicinity of the discovered remains and the County Coroner and a qualified archaeologist shall be notified immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission shall be contacted by the Coroner so that a “Most Likely Descendant” can be designated and further recommendations regarding treatment of the remains is provided.

Hazards and Hazardous Materials

Mitigation Measure 8.d: The preparation and implementation of a Soils and Testing and Management Plan (STMP) by a qualified consulting firm shall be required. The STMP shall address a) sampling and testing of shallow soils to identify potential residual contaminants potentially associated with the former residential and agricultural use of the site, as called for in the Phase I Environmental Site Assessment 20269 Broadway, Sonoma, CA (EGS, 2016); b) clean-up, disposal, and/or remediation procedures if any such contaminants are identified in excess of established safety thresholds; and, c) any required coordination with the Sonoma County Department of Environmental Health and/or other responsible agencies. Soils testing and any required removal or remediation shall be duly implemented prior to the issuance of any grading or construction permit.

Noise

Mitigation Measure 12.a: Buildings 2, 3, 4, 5, 6, and 8 shall be equipped with a mechanical ventilation system capable of providing adequate fresh air to the residence while allowing the windows to remain closed to control noise.

Mitigation Measure 12.b: To attenuate parking lot noise within the adjacent residential area, the applicant shall construct and maintain a 6-foot-high solid fence/wall extending 50 feet from the northeastern corner of the along the northern property, and along the length of the two adjoining residential parcels to the west, as shown in Figure 3 of the Environmental Noise Assessment for the Altamira Apartment Project, 20269 Broadway (Illingworth and Rodkin, August 24, 2017). To be effective as a noise barrier, the fence/wall shall be built without cracks or gaps in the face or base, have a minimum surface weight of 3.0 lbs. per square feet, and be capable of reducing noise traveling directly through it by a minimum of 10 dBA. A wood fence built with a double layer of 1-inch nominal thickness fence boards, where the second layer of boards installed to cover the joints of the first layer would meet

these surface weight and noise reduction requirements.. Other wall types that will provide the needed level of noise reduction include masonry block, and concrete panel walls, but any alternative proposal shall include verification from a qualified acoustical consultant that the required noise attenuation will be met.

Mitigation Measure 12.d: Prior to issuance of grading permits, the Project applicant shall ensure that the following practices are incorporated into the construction specification documents to be implemented by the Project contractor:

- a. Provide enclosures and mufflers for stationary equipment, shrouding or shielding for impact tools, and barriers around particularly noisy operations, such as grading or use of concrete saws within 50 feet of an occupied sensitive land use.
- b. Use construction equipment with lower (less than 70 dB) noise emission ratings whenever possible, particularly air compressors and generators.
- c. Do not use equipment on which sound-control devices provided by the manufacturer have been altered to reduce noise control.
- d. Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptors.
- e. Prohibit unnecessary idling of internal combustion engines.
- f. Implement noise attenuation measures to the extent feasible (i.e., such that they do not impede efficient operation of equipment or dramatically slow production rates), which may include, but are not limited to, noise barriers or noise blankets. The placement of such attenuation measures shall be reviewed and approved by the Building Department prior to issuance of grading and building permits for construction activities.
- g. Designate a "construction liaison" that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.
- h. Hold a pre-construction meeting with the job inspectors and the general contractor/onsite project manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and noise coordinator) are completed.

Traffic and Transportation

Mitigation Measure 16.a.1: Parking restrictions, in the form of red curbs, should be installed for 20 feet on either side of the Project drive. In addition, the landscaping in the vicinity of the driveway shall be subject to review to ensure that it does not adversely affect sight distances.

Mitigation Measure 16.a.2: The Project shall be required to re-stripe Broadway with a two-way left-turn lane for the approximately 770 feet between the existing two-way left-turn lane and striping north and south of the missing segment. To ensure compliance with applicable design standards, a Caltrans encroachment permit shall be required.

Utilities and Service Systems

Mitigation Measure 17.f: The project applicant shall be required to prepare and implement a recycling plan for both the deconstruction of existing structures and new construction detailed in the project description. The recycling plan shall address the major materials generated through deconstruction of existing structures and construction of new buildings, and shall identify the means to divert these materials away from landfill disposal. Typical materials included in such a plan are soil, brush and other vegetative growth, sheetrock, dimensional lumber, metal scraps, cardboard packaging, and plastic wrap.



25 October 2017

David Goodison, Planning Director
City of Sonoma

Dear Mr. Goodison,

The purpose of this memo is to describe the recent modifications made to our proposed design for 20269 Broadway on behalf of SAHA.

In response to comments made by members of the Planning Commission, specific changes are incorporated in an effort to (a) reduce the apparent scale and mass of the buildings, (b) provide greater continuity between the proposed buildings and the neighboring Clay Street existing homes, and (c) provide a more traditional residential character to Altamira Family Apartments.

Residences on Clay Street:

- At the previous recesses, the roof is pulled back to allow for a layered double-gable expression, which is an element found on many of the Clay Street homes. By pushing back a portion of the roof, the overall mass is reduced and the new smaller gable with a lower ridge becomes more prominent than the primary roof.
- The setbacks of the buildings are more varied, without the previous alignment between paired buildings. This gives a more organic feel and is invocative of individual homes with less conformity. The smaller roofs covering the shared stairs have been removed, further reducing the apparent mass of Altamira residences along Clay Street.
- The arrangement of structures has been varied, with Building 6 and Building 5 each including both 1BR and 2BR apartments. (Before, Building 6 had only 1BR units, and Building 5 had only 2BR units.) The buildings are less symmetrical now and feel less regimented in their arrangement. This is more consistent with the purposeful mix of unit types in the existing Clay Street development. (This does not change the overall unit mix, and we are still providing only 1BR apartments along the western property line.)
- The color mix is simplified, with single masses being painted a single color, as opposed to each building having a body color plus an accent color. Whereas accent colors are still used in select places (notably Building 4 at the corner), the single-mass-single-color distribution is more consistent with traditional residential architecture.
- The porches have been revised to include double posts, further refining their residential expression.

Residences on Broadway:

- Propose to provide street trees in the public Right-of-Way and utility easement behind the sidewalk of Broadway. We would look to Sonoma's street tree standards for Broadway, to allow for consistency along this thoroughfare. We will work with the Planning Department, Caltrans, and PG&E to find a street tree solution that is acceptable to all three agencies.

- The roof of Building 3 is turned to present a gable-end view to persons traveling south along Broadway. This provides more variety and visual interest between Building 3 and Building 2, and provides more identity separation between these two buildings.
- Similar to Clay Street, the roof is pulled back at corner recesses to reduce the overall mass and to allow for the layered double-gable expression.
- North-facing porch entries have been added to the townhomes of Buildings 2 and 3, facing the parking aisle and visible from Broadway. This draws attention away from the eave and down to the human-scale level, and provides visual variety as well as shelter and identity for the residents who will live in those homes.

Community Building

- The roof of the Community Building has been revised to dramatically alter the character of this building. Providing a gable roof instead of shed roof is more consistent with the residential buildings, and the main entrance is reminiscent of a wide farmhouse covered porch.
- The low gabion wall buffering the community room is lengthened to further define the covered porch.
- The function of the building is still clearly expressed with the taller form of the Common Room itself. Here, tall windows reach higher than the primary eave, and a lifted gable is turned to directly address Broadway. This feature communicates the non-residential function of the building, while blending cohesively among the proposed homes.

Residential Windows

- The proposed windows themselves are now symmetrical, and the height of the muntin is lifted to create a more residential proportion to the upper glazing. A lower mullion in the lower fixed pane is proposed to align with the mullion of the operable sash above, giving a less modern and more traditional feel. The overall size of the windows is not reduced, to allow for maximum natural light and sense of openness at the apartment interiors.

Parking Aisles

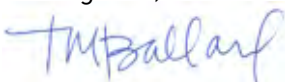
- As a traffic-calming measure, two speed humps are proposed – one near the entrance, and one at the mouth of the secondary parking court. Signage indicating “Children at Play,” or other acceptable language, will be posted at the Waste Enclosure and elsewhere as directed by Planning.

Play Safety

- Low wood fences (42”) with simple latched gates are proposed around the perimeter of the interior courtyard. The gates will have accessible hardware and will not be locked, but will help with the prevention of small children running toward the streets or parking.

We look forward to presenting these revisions at the upcoming Planning Commission meeting on November 9th. Our intention is to support the intentions of the Commissioners and we are glad to participate in this very collaborative process.

Best Regards,



Theresa Ballard, AIA | tballard@pyatok.com
Senior Associate, PYATOK (x.108)