

Dear Planning Commission Members,

My name is Daniel Payne and I am a concerned citizen who lives here in Sonoma. I am writing you because I am concerned with the way the Altamira project has been reviewed or, to put it more correctly, has had a lack of proper review. I speak from a 43-year career in the construction industry, the last 20 have been working with the largest general contractor in the state. I work with developers to plan, develop and build many projects very similar to the Altamira project. All of the projects I have been involved in that were successful have gone through extensive planning, development, and then construction.

To be a successful project it must address all of the possible impacts that will affect the future tenants as well as the surrounding community—this is a full EIR. The last thing any of you want to do is approve a project that is bad for its tenants, which in this case are the more disenfranchised members of our society. I have followed the Altamira project from the time the RFQ was sent out up to this meeting and I can tell you that little planning has been put into this project, but a rush to develop and get to construction has been done.

Many issues with this project have been brought to the developer, the CDC, and city planner David Goodison only to be ignored or dealt with inadequate review. Traffic and noise issues were shown to the above mentioned people only to have them do a one day study during a non peak traffic month. This study showed there was excessive noise at the site even at a non peak month. What was the developer's response? "The tenants will have to keep their windows closed to avoid the noise." This is a response that is woefully inadequate and insensitive to the future tenants.

A full study of traffic and noise takes time and needs to be done during all times of the year –non peak as well as peak times. Furthermore, the project has yet to address the problem of sewage from the proposed project. As you well know Sonoma is being fined now for inadequate processing of its sewage and this project is asking to put a higher density of people than the current master plan calls for. How do they plan to mitigate this problem that they will create for the city? A full EIR will address this issue.

The last point I would like to make is that nobody to this point has addressed the issue of the PG&E gas pipeline and blow-off valve box located right in front of the units that will border on Broadway. What are the physical and mental problems associated with this being located so close to a tenants window or front door and how will the developer mitigate them? I am sure that none of you wants to approve a project that could be the next San Bruno pipeline without fully understanding what you are approving. I know we need to build affordable housing, but we need to build housing that does not adversely affect the people who live there and that can only be done if you make the developer do their due diligence to fully explore all the impacts of this proposed project.

Regards,

Daniel Payne
Construction Manager
Webcor Builders

1288 Fryer Creek
Sonoma 95476

102 Clay St.
Sonoma, Ca 95476

November 6, 2017

Dear Commissioners,

RE: 20269 Broadway, Sonoma

Thank for your careful consideration of the project at 20269 Broadway. This project will affect the tenants and neighbors both commercial and residential for years to come. After attending the last Planning Commission meeting and reviewing the minutes, I am struck with how many decisions must be made and the level of expertise that is needed. This should not be a rush job. Below I have listed topics that were discussed all of which remain unresolved. This list may not be complete but is important to look at the scope of it.

Density of the **neighborhood**

- Friedman Bros.
- Sonoma Valley High School
- Adele Middle School
- Train Town
- Sonoma Lodge
- Nursing home
- 4 corners traffic intersection

Density of the **project**

- Potential 240+ new residents on 1.97 acres
- Setback issues
- Sound wall for Bragg St neighbors
- Height of buildings

Esthetics of the project

- Desire to maintain density, number of apartments, and parking numbers with setbacks
- Community room design
- Continuing esthetic in a southern movement from northern Broadway
- Architecture preferences
- Noise pollution
- Storm swales
- Air quality

Demographics of tenants

- Locals have no priority
- Seniors have no priority
- Working poor have no priority

Loading dock

- Reviewing existing permit which allows loading dock in public
- Hours of loading dock
- Possible revoking existing permit
- Consideration of air quality from diesel delivery trucks
- Enforcement of any resolutions regarding loading dock

Parking inside and outside project

- Adequate parking for tenants and their guests
- Weekend parking from Train Town
- Lodge employee parking
- Neighborhood parking
- Tandem parking /reduced space width

Traffic issues

- Calming traffic
- Entry and exit of project
- Sidewalk to nowhere
- Pedestrian access
- Train Town weekend parking and pedestrian access

Sewer issues

- Sewer overload

Veteran issues

- Commute issues to Veterans services
- Veterans reluctance to live on former farm land due to chemical exposure (Agent Orange)
- Veterans building allowance may a ruse to increase density

Consideration versus disregard of tenants and neighbors

- Statement of the PC that tenants should 'just be happy to live here'
- Unsatisfactory solutions to South Side concerns

Again this project is complicated and needs the review of professionals. Why not order a EIR for the sole purpose of condensing this list and making sure that each topic is given its rightful consideration.

Without prioritizing these problems you likely will face a new challenge of tenants lining the chamber in the future asking you "What were you thinking?"

Respectfully,

Charlene Thomason
South Side neighbor

Fred Allebach
PO Box 351
Vineburg, CA 95487

10/26/17

Members of the Planning Commission,

I am writing to give my further support for the Altimira Family Apts. project. I suggest that with combination of responsive changes made by SAHA, and the current post-fire housing emergency that you will in short order unanimously approve the use permit and negative declaration, as currently presented with no further changes.

Any potential changes of details are at a level now clearly appropriate for Design Review.

Fred Allebach

Sonoma Planning Commissioners:

Altamira Apartments
20269 Broadway Sonoma, Ca
October 6, 2017

There has been a misperception by the general public this is an “affordable housing” development for Sonoma “workforce” citizens. In fact this development will not directly benefit Sonoma but rather the extremely poor of the County including homeless and disabled veterans. I believe from my research the City can ask for some application preferences that will benefit local residents. It has been stated by Mr. Goodison and the Developer that the Planning Commission can ask for application “preferences and more income diversity” to help local residents.

This is not a City of Sonoma project but rather a County project determined by the CDC. Because of the way applications will be taken there is no guaranty there will be any City of Sonoma Citizens living in this project. I would encourage you to review the application and selection process for this development before you approve it.

Resident Application Preferences:

We are going on the basis that the City attorney has determined a “Sonoma County” preference is acceptable in meeting Federal Fair Housing laws. We would like to see an "applicant preference" for "Valley Residents" and not just for entire "Sonoma County". The "Valley" (hospital district) diversity mix may be acceptable by Fair Housing regulations if it is similar to the county. At one time Mr. Goodison expressed an interest in this and the City Attorney was looking into the matter. We have not been told any facts to the contrary this could not be done, just that it may not be as easily defensible.

A “geographical” preference is not the only application preference that can be asked for in my opinion. We know there will be about thousand applicants for these 48 units in Sonoma and a lottery will determine who will live here. We just think it is reasonable for the people who have lived in Sonoma and now cannot afford to anymore be given some advantage over others from Santa Rosa, Oakland and other parts of the Country. The people here already have established roots in Sonoma and should be allowed an opportunity to stay.

According to the “Housing Element” senior housing is Sonoma’s highest “special needs” priority yet this project does not address this need. Yes there are 22 one bedroom apartments but 10 are set asides for the homeless and disabled veterans. That leaves only 12 units that local seniors can compete with others from all over the Country. If one or two local seniors receive an apartment here they will be lucky. Seniors want to live close to their family and existing community. This affordable housing project does not meet the most critical local needs of this community and the Planning Commission and City Council are missing a great opportunity by letting others set the rules.

There is a difference between a “set-aside” for a specific group and an application “preference” for a “special needs” group. In my conversation with Rose Guerrero (Chief,

Compliance Section for the Tax Credit Allocation Committee) she agreed that that under the Housing and Economic Recovery Act of 2008, Section V. (Other Changes) C.2, seniors as “tenants who are members of a specified group under a federal or state program or policy that supports housing for such a specified group” is eligible for “occupancy restriction or preferences”. This action does not fail the requirement of the (GPU) general public use. Based on this interpretation this project could have a “senior preference,” which could help some local seniors continue to live in Sonoma.

This will not mean there will be a senior set aside or this will be a senior project which some people has misinterpret the intent. Though in my opinion, it should have been a senior housing project to meet our local needs which have been neglected by this City Council.

Income Diversity:

There has always been a question what was the intent of the Sonoma Redevelopment Commission when it purchased the Broadway Site for “affordable housing” and the income limits. In the United States, the term **affordable housing** is used to describe **housing**, rental or owner-occupied, that is **affordable** no matter what one's income is. The U.S. government regards **housing** costs at or below 30% of one's income to be **affordable**.

This is not an “affordable housing” development, It is an “extremely low” and “very low” income rental housing development by definition.

Mr. Goodison helped write the RFP, helped select SAHA, the Developer and is conducting the Staff Reports agrees with this definition for this project.

With regard to affordability, the RFP called for the following: “The residential rental development on the property is required to be affordable to households earning 80 percent or below the area median income (AMI) for a period of 55 years, with a minimum of 30 percent of the units affordable to households with incomes below 30 percent of AMI and no more than 20 percent of the units affordable to households between 60 and 80 percent AMI.”

Is this an accurate reflection of redevelopment law as it pertains to the site? Yes, says Mr. Goodison.

If this language was the basis of the RFP and the redevelopment law as it pertains to this site, then in my opinion SAHA’s proposed income limits only reach a level of 60% AMI so can be expanded to meet the intent of the original RFP and City acquisition. According to the language provided, the intent of purchase and development is to provide “rental development” affordable to “households earning **80 percent or below the area medium income**”. Since the original intent was to provide housing 80% or below the Average Medium Income (AMI), there should be some income levels between the neglected 60- 80% limit. We recognize some of the language in the RFP may be ambiguous, but the 80% limit is not and mentioned more than once. The “low income” limit referenced by the California Code of Regulations, Title 25 and the HUD definition of “low income”. The term “low income” housing has been used by many City

representatives when referring to the Broadway Project. If this was truly a “low income” project by HUD definition would have income limits between 50-80% AMI. Concentrating all very low income residents has been shown not to be a good planning practice. Income diversity that reflects the general area has always been a better solution for integration of the development into the community and provides social incentives to the occupants to do better and seek other housing opportunities.

In reviewing SAHA’s income chart, a couple with two children (household of 4) where one or both adults are working would need a combined income below \$52,860 to qualify. Where as if they would use the full definition of "low income" (60-80% of AMI) the total household income could be anywhere in the \$52,860 to \$70,480 range. Say a teacher or a healthcare worker applicant is single with 3 children and makes \$62,500; she would not qualify under the SAHA income limits but would under the allowable limits. Expanding the income limits would add diversity to the tenant mix and include some "workforce" housing the City Council members were always taking about.

In fact an elderly couple living on social security would have a hard time qualifying now for a one bedroom apartment if both had worked all their lives and were receiving benefits.

We do not see any apartment units allocated on SAHA list in this “low income” 60-80% of AMI group (there could only be nine according to the RFP), which represents the majority of the "low income" classification. To be compliant with the intent of the RFP, redevelopment law and the original real estate purchase, it would seem the income mix should be expanded. This may help to include some teachers, healthcare and hospitality workers in this area that as of now would not qualify.

Please consider a “senior preference” and more income diversity for this important development in the City of Sonoma. This will be a 55 year term project that will affect future generations.

Regards,

Anthony Germano, CAC Member
Sonoma Ca

Notes:

1. These Income Limits apply only to Sonoma County Community Development Commission assisted units. They are NOT to be used as a guide for programs regulated by any agency other than the Sonoma County Community Development Commission. It is up to each property owner to determine which regulations preside if a unit is regulated by more than one program.
2. These Income Limits do not apply to CDBG, HOME or NSP restricted units. Please refer to separate schedule for these units which are regulated by federal income limits set annually by the U.S. Department of Housing and Urban Development.

INCOME LIMITS*

Persons in Household	Extremely Low Income	Very Low Income 50% AMI**	60% AMI	Low Income 80% AMI	Median Income 100% AMI	Moderate Income 120% AMI
1	18,550	30,850	37,020	49,350	58,750	70,500
2	21,200	35,250	42,300	56,400	67,100	80,550
3	23,850	39,650	47,580	63,450	75,500	90,650
4	26,450	44,050	52,860	70,500	83,900	100,700
5	28,780	47,600	57,120	76,150	90,600	108,750
6	32,960	51,100	61,320	81,800	97,300	116,800
7	37,140	54,650	65,580	87,450	104,050	124,850
8	41,320	58,150	69,780	93,100	110,750	132,900

* The California Department of Housing and Community Development (HCD) has made its final decision to implement a new State Income Limit Hold Harmless (HH) Policy beginning 2013.

**AMI = Area Median Income

Subject: FW: support for Broadway project

Date: Thursday, September 28, 2017 at 11:52:01 AM Pacific Daylight Time

From: David Goodison

To: Cristina Morris

Late mail.

From: Jennifer Palladini <jennifer.palladini@gmail.com>

Date: Thursday, September 28, 2017 at 11:50 AM

To: "james@sonomadogcamp.com" <james@sonomadogcamp.com>, "chip.roberson@gmail.com" <chip.roberson@gmail.com>, Bill Willers <marcuswillers@comcast.net>, "bob@sonomafarmhouse.com" <bob@sonomafarmhouse.com>, "ronwellander@gmail.com" <ronwellander@gmail.com>, Mary Sek <mary@j2arch.com>, "mikecoleman371@gmail.com" <mikecoleman371@gmail.com>, David Goodison <davidg@sonomacity.org>

Subject: support for Broadway project

Hello.

I am writing in support of the Broadway affordable housing project. The lack of affordable housing in Sonoma is an important one that needs to be addressed.

It affects not only housing, but also traffic and carbon emissions as people are forced to commute from out of town to work in Sonoma.

It is important in allowing families to live near one another. Many young adults are forced to leave Sonoma because they cannot afford to live here.

It is also critical to our ability to attract good teachers, doctors, and nurses, as well as our ability to handle emergencies. Should Sonoma get cut-off in an earthquake, for example, how many doctors, nurses, and medics live in town? Few can afford to.

I support the project so long as it meets the current City guidelines and codes. I am not in favor of developers being granted exemptions, not for hillside estates or luxury hotels, and also not for affordable housing complexes. I expect that the Planning Commission members will ensure that the project is in full compliance on set-backs, building height, etc.

I also support this project because of its implementation of components of the Climate Action 2020 plan. The proposed Project is consistent will include solar panels, be linked to transit, and include water conservation initiatives. I hope to see water-wise landscaping that features drought-tolerant or California native plants.

Sincerely,

Jennifer Palladini

Sonoma resident and homeowner

September 26, 2017

RE: 20269 BROADWAY

Dear Planning Commissioners:

My name is Lynn Fiske Watts and I am writing on behalf of the South Sonoma Group and our supporters, which number 395 Sonomans.

Our Group has made it clear to all the various serving Planning Commissioners over the past year and a half that people in the neighborhoods surrounding 20269 Broadway approve of affordable housing on this site. What we do not approve of is the scale of the development and the absence of a comprehensive plan on how to mitigate the parking shortages, additional traffic, noise, and pollution.

What are you going to do about mitigating the burgeoning noise and traffic congestion that will be inextricably linked to a large new development in a congested part of Sonoma?

The antidote recommended by Illingworth & Rodkin to the egregious insult of truck and traffic noise on Broadway and Clay Street is to seal future residents in their apartments with only a thermostat to control airflow. If they want to keep their hearing, their sanity, and their health, people living in six of eight dwellings will not be able to open their windows.

Several people have written to the Planning Commissioners to protest the inadequate traffic study and to encourage Commissioners to order an EIR. To date, the Planning Director appears satisfied with the study performed by W Trans. The people are not. This area of town is home to several hundred households whose residents expect their government to protect the living environment that already exists. There is an established feeling of community and belonging. It was proven long ago in 1981 (Appleyard), and upheld in many studies since, that local streets are central to the feeling of community. When traffic volumes increase beyond what is considered normal, social activities decrease, as does the feeling of well being.

The building of this proposed development offers some opportunities to improve Sonoma overall. Everyone or nearly everyone who lives here does so because they enjoy a small town feeling, one in which the amount and type of traffic make a considerable difference. The developer contracted for a low cost traffic report, which does nothing except allow them to say they had a study done. We urge the Commissioners to require from the developer a comprehensive traffic study because it would begin with more meaningful objectives and the outcome would provide better results, i.e., **strategies** to address the following objectives:

1. Calm traffic and enhance Sonoma's small town feeling
2. Enhance safety around the Four Corners, Broadway, and Clay Street, where the hotel dock is located
3. Reduce air and noise pollution
4. Maximize the Square's business success
5. Improve parking access and safety
6. Recommend improvements to the transit network
7. Promote walking and bicycling

A comprehensive Traffic Study would necessarily include public involvement and stakeholder meetings. A stakeholder committee would include citizens of Sonoma, City Planning, City Engineering, the Fire and Police departments, the Clean Air Board of Sonoma, the Planning Commissioners, the Chamber of Commerce, Train Town owners, Lodge managers, and City Council members.

There might also be a trucking outreach program, which would bring to the table all companies that deliver to the Lodge to discuss how to better manage pick ups and deliveries.

The results of a comprehensive Traffic Study would most likely come to the same conclusion as residents of South Sonoma—dedicated bicycle lanes on Clay Street would not only funnel riders to the Fryer Creek bike path but also create a safer environment for the connecting neighborhoods.

What are you going to do about the air pollution spewing from commercial trucks parked on Clay at the loading dock?

Pollution from dangerous diesel exhaust was not even addressed in the Initial Study except to say it wouldn't be a problem. Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is known as diesel particulate matter (DPM), or, in laypersons' terms "soot." The majority of DPM is small enough to be inhaled into the lungs. The proposed development will be occupied solely by persons with low incomes, which, in most instances means they will probably be in poorer health than people who can afford to live in cleaner environments and have access to good health care.

What are you going to do about operational noise at the Lodge?

In addition to commercial trucks, the Lodge retains the services of dozens of vendors such as industrial carpet cleaners who work on Clay Street for several consecutive days. Septic trucks are extremely loud and spew repulsive stench into the air. Sonoma Garbage picks up six days a week. Employees dump wine bottles, hundreds of pounds at a time. Stand alone mobile generators and refrigeration units are placed on the dock. All of this noise exists at that location for two reasons: 1) The use permit allowed it and 2)

The Lodge does not adhere to rules, such as keeping their dumpsters and recycling bins enclosed.

Please see ATTACHMENT A

What are you going to do about the limited parking on Clay Street?

This will take some creative thinking but solutions should be in place before the development is built. Everyone in the Planning Department and the Engineering Department knows that parking is a problem now and will get worse in the future. People living in the neighborhood should be invited to sit down with the appropriate government staff persons to discuss ways to limit public parking on Clay Street and better accommodate commercial deliveries. Perhaps a resident parking permit program is appropriate. The dock at the Lodge does not work now and if not addressed it will become worse in the future.

Conditions of Approval

Standard construction guidelines will not be enough given the location

It is imperative this proposed project receive close scrutiny or the City and this neighborhood in particular will be plagued by an inferior project, such as we have with the Lodge at Sonoma. The residents of the neighborhood must be involved in developing the Conditions of Approval and we expect to be invited into the process. To date, we have been left out though we have the most knowledge of the area and will be most affected by the installation of a new and instant community. Talking for three minutes once every few months at a lectern during a Planning Commission meeting is not what we call being part of the process.

Without an EIR, dust, dirt, hours of construction, placement of heavy equipment, and worker parking must be addressed in the Conditions of Approval. They need to be included before the permit is issued because of the long-standing problems with the hotel dock and the heavy traffic on Broadway. As you know, the City Planner and/or the developer can modify Conditions any time during construction. We need the Commissioners to direct staff to notify citizens before any changes to the Conditions of Approval are adopted.

Bragg Street residents will be heavily impacted by the construction of the development and the neighborhood will be overrun with workers' vehicles, especially for the residences on or near Clay Street. Bragg Street residents would like a masonry sound fence installed for reasons of privacy and noise abatement once the development is in operation, but it would make sense to install such a fence before construction begins to help protect them from noise and pollution.

Construction workers at the time the Lodge was built were inconsiderate when they

tread over landscaping, destroyed irrigation systems, left their trash on the street, and partied down on Friday evenings. My residence in particular was affected by this behavior and I do not want to experience that again. This second major construction project in this area will present more intense problems because of the Lodge's operations on Clay Street.

We would like the Conditions of Approval to include a mandate to the developer to provide worker parking away from the site. This would probably mean making arrangements to use an empty field on Leveroni or Broadway, near the Four Corners, which is in the City's sphere of influence. Construction hours should be 8 to 5 Monday through Friday and 9 to 5 Saturdays. No work should be done on Sundays or holidays.

Any Condition of Use should be 100 percent enforceable, unlike the one condition placed on the Lodge, which is not. Employees of the Lodge park on Clay, when they should not.

Are you going to allow big barn-like buildings to be built at the gateway to Sonoma?

Thousands of towns and small cities across the country are finding ways to create gateways to the center of their municipalities. Sonoma is fortunate enough to have a gateway already. It is sorely lacking in beauty at this time but any new structures at the main entrance to town should be aesthetically appealing, help define Sonoma, and contribute to its sense of place. Massive barn-like structures and the odd modern community building are incompatible with Sonomans' view of their town and should not be allowed at the main entrance.

Please review the developer's income limits

The City Planning director stated he thought the developer's income limits offered "plenty of diversity." We disagree. See Attachment B.

Please set a preference for current residents of Sonoma Valley

Citizen involvement is necessary

The proposed Broadway development will place a lot of new pressures on a 25-year-old community. It is insufficient to allow a developer to convene its own public meetings, choose its own small advisory team, and essentially make policy for individual neighborhoods that are not in its own backyard.

The steady unsolicited input of residents of the connecting neighborhoods (aka The South Sonoma Group) to the City Planning Department and the Planning Commission

has caused the developer's initial site plan to undergo important changes. Hopefully, more changes are on the way. We will continue to try to argue for more improvements not only for the existing residents but also for future occupants of the Broadway development.

It would be very desirable if the Planning Commissioners transmitted an understanding of these new pressures in concrete ways by:

1. Ordering an EIR
2. Ordering a comprehensive Traffic Study
3. Devising a coordinated, comprehensive plan that adequately addresses the negative effects of introducing a high number of new people into an established neighborhood. These would include increased vehicle traffic, new parking shortages, new sources of noise
4. Establishing a precedent to include citizens and stakeholders in identifying problems and creating solutions
5. Directing the developer to build a masonry sound wall along the West property line
6. Replacing two-story buildings with one-story buildings at the West property line
7. Increasing setbacks

Thank you for your service.

Sincerely,

Lynn Fiske Watts
South Sonoma Group
See ATTACHMENT C

PostScript

Anthony Germano has provided the Planning Commissioners with a letter outlining these and other concerns related to landscaping, solar panels, and fenestration. He has also suggested a number of mitigations. We fully support his viewpoints and ask you give his suggestions careful review.

ATTACHMENT A

I contacted the State of California and four organizations that focus on environmental justice: The Center on Race, Poverty and the Environment; Community and Environmental Defense Services; Green Action; and Energy Justice. It seems unfair to intentionally place people with low incomes in apartments that will require the expensive use of energy to be comfortable.

Low income people in California are a protected class, according to Caroline Farrell, Executive Director of The Center on Race, Poverty & the Environment. She questions whether the suggested mitigation for noise inside apartments would be adequate. "It places a burden on some units to keep windows closed/run AC's etc., but not other units. Is there better mitigation, such as a sound wall around the whole facility so it is not up to individual units to mitigate noise?" she asked.

Energy Justice Executive Director Mike Ewall said, Sonoma is "whiter and wealthier than average," which would probably prevent the proposed mitigation from falling into the category of "environmental injustice" unless residents were "truly low-income enough they would meet any definitions the state might have for that." As you know, all future residents will have extremely low incomes, very low incomes, and will come from the community of homeless veterans. It seems likely that forced reliance on air conditioners because they will be deprived of fresh air would be considered discriminatory, based on their economic status. I expect to hear from the State of California in the near future.

ATTACHMENT B

The Developer's Income Limits

This project is not for "workforce housing"

The developer has proposed 15 units fewer than 30%(AMI), 6 units fewer than 40%(AMI), 17 units fewer than 50%(AMI), and 7 units fewer than 60%(AMI). None is below 80%(AMI).

"Low income," by definition, is 80% AMI. A senior couple, if both had worked and are on social security, could not have a combined income over \$42,300 and qualify for this project. A single mother with 3 kids cannot make more than \$52,860 and qualify. If the minimum wage were \$15/ hour, two full time workers would not qualify.

**Sonoma County Density Bonus Programs
Sonoma County Second Dwelling Unit Programs
County Fund For Housing Program
California Redevelopment Law**

Continued next page

INCOME LIMITS*

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* The California Department of Housing and Community Development (HCD) has made its final decision to implement a new State Income Limit Hold Harmless (HH) Policy beginning 2013.

**AMI = Area Median Income

ATTACHMENT C

Members of the South Sonoma Group and its Supporters

Lynn Fiske Watts	Patrick Zetemist	Cliff Zyskowski
Kanchi Dhungel	Jeff Reilly	Debbie Sevilla
Gregory J. Ferranti	Caryn Smotrilla	John Riley
Don McElroy	Stephen Wolf	Diana Riley
Lynn M Grech	Anita Lee	Joy Carpenter
Ed Scanlon	Debbie Gilman	Lewis Rowe
Roberta Scanlon	Frances Helen Butler	Shawn Rowley
Joanne Androtti	Heidi Plume	Patricia Simmons
Roseanne Graham	Erika Mysliwczyk	Todd Simmons
Gino Simone	Damian Mysliwczyk	Lindsey Garcia
John Sevilla	Rick Tranchina	Alex Brownfield
Hannah Shapiro	Jana Fiorito	Debra Mahone
Gracie Mendoza	Rosemary Passantino	Mark Gallagher
Jose Mendoza	Susan Olsen	Adele Butler
Edy Mendoza	Richard Olsen	Robin Lyon
William Foley	Robbie Christian	Lynnette Peters
Maryann Steinert- Foley	Mary Martinez	Michael Baekboel
Barry Ansell	Marietta Cerruti	Saied Molavi
Jan Meyers	Jamie Fuchs	Cat Austin
David Semmer	Sherrie Perkovich	Kelly McLeskey
	Julie Boles	Olivia Bissell
	Cyndi Armbruster Yee	Joseph Enzensperger
Mark Adams	William combs	Loretta Carr
William Dudley	John Mcllwraith	Nancy Polen
Bill Oran	Marjorie Bell- Combs	Keith Enstice
Steve Clausen	Scott Augustine	Mary Maddux
Margaret Clausen	Gianna Navone	Pam Zielezinski
Alesha Forner	Heidi Adams	Amanda Luippold
Teressa Rowley	Sean Dunn	Christine Terzian
Karen Bergold	Renee Wiggs	Rebecca Albertazzi
Gay Sherman	Caroline Brown	Michael O'Neill
Lisa Allen	Kristy Lewis	Ednilza (Edjie) Lewis
Pamela Spears	Cris Johnson	Amee Scott
Gerald Lambrecht	Joanna Greenslade	Colleen Lawson
Rich Androtti	Aidan McAuliffe	Barrie Eddy
Anita Lee	Carla Bisio Murphy	Peter Hirschfeld
Stephen Wolff	Kate Molesworth	Rebecca Amacher
Vickie Mulas	Bari Williams	Lisa Adams
Shannon Reynolds	Anthony Germano	Trey Shoop
Todd Reynolds	Jane Harris	Denise Donald
Barbara Birdsall	Nicola Raadsma	Gail Buchholz
Shannon Maionchi	S Kienzle	Wandamae Lombardi
Leo Maionchi	Gabrielle Fogle	Nick Dalton
Sondra Saxsenmeier		

Beth Graver
Steve Weisiger
Beth Reilly
Erica Tuohy
Nicole Katano
Jerry Hanlon
Amy Albanese
Victor Aul
Dale Ingraham
Janis Scott
Zak Sheila
Milton Boyd
Katherine Yannazzo
Debra King
Linda Jacobson
Catherine Smith
Michelle Vollert
Ron Bilberry
CJ Glynn
Sandra Curtis
Nina Declercq
Christine Velarde
Susan Shinomoto
Folia Grace
Jennifer Blackwood
Molly Koler
Jane Hansen
Cindy Kenton
Tom Hansen
Patrick Hanlon
Anna Bimenyimana
Antoine Bigirimana
Patricia Daffurn
Meagan Durfee
Faith Scheiblich
Dylan Smith
Joseph Brizz
David Appelbaum
John Dierking
Lisa Dierking
Celia Canfield
Francine Morrisette
Mary Brizz
TRINETTE REED
Chris Gramly
Julie Angeloni
Jackie Nystrom Parker
Mark Dvorak

Jonnie McCormick
Barbara Crow
Lynn Weinberger
Hugh McBride
Todd Freeman
Raj Iyer
Jack Mosher
Lindsey Stone
Craig Scheiner
Tricia Turner
Sheila O'Neill
Nancy Garner
Deanna Ramsey
Katrina Mayo-Smith
Mark Curtis
Tiffany Knep
Michelle Cuda
Robin Jensen
Joyce Shaw
Mara Lee Ebert
Hadley Larson
George Thompson
Thomas Byrne
Alan DiPirro
Wendy Swanson
Laura Monterosso
Alex Cole
Erin Cline
Alice May
Richard Crowe
Casey Moll
Alessandra Cusick
Lucy Purdom
Jody Purdom
Sarah Weston-Cess
Tom Rice
Madeline Cline
Anna Cline
Katherine Del Carlo
Janet Estes
Eric Pooler
Margaret Cline
Megan Hansen
Edward Dillon
Adrian Martinez
Stephanie Peterson
Lucy Segal

Rick Edge
David Franci
Teresa Enstice
Carine Rosenblatt

Maryann Steinert-
Foley
Ana Blackwell
Nada Bogdanovic
David Berry
Dusty Tovrea
Aubree Vance
Robin and Patricia
Lindsay
Andy Purdom
Heather Morgan
Emily Mughannam
Jon Curry
Matthew Cline
Sylvia Larsen
Shawn Davis
Robert Davis
Lucinda Stockdale
Mary Ford
Tanya Baker
Emily Fitzpatrick
Jette Franks
Emily Backus
Liz Bayat
Jack Tovrea
Thomas Donahue
Heather McDavid
Lilia Tosoni
Eric Ham
Adlaine Alfonso
Tamara Espinosa
Wendy Mayer
Ken Lakritz
Sandra Velasco
William Giarritta
Kerri Gavin
Ronna Buccelli
Pauline Jordy
Barbara Stauder
Robert E Stauder
Craig Hogan
Karen Robidoux
Laura Declercq

David Lewis
Shelly Littlewood
Sara Fetty
J Hump
Alicia Parker
Anthony Moi
Noelle Andres
Gina Isi
Kelly McLeskey
Sarah Pinkin
Taryn Lohr
Rene Parker
Richard McDavid
Jane Schwarz
Cynthia Parsons
Alicia Butler
Cheryl Kostner
Carlo Camarda
Mia Budwig
Francine Brossier
Shannon Reiter
Sarah Connelly
Stephanie Medak
Vannesa Carla
Adrian Long
Heather Halon
Erin Collier
Cynthia Fetty
William Haydock
Mia Pucci
David Taggart
Penny Barron
Christa B
Jill Wetzel
Carol Collier
Craig Adryan
Carol Sandman
Laurie Sebesta
Terry Mathison
Cecilia Ponicsan
Charlotte Ruffner
Charlene Thomason
Judy Breedlove
Heidi Wilson
Jill Durfee

Tara Tovrea
Paula Zerzan
Raye Capra
Suzanne Young
James Patrick
Donna Brennan
Joyce Schneider
Steve Breedlove
Steven Van Horn
Jenn Pooler
Tori Matthis
Steve Matthis
Tanner Matthis
Paula Albanese-
Hanlon
Joann Germano
Bethany Wilson
Mary Catherine
Sisneros Chung
Beth Posey
Susan Berry
Kim Schuh
Laura Fraize
James Poolos
Jan Myers
Thomas Fogle
Mary Huber
David Kohnhorst
Theresa
DellaCampagna
A.J. Riebli
Dean Littlewood
Phyllis Mosher
Alber Saleh
Kristine M White
Sandra Tovrea
Peter Coster
Elaine Passaris
Bobbie Curley
Kathrina Deegan
Laurie Gill
Julie Leitzell
Michelle Hogan
Mary Allen
Lynne Myers

Alix Henderson
Nicholas Dolata
M H
Joel Green

Elizabeth Skrondal
Lynn-Maree Danzey
Anthony Germano
Jeffrey Albertazzi
Gail Miller
jill Koenigsdorf
Ellen Fetty
Elizabeth Spiegl
Pat Milligan
Dean Sereni
Priya Singh
Kimberly Johnson
Diana McAuliffe
Roda Lee Myers
Scott Parker
Shannon Dunn
Lynda Robles
Johanna Avery
Karen Alexander
Diane Portello
Andrea Potts
Paulette Lutjens
Lou Antonelli
Janis Orner
Bob Mosher
Anne Shapiro
Scott Raaka
Emily Raaka
Robert Barron
Mark Fraize
Arlene Holt
Steve Shapiro
Gabrielle von
Stephens
Deborah Dado
Katie Christ
Diana Patpatia

RECEIVED

SEP 26 2017

September 26, 2017

CITY OF SONOMA

LATE MAIL

To the members of the current Planning Commission:

Item# 1

Dear Sirs,

I have written several times about this matter but I feel compelled to make my plea one more time.

I am a homeowner on Marcy Court, a subsidized, affordable housing project very nearby the planned low income neighborhood at 20269 Broadway. I obviously am very happy to see more affordable housing be built in our valley. My neighbor's children are hoping to rent there some day.

My objection is to the size and density of this project on only two acres. On Marcy Court, we have two parking spots per household. Even that has been insufficient as a third member of a household gets a drivers license. We are grateful that the city lets us use the indented front end parking on Broadway for overflow for our residents. However, even this parking is often taken up by customers of nearby Train Town when the area is choked with tourist traffic. Providing only a "minimum of one parking space per unit" will result in increased street parking and frustration for the 20269 residents who can't find a place to park when they get home...especially when Train Town is open. And getting out of their driveway will only be worse than it already is for us on Broadway.

I also feel sorry for anyone who will get stuck living across the street from the butt end of the Lodge....as we have dealt with the noise, trucks and smells from that for years. We are thrilled that SAHA has agreed to keep this project to two stories...(and are hoping you come to the same conclusion for the proposed project on the corner of MacArthur and Broadway!) ..but it is just TOO BIG for this busy corner on a very busy street. Please don't let the City cram this huge project into this small site in order to fulfill their mandated quota of affordable units by some date. Let it be built at half the size....and find a more reasonable site elsewhere.

Thank you.



Anne Shapiro
1225 Broadway
Sonoma

Mr. Robert Mosher
142 Clay St.
Sonoma, CA 95476

Item # 1
LATE MAIL

RECEIVED

SEP 25 2017

CITY OF SONOMA

Dear City Planner Goodison

I have written to the Planning Commission several times last year regarding the most serious issues for the upcoming development at Clay St. and Highway #12. Unfortunately, these issues remain essentially unchanged by anything proposed by the City or SAHA! My neighbors and I believe that there needs to be an in-depth study of the myriad problems west of the project. This situation is precipitated by the seemingly intractable PARKING PROBLEMS at the project site.

The latest numbers for affordable housing at the site call for 49 residential units (22 1-BR units, 14 2-BR units and 13 3-BR units), and only 71 total parking spaces (8 spaces for guests) leaving a total of 63 resident spaces! This, by any measure, is inadequate and will surely lead to lots of overflow, on-street parking all the time. As you surely realize, this situation will cause those that come home from work and find all the designated spaces gone, having to seek parking on the surrounding streets! There ARE alternatives!

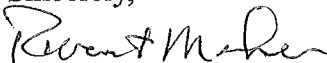
It has been known for well over a year that Chase Receivables will sell. They have a large, undeveloped area to the rear of their parking spaces which would if purchased, make a perfect resolution to the parking shortage. The area is big enough for a sufficient number of parking places for the residents of the new project. I think that this solution, while costing more than originally expected, is the answer to the development's biggest shortcoming. Most of the congested parking and traffic issues are alleviated by simply building in a reasonable number of parking spaces in the beginning!

If the shortage of on-site parking goes without resolution, the neighborhood congestion, from the project all the way west to Fryer Creek Dr. and all of connecting streets, will surely be horrendous! The entire community, from Broadway to Fryer Creek Dr. to Leveroni Rd. to Newcomb St. and Malet St., will be impacted by project residents trying to find an easy way out to work or shop because there won't be an easy way out! The ingress/egress for the development is (solely) on Broadway which at times will congest things terribly at the project site and for those who had to park in the streets beyond. As you probably know, trying to turn east or west at Fryer Creek and Leveroni roads can be a frustratingly long wait as the traffic moves by very fast! Ditto, trying to turn north from the project site, or even Newcomb/Malet way north. It's a big problem!

If The City is truly aware of the severity of this situation, they will hopefully conclude that the property behind Chase Receivables is the answer for providing enough on-site parking. If the problem is obviated in this way, there wouldn't be a need for an in-depth traffic study such as an EIR.

Ipsa facto—all sides are happy!

Sincerely,



Robert Mosher

September 23, 2017

RE: 20269 Broadway and Privacy for Bragg Street Residents

Dear Planning Commissioners:

My name is Lynn Fiske Watts and I am writing on behalf of residents of Bragg Street and all members the South Sonoma Group. We all believe residents of Bragg need the Commissioners to put in place some short and long term protections.

We would appreciate a close review of the placement of buildings on the west property line, behind Bragg Street.

The developer and architect refer to Building #7 as a one-story structure. This is incorrect because all apartment structures are two-story's high. There are large windows facing north and south on the second level and they overlook some Bragg Street yards. The proposed structures are too close to the property line and would negatively impact residents who live on that street; one would think future residents of the development would also appreciate a little more breathing room. We emphatically request increased setbacks and that two-story structures be eliminated and replaced with one-story buildings along the west property line.

All Bragg Street residents previously requested a masonry noise barrier and the planting of large evergreen trees, which would also serve to increase the privacy of all parties. The entire South Sonoma Group is in favor of establishing and increasing protections for residents of Bragg both during the construction phase and after the development's completion. There are modular acoustic barrier fences available that would be quite suitable and more effective than a simple wood fence, which would not achieve any level of soundproofing.

Bragg Street residents have enjoyed sunlight from the East for many years; if two story buildings are constructed, that light will vanish. To make matters worse, the grade elevation of building #6 will be raised 33.24 inches from the Clay Street sidewalk. All yards will be cast in shadow for the first time in eighteen years, affecting not only the health of established

landscaping but also the enjoyment of the designed environments residents had assumed would be long lasting. The Planning Commission has a responsibility to find a balance between what a developer wants and protecting the privacy and property of current residents. In this instance, achieving a proper balance will require a directive to the developer to alter the height of the buildings at the West property line.

Anthony Germano has provided the Planning Commission with a letter outlining these and other concerns related to landscaping, solar panels, and fenestration. He has also suggested a number of mitigations. We fully support his viewpoints and ask you give his suggestions careful review.

Thank you for your service.

Sincerely,

Lynn Fiske Watts and Deborah Dado 1290 Bragg

Anthony and Joann Germano 1280 Bragg

Gracie and Jose Mendoza 1270 Bragg

Tori and Steve Mathis 1260 Bragg

Lisa and Larry Adams 1256 Bragg

Laura and Mark Fraize 1250 Bragg

Alicia and Scott Parker 1240 Bragg

Beth Cuccia Reilly

Carlo Camarda

Charlene Thomasson

Dave and Patty Kohnhorst

Jodi Purdom

Josh Turfa

Karla Noyes

Lynne Myers

Vicky Mulas

Theresa Meeks

Barbara Birdsall

Jamie Poulos

Jill Durfee

Johanna Avery

Dean Sereni

Michael Vanoni

Carol Sandman

Roda Lee and Jan Myers

Craig and Michelle Hogan

Raj Iyer

Jeffrey Albertazzi

Kimberly Johnson

Mary and Lou Antonelli

Others

The applicant requests the following development incentives:

- Setback requirements – a 15-foot setback instead of the standard 20-foot setback requirement in order to allow additional parking spaces in the center parking court and a 9-foot setback instead of the 15-foot front setback requirement for the community building which will accommodate additional square footage in the center green pace.
- Open Space – 13,548 square feet (sf) of open space instead of the required 14,700 sf in order to accommodate more parking. The common community room is 1,100 sf that will provide indoor recreation space for all residents.
- Parking – Parking incentive for the size of parking spaces. The typical parking space size requested is 18 feet by 8 feet and 6 inches – the applicant is providing 50 parking spaces at this standard size. The five tandem parking spaces will account for ten total parking spaces which will be assigned to single households with multiple cars, most likely five three-bedroom apartments. There will be one row of ten smaller compact spaces at 16 feet by eight feet and six inches. The five accessible parking spaces are 9 feet wide as requested by the building code. The applicant proposes a total of 75 parking spaces. All drive aisles are 24 feet wide.

Lead Agency

As the Lead Agency, the City of Sonoma is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures, prior to the submittal of an encroachment permit.

Access Operations

Based on the information provided, Caltrans concurs with the proposed Mitigation Measure 16.a.2 which states, "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".

Vehicle Trip Reduction

This project falls under **Place Type 2 Close-in Compact Communities – Close-in Corridors**, as identified in Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, which is incorporated by reference on our July 3, 2017 comment letter. Since this Place type leads to high levels of VMT and corresponding low levels of active transportation, we encourage the City to establish a Transportation Management Association (TMA) in partnership with other developments in the area to pursue aggressive trip reduction targets with Lead Agency monitoring and enforcement. In addition, the Transportation Demand Management (TDM) elements described below should be included in the program to promote smart mobility and reduce regional VMT and traffic impacts to the STN:

- Ten percent vehicle parking reduction;
- Transit and trip planning resources;
- Transit fare incentives for residents on an ongoing basis;
- Electric vehicle (EV) charging stations and designated parking spaces for EVs and clean fuel vehicles;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources and bicycle parking incentives; and
- Decrease headway times and improve way-finding on bus routes 32, 34, and 38 by working with Sonoma County Transit to provide a better connection between the project, nearby transit stations and regional destinations.

Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing the parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on US 101 and other State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan and SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to Chapter 8 of FHWA's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference*, regarding TDM at the local planning level. The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

For information about parking ratios, please see MTC's report, *Reforming Parking Policies to Support Smart Growth*, or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking.

Transportation Management Plan

Please identify whether any construction staging adjacent to SR 12 is anticipated. If it is determined that traffic restrictions and detours might be needed on or near SR 12, a Transportation Management Plan (TMP) may be required from the developer for approval by Caltrans prior to construction. TMPs must be prepared in accordance with the *California Manual on Uniform Traffic Control Devices*. Further information is available for download at the following web address: <http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2014/Part6.pdf>.

Please ensure that such plans are also prepared in accordance with the TMP requirements of the City of Sonoma. For further TMP assistance, please contact the Office of Operations Strategies at 510-286-4579.

Mr. David Goodison, City of Sonoma
September 22, 2017
Page 4

Transportation Permit

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to: Caltrans Transportation Permits Office, 1823 14th Street, Sacramento, CA 95811-7119. See the following website for more information: <http://www.dot.ca.gov/hq/traffops/permits>.

Encroachment Permit

An encroachment permit is needed for the proposed driveway on SR 12 (Broadway). The applicant will be required to apply for and obtain an encroachment permit for any work within Caltrans ROW prior to construction. As part of the encroachment permit process, the applicant must provide appropriate CEQA environmental approval, where applicable, for potential environmental impacts within the ROW. The City of Sonoma/applicant can schedule an encroachment pre-application meeting with Arun Guduguntla at arun.guduguntla@dot.ca.gov. The applicant is responsible for quantifying the environmental impacts of the improvements within Caltrans ROW (project-level analysis) and completing appropriate avoidance, minimization and mitigation measures. Any improvements/mitigation measure affecting the operations of SR 12 requires Caltrans review and approval.

To apply for an encroachment permit, please complete an encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW, and submit to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Should you have any questions regarding this letter, please contact Stephen Conteh at 510-286-5534 or Stephen.conteh@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

City of Sonoma, Planning Commission

Environmental Review: Altamira Apartments

This Project is subject to the requirements of the California Environmental Quality Act (CEQA). The City of Sonoma is the CEQA lead agency. Prior to making a decision to approve the Project, the City must identify and document the potential significant environmental effects of the Project in accordance with CEQA. The latest version of the Initial Study Report was prepared under the direction of the City Planner and to date in my opinion does not fulfill the CEQA requirements which will ultimately lead to an appeal to the City Council or affect the applicants' project funding in the future.

The preliminary environmental studies submitted to the Planning Department should not be certified by the Planning Commission and additional environmental studies should be required. It is the fiduciary duty of the Planning Commission to request a full Environmental Impact Report to protect the future occupants of this rental development and the residents of Sonoma. Remember you are setting precedence for other developments in Sonoma and any omissions you make on this project will be with us for the next 55 years. Because significant environmental problems have been identified, **the Planning Commission must evaluate whether this Site is acceptable for its planned use as designed.**

At the preliminary environmental review study (February 9, 2017) there were several issues noted by the Planning Department Staff and Planning Commissioners that needed to be studied to determine if the proposed Project presented a significant impact on the environment. Important reports usually requested include: Traffic and Transportation, Environmental Noise Assessment, Air Quality, Hydrology and Water Quality, Public Services and Utilities and Service Systems. Other reports include: Aesthetics, Biological Resources, Cultural Resources, and Green House Gas Emissions reports. Only a partial Traffic Study and Environmental Noise Study have been submitted, along with a Phase 1 Environmental Site Assessment, a Cultural Resources Analysis and Biological Survey. I believe **this ignores other important studies that normally are required for similar large projects.**

The Phase 1 Study appears not to have been conducted for the entire proposed (1.97 ac) site and for only a portion (1.53 ac). In order to be accepted the evaluation should be inclusive of the entire property or it is invalid. It is not known why the report was limited and should be reviewed by the Commission and the City's legal Counsel.

Both the Traffic and Environmental Noise studies were limited in scope and will be susceptible to appeals. This is the same company that conducted the Traffic Report for the Napa St Hotel EIR that was successfully appealed to the City Council.

The limited **Noise Study is only for external noise but does conclude there is a significant problem** with the site and the design. The report states the site noise levels monitored along Broadway and Clay Street (at the Lodge dock) is higher than acceptable regulatory limits and will cause health issues for Altamira residents. There has been no, Air Quality, Hydrology and Water Quality, Public Services and Utilities and Service Systems Reports which are needed to approve this project.

Significant Environmental Impacts

Traffic:

The Traffic Study was conducted on a single day (April 27, 2017) on a Thursday, **not including a weekend in the summer when conditions are worse**. The report does not take into account the operation of the Lodge loading/ unloading dock on Clay St and the maneuvering space needed to accommodate deliveries. Nor does the Report look at the impact on-street parking in the surrounding area if their recommendations are implemented. Restriping Broadway for the turning lane, red striping the Broadway entrance and possibly portions of Clay St will reduce on-street parking while the design of the Altamira project will increase the parking demand on Broadway and Clay St. **The study of the Lodge loading dock and its design was a specific request of a Planning Commissioner but is not addressed**. This impacts traffic flow on Clay Street and can affect the parking along the north side of Clay St. There is already a parking shortage around the site at peak times on weekends during the summer months.

Limited on-street parking along Broadway and Clay St at peak times surrounding this site will be sought by TrainTown visitors, Lodge employees, other Broadway and Clay St residents, and now Altamira Development residents. The Planning Commission has been asked to ignore City Code and make exceptions for this development. Tandem parking and reduced parking space sizes looks good on paper but may not be practical in all circumstances. **The Study also does not look at pedestrian safety and in particular street crosswalks on Broadway and at Clay St, opposite the loading dock or provide recommendations for needed improvements**. It is important to the children of the Altamira Apartments and the neighborhood to make Broadway and Clay St as safe as possible.

Of great significant environmental concern for the project and on its surroundings are both traffic and parking outside of the development area affected by this proposed project. Since on-site parking will be reviewed through a Use Permit application, we should **focus on traffic and congestion** that will be exacerbated by additional vehicle traffic. There are already existing problems with traffic generated by high volume of vehicles on Broadway (US 12), TrainTown, and the Lodge/ loading dock. All three of

these elements together constitute a significant environmental impact both in traffic safety and air pollution. It is important these three elements are studied together and resolved to mitigate the addition of 75-100 new cars making over 300 daily trips in the area.

While some people would like to ignore these issues they will not disappear and need to be thoroughly studied and mitigated before approving this development.

The Lodge Loading dock is a traffic and safety hazard located on 38 foot wide Clay Street. This allowed use blocks traffic, causes vehicle congestion and generates unacceptable noise levels and air pollution at times. The City still allows parking on the north side of Clay St opposite the loading dock. We owe it to the neighborhood and the new residents of the proposed development to correct this before we build new housing across the street. A study on how the dock and site can be redesigned or used should be conducted as part of the EIR. Delivery trucks are now making U-turns at the intersection of Clay and Bragg St or driving through narrow residential streets with children.

Lodge Options should include:

- A. Relocate loading dock to another street location.
- B. Redesign dock area for safer deliveries and vehicle maneuvering.

Transportation: The proposed housing (10 one bedroom units) for the homeless and disabled veterans will need continuing health care services. Currently there is not adequate public transportation at the site for veterans to seek needed medical services outside of this area (the Veterans Hospital in Santa Rosa). This can be an important issue in meeting the veteran's service needs. Alternative transportation services need to be identified.

Noise:

The Noise Report submitted for review was conducted at the site between May 2 (Tuesday) and May 3, 2017. It is expected the actual noise levels will be higher on the weekends with more tourist traffic. It is also expected that with increased future traffic on Broadway, noise levels will also increase. Placement of the monitoring device was located in a tree, ten feet above grade behind other trees. This report attempted to address traffic and service operational noise but did not address noise during construction which is a major concern to nearby residents. Construction activities associated with this project will result in substantial temporary or periodic increases in ambient noise levels in the vicinity of the Project site above existing levels which need to be mitigated. The report should be expanded.

The developer has asked for a variance for the rear yard building setbacks of 15 feet from the Bragg St homes. The setback for the parking area is even less. Noise will be a problem. The nearby residents and the majority of the Community Advisory Committee suggested a masonry “sound fence” to address the sound privacy issues and the setback variance (if granted). This fence would also alleviate some of the noise (and dust) pollution during 15-18 months of construction. The Developer and the Planning Department has ignored this request.

The Noise Report submitted found significant noise problems locating housing on Broadway and on Clay St, opposite the loading dock. Noises generated by traffic and service activities exceed the allowable guidelines for residential occupancy. This is a problem for both interior and exterior living conditions. The commissioned report suggests the apartment occupants “**keep their windows closed**” as a remedy to this **significant environmental problem**. Entombing the rental occupants or endangering their health should not be acceptable and requires that the **Planning Commission decide if this site is acceptable for its intended use**. The current zoning which is MX Mixed use would have allowed for commercial development on the front half of the site which would have moderated noise to the residential use behind them. This has been common with other newer development on Broadway in Sonoma. As designed the development may not meet governmental regulations and guidelines.

Air Quality:

Areas requiring mitigation noted on p.7 of the “Draft Initial Study” by the Planning staff mentions “Air Quality: construction activities” as a significant concern but does not go into much depth. Traffic air pollution along Broadway from vehicles is also not recognized in a report. There is health risk associated with this construction project to residents in the surrounding area of the City. There has been no environmental report provided to address this issue and is now being ignored by the Planning Staff. Fugitive dust and exhaust emissions are a significant concern. Whenever there is a major construction project there is going to air pollutants that may adversely affect the human respiratory system, especially the elderly who live adjacent to the project site on both sides of Broadway. An air quality study is necessary.

Utilities and Service Systems:

It was noted in other EIR studies that large construction projects would significantly adversely affect the carrying capacity of the sanitary sewer system in Sonoma. It seems reasonable to conclude the proposed Broadway Housing project will have a similar cumulative effect on the system. There seems to be many proposed construction projects in Sonoma that are approved or are being proposed that will have a negative

effect on the Sonoma sewer capacity. The proposed Broadway Project should not receive a free pass from the Planning Commission without proper study. The developer has not addressed this concern. Other developers in the City have provided studies to mitigate potential problems.

We expect a sanitary and storm sewer adequacy report for this project and an explanation as to how the Broadway Apartments can be hooked into a sewer line that has already been calculated as not having capacity further north for the Hotel, and why all of the other proposed projects are not being calculated as far as accumulative flow in the sewer lines.

This issue may have the most important significant environmental impact on the City. The Planning Commission responsibility is to evaluate all potential development accumulatively.

It is understood the Developer “may need to coordinate with the Sonoma Valley County Sanitation District (SVCSD) to upgrade the capacity of the local sanitation collection system, such that the additional flows generated by the project shall be fully accommodated, specifically during peak wet weather flows. This may require holding tanks if allowed along with a “payment of in-lieu fee”. The Question should be will these actions add to City’s liability and have to pay more fines in the future.

These problems are not new and should not be ignored by the City if they want the Planning Commission to continue approving new projects. To counter the SVCSD and City’s liability the District have shifted some of the responsibility to the individual homeowners and businesses by approving an ordinance requiring property owners who have sewer laterals more than 30 years old to inspect and repair them. This will be costly to many homeowners in the district. According to a news article, based on the targeted inspection rate of 200 properties per year by the District, it will only take 39 years to complete all inspections. In the meantime we will have continuous surcharges.

Aesthetics/ Design:

I agree with the staff’s view that “photo simulation can provide more complete and accurate assessment of potential visual impacts”, but it has to be done correctly. A photo view can show the “character” of the building design but can also misrepresent the context of its surroundings. The architect’s rendering along Clay St shows a different view of reality. The drawing does not show all the cars that will be always parked along Broadway and Clay St. and it does show a street twice as wide as it actually is which distorts the view along Clay St. That is why the story poles (if done correctly) were important. Why was SAHA directed to have them only erected along the west property line, not on Broadway and Clay, and only up for four days?

Aesthetics can be subjective but here are a few thoughts. The proposed site is located directly on Broadway Corridor, the gateway to the City of Sonoma, connecting the southern gateway to the downtown. The current design is in contrast to the original RFP proposed sketch from the Developer that showed a different project involvement with the community. There were smaller scale buildings along Clay St, more open space between them, and architectural features that were more “residential” including front porches.

There has been some question concerning the aesthetics of the architecture of the apartment buildings and whether they are in character with the adjacent neighborhoods, the Broadway Corridor and the City of Sonoma. According to the Architect these apartment structures are designed to be “reminiscent of clustered barn structures”. Words the Architect uses to describe the “architecture” are “simple, minimal, variegated and pragmatic”. In other words Sonoma will be getting “modest, insignificant, multi-colored, matter-of fact” looking structures.

The Community building will sit close to Broadway and differentiate itself from the other buildings as a “change in architecture”. Are we going to have simple barn structures around a contemporary office-like structure? Shouldn’t there be more continuity in the design? Buildings have multiple colors versus a more subdued pallet which has been questioned. They described as “bright, fun, and contemporary”. I will leave that up to you, should this project emulate a residential neighborhood or TrainTown? It is important Sonoma receives a well-designed and quality built housing development for future generations.

Sonoma’s “small town character” is being challenged by this development located in the heart of Sonoma. The architectural rhythm along Broadway is “small” residential/office. The proposed density (24 units/ ac) of this develop is too high for the proposed number of units (48) on this site along Broadway. The “Density Bonus” law being used is great for large urban areas where it is easy to add another floor in a high-rise and parking is not needed because of public transportation. This is not Oakland, California.

The City Code references MX mixed use structures massing which should apply to large apartment structures as well. The code calls for structures larger than 5,000 SF to be broken down to an appropriate scale through breaks in the façade. The largest structure is located on the corner of Broadway and Clay St. There is only about 10 feet between the three apartment structures on Clay Street which give the appearance of a single large massive wall when walking along the sidewalk or viewing from Broadway. This massing also limits direct visibility into the project which is important for safety reasons.

September 18, 2017

This project has not been reviewed like most other large scale developments in Sonoma. We were told this is not a County project in Sonoma and would be reviewed like any other project in Sonoma. It has not. We have been constantly reminded that it is up to the Planning Commission (and them alone) to review and approve this project and only you can demand changes be made to make this a quality development for its occupant and the City of Sonoma. This requires some hard choices and to decide if an Environmental Impact Report is warranted and if not, are you ready to take on the responsibility for not having one? The Planning Commission was criticized and subject to an appeal for an incomplete Hotel EIR. It is in the best interest of everyone including those who will be occupying these apartments and the surrounding neighborhoods if there is a full Environmental Impact Report or reject this site for the proposed design.

Thanks for your attention and consideration of this important matter and your service to the residents of the City of Sonoma. If you have any questions or comments I would be happy to try to address them.

Regards,

Anthony Germano, CAC member
Sonoma, Ca

Environmental Impact and Design Review

City of Sonoma, Plan Commission

Privacy for Bragg St Homes:

At the last Planning Commission meeting February 9, 2017 there was an initial environmental review for the Broadway Apartments. At that time many Commissioners express their concern for the Bragg St home owners and how their privacy could be maintained when this large rental project is built. Story poles were suggested by the majority of commissioners which was to help visualize the project massing and the relationship between the apartment structures (15-20 feet from the property line) and the single family homes. Since then the issue has not gotten better and the responsibility to evaluate and direct the Developer to make changes to better this is now yours. While we have heard good comments from the Commission to make this development, your comments have not always been translated into the architectural design. It seems you cannot make general observations, there can be no ambiguity if your directives. You must direct the developer to do as you wish. There are important considerations in evaluating this project and the effect on the adjacent single family homes. There are also several solutions for achieving both the goals of the developer and the single family home owners.

Proposed Building Location:

The way the buildings are placed on the site along the west property line should be reviewed by the Planning Commission. The developer and their architect have referred to Building #7 as a one-story structure. This is incorrect and misleading. **All structures are two-story in height.**

The developer has also stated there will be no west facing windows on the second level on these structures. This may be true (for now) but there are large windows on the second level facing north and south which overlook into the small back yards of the single family homes 15-20 feet away. The proposed structures are too close to the property line and impact the adjacent single family homes. **It has always been preferred that these structures along the west property line be single story.** Without an adequate sound and visual buffer the proposed apartment buildings will intrude on the privacy of the adjacent homes. It is interesting the developer has provided drawings ("Neighboring Clay Street Sections") to show the relationship of his structures the Bragg St homes, but does not The sketch does not indicate the required landscape buffer on the developer's side. It would also be interesting to see the section showing relationship of the parking lot and the homes to the North.

Fencing and Noise:

Noises will be a significant issue for adjacent home owners due to the 15-20 setbacks, location of structures and the concentrated (75 space) parking area. During the Community Advisory Committee (CAC) meetings the majority of members recommended that the **Developer provide a "sound fence"**. There was also a written request sent to the Plan Commission signed by all Bragg St residents asking for the "masonry fence" for sound, visual, and health and security concerns. Options were sent including prefabricated "sound fencing" to save cost. Some Commissioners at the last review meeting also said this should be considered but it seems to have been ignored by the developer. A masonry fence is more durable, will last longer (this is a 55 year project) and will provide the best sound barrier, and will be more aesthetically pleasing.

If there is an EIR "noise during construction" will be reviewed and in the past studies has found it is a "significant environmental impact" on the area. If there is not an EIR it is solely up to you as Commissioners to consider the impact of noise and pollution generated during construction for a project this size and protect the area residents. The "sound fence" is the best solution for constant noisy heavy equipment, earth work, concrete trucks hammering, etc. for 15-18 months. Other similar large projects where you have asked for an EIR (First Street East) these issues would be addressed. It is your fiduciary responsibility to consider these issues even if overlooked others.

It is interesting that "noise during construction" was discussed at the initial environmental review meeting by the Commission and ignored in the "Noise Study" that was submitted.

Landscape Buffer:

SAHA will be removing all existing trees on the site with the exception of a few large oak trees. All the existing trees along the west property line are being taken out. The Developer's plan for a landscape buffer that is required by City Code is vague and insufficient. SAHA has stated they will plant an evergreen bush, 5-6 feet high, about 13 feet on center that will grow to 30 feet high in 5 years. The species proposed do not grow to that size or that fast. These border plantings will be in shade most of the time due to the proximity of structures (and fence) on both sides. We do not believe this will meet the City code requirements for a landscape buffer for the secondary level canopy above the proposed fence and will afford no visual privacy for many years.

Grading:

One thing the Story Poles did show (and why someone may have been in a hurry to take them down in four days) was that placing two story rental structures 15-20 feet away from single family homes should not be acceptable to the Planning Commission and

“reasonable” design standards. We are aware the proposed buildings are being raised along the west property line behind the Bragg St homes due to possible flooding issues. Raising the structures exacerbate the privacy sightlines and noise issues. The existing grade elevation at the sidewalk along Clay St for Building #6 is 55.88 feet and the proposed floor elevation of Building #6 is 58.65 feet, a difference of 33.24 inches.

Solar Panels:

The developer has stated they intend to install solar panels on the roof structures of the proposed Broadway apartment buildings (subject to funding). I had questioned the placement of the solar panels as shown on the previous application drawings, specifically on buildings #6,#7, and #8 adjacent to the Bragg St homes.

Perhaps most important is the potential glare and heat reflection from these panels the way they are angled into the rear yards and windows of the Bragg St homes which could be a nuisance (especially for seniors). It was suggested these panels be deleted from the plan and that equipment placement needs to be subject to a specific design review and engineering study by the developer before approval by the Planning Commission. I believe this issue was brought up by the Commission at a meeting and it appears the developer has deleted them from the current plan (which is appreciated). When I contacted the developer to confirm solar panels will not be installed back onto these structures at a later date, he was non-committal and stated,

“It is too early in the process to determine the exact size and location of solar panels. With the overall project evolving and the solar technology evolving quickly, we will make a solar plan closer to close of financing as it will be dependent on the electrical loads we are aiming to achieve, the amount of panels to achieve it and then we would determine the exact placement of the panels. What are the specific neighbor concerns or questions about solar panels?”

Apparently the developer is not listening to the Commission when they speak or they are getting direction from another source. It would be appreciated if the Commission could clarify the placement so they are not added later.

Fenestration:

Reviewing the fenestration on the west wall elevation of Building #6, there are a total of seven windows for the two lower apartments (that seems a lot). The Site/ Street Elevations may not yet match the Floor Plans. This is a question for the architect; can the large living area windows be shifted from the west façade to the north and south elevations (face the courtyard) and instead of having multiple windows in the bedrooms (which seem narrow), wouldn't it be better to have one larger one? It seems these changes might be better for furniture placement and for meeting the egress requirements. It would help with better privacy between neighbors.

Suggested Mitigations:

1. Developer to present design options with one story buildings (buildings #6, #7, #8) along west property line. This design option has not been requested in the past design reviews but should be considered. Do not allow Developer setback variance, suggest 25 feet rear yard setback buffer.
2. Install masonry "sound fence" along west property to shield adjacent homes from excessive noise. Without an EIR Environmental Impact Report the Commission is responsible for determining construction rules and enforcement. This important issue needs to be clear; it should not be left up to the City staff.
3. Provide landscape buffer for year round visual privacy above proposed standard (second canopy) fence height. Proposed landscaping indicates evergreen bushes too small and spaced too far apart to be effective in first 5 years. Existing trees are being removed; more mature non-deciduous trees are needed for established buffer.
4. The significantly raised grading at the southwest corner should be reviewed to determine if needed. If flooding is a concern, shouldn't the issue be studied further and added to the EIR list of possible environmental impacts?
5. The Commission needs to have the Developer confirm solar panels are not going to be installed on building #6 low sloped west roof and any other buildings along the west property line that could adversely affect the single family homes.
6. The Commission should request the Developer to resize and reposition windows on Building #6, west façade, to minimize number of windows facing single family homes.

The Commission should require that buildings 6,7,8 be one-story and be require to meet the minimum setback code. The minimum is just that, you can always ask for more if appropriate.

2. Location: Buildings should be pushed backed another 10 feet to allow for an adequate landscape buffer for sound and visual privacy. All the existing (deciduous) trees which provide some buffering are being removed by the developer for construction. A wood fence and small evergreen "trees/bushes" (species and size TBD) spaced 13 feet will not offer any privacy to home along Bragg St.

We want a masonry "sound fence" with large mature evergreen trees (for a second canopy above fence) installed at time of construction. We cannot wait 5-10 years for small tree plantings to mature.

We would like the developer to redesign the structures adjacent to the single family homes as single story buildings if they remain in their proposed locations. Currently they are all multi-storey structures, one only 15 feet away. This is one option that has not been requested by the Commission. We think it is worth a few hours of the Architects time.

134 Cooper Street
Sonoma, CA 95476

September 25, 2017

James Cribb, Chairman
Planning Commission
City of Sonoma
No. 1 The Plaza
Sonoma, CA 95476

20269 Broadway Project

Dear Chairman Cribb:

I am writing about the upcoming meeting for the for the development project at 20269 Broadway. Some initial studies have been done but these are inadequate for a project of this size and scope. Since this is a residential project it seems that City Staff does not see a need for a full Environmental Impact Report. I disagree since this project is denser than any other in the City of Sonoma or Sonoma Valley. It will be 24.36 units/per acre while the next closest is Firehouse Village at 20.41.

I have not seen any documentation or data showing whether or not there will be an impact to local services, police, fire, schools, etc. Mr. Goodison, as I recall, mentioned at one meeting that the police chief said there would not be an impact to police services. I don't see how that can be the case when the local police can't currently cite the trucks parked illegally when making deliveries to the Lodge. There should hard data provided to prove that an additional 150-200 people would not have an impact on traffic, parking, safety, or public services.

The developer states that they need 48 units for economies of scale. I mentioned and asked about this several times in the past because Burbank Housing also submitted an RFP for this site with 39 units. How was that going to be economically feasible for them?

It has been said that we are opposed to affordable housing. That simply is not the case. We would have the same objections if a commercial developer proposed a project of this size. There needs to be a plan to mitigate the additional traffic, noise, and safety issues. The only way to completely determine the full impact of this project is to order a full environment impact report. This would best protect the surrounding neighborhoods, the city of Sonoma and the environment.

Please require a full Environmental Impact Report for this project before issuing a use permit. I understand that it is costly however not more costly than any possible litigation that arises from lack of due diligence on the City's part. Thank you for your time and consideration.

Sincerely,

Roda Lee Myers

RECOMMENDED SANITATION CONDITIONS

Date: ~~July 25, 2017~~ September 27, 2017
Planner: David Goodison
From: Keith Hanna
File Number: Not provided
Applicant: Satellite Affordable Housing Associates
Owner: Same (?)
Site Address: 20269 Broadway, Sonoma
A.P.N. 128-181-001

Project description: Affordable apartment development with 48 units.

1. Sonoma County Water Agency (Water Agency) operates Sonoma Valley County Sanitation District (District) under contract with District. References to District employees are understood to be Water Agency employees acting on behalf of District.
2. The Applicant shall submit improvement plans to the Sanitation Section of PRMD for review and approval of the sanitary sewer design. Improvement plans shall be blue line or black line drawings on standard bond paper, 24 inch by 36 inch in size, and prepared by a licensed civil engineer registered in the State of California. Sanitary sewer facilities shall be designed and Improvement Plans prepared in accordance with SCWA Design and Construction Standards for Sanitation Facilities. The Applicant shall pay Plan Checking fees to the Sanitation Section of PRMD prior to the start of Improvement Plan Review.

Please note that review of the sanitary sewer design is a separate review from that of the buildings, drainage and frontage improvements, and shall be performed by the Sanitation Section of the Permit and Resource Management Department under a separate permit.

For public sanitary sewer systems the design originals shall be signed by the SCWA Chief Engineer prior to the issuance of any permits for construction of the sanitary sewer facilities. The design engineer shall submit improvement plans to the Sanitation Section of PRMD on 24 inch by 36 inch bond originals for signature by SCWA. All sanitary sewer inspection permits shall be obtained from the Sanitation Section of PRMD prior to the start of construction.

If required by the Sonoma County Water Agency at their sole discretion, or proposed by the applicant, the construction of a short main sewer in Clay St. may be required to connect to the existing trunk manhole at the intersection of Clay and Broadway for the purpose of connecting the side sewer(s) for the proposed apartments. Feasibility of this sewer main construction will be considered during plan check of the sanitary sewer design.



3. No building shall be connected to the new public mainline sewer, if constructed, until the mainline sewer has been inspected and accepted by the Engineering Division of the Sonoma County Permit and Resource Management Department (PRMD), and a Sewer Connection Permit has been issued for the building. The sewer construction permit shall be finalized PRIOR to Occupancy or Temporary Occupancy.
4. The Applicant shall obtain a permit to construct sanitary sewer facilities prior to temporary occupancy, or occupancy of the proposed apartments. The sewer design, and construction, shall comply with the Sonoma County Water Agency Design and Construction Standards for Sanitation Facilities and Sonoma Valley County Sanitation District Sanitations Code Ordinance. All sewer work shall be inspected and accepted by the Engineering Division of PRMD, and the Record Drawings shall be accepted by the Sonoma County Water Agency and the Inspector before occupancy or temporary occupancy is approved for this project.
5. Sewer use fees (including Connection and Annual Service fees) shall be paid prior to temporary occupancy, occupancy, and building permit final. No connection to sewer or temporary occupancy, or occupancy shall be allowed until the sewer use fees are paid.
6. Sewer Use Fees for sewer service shall be calculated at the prevailing Sewer Connection and Annual Sewer Service Charge rates in effect at the time of sewer permit issuance.
7. All Sewer Fees per Sonoma Valley County Sanitation District Ordinances (latest revision) shall be paid to the Sanitation Section of the Sonoma County Permit and Resource Management Department (PRMD) prior to temporary occupancy, occupancy, or building permit final.
8. If a public sewer main to be constructed, then the Applicant shall have “record drawings” prepared by the project engineer for public sewer improvements, in accordance with Section 6-05, of the Sonoma County Water Agency Design and Construction Standards for Sanitation Facilities. The record drawings shall be submitted to the Engineering Division of the Permit and Resource Management Department (PRMD) for review and approval prior to acceptance of the sanitary sewer facilities.
9. If a public sewer main to be constructed, then a sanitary sewer Construction Labor and Material Payment Bond and a Construction Performance Bond shall be paid, as required, for the public sewer improvements as design on the approved plans. Each bond shall be for the full cost estimate as calculated by the Sonoma County Water Agency for construction of the approved sanitary sewer system. Bonds shall be paid prior to the issuance of sewer construction permits.
10. Prior to the start of construction within the State Right-of-Way of Broadway/Hwy 12, the Applicant shall have a licensed general contractor in possession of a valid Encroachment Permit. Encroachment Permits shall be issued by the Caltrans.
11. The Applicant shall pay to the Sonoma County, Permit and Resource Management Department (PRMD) for *Planning Referral to Sanitation Section* at the current rates in effect at the time of sewer permit application.
12. In accordance with Section 3.09, of the Sonoma Valley County Sanitation District Sanitation Code Ordinance, when shared laterals are proposed that the owner shall write a letter to the District requesting the sharing of the laterals. If the request is granted, a ‘Declaration of



Restriction and Acknowledgment', provide by the District shall be recorded at the Recorder's Office.



Environmental Impact and Design Review

Plan Commission, City of Sonoma

September 11, 2017

Privacy for Bragg Street Homes:

At the Planning Commission meeting February 9, 2017 there was an initial environmental review for the Broadway Apartments. At that time many Commissioners expressed their concern for the Bragg Street homeowners and how their privacy could be maintained when this large rental project is built. Story poles were suggested by the majority of commissioners, which were to help visualize the project massing and the relationship between the apartment structures (only 15-20 feet from the property line) and the single family homes. Since then this issue has received little attention from the Planning Department and the responsibility to evaluate and direct the Developer to make changes has become the total responsibility of the Planning Commission. While we have heard good comments from some of the Commission to make this development better, your comments have not translated into actual project and architectural design changes. It seems you cannot make general observations nor have ambiguity in your directives if you want the Developer to take you seriously and implement your ideas. You must clearly direct the developer to do as you wish, which may mean actual motions and votes. There are important considerations in evaluating this rental project and the effect on the adjacent neighborhoods of single family homes. There can also be solutions for achieving both the goals of the developer and the single family home owners that can be implemented by the Commission if you choose to do so.

Proposed Building Location:

The way the buildings are placed on the site along the west property line should be reviewed by the Planning Commission. The developer and their architect have referred to Building #7 as a one-story structure. This is incorrect and misleading. **All apartment structures are two-story in height.**

The developer has also stated there will be no direct west facing windows with views toward the Bragg St homes on the second level on these structures. But there are large windows on the second level facing north and south which overlook into the small back yards of the single family homes 15-20 feet away. The proposed structures are too close to the property line and impact the adjacent single family homes. **It has always been preferred that all structures along the west property line be single story structures.** Without an adequate sound and visual buffer the proposed apartment

buildings will intrude on the privacy of the adjacent homes. The developer has provided drawings (“Neighboring Clay Street Sections”) to show the relationship of his structures the Bragg St homes, but the sketch does not; indicate the required landscape buffer on the developer’s side, show the relationship of the north/south facing windows (on the second floor) nor the relationship of the north parking lot and the homes. It is not unreasonable to request the Developer to provide design options that include all one-story structures along the west property line. In any other large development in Sonoma, the Commission has always requested changes and more design options which resulted in a better project design the City and its residents.

The story poles as you are aware were recommended by the majority of Commissioners at the last meeting. It was suggested these poles be installed to show massing along the Broadway Corridor and along the Bragg St properties. It interesting in that the Developer was initially directed by the Planning Department to install them (not on the Broadway Corridor) without advanced notice (to neighbors) and to take them down after only four days. Only because of the intervention of a Plan Commissioner and local neighbors were they allowed to be up an additional two weeks. This was done some time ago and they cannot be viewed now before the next scheduled meeting. If this was done on any other large project in Sonoma, it would not be acceptable. These poles should have also been erected on Broadway and still be up for public viewing.

Fencing and Noise:

Noises will a significant issue for adjacent home owners due to the 15-20 setbacks, location of proposed structures, the concentrated (75 space) parking area and **“construction noise”**. During the Community Advisory Committee (CAC) meetings the majority of members recommended that the **Developer consider a “sound fence” to help mitigate these problems.** There was also a written request sent to the Plan Commission signed by all Bragg St residents asking for the Developer to install a “masonry fence” for sound, visual, and health concerns. Fencing options were presented to the Developer and Planning Department, including prefabricated “sound fencing” to save cost. Some Commissioners at the last review meeting also said this should be considered but their request seems has been ignored by this Developer. A masonry “sound fence” is more durable, will last longer (this is a 55 year project), will provide the best sound barrier, and can be more aesthetically pleasing. The standard wood fence proposed by the Developer has little sound retention value, has gaps at the bottom and top and with board shrinkage will allow sound to travel through the cracks. It is also not durable and can easily be damaged. A masonry fence is appropriate between these two different land uses and is often seen in other nearby cities in Napa and Petaluma.

If there is an EIR “noise during construction” would be reviewed and in the past studies for other large construction projects has found it is a “significant impact” on the environment. This was a concern raised by at least one commissioner at the last environmental study meeting and stated “the mitigation measures proposed for the Hotel Development (EIR) should be applied to this project”. The noise study that was provided does not address these concerns. If there is not an EIR it is solely up to you as Commissioners to consider the impact of noise and pollution generated during construction for a project this size and protect the area residents and businesses. The “sound fence” is the best solution along the west property for constant construction noise from heavy equipment, earth work, concrete trucks, saws and hammering, etc. for 15-18 months. Other similar large projects, you have always asked for an EIR (First Street East and the Hotel Project) so these issues would have been addressed. It is your fiduciary responsibility to consider these issues even if overlooked by the others in the City. We know the current City Code does not adequately address construction noise, work days and hours, (etc.) problems and because of lack of enforcement measures. While “noise during construction” was discussed at the last environmental review meeting by the Commission, it was not addressed in the “Environmental Noise Study” that was performed.

Landscape Buffer:

Based on the Developers drawings and Arborist Report, SAHA will be removing all existing trees on the site with the exception of a few large oak trees. All the existing trees along the west property line are being eliminated. The Developer’s plan for a landscape buffer that is required by City Code is vague and insufficient. SAHA has stated they will plant an evergreen bush, 5-6 feet high, about 13 feet on center that will grow to 30 feet high in 5 years. The species proposed will not grow to that size or that fast. These boarder plantings will be in shade most of the time due to the proximity of structures (and fence) on both sides. We do not believe this will meet the City code requirements for a landscape buffer for the secondary level canopy above the proposed fence and will afford no visual privacy for many years. The proposed species if used should be spaced closer together and include large evergreen trees strategically placed for the benefit of both parties.

Grading:

One thing the Story Poles did show (and why someone may have been in a hurry to take them down) was that placing two story rental structures 15-20 feet away from single family homes should not be acceptable to the Planning Commission and the City’s “reasonable” design standards. We are aware the proposed buildings are being raised along the west property line behind the Bragg St homes due to possible flooding issues. Raising the structures exacerbate the privacy sightlines and noise issues. The existing

grade elevation at the sidewalk along Clay St for Building #6 is 55.88 feet and the proposed floor elevation of Building #6 is 58.65 feet, a difference of 33.24 inches.

Solar Panels:

The developer has stated they intend to install solar panels on the roof structures of the proposed Broadway apartment buildings. I had questioned the placement of the solar panels as shown on the previous application drawings, specifically on buildings #6, #7, and #8 adjacent to the Bragg St homes.

It is important to consider the potential glare and heat reflection from these panels from the way they could be angled into the rear yards and windows of the Bragg St homes. This could be a particular nuisance (especially for seniors). It was suggested these panels be deleted from the plan. I believe this issue was mentioned by the Commission at a meeting and it appears the developer has deleted some of them from the current plan (which is appreciated). When I contacted the developer to confirm solar panels will not be installed back onto these structures at a later date, he was non-committal and stated,

“It is too early in the process to determine the exact size and location of solar panels. With the overall project evolving and the solar technology evolving quickly, we will make a solar plan closer to close of financing as it will be dependent on the electrical loads we are aiming to achieve, the amount of panels to achieve it and then we would determine the exact placement of the panels. What are the specific neighbor concerns or questions about solar panels?”

Apparently the developer is not listening to the Commission when they speak or they are getting different directions from another source. It would be appreciated if the Commission could clarify the placement so they are not added later.

Fenestration:

Reviewing the fenestration on the west wall elevation of Building #6, there are a total of seven windows for the two lower apartments (that seems a lot). The Site/ Street Elevations may not yet match the Floor Plans. This is a question for the architect; can the large living area windows be shifted from the west façade to the north and south elevations (face the courtyard) and instead of having multiple windows in the bedrooms (which seem too narrow), wouldn't it be better to have one larger one? It seems these changes might be better for furniture placement and for meeting the egress requirements. It would also help with better privacy between neighbors.

Further study and design of the north/south façade windows on buildings #6, #7, and #8 should also be considered. If these two story structures are allowed the architect should redesign the windows so they do not overlook into the back yards of the Bragg St homes.

Suggested Mitigations:

1. Direct the Developer to present design options with one story buildings (buildings #6, #7, #8) along west property line. Design options have been requested in the past design by the Commission to make a project better suited for its environment. Do not allow Developer a setback variance of 15 feet; instead suggest a 25 foot rear yard minimum rear yard setback buffer which is more appropriate adjacent to single family homes.
2. Install masonry "sound fence" along west property to shield adjacent homes from excessive construction and operational noise and pollution during construction. Without an Environmental Impact Report, the Commission is responsible for determining construction rules and enforcement. This important issue needs to be clear; it should not be left up to the City staff to implement.
3. Provide a landscape buffer for year round visual privacy above the proposed (second canopy) fence height. Proposed landscaping indicates evergreen bushes too small and spaced too far apart to be effective in first 5 years. Existing trees are being removed; more mature non-deciduous trees are needed for an established buffer.
4. The significantly raised grading at the southwest corner and along the west property area should be reviewed to determine if needed. If flooding is a concern, shouldn't the issue be studied further and added to the EIR list of possible significant environmental impacts? Installing new story poles with fencing mesh along Broadway and the west property line to show the building massing is suggested.
5. The Commission needs to have the Developer confirm solar panels are not going to be installed on building #6's low sloped west roof and any other buildings along the west property line that could adversely affect the single family homes. If solar panels are installed on this project a study should confirm they do not affect adjacent property owners.
6. The Commission should request the Developer to resize and reposition windows on Building #6, west façade, to minimize number of windows facing single family homes. If two story buildings are allowed the Developer should redesign (second floor) north/south facing windows so they do not have a direct view into the back yards of the Bragg St homes.

The public has been told by the Planning Director that it is up to the Plan Commission to approve projects and to make any changes needed for the betterment of the City and its

residents. This project as designed and conceived should be changed to better suit the City of Sonoma needs and "its small town character" and address the concerns of the adjacent neighborhoods.

Thank you for your attention and consideration of these comments. If you have any questions I would be happy to try to address them.

Regards,

Anthony Germano
Sonoma Ca

Subject: FW: Environmental Noise Assessment for 20269 Broadway Housing
Date: Thursday, September 21, 2017 at 9:27:42 PM Pacific Daylight Time
From: Cathy Capriola
To: 'vnebb@walterpistole.com'
CC: David Goodison

From: Rachel Hundley
Sent: Thursday, September 21, 2017 8:10 AM
To: David Goodison; Cathy Capriola
Subject: Fwd: Environmental Noise Assessment for 20269 Broadway Housing

FYI

Rachel Hundley, Esq.
Mayor, City of Sonoma
(707) 999-8394
rachel.hundley@sonomacity.org
(Please note new email address!)

Begin forwarded message:

From: lynn f watts <lynnfwatts@gmail.com>
Date: September 16, 2017 at 1:23:10 PM PDT
To: <Rachel.Hundley@sonomacity.org>
Subject: Environmental Noise Assessment for 20269 Broadway Housing

Dear Mayor Hundley,

My name is Lynn Fiske Watts and I've lived at 1290 Bragg Street since 1999, which was before the Lodge was built. As a resident of the home closest to the loading dock, my experience dealing with the noise the hotel generates has often felt like a job. I had to take many noise issues to the City Council, whose members could use only shame to get the hotel management to change their behaviors. It is a fluid situation there, one that changes with management. David Goodison had this to say:

"Over the years, The City has worked with the management of the Sonoma Lodge to address issues that have cropped up regarding the operation of the dock. . . Short of a complete rebuild/redesign of the dock, which the City has no basis to require, issues with the dock can only be addressed through management practices." (This is lasting proof that granting a Use Permit without proper and thorough reviews by the Planning Commission will have ill effects that reverberate for decades.)

The reality of the ill conceived use of Clay Street will have great impact on the future residents of the proposed housing development at 20269 Broadway. They will be exposed to noise that exceeds what is allowed by City Code and for which the proposed mitigation measure is to keep the windows closed. The developer had not planned to install air conditioning units because of the afternoon breezes but if they want to build apartments at this location, air conditioning units will be required, according to consultants Illingworth & Rodkin.

David's SVCAC Memo discusses the environmental noise study as it pertains to traffic and activities at the Lodge's loading dock— "With respect to interior noise levels within the apartments, the study found that the proposed construction methods would result in compliance with State and local standards in conditions *where the windows are kept closed.*"

What he is saying is: Future residents will be subjected to noise levels that exceed Sonoma's noise limits and the solution is people will have to live with their windows closed. This would apply to six of the eight buildings.

This is not acceptable because it is unreasonable to mitigate noise by sealing people in their apartments where only mechanical means will keep them comfortable *and* only at a cost they would not be able to afford. This smacks of discrimination, in my opinion.

I contacted the State of California and four organizations that focus on environmental injustice: The Center on Race, Poverty and the Environment, Community and Environmental Defense Services, Green Action, and Energy Justice. Its executive director said, Sonoma is "whiter and wealthier than average," which would probably prevent the proposed mitigation from falling into the category of "environmental injustice" unless residents were "truly low-income enough they would meet any definitions the state might have for that." As you know, all future residents will have extremely low incomes, very low incomes, and will come from the community of homeless veterans. It seems likely that forced reliance on air conditioners because they will be deprived of fresh air would be considered discriminatory, based on their economic status. I expect to hear from the State of California next week.

Most Planning Commissioners, to date, have brushed aside the intensity of the noise coming from the hotel's dock and Clay Street in general. If they read the data submitted by vendors before the September 28 meeting and not limit themselves to David's narrative, they may look at the situation with more skepticism and direct the developer to make changes in the design if they want to avoid putting people in harm's way. If the Commissioners do not insist on a revised plan, it is likely their decision would result in the filing of an appeal.

Thank you for your time, Mayor Hundley.
Sincerely,

Lynn Fiske Watts
707 815 6200

[Link to City's Web page for development](#)

PostScript: The City paid for the replacement of the hotel's roof fan, the source of noise for three years. Marriott is the largest hotel chain in the world.

Subject: RE:

Date: Tuesday, September 19, 2017 at 1:42:26 PM Pacific Daylight Time

From: Cathy Capriola

To: 'Frank Saxsenmeier'

CC: Rebekah Barr, David Goodison

Sondra,

Thank you for your email.

We will pass it on to the City Council and Planning Commission.

Cathy

Cathy Capriola, City Manager

City of Sonoma

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Open for Business: Monday – Friday 8:00 a.m. to 5:00 p.m. (closed for lunch 12:00-1:00)

From: Frank Saxsenmeier [mailto:saxsenmeier@sbcglobal.net]

Sent: Tuesday, September 19, 2017 1:24 PM

To: Cathy Capriola

Subject:

the traffic will be very impacted if the project at clay and Broadway is allowed to continue as is the hotel loading dock is on clay and it is in use every day train town is on Broadway and they are busy on weekends. there is an entire neighborhood with 2 cars at each house on average, some with 3 there is going to be too much traffic it is way too large for this area it really should be scaled down someone should check this area out at 8am it is a wake up call to scale back the project sincerely sondra saxsenmeier 1284 nash st