

MEMO

To: Planning Commission

From: David Goodison, Planning Director

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

Site Description and Environs/Ownership History

The subject property, which has an area of 1.98 acres, is a flat, rectangular parcel located at the northwest corner of Broadway and Clay Street. Currently, the site is vacant but it supports a number of trees on the site, including several large oaks. The property had been developed with a home, a detached garage, a former water tower, and several barns, but these structures were removed in 2008. Two billboards formerly located at the southeast corner of the site were removed in 2017. The property is located within the city limits of Sonoma and it has a General Plan land use designation and zoning designation of Mixed Use. The Mixed Use zone allows a residential density of up to 20 units per acre, although that may be increased with a density bonus for affordable housing. A commercial component is not necessarily required in the Mixed Use zone and a 100% residential development may be allowed on the site, subject to findings being made by the Planning Commission. The property is identified in the City's Housing Element as a "Housing Opportunity Site," meaning that it is considered to be a suitable candidate for development with affordable housing. Adjoining uses and zoning designations are as follows:

North: An office building and associated parking (Chase Receivables)/Mixed Use

South: A hotel (the Lodge at Sonoma), across Clay Street/Gateway Commercial

East: A small shopping center and Traintown, across Broadway/Gateway Commercial, unincorporated territory

West: Single family residences (part of the St. Francis Place subdivision)/Medium Density Residential.

The Sonoma Community Development Agency (the City of Sonoma's Redevelopment Agency) purchased the property in 2007 with the intent of developing it with affordable housing. No immediate action was taken to do so, however, because the focus of the CDA at that time was the development of another affordable site, located off of Sonoma Highway (which was ultimately developed with the Sonoma Valley Oaks apartments). In 2012, ownership of the site was transferred from the CDA to the Sonoma County Community Development Commission (CDC), as parent agency of the Sonoma County Housing Authority and in its capacity as Successor Housing Agency, as a result of the termination of redevelopment agencies throughout California. In September 2015, the CDC issued an RFP seeking a non-profit development partner to assist it in developing affordable housing on the site. The RFP called for the development of rental housing affordable at the very-low and low-income levels. A rental development was identified as the objective in the RFP because there is a critical shortage of rental units in the City of Sonoma and Sonoma Valley, especially at lower income levels. In addition, the RFP suggested that a component of units be made available for households that have become homeless.

Consistent with California Community Redevelopment Law, which governs development of the property because it was acquired with Redevelopment Housing Set-Aside funding, the RFP noted that least 30



Figure 1: Site Plan (Source: SAHA)

percent of the units in the project must be restricted to extremely low-income households. Seven responses to the RFP were received. Following an initial screening for compliance with RFP objectives, four candidates were selected for in-depth assessment and interviews with the selection committee: Burbank Housing Development Corporation, MidPen Construction, Resources for Community Development, and Satellite Affordable Housing (SAHA). Based on the interviews and a scoring of election criteria, the committee identified SAHA as its consensus recommendation. This recommendation was reviewed and confirmed by Kathleen Kane, the Director of the CDC, the CDC’s citizen advisory committee in a public hearing, and the Board of Supervisors, acting in their role as the Board of the Commission.

Proposed Development Concept

Overview: The development plan calls 48 apartment units grouped within eight two-story building clusters, along with a single-story Community Building. The placement of the buildings is intended to engage the two street frontages, provide a yard-to-yard relationship with the adjoining homes on the west, and create a central common open space area that retains four of the larger oak trees on the site. The one-bedroom units are placed on the west, adjoining the Bragg Street residences, as these units are more likely to be occupied by small households and seniors. The three-bedroom apartments, which are intended for larger families with children, adjoin the community room and the common open space area. This area would incorporate a play area for children, as well as raised garden beds available for resident use. Pedestrian paths would provide access throughout the site.

Proposed Schedule of Units and Rents			
Unit Type	No. Units	AMI* Affordability	Net Rent**
1 bedroom	10	30% AMI	\$407
1 bedroom	2	40% AMI	\$562
1 bedroom	6	50% AMI	\$717
1 bedroom	5	60% AMI	\$871
Subtotal	23 units		
2 bedroom	4	30% AMI	\$482
2 bedroom	0	40% AMI	\$667
2 bedroom	5	50% AMI	\$853
2 bedroom	3	60% AMI	\$1,038
2 bedroom	1	Manager’s Unit	
Subtotal	13 units		
3 bedroom	1	30% AMI	\$553
3 bedroom	4	40% AMI	\$767
3 bedroom	6	50% AMI	\$982
3 bedroom	1	60% AMI	\$1,196
Subtotal	12 units		
Total	48 units		

*Area Median Income.

**Reflects subtraction of utility allowance.

The main parking lot has been placed along the northern edge of the site, with a smaller court, designed to meet Fire Department turn-around requirements, projecting southward into the site. The placement of the parking lot limits vehicle access to Broadway and minimizes potential noise conflicts with the adjoining residences on the west. A total of 75 off-street parking spaces are proposed. The proposed mix of units consists of 23 one-bedroom apartments, 13 two-bedroom apartments and 12 three-bedroom apartments. Fifteen of the units would be affordable to extremely-low income individuals and households at 30% AMI. A schedule of unit types, affordability levels, and rents is set forth in the table above.

The proposal also includes an extensive resident services element, provided through in-house staff and in partnership with local providers such as La Luz.

Project Modifications Based on Community Outreach

Following its selection by the CDC as the development partner, SAHA conducted an extensive community outreach process, including at least two workshops and a series of meetings with an advisory committee with neighborhood representation, as well as at-large community-members. Many changes made in the site plan as a result of these consultations, including the following:

- The amount of on-site parking has been increased from 61 to 75 parking spaces.
- Three-story building elements were eliminated.
- Vehicle access was relocated from Clay Street to Broadway.
- The ratio of one-bedroom units was increased and the one-bedroom units have been placed to adjoin the residential properties on the west.

Additional modifications made in response to neighbor input are discussed in the project narrative.

General Plan Policy Directions

As noted above, the site has a land use designation of “Mixed Use,” a designation that encompasses a variety of purposes, including to provide additional opportunities for affordable housing, especially for low and very low income households. The designation allows a density up to 20 residential units per acre. Applicable General Plan policies include the following:

Community Development Element

- Require pedestrian and bicycle access and amenities in all development. (CDE 4.4)
- Promote higher density, infill development, while ensuring that building mass, scale and form are compatible with neighborhood and town character. (CDE 5.5)
- Pursue design consistency, improved pedestrian and bicycle access, and right-of-way beautification along the Highway 12 corridor. (CDE 5.6)

Housing Element

- Facilitate the development of affordable housing through regulatory incentives and concessions, and available financial assistance. Proactively seek out new models and approaches in the provision of affordable housing, including junior second units and cottage housing. (HE 1.2)
- Encourage the sustainable use of land and promote affordability by encouraging development at the higher end of the density range within the Medium Density, High Density, Housing Opportunity, and Mixed Use land use designations. (HE 1.4)

- Support collaborative partnerships with non-profit organizations to provide greater access to affordable housing funds. (HE 1.7)
- Provide regulatory incentives and concessions to offset the costs of affordable housing development while protecting quality of life goals. (HE 4.1)
- Incentivize the development of affordable housing through growth management prioritization. (HE 4.2)
- Provide reduced parking standards for affordable and special needs housing. (HE 4.7)
- Preserve open space, watersheds, environmental habitats and agricultural lands, while accommodating new growth in compact forms in a manner that de-emphasizes the automobile. (HE 6.1)

In addition, Program 2 of the Housing Element specifically calls upon the City to work with the CDC to develop the Broadway site with affordable housing.

The subject property is listed as a Housing Opportunity site in the Housing Element's inventory of sites suitable for higher-density residential development. In essence, State Housing Element law requires that jurisdictions verify that they have adequate land capacity to meet projected housing needs as defined through the Regional Housing Needs Determination process. This is accomplished by compiling an inventory of available sites that are potentially suitable for higher density residential development. However, the inclusion of the subject property in this inventory does not represent a mandate that it be developed with affordable housing or with housing of any particular type or density.

Environmental Resources Element

- Require new development to provide adequate private and, where appropriate, public open space. (ERE 1.4)
- Preserve existing trees and plant new trees. (ERE 2.6)
- Encourage construction, building maintenance, landscaping, and transportation practices that promote energy and water conservation and reduce greenhouse gas emissions. (ERE 3.2)

Circulation Element

- Incorporate bicycle facilities and amenities in new development. (CE 2.5)
- Ensure that new development mitigates its traffic impacts. (CE 3.7)

The Project is consistent with the Mixed Use land use designation and would fulfill a number of General Plan policies, especially as related to housing diversity and affordability. Because 32% of the units would be affordable at the Very Low Income level and the remainder would be affordable at the Low Income level, under State law, the Project qualifies for a 35% density bonus, as well as other development concessions (Government Code 65915 - 65918). The proposed project density amounts to 24 units per acre, which is within the allowance provided for under the density bonus provisions of State law.

Consistency with Development Code Standards

Mixed Use Zone: The Project site has a zoning designation of "Mixed Use". The MX zone is intended to allow for higher density housing types, such as apartments and condominiums, in conjunction with commercial and office development, in order to increase housing opportunities, reduce dependence on the automobile, and provide a pedestrian presence in commercial areas. Multi-family dwellings, including apartment developments, are allowed in the MX zone, subject to review and approval of a Use Permit by the Planning Commission.

Density: As noted above, the maximum density normally allowed in the Mixed Use zone is 20 units per acre, except that the allowed density may be increased for affordable residential developments that qualify for a density bonus under State housing law. Based on the proposed levels of affordability, the project qualifies for a 35% density bonus, which equates to 27 units per acre, or approximately 53 total units on the site. The proposed project density amounts to 24 units per acre, which is within the allowance provided for under State law.

Development Standards: Project consistency with the development standards associated with development in the Mixed Use zone within the Broadway Corridor is summarized in the table below.

Summary of Development Code Compliance: Development Standards			
Development Feature	Development Code Allowance (SMC Chapter 19.32, Table 3-24)	Project	Concession Requested (Pursuant to Government Code Title 7, Division 1, Sections 65000 - 66103)
Building Setbacks	Front/Streetside: 15 ft; Side: 7 ft.; Rear 20 ft	Front/Streetside: 9-24 ft; Side: 15-75 ft.; Rear 15-22 ft	Yes
Floor Area Ratio	1.0	0.53	No.
Building Coverage	60%	28%	No
Open Space	14,700 sq. ft.	13,548 sq. ft.	Yes
Maximum Roof Height	30 feet	20-30 feet	No

Under State law, an affordable housing development in which at least 15% of the units will be affordable at the very low income level qualifies for a minimum of three “development incentives or concessions”, defined as follows:

A reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code, including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable, financially sufficient, and actual cost reductions.

Incentives requested for a qualifying project must be granted by the local jurisdiction, unless it makes a written finding, based upon substantial evidence, of any of the following:

- A. The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).
- B. The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.
- C. The concession or incentive would be contrary to state or federal law.

As set forth in the Project Narrative, the concessions requested by the applicant consist of: 1) the setback exceptions for the Community Building and Buildings 3 and 7; and, 2) a reduction in required open space. Because the the setback and open space exceptions qualify as development concessions allowed for under State law in conjunction with a density bonus, they do not constitute an inconsistency with the standards and regulations of the City’s Development Code.

Parking: Based on the parking standards for multi-family development set forth in the Development Code, the normal requirement for a 48-unit development would be 90 off-street parking spaces, including 48 covered spaces. The site plan provides for 75 spaces, with no covered parking. As discussed in the in the project narrative, one parking space is provided for every one- and two-bedroom unit and two spaces are proved for every 3-bedroom unit. Although the resulting total falls short of the City’s parking requirements, as an affordable development the Project qualifies for a reduced parking standard, pursuant to Government Code 65915 - 65918. Under these provisions, a local authority may not require parking in excess of the following ratios:

One-Bedroom Units: One parking space per unit.

Two and Three bedroom Units: Two parking spaces per unit.

Because the Project features 23 one-bedroom units and 25 two/three bedroom units, the maximum number of off-street parking spaces that may be required under the State’s parking formula is 73. The Project provides for 75 spaces, which exceeds the State-mandated standard. Even apart from the limitations on parking requirements imposed by State law, the applicants suggest that the amount of parking available to residents and guests will be adequate, based on their experiences with the parking demand associated with other affordable housing developments they manage (see project narrative).

Bicycle Parking: Bicycle parking is required in all new multi-family development, subject to review and approval by the Planning Commission. According to the project narrative, bicycle parking will be provided at the open space courtyard and within the community meeting room building. In addition, bicycle parking will be provided in the shared entry area within each residential building.

Commercial Component: The Planning Commission and City Council recently amended the language of the Mixed Use zone to establish an expectation for a commercial component in new development for which a discretionary permit is required, unless waived by the Planning Commission. It should be noted that the reduction or waiver of a commercial component does not constitute a variance or an exception, as this allowance is built into the definition of the Mixed Use zone. Circumstances in which the residential component may be reduced or waived, include, but are not limited, to the following:

“Interference with the objective of maximizing housing opportunities, especially affordable housing and other housing types that meet community needs as identified in the Housing Element.”

A commercial component is not proposed in this project because it would reduce the amount of land available for affordable housing and would limit eligibility for the tax credit financing necessary to fund the project. In staff’s view, these factors provide a substantial basis for waiving a commercial component and the proposed findings for the approval of the project include this waiver.

Historic Overlay Zone: The site is located within the Historic Overlay Zone. At the time of site design and architectural review, this means that the following additional findings must be made in conjunction with design review approval:

A. The project will not impair the historic character of its surroundings;

- B. The project substantially preserves the qualities of any significant historic structures or other significant historic features on the site.
- C. The project substantially complies with the applicable guidelines set forth in Chapter 19.42 SMC (Historic Preservation and Infill in the Historic Zone).
- D. The project substantially complies with any applicable preservation plan or other guidelines or requirements pertaining to a local historic district as designated through SMC 19.42.020.

As set forth in the attached Resolution for project approval, the findings associated with development in the Historic Overlay Zone can be made and the proposed Project substantially complies with the guidelines for infill development in the Historic Overlay zone.

Environmental Review

An Initial Study was prepared to analyze the potential environmental impacts of the project. As part of this evaluation, studies were commissioned, addressing the following areas: biological resources, cultural resources, noise impacts, and traffic. In addition, as directed by the Planning Commission, the project architect developed perspective visual simulations, cross-sections, and a review of building heights in the vicinity of the Project site to assist in evaluating visual compatibility. These studies are included with the Initial Study and their outcomes are summarized as follows:

1. *Aesthetics/Visual Compatibility.* The visual compatibility of the Project was evaluated in terms of: 1) Development Code consistency with regulations that address scale, massing, and height, as well as design guidelines; 2) views of the Project along Broadway and Clay Street; and, 3) project-specific site planning and design, including consideration of how the project relates to the neighboring residences on the west.
 - A. Broadway: Because of the prominence of the site on Broadway corridor, the Broadway elevations of the Project represent an important element in the evaluation of potential impacts on visual character. The project site plan calls for three buildings along the Broadway frontage, with the Community Building placed at the center, flanked by two apartment buildings. Building 4, the apartment building located at the northeast corner of the site (at Broadway and Clay Street) features conforming setbacks of 15 feet from the south property line (along Clay Street) and 22 feet from the east property line (along Broadway). The Community Building features a minimum setback of 9 feet and Building 3, the northeast structure along the Broadway frontage, features a 13-foot setback, both of which are less than the normal requirement of 20 feet. Because the Community Building has a maximum height of 21 feet, its presence on Broadway would not be overwhelming. Building 3 is taller, featuring a ridge height of 27 feet, but is setback 13 feet, and its traditional gabled form and its orientation, with the narrow side of the building facing the street, emulate other examples of development along Broadway. In general, and as shown in the perspective simulation, the Project appropriately addresses the Broadway frontage and the proposed setback exceptions would not result in a significant impact with respect to the visual character of the area.
 - B. Clay Street: The Clay Street elevation is another key factor in the evaluation of visual compatibility, as this element of the Project serves as a transition to the residential neighborhood to the west. The Clay Street frontage of the Project features three apartment buildings, designed as duets that break down into six distinct building elements. These are two story buildings with maximum ridge heights of 29, 28, and 26 feet, diminishing from east to west, towards the adjoining residential neighborhood. Each building presents its narrow face to the street and



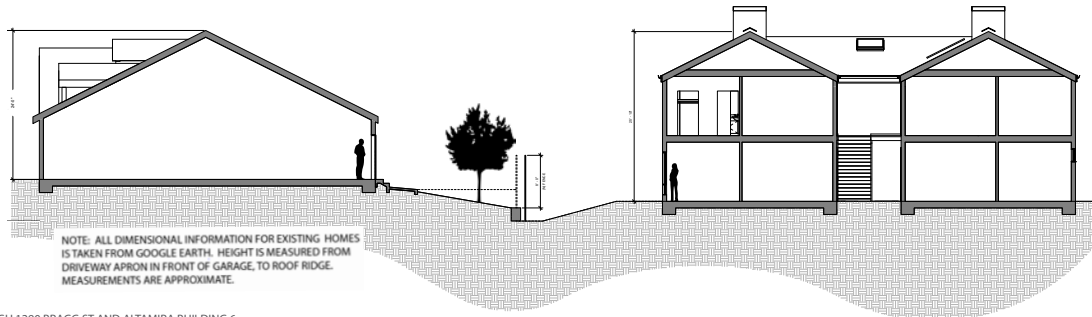
Figure 2: Broadway/Clay Street Perspective (Source: SAHA)



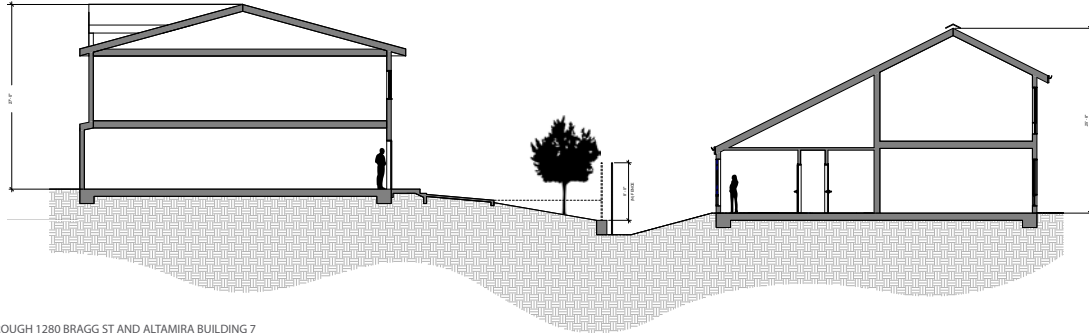
Figure 3: Clay Street Perspective (Source: SAHA)

features porches, entry walks, and low landscaping fences designed to engage the street. The building forms are simple, with sloping gable roofs, but the elevations feature porches, eaves, and insets that help reduce the scale of the buildings. Setbacks between the buildings are a minimum of ten feet and the setback from Clay Street is 15 feet. As shown in the perspective simulation, the Clay Street elevation of the project engages the street and creates an appropriate transition to the residential neighborhood on the west.

- C. Adjoining Residences: Although it does not represent a public view, the relationship of the Project to the adjoining residences on the west is a consideration in the evaluation of potential visual impacts. The project site adjoins six single-family homes along its western boundary. Three apartment buildings are proposed in that portion of the site, Building 6, Building 7 and Building 8 (from south to north). All three buildings are two story structures, with peak ridge heights as follows:

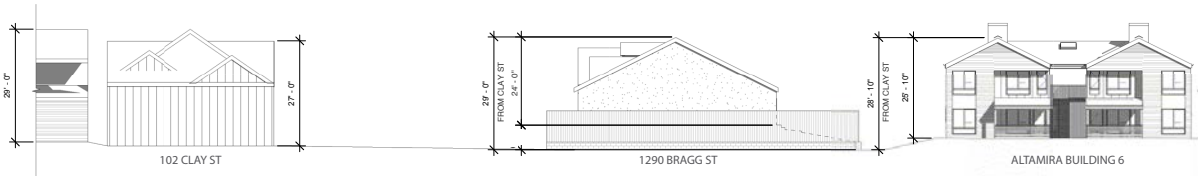


SECTION THROUGH 1290 BRAGG ST AND ALTAMIRA BUILDING 6
NOT TO SCALE



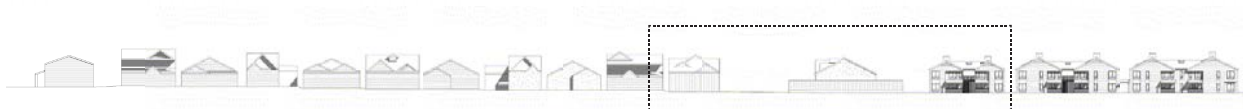
SECTION THROUGH 1280 BRAGG ST AND ALTAMIRA BUILDING 7
NOT TO SCALE

NEIGHBORING CLAY STREET SECTIONS



CLAY STREET ELEVATION - ZOOMED
NOT TO SCALE

NOTE: DIMENSION AND APPEARANCE OF EXISTING HOMES ARE APPROXIMATED BASED UPON INFORMATION FROM GOOGLE EARTH. HEIGHTS ARE MEASURED FROM TOP OF DRIVEWAY APRON TO TOP OF RIDGE.



CLAY STREET ELEVATION
NOT TO SCALE

NEIGHBORING CLAY STREET ELEVATIONS



Figure 4: Cross-sections and Elevations (Source: SAHA)

- Building 6: 26 feet.
- Building 7: 26 feet.
- Building 8: 30 feet.

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

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

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

4. *Biological Resources.* A biological assessment of the site found no evidence of any sensitive species or habitats. However, to avoid impacts on nesting birds, the conditions of project approval/mitigation monitoring program regulate the timing of tree removal.
5. *Cultural Resources.* To assess the site for archaeological resources, a professional evaluation was performed, including archival research and a field survey. No such resources were found. However, as recommended in the report, the conditions of Project approval address the possibility of accidental discovery of archaeological resources, paleontological resources, and human remains.
6. *Environmental Noise Conditions.* According to the Noise Element of the General Plan, the primary source of noise locally is traffic on major streets, including Broadway. To evaluate this issue, an environmental noise assessment was prepared by a qualified acoustical consultant. The noise assessment sets forth: 1) applicable regulatory criteria, 2) the results of on-site noise monitoring, 3) an evaluation of the compatibility of the noise environment at the project site in relation to the project site plan (including the operation of the loading dock at the Sonoma Lodge), and 4) recommendations for mitigation. Noise factors included in the on-site monitoring included both street traffic and the operations of the Sonoma Lodge, including activities at the loading dock located across Clay Street from the project site.
 - A. Resident Noise Exposure. With respect to the outdoor open space area, which is centrally located on the site, behind the Community Building, the assessment found that that it will be acoustically shielded by intervening project structures from roadway, loading dock, and service yard noise such that sound levels in these areas are expected to be below 60 dBA Ldn. Such exterior noise levels are considered “normally acceptable” by the City of Sonoma General Plan Noise Element. 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. However, for many of the units within the project, noise attenuation would be reduced to the point where interior noise levels could exceed the interior

noise standard of 45 dBA Ldn. To address this issue, the environmental assessment identifies the following mitigation measure:

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

The noise assessment finds that this mitigation measure will achieve compliance with applicable noise standards.

B. Operational Noise. The Project adjoins six single-family residences along its western property line. The three building clusters on the west side of the site would be setback 15-20 feet from the shared property line and the setback area would serve as landscaped yard space. Further to the north, a portion of the Project parking lot would adjoin two of the single-family units, with a proposed setback of 5-10 feet. This portion of the parking lot is a dead-end, so it would not support through traffic movements. While the development of the Project would reduce exposure to traffic noise on Broadway with respect to the adjoining single-family residences, the project would generate operational noise through outdoor residential activities and the use of the parking lot by residents and guests. Noise generated by normal residential activities within the Project is expected to be compatible with adjoining residential development, based on the following factors:

- A normal rear yard to rear yard relationship is proposed between the units along the west side of the Project site and the adjoining residential development along Bragg Street.
- The units within the Project adjoining the Bragg Street residences would be one-bedroom apartments, which are more likely to accommodate single persons and seniors, rather than families with children.
- The landscaped area along the western edge of the site adjoining the Bragg Street residences is intended as a buffer area and would not be used for outdoor activities.

However, the use of the parking lot, especially in the evening, could result in noise impacts on the two adjoining single-family residences to the west. To address this issue, a 6-foot-high solid fence/wall extending 50 feet from the northeastern corner of the site along the northern property, and along the length of the two adjoining residential parcels to the west. The noise assessment also includes specific design criteria for the required wall, included in the mitigation measure.

C. Construction Noise. Activities typically associated with new development, including grading, excavation, paving, material deliveries, and building construction, would result in a substantial temporary increase in ambient noise levels in the Project vicinity. Although this impact is temporary in nature, increased noise levels throughout the construction period, may adversely affect residents in the area. To address this impact, a mitigation measure would be required incorporating best practices for construction noise management and requiring compliance with the City Noise Ordinance.

The implementation of these mitigation measures, all of which have been incorporated into the conditions of approval/mitigation monitoring program, would reduce potential noise impacts to a less-than-significant level.

7. *Traffic and Transportation.* To evaluate the potential impacts of the Project with respect to transportation and traffic, a traffic impact study was prepared by a qualified Transportation Engineer. The study addresses: 1) traffic conditions and potential impacts on intersection level of service; 2)

alternative transportation modes, including bicycling, walking, and transit; and, 3) traffic safety. The study area includes the segments of Broadway and Clay Street adjoining the project site, the proposed project access point on the Broadway frontage, the intersection of Broadway and Clay Street, and nearby transportation facilities, such as bike paths, sidewalks, and transit stops. Broadway is an element of State Highway 12 and is classified in the City's Circulation Element as an arterial. In the immediate vicinity of the project site, Broadway is configured with one lane in each direction, with a two-way left-turn lane south of Clay Street. Clay street is classified as a local street. It is 36-feet wide and features two travel lanes, with on-street parking along each side.

A. Level of Service (LOS): Broadway/Clay Street is a three-legged intersection, in which the Clay Street approach is stop-sign controlled while the through movement on Broadway is unrestricted. Traffic counts taken at the a.m. and p.m. peak weekday periods show that the intersection operates at LOS A overall, with the Clay Street approach operating at LOS C. These level of service conditions would not change with the additional traffic generated by the project, even under the traffic conditions projected for the year 2040. The City and Caltrans both use LOS D as the lowest level of operation that is considered to be normally acceptable. Because the traffic generated by the Project would not cause the LOS at the intersection of Broadway and Clay Street to exceed LOS D under existing and future conditions, its impact on the operation of the intersection is considered to be less-than-significant.

B. Sight Distance: The traffic study finds that sight distance is currently adequate, but could be affected by parked vehicles. To address this concern, the following mitigation measure will be required:

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

C. Vehicle Access: The traffic study evaluated the need for a left-turn lane on Broadway to accommodate the Project driveway. The warrant analysis concluded that a left-turn lane was not warranted based on existing and projected traffic volumes. However, the traffic study found that the inconsistent lane geometrics in the vicinity of the Project site could contribute to excessive vehicle speeds and drive confusion. To address these concerns, the traffic study recommends that a left-turn be required, as set forth in the following mitigation measure:

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.

This measure has been incorporated into the conditions of approval/mitigation monitoring program.

D. Pedestrian Facilities: Although the sidewalk system is discontinuous along the east side of Broadway, across from the Project site, there is a continuous sidewalk along the project frontage and northward leading to a signalized intersection serving the Sonoma Valley High School and the Adele Harrison Middle School. The traffic study concludes that pedestrian facilities serving the project site are adequate.

E. Bicycle Facilities: The development of the Project will not interfere with the future installation of Class 2 bike lanes on Broadway as called for the City of Sonoma Bicycle and Pedestrian Master

Plan. In addition, existing Class 1 bicycle facilities in the vicinity of the Project are accessible from the Project site via Clay Street. In compliance with City General Plan policy, the Project will incorporate bicycle facilities, including secured bicycle parking in the Community Building. The traffic study concludes that the bicycle facilities serving the Project are adequate.

- F. Transit: The Project site is located within easy walking distance of bus stops. The traffic study concludes that the transit facilities serving the Project are adequate.

In summary, with the implementation of the mitigation measures identified above, impacts in the area of transportation and traffic will be less-than-significant.

The Initial Study demonstrates that each of the potentially-significant impacts of the project can be reduced to a less-than-significant level through the implementation of specified mitigation measures.

Other Issues

Affordable Housing Needs: The starting point for discussing Sonoma’s housing needs is the Regional Housing Needs Assessment (RHNA), also known as the “fair share” allocation. State law requires all regional councils of governments, including the Association of Bay Area Governments (ABAG), to periodically update the existing and projected housing needs for its region at various household income levels and determine the portion allocated to each jurisdiction within the region. When these updates occur, State Law further requires that each affected jurisdiction update its Housing Element to address the revised housing needs assessment. Based on the most recent RHNA, which was issued in 2013, the fair share allocation for the development of affordable housing that is addressed in Sonoma’s Housing Element update (adopted in March 2015) is as follows:

Sonoma’s Regional Housing Needs Allocation by Household Income Category: 2015-2023				
Extremely Low (0-30% AMI)	Very Low (31-50% AMI)	Low (51-80% AMI)	Moderate (81-120% AMI)	Above-Moderate (+120% AMI)
24		23	27	63

The City’s legal responsibility with regard to the Housing Element and its fair share allocation is to show that opportunities exist that allow for the units to be built. It is not the City’s responsibility to fund and build every unit. Nonetheless, it is evident that the housing market will not produce low and very-low income units without substantial incentives, including financial assistance, which is why tax-credit financed projects developed by housing non-profits are the primary vehicle through which housing units affordable at these levels are constructed. The Altamira Affordable Apartment Project would provide 15 units affordable at the Extremely Low Income level, 19 units affordable at the Very Low Income Level, and 9 units affordable at the Low income level. There are many different types of housing needed in Sonoma and no one project can or should be expected to provide for all of them. But the proposed project would clearly address a documented community need by providing rental housing affordable to low and very-low income households. As previously noted, the Housing Element identifies the site as suitable for higher density affordable housing and the site was acquired for that purpose in 2007.

Sustainability: In conformance with General Plan policies calling for new development to conserve water and energy and to limit greenhouse gas emissions, the project incorporates a comprehensive array of sustainable design features. Project sustainability begins with the site, which is an infill property within

city limits. Opportunities for walking, biking, and transit use are maximized not only by virtue of the site location, but also through the provision of bicycle facilities for residents (including secured, covered bicycle parking). Other sustainable features include the following:

- An allowance for electric vehicle charging stations.
- A comprehensive water conservation strategy, including low-flow plumbing fixtures, low-water use laundry appliances.
- Low water use landscape design, plant selection, and irrigation.
- Rooftop solar panel arrays and high energy efficient mechanical and electrical systems.

These measures exceed Cal Green building code standards. In addition, the proposed Project is consistent with and would help implement the greenhouse gas reduction measures adopted by the City Council in November of 2016. Specifically, the project addresses measure 2-L1 (Solar in new residential development), measure 4-L4 (affordable housing linked to transit), and measure 11-L2 (water conservation for new construction).

Construction Management: The construction of the project is estimated to take as long as 18 months to complete and it will undoubtedly be noisy and disruptive, especially during the early phases. The project site adjoins residential development on the west, which raises concerns about construction noise and dust. As set forth in the Initial Study, unless mitigation measures are imposed and implemented, project construction could result in noise and air quality impacts. For all of these reasons, construction management is a key issue that must be addressed. To do so in a comprehensive manner, the proposed conditions of approval require the development and implementation of a construction management plan, to include the following components:

- Neighbor/Agency Outreach and Coordination. Identification of procedures providing written notification to potentially affected businesses, residences, and agencies informing them in advance of construction activities and progress and the designation of a responsible person for implementation of the construction management plan.
- Construction Traffic Control. A traffic control plan, prepared by a licensed engineer, to control traffic safety throughout construction. The plan shall include staging areas on the project site, truck movements, cones, signage, and flagging. In addition, the plan shall address temporary parking of construction-related vehicles and equipment on or adjacent to the project site. Contractors shall be required to maintain traffic flow on all affected roadways adjacent to the project site during non-working hours, minimize traffic restrictions during construction, minimize or avoid the re-routing of trucks, and minimize impacts on street parking.
- Noise Mitigation. Construction noise mitigation measures, to incorporate all of the measures set forth in Mitigation Measure 12.d of the Conditions of Approval/Mitigation Monitoring and Reporting Program. These measures include limits on construction hours and equipment noise, among other requirements.
- Air Quality Protection. Dust control and air quality mitigation in accordance with Mitigation Measure 3.c, as set forth in the Conditions of Approval/Mitigation Monitoring and Reporting Program.
- Hazardous Materials Testing and Abatement. In compliance with Mitigation Measure 8.d, the preparation and implementation of a Soils and Testing and Management Plan (STMP) by a qualified consulting firm shall be required. The STMP shall address: a) sampling and testing to identify potential residual contaminants potentially associated with the former residential and agricultural use of the site; b) clean-up, disposal, and/or remediation procedures if any such contaminants are identified in excess of established safety thresholds; and, c) any required coordination with the Sonoma County Department of Environmental Health and/or other responsible agencies.

- Recycling. A recycling plan for both the deconstruction of existing structures and materials generated by new construction.

The construction management plan will not be a panacea, as construction is inherently disruptive. However, implementation of the plan will minimize disruptions to the extent feasible.

The requirement for a construction management plan is set forth in Condition of Approval #12 of the Conditions of Approval/Mitigation Monitoring and Reporting Program.

Operation and Management: The project will be owned and managed by the applicant, Satellite Affordable Housing Associates (SAHA). SAHA already owns and manages 61 properties encompassing approximately 3,000 affordable housing units in the Bay Area, including the Sonoma Valley Oaks project in Sonoma (constructed in 2013). As with most of their projects, the Altamira Apartment Project will have an onsite resident-manager. In addition, ongoing resident services will be provided through in-house staff and in partnership with local providers such as La Luz. These services and activities will be provided both on an individual basis and in group formats in the Community Meeting Room.

SVCAC Review

At its meeting of August 23, 2016, the Sonoma Valley Citizens Advisory Commission (SVCAC) conducted an advisory review of the project. After holding a public hearing on the matter, the Commission voted unanimously to recommend approval of the project, subject to the recommendation that the Planning Commission give careful consideration to the comments of the Commission on the project. The minutes of this meeting are included as Attachment 7.

Findings Required for Approval

The project is subject to Use Permit approval and approval of Site Design and Architectural Review. Both of these permits require that specific findings be made in support of a project approval, as set forth below.

1. *Use Permit Findings:* Four findings are required in conjunction with a Use Permit approval as follows:
 - A. *The proposed use is consistent with the General Plan and any Specific Plan.* The development and use of the property with an affordable apartment project is generally consistent with the City of Sonoma 2020 General Plan, because the General Plan specifically identifies affordable housing at the low and very low income levels as an intended use in the definition of the Mixed Use land use designation. In addition, the project has been reviewed in terms of applicable General Plan policies and has been found to be consistent with the General Plan (see Exhibit A of the Findings for Project Approval, Attachment 3). The project site is not subject to a specific plan.
 - B. *The proposed use is allowed with a conditional Use Permit within the applicable zoning district and complies with all applicable standards and regulations of the Development Code (except for approved Variances and Exceptions).* Multi-family developments of five or more units are allowed with a conditional Use Permit in the Mixed Use zoning district. As set forth in this report, the project complies with all applicable standards and regulations of the Development Code, with the exception of concessions and incentives to which the development is entitled as an affordable housing project, pursuant to sections 65915 - 6591 of the Government Code. No Variances or Exceptions are proposed.

C. *The location, size, design, and operating characteristics of the proposed use are compatible with the existing and future land uses in the vicinity.* The project provides an appropriate transition between Broadway and the neighboring residential development on the west. The Initial Study prepared for the project did not identify any significant impacts that could not be mitigated to a less-than significant level, which indicates that the scale and operational characteristics of the project are appropriate. The site plan/design features and operational measures intended to achieve compatibility with neighboring residential development on the west include the following:

- 1) The units in the project are divided among eight buildings in order to provide a compatible scale and massing. Building heights within the project are substantially consistent with those of nearby development. Third-story building elements have been eliminated.
- 2) The parking lot has been placed to limit exposure to neighboring residential development and a sound wall where it adjoins neighboring residences.
- 3) A rear-yard to rear-yard relationship is maintained between residential buildings in the project and adjoining residences on the west. In addition, there would be no second-floor windows or west-facing solar panels on those structures (Buildings 6, 7, and 8). The roofs of these units have been oriented to shed down to the west, rather than presenting gable faces. Building 7, which has a reduced rear setback, sheds down to a 10-foot plate height.
- 4) Maximizing the number of one-bedroom units and locating them on the west side of the site.
- 5) The landscaped area along the western edge of the site adjoining the Bragg Street residences is intended as a buffer area and would not be used for outdoor activities.
- 6) The project entrance has been placed on Broadway. The project will be required to stripe a continuous center left-turn lane to ensure traffic safety.
- 7) The residential buildings are designed to engage adjoining public streets and incorporate porches, eaves, and inset building elements as integrated architectural elements.
- 8) The residential buildings will meet the design standards necessary to comply with State and local noise standards.
- 9) The ratio of off-street parking provided exceeds the State-mandated standard.
- 10) An on-site resident manager will be required.

Subject to the proposed Conditions of Approval/Mitigation Monitoring Program, the project will be compatible with existing and future land uses.

D. *The proposed use will not impair the architectural integrity and character of the zoning district in which it is to be located.* As set forth in Section II.B.3 of Attachment 3, the project has been designed to comply with the design guidelines applicable to the development in the Historic Overlay zone.

11. *Site Design and Architectural Review Findings:* Because the project is located within the Historic Overlay Zone, seven findings must be made, as follows:

A. *The project complies with applicable policies and regulations, as set forth in this development code (except for approved variances and exceptions), other city ordinances, and the general plan.* The project complies with Development Code standards regulating building height, setbacks, coverage, Floor Area Ratio, and other development features, with the exception of concessions and incentives to which the development is entitled as an affordable housing project, pursuant to sections 65915 - 6591 of the Government Code. As set forth in Exhibit "A" of Attachment 3, the project has been reviewed in terms of applicable General Plan policies and has been found to be consistent with the General Plan.

- B. *On balance, the project is consistent with the intent of applicable design guidelines set forth in this development code.* As discussed in the staff report and as set forth in Section II.B.3 of the Resolution for Project Approval (Attachment 3), the project is consistent with the design guidelines applicable to the development in the Historic Overlay zone.
- C. *The project responds appropriately to the context of adjacent development, as well as existing site conditions and environmental features.* Consistent with the overall development pattern of Broadway and Clay Street, the apartment buildings and the community building are designed and placed to engage the street. Along the west side of site, the Project maintains a rear-yard to rear-yard relationship with the adjoining residences on Bragg Street. The parking lot extends along the south side of the site, adjoining a commercial development, with a secondary parking court projecting into the site, minimizing its visual presence and its exposure to adjoining residences on the west.
- D. *The project will not impair the historic character of its surroundings.* Based on the cultural resources evaluation prepared for the project, there are no historic structures or other significant historic features in proximity to the site. As discussed in the staff report and as set forth in Section II.B.3 of the Resolution for Project Approval (Attachment 3), the project is consistent with the guidelines for infill development in the Historic District.
- E. *The project substantially preserves the qualities of any significant historic structures or other significant historic features on the site.* Based on the cultural resources evaluation prepared for the project, there are no historic structures or other significant historic features on the site.
- F. *The project substantially complies with the applicable guidelines set forth in Chapter 19.42 SMC (Historic Preservation and Infill in the Historic Overlay District).* As discussed in the staff report and as set forth in Section II.B.3 of the Resolution for Project Approval (Attachment 3), the project is consistent with the guidelines for infill development in the Historic District.
- G. *The project substantially complies with any applicable preservation plan or other guidelines or requirements pertaining to a local historic district as designated through SMC 19.42.02.* The project site is not located within a local historic district.

In summary, and as set forth in detail in the draft Resolution of Project Approval, staff has performed a complete analysis of the required findings associated with both Use Permit approval and approval of Site Design and Architectural Review and has concluded that all of the findings may be made.

Recommendation

Staff recommends that the Planning Commission take the following actions:

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

Attachments

1. Location Map
2. Project Narrative
3. Draft Resolution for Adoption of a Mitigated Negative Declaration
4. Draft Resolution of Findings for Project Approval
5. **Draft Conditions of Approval/Mitigation Monitoring Program (To be distributed Monday)**
6. Site Plan/Perspectives/Height Analysis/Cross-sections
7. SVCAC Minutes of August 23, 2017
8. Correspondence

Enclosures (available for download at <http://www.sonomacity.org/Government/Resources/Broadway-Affordable-Housing-Project.aspx>)

1. Initial Study
2. Project Submittal Package

cc: Adam Kuperman, SAHA

John Haig, CDC

Broadway Affordable Project mailing list

Vicinity Map

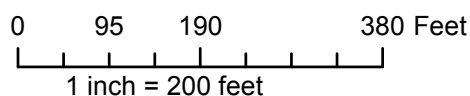
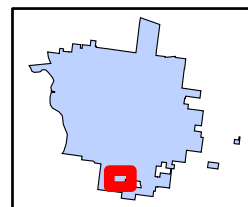


Zoning Designations

- R-HS Hillside Residential (1 D.U./10acres, maximum)
- R-R Rural Residential (2 D.U./acre, maximum)
- R-L Low Density Residential (2-5 D.U./acre)
- R-S Sonoma Residential (3-8 D.U./acre)
- R-M Medium Denisty Residential (6-10 D.U./acre)
- R-H High Density (9-12 D.U./acre)
- R-O Housing Opportunity (15-20 D.U./acre)
- R-P Mobile Home Park (7 D.U./acre, maximum)
- MX Mixed Use (12 D.U./acre, maximum)
- C Commercial (15 D.U./acre, maximum)
- C-G Commercial-Gateway (15 D.U./acre, maximum)
- W Wine Production
- P Public Facility
- Pk Park
- A Agriculture

Project Summary

<i>Project Name:</i>	Broadway Affordable Housing Project
<i>Property Address:</i>	20269 Broadway
<i>Applicant:</i>	Satellite Affordable Housing Associates
<i>Property Owner:</i>	Sonoma County Housing Authority
<i>General Plan Land Use:</i>	Mixed Use
<i>Zoning - Base:</i>	Mixed Use
<i>Zoning - Overlay:</i>	Historic
<i>Summary:</i>	Study session on a proposal to develop a 48-unit affordable rental housing project.



Altamira Family Apartments

Applicant Statement

Introduction

Satellite Affordable Housing Associates (SAHA) is excited to bring Altamira Family Apartments to 20269 Broadway in Sonoma. SAHA is a California 501(c)3 public benefit corporation with 50 years of experience in building, owning and managing affordable housing throughout the entire Bay Area. Today, the organization's portfolio is comprised of 61 properties and close to 3,000 units of affordable housing in 19 Bay Area cities. SAHA specializes in building housing for a diverse group of individuals – families, seniors, and individuals with special needs. We work closely with the local community to plan and design each individual building to meet the needs of the immediate neighbors, future residents and other stakeholders. SAHA has sponsored an extensive community engagement process beginning in February 2016 to gather and incorporate stakeholder feedback into the design for Altamira. In addition to two community-wide open houses, SAHA convened a small working group consisting of eight members – neighbors, community leaders and other stakeholders and met three times in June and July. This Community Advisory Committee (CAC) provided detailed feedback which resulted in significant changes to the proposed development, as described in more detail below.

Site Description

Altamira's site has an area of 1.98 acres and is a flat, rectangular lot located on the southern edge of the City of Sonoma. There are currently two billboards on the southeast corner of the lot – no other structures exist on the site. The site's zoning designation is Mixed Use which allows for density up to 20 units per acre. Mixed Use also allows for commercial development, but this site will not include any commercial development.

The site is currently owned by the Sonoma County Community Development Commission (CDC). Sonoma CDC and SAHA have entered an Exclusive Rights to Negotiate Agreement (ERNA) and will be executing a Disposition and Development Agreement prior to the land being transferred to SAHA.

Proposed Development Concept

SAHA is proposing to build a 100% affordable apartment complex for families earning between 30%-60% of the County's area median income. The 1-, 2- and 3- bedroom units will be developed around a central open space that includes planting beds, seating, a turf area and play equipment for children. Community input has shaped the evolution of the site plan. Key design features are listed below:

- **Location of Entrance on Broadway**

At a meeting in February 2016, immediate neighbors expressed their concern about having the driveway entrance and exit located on Clay Street as originally shown in the site plan. SAHA conducted a third-party traffic study to determine if there was an opportunity to shift the entrance

and exit on to Broadway. The study, conducted by W-Trans, a traffic engineering firm in Santa Rosa, provided analysis that allowed us to shift the entrance and exit off of Clay Street and on to Broadway as shown in the current site plan.

- **Siting of Community Building on Broadway**

The location of the community clubhouse has gone through several iterations. The original Site Plan showed the community building at the southeast corner of the property at Clay Street and Broadway. Through discussions with the CAC group, we learned that neighbors strongly preferred shifting the clubhouse to the north, away from Clay Street. In response we proposed situating the clubhouse in a more interior location on the site plan. After receiving feedback at the Planning Commission Study Session in September about having this building showcase the property with a more prominent Broadway position, we were able to shift the building south along Broadway to front the street and provide both a prominent presence as well as a strategic location for maximum use by the future residents.

- **One-and Two –story Building Heights**

Early feedback from neighbors, the CAC group, and other community stakeholders indicated that the community strongly felt that three-story buildings at this location fit would not be compatible with the current or future character of the neighborhood. SAHA did propose some three-story elements in the initial site plan. However, because of this feedback we adapted the site design to eliminate the three-story buildings and provide only one- and two-story buildings throughout the site.

- **Preservation of Existing Trees**

There are several mature trees on the site that date back to the previous use as a farm. The proposed site plan will preserve 11 medium and large trees to integrate into the new landscape.

- **Porches Along Clay Street**

Units along Clay Street offer the street a soft “front porch” element to help transition the apartment complex into the single family home neighborhood that sits to the west of the site. This element was discussed at a CAC meeting and the immediate neighbors were enthusiastic about a soft transition to extend the neighborhood character and friendly feeling.

- **Siting of Buildings**

The site is comprised of nine (9) separate buildings that have been deliberately and carefully located on the site to address neighbor concerns as well as to maximize convenience and livability for future residents. The one-bedroom units are located on the western property line, closest to Bragg Street at the request of Bragg Street neighbors who prefer proximity to these smaller households rather than the larger units serving families. The three-bedroom townhouse units surround the center courtyard to allow for easy access to the outdoor amenities for the families that will live in the larger units. Accessible paths have been created to connect all residential buildings with the community

building, trash and parking lot. Parking has been created to conveniently distribute spaces throughout the site, with a main lot as well as second parking court.

Current Unit Mix

In establishing a proper unit mix, SAHA balanced the requirements of prospective funding sources, and stakeholder feedback to provide a balance of one-, two-, and three-bedroom units:

1-bedroom	22
2-bedroom (includes 1 managers unit)	14
3-bedroom	13
TOTAL	49

Relationship to General Plan

Altamira has been designed to focus on achieving goals outlined in the City of Sonoma General Plan. Specifically, the project achieves the following goals:

1. CD-4: 4.2 – Encourage a variety of unit types in residential projects
2. CD-6: 5.5 – Promote higher density, infill development, while ensuring that building mass, scale, and form are compatible with neighborhood and town character
3. CD-6: 5.7 – Develop and implement design improvements that highlight the primary gateways to Sonoma
4. ER-2: 2.6 – Preserve existing trees and plant new trees
5. ER-3: 3.2 – Encourage construction, building maintenance, landscaping, and transportation practices that promote energy and water conservation and reduce green-house gas emissions

Relationship to Housing Element

Altamira is identified as a Housing Opportunity Site in the City of Sonoma 2015-2023 Housing Element. This development will achieve some of the identified Housing Plan goals:

1. Ensuring diversity
2. Improving housing affordability
3. Promoting equal housing opportunities
4. Environmental sustainability

Relationship to Development Code

This site has been identified in the Sonoma Housing Element as a “Housing Opportunity Site” and SAHA is excited to bring this new opportunity of affordable housing to the City of Sonoma. As a Mixed Use designated site, it allows for up to 20 dwelling units per acre, or 39 units. Because the site is a 100% affordable development, it qualifies for the State density bonus of up to 35% increase in density, or 52 units. Within the limitations of the Mixed Use designation, the planned development achieves the

requirements outlined for Density, Floor Area Ratio, Height, Bicycle Parking, Commercial Component and the Historic Overlay Zone.

Requested Incentives

Altamira will request four development incentives:

1. Setbacks – Building seven is requesting a setback of 15 feet instead of the required 20 feet to allow for additional parking spaces in the center parking court. Building seven will be a two-story, sloping to a one-story building at the western property line shared with Bragg Street residents. The community building will also be requesting an 11 foot setback instead of the 15 foot front setback. This will accommodate additional square footage in the center green space.
2. Open Space – The development is requesting 13,837 square feet of open space instead of the required 14,700. The common community room is sized at 1,100 square feet providing indoor recreation space for all residents. Open space was reduced to accommodate more parking.
3. Height – Buildings four, five, six and eight are requesting a total height of 31'6 ¾", approximately 18 inches over the 30 foot limit. This additional height will provide liveable high ceilings, optimum solar angle for PV and high-heeled trusses for increased attic insulation.
4. Parking – The development is requesting a parking incentive to provide 72 onsite parking spaces for future residents, guests and staff. As Exhibit A (attached) shows, Altamira is providing 1.469 parking spaces per unit, a higher value than the average demand of 0.95 spaces per unit at the comparable SAHA properties. The 72 spaces are provided at a rate of 1 space per one-bedroom apartment, 1.5 spaces per two-bedroom apartment and 1.7 spaces per three-bedroom apartment – 65 spaces will be reserved for residents while seven (7) spaces will accommodate guests and staff. California Assembly Bill 744 requires the maximum number of parking spaces for a 100% affordable development at this size to be 76, thus we are asking for a four space reduction. Parking spaces have increased by 18% from the original RFP submission, a further increase in parking spaces will lead to an additional reduction in open space and could jeopardize overall project feasibility. In order to accommodate the 72 parking spaces, Altamira is also asking for an incentive request for the size of parking spaces. The typical parking space size requested is 18' x 8'6". There will be one row of 16 smaller compact spaces at 16' x 8'6". The five accessible parking spaces are all 9' wide as requested by the building code. All drive aisles are 24' wide.

Exhibit A

Altamira Family Apartments Parking Analysis

SAHA is proposing 72 parking spaces for 49 affordable apartments at Altamira Family Apartments. Based on a review of parking conditions at SAHA properties as well as regional transportation data, we have increased the proposed parking spaces by 18% over the 61 spaces initially proposed and have concluded that the increased number of parking spaces will accommodate parking demand on-site.

To determine anticipated demand for parking at Altamira, SAHA looked at regional transportation and parking studies and reviewed our own portfolio of 60 properties. Key findings are as follows:

- 1. Extremely Low Income Households Have Significantly Lower Rates of Car Ownership than Higher Income Households.** According to *Transit Oriented Development and Affordable Housing*, a survey conducted by the Association of Bay Area Governments, “lower income households have lower ownership rates and use a car less frequently.” In surveying both transit oriented developments (TODs) and non-TOD locations, the study found that car ownership for extremely low income households of all sizes was at only 57%, while ownership rates were close to or above 90% for moderate income households.
- 2. The Cost of Car Ownership is Prohibitive for Many Low Income Households.** According to AAA, the average annual cost of owning a car in 2015 was \$8,698. Households living at Altamira will earn between \$19,000-\$50,000 annually before taxes and other paycheck deductions. Therefore, the cost of owning a car could account for up to 45% of household gross income, putting car ownership simply out of reach for many of these families.
- 3. Parking Demand at SAHA’s Suburban Family Properties Averages .95 Spaces per Unit.** SAHA completed a parking review across our entire portfolio of 60 properties, encompassing 3,000 units, to understand parking supply and demand at existing housing developments. Further analysis was conducted on a smaller sample size of nine buildings identified as serving families (i.e. not restricted to seniors) located in suburban and rural-suburban settings. These properties are listed in **Table 1**.

Table 1: Family Buildings in Suburban Locations

Property	Location	Total Units	Total Bedrooms	Total Parking Spaces	Spaces/ DU
Robin Lane	Concord	16	25	10	0.625
Acalanes Court	Walnut Creek	17	37	23	1.353
Sierra Gardens	Walnut Creek	29	45	33	1.444
Valley Oak Homes	Sonoma	45	77	65	1.229
Arboleda Apartments	Walnut Creek	48	92	59	1.037
University Neighborhood Apartments	Berkeley	27	58	28	0.667
Ashby Lofts	Berkeley	54	124	36	1.267
Carmen Avenue Apartments	Livermore	30	60	38	1.489
Petaluma Avenue Homes	Sebastopol	45	89	67	1.139
<i>Altamira</i>	<i>Sonoma</i>	<i>49</i>	<i>89</i>	<i>72</i>	<i>1.469</i>

To understand parking demand at these properties, we analyzed whether 1) there were any parking vacancies (i.e. spaces available for residents that were not being used) and 2) whether resident demand exceeded the supply and as a result a parking waiting list had been created at the property. From this data we calculated implied parking demand per unit at each property as well as average demand across the properties. The analysis demonstrated parking demand ranging from .50 spaces per unit up to 1.24 spaces per unit, depending on the property, with average demand at .95 spaces per unit. These results are summarized in **Table 2**.

As reflected in **Table 2**, Altamira will provide a total of 1.31 parking spaces per unit which is significantly higher than the average demand at suburban family properties and is also higher than the highest demand observed at any individual property.

Table 2: Parking Demand at SAHA Family Properties

Property	Location	Total Units	Total Bedrooms	Total Parking Spaces	Waiting List Spaces	Implied Parking Demand (units)
Robin Lane	Concord	16	25	10		0.50
Acalanes Court	Walnut Creek	17	37	23	2	1.24
Sierra Gardens	Walnut Creek	29	45	33		1.07
Valley Oak Homes	Sonoma	45	77	65	3	1.18
Arboleda Apartments	Walnut Creek	48	92	59		0.73
University Neighborhood Apartments	Berkeley	27	58	28		0.59
Ashby Lofts	Berkeley	54	124	36	20	1.00
Carmen Avenue Apartments	Livermore	30	60	38		0.97
Petaluma Avenue Homes	Sebastopol	45	89	67		1.24
Total/Average		311	607	359		0.95*
Altamira	Sonoma	49	89	72		1.31

*Average of all properties listed, not sum of total

Conclusion

As a result of the data review and analysis and in response to neighbor preferences, SAHA has increased the proposed number of spaces 18% from an initial count of 61 spaces to 72 total spaces. We are satisfied that the proposed parking spaces will adequately serve parking demand generated by the development. In addition, parking will be carefully managed and enforced during operations according to our company-wide policies to ensure quiet enjoyment of the parking amenities by all residents, staff, and visitors.



4 November 2016

David Goodison, Planning Director
City of Sonoma

Dear Mr. Goodison,

We are pleased to provide architectural documentation for Altamira Family Apartments, the proposed affordable housing at 20269 Broadway. Herein is a summary description of how the project complies with required policies and regulations set forth in City Ordinances.

The project consists of forty-nine units of affordable family apartments, in flats and townhomes, of 1-BR, 2-BR, and 3-BR units. The units are in eight buildings, new construction, two-stories, grouped around a common courtyard and a small one-story community building (with shared amenities as well as the site manager's offices).

Response to Design Guidelines:

The project site is a roughly square-shaped parcel on the corner of Clay Street and Broadway. As Broadway is the more prominent frontage, the residential buildings are oriented so that their narrow dimension is perpendicular to that street.

There are no nearby structures with historic significance. The buildings themselves draw on the long agricultural history of the Sonoma region, while also recognizing that the location is in effect a southerly gateway into the City proper. The buildings are reminiscent of loosely clustered barn structures, and make reference to the architectural vocabulary of that building typology. Common elements on the residential buildings include simple symmetrical roof forms, minimal eaves, hay hoods over the shared porches, horizontal siding with variegated exposures, wind eyes on the rooftop, and pragmatic window locations. Buildings are a maximum of two stories, while the back half of building seven slopes to one-story.

The Community Room sits forward of the residential buildings and clearly addresses Broadway. It is differentiated from the other buildings with a change in architecture - making more contemporary reference to newer materials (such as vertical panel siding) and more elaborate construction with an expressed post and lintel structure. The larger glazed openings clearly designate this as a welcoming entry point for the whole community.

Materials and Sustainability:

This project will be constructed with a purposeful view toward sustainability. This includes ample south-facing roof orientations for proposed photovoltaic panel installation, and also durable long-lasting materials. Siding is durable cement board siding with integral color for long-lasting quality, and the deep wall thickness and high-heel trusses accommodate plenty of insulation for thermal efficiency. Dual-pane vinyl windows prevent heat transfer, and the Energy Star composition shingle roof is light-colored for high solar reflectance. Fences are heavy-duty hog wire to make reference to agricultural vernacular materials, and low landscape walls are rock-filled gabion walls with local stone.

Historic Zone Infill:

The site is not a historic site, but was formerly the location of a farmhouse and several assorted barns and sheds. The site arrangement of residential buildings clustered around the community building makes direct reference to that series of barns grouped around the central farmhouse. There are residential homes existing to the west, and the 15' setbacks provided on Clay Street respect that spacing. The homes on Bragg Street vary between two story and one-story, and the proposed buildings vary in height where they face the west property line (Buildings 8 and 6 are two-story, but Building 7 is one-story).

The residential pattern is further reinforced with shared porches on Clay Street, and the extended eaves above the porches help to break down the scale of the buildings. Low landscape walls further contribute to human scale on these facades. The building wall itself is pushed and pulled with materials changes of 1.5' and 3' variable depths.

Development Standards:

The development provides shared Open Space that is close to the requirement (13,837 SF). Considering spaces narrower than 15', or considering the 1,100 SF Common Room (indoor shared amenity) results in compliance. The front yard setback is 15' to 24' at the residential buildings, and 10' at the Community Building. The Open Space ordinance includes the option for reduced front yard setbacks to incentivize the provision of Open Space.

The rear yard setback is 15' in this zone, or 20' due to the adjacency of residences. The proposed development provides 20' at the two 2-story buildings, and 15' where the building height is only 1-story (Building 7). This specific setback was required to provide additional parking in the center parking court. The maximum allowable height is 30', and the proposed residential buildings range between 29' and 31.6' in height (to provide liveable high ceilings, optimum solar angle for PV, and high-heeled trusses for increased attic insulation.) The Affordable Housing ordinances recognizes the use of multiple Density Incentives for developments providing this level of affordability.

We are finalizing our building color selection and intend to bring a colored perspective rendering to the Planning Commission hearing. I am available to answer any questions you may have about this proposal.

Best Regards,



Theresa Dias, AIA | tbdias@pyatok.com
Associate, PYATOK (x.103)



Sonoma County Community Development Commission
Sonoma County Housing Authority
1440 Guerneville Road, Santa Rosa, CA 95403-4107

*Members of the
Commission*

Efren Carrillo
Chair

Shirlee Zane
Vice Chair

Susan Gorin
David Rabbitt
James Gore

Margaret Van Vliet
Executive Director

David Goodison
Planning Director, City of Sonoma
1 The Plaza
Sonoma, CA 95476

Re: 20269 Broadway Affordable Housing Planning Application Submission

Dear Mr. Goodison,

I am writing on behalf of the Sonoma County Community Development Commission (CDC), the current property owner of 20269 Broadway in the City of Sonoma (the "Property"). The CDC and Satellite Affordable Housing Associates (SAHA) are currently negotiating a Disposition and Development Agreement (DDA), pursuant to which the CDC would convey the Property to SAHA, and SAHA would develop, own and operate a 49-unit affordable housing project (the "Project") on the Property.

This letter serves to support and authorize SAHA's submission of a planning application for the Project on the Property. Please let me know if you require any further information.

Thank you.

Sincerely,

John D. Haig, Jr.
Assistant Executive Director
Sonoma County Community Development Commission



Telephone (707) 565-7500
FAX (707) 565-7583 • TDD (707) 565-7555





Adobe
Associates, Inc.
Civil Engineering,
Land Surveying &
Land Development
Services

November 2, 2016
JN 16183

City of Sonoma
Planning, Building & Public Works
1 The Plaza, Sonoma, CA 95476

**Re: Flood Elevation
Sonoma Family Housing
20269 Broadway, Sonoma CA 95476
APN 128-181-001**

Due to the concerns regarding flooding in the area of the proposed project, Adobe Associates, Inc. conducted a review of the City of Sonoma's storm drain system and FEMA maps to determine the flood elevation at the property. We first looked at the FEMA map panel 939 of 1150, map number 0697C0939E, which shows the 100-year flood elevations of Fryer Creek & Nathanson Creek, to the west and the east of the project site respectively. In review of the FEMA map it is shown that our project lies outside the 100-yr. flood elevation of both of these creeks and is located in Zone X. This is an area of minimal flood hazard, which is outside the Special Flood Hazard Area (SFHA) and higher than the elevation of the 0.2-percent-annual-chance of (or 500-yr.) flood.

We then reviewed the City of Sonoma Storm Drain Master Plan. This plan was prepared to analyze the hydrology and hydraulics of the storm drain systems throughout the City. The system of interest for this project that we reviewed is located on the south side of Clay Street. The City has installed a 48" storm drain along Clay Street which runs by gravity from west to east then then turns and heads south down Broadway. Node 712 of the City of Sonoma Storm Drain Master Plan, the 100-yr. Hydraulic Grade Line (HGL) of the 48" pipe at this location is 2.31' below ground level at an elevation of 54.75' (NAVD '88).

We have preliminarily set the finished floor elevations of the buildings between an elevation of 57.65' and 58.65' (NAVD '88), which is 3-4ft above the flood elevation and therefore we should not have any trouble meeting the minimum 1.0' of freeboard above the 100-yr. flood elevation or be subject to flood insurance.

Regards,

Tim Schram, P.E.
Associate Principal
tschram@adobeinc.com

1220
North Dutton Ave.
Santa Rosa,
California
95401
707 541 2300
707 541 2301 - Fax
www.adobeinc.com

CITY OF SONOMA

RESOLUTION

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

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

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

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

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

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

WHEREAS, the Initial Study was reviewed by the Planning Commission in a duly noticed public hearing held on September 28, 2017.

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

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

The foregoing Resolution is hereby passed and adopted by the Planning Commission on September 28, 2017, by the following vote:

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

Chair Cribb

ATTEST:

Cristina Morris
Administrative Assistant

CITY OF SONOMA PLANNING COMMISSION

RESOLUTION

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

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

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

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

WHEREAS, following the preparation and circulation of the Initial Study in accordance with CEQA, the Planning Commission adopted a Mitigated Negative Declaration at a duly-noticed public hearing held on September 28, 2017; and

WHEREAS, the Planning Commission, at a duly-noticed meeting of September 28, 2017, reviewed, considered, and discussed the application for Use Permit and for Site Design and Architectural Review approval for the Project; and

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

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

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

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

I. Use Permit Findings

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Building 6: 26 feet.
- Building 7: 26 feet.
- Building 8: 30 feet.

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

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

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

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

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

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

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

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

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

II. Site Design and Architectural Review Findings

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

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

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

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

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

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

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

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

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

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

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

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

III. Waiver of Commercial Component

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

IV. Project Approval

Based on the findings set forth in this Resolution, the Planning Commission hereby grants approval of 1) a Use Permit, and 2) Site Design and Architectural Review for the Project, subject to the Conditions of Approval and Mitigation Monitoring Program set forth in Exhibit “B”. The foregoing Resolution is hereby passed and adopted by the Planning Commission on September 28, 2017, by the following vote:

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

 Chair Cribb

ATTEST:

 Cristina Morris
 Administrative Assistant

Exhibit “A”

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

Exhibit “B”

Conditions of Project Approval/Monitoring Program

Exhibit “A”

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

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

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

**SONOMA VALLEY CITIZENS ADVISORY COMMISSION
MINUTES OF MEETING AUGUST 23, 2017
SONOMA POLICE DEPARTMENT, COMMUNITY ROOM
175 FIRST STREET WEST, SONOMA
6:30 pm**

COMMISSIONERS PRESENT: Margaret Spaulding, Pat Pulvirenti, Tom Martin, Sean Bellach, Helene Silver, Mark Bramfitt, Greg Carr, Pat Stevens

EXCUSED: Ryan Lely, Ditty Vella, Tim Freeman

ABSENT: Jack Ding

1. **Call to Order:** 6:30 pm
2. **Minutes of July 26, 2017 Meeting:** Amendment: Mr. Bellach's comments on page 5 directly below Commissioner Discussions should read "Re: Mr. Bramfitt's point that this should be about valley wide impacts, agree but affordable housing impacts Valley" (not inclusionary zoning and rental rates). Approved.
3. **Public Comment (Limited to items not appearing on the agenda):** None
4. **Project Title:** Altamira 48-Unit Affordable Housing Development Resolution
Project Sponsor: Satellite Affordable Housing
Project Location: 20269 Broadway, Sonoma
APN: Not Available

This item is presented to the SVCAC for advisory review. The comments and recommendations of the Commission will be forwarded to the City Planning Commission to help inform its review of the project, which is scheduled for September 14, 2017.

Note: Due to Ryan Lely's absence, Sean Bellach is Chair for tonight's meeting.

Chair Bellach: We'll be providing advisory comments so do we need a motion to approve or not – I'm directing this to our City Planner, Mr. Goodison.

David Goodison: Individual Commissioners have different comments and there's a discussion about specific themes, recommendations or suggestions that the Commission as a whole moves forward to Planning Commission, and could submit a motion in whatever form, could be with a recommendation or not.

Pat Gilardi: Make it as a resolution as you would any County project - all your feedback and comments wrapped into a resolution.

Chair Bellach: So not necessarily in favor or against, more about comments that the Planners need to hear.

Pat Gilardi: However you are moved.

Applicant presentation:

Adam Kuperman, SAHA project manager: SAHA history: Based in Berkeley, specialize in affordable housing over 50 years throughout Bay Area; currently own and manage 60 buildings and 3000 units. Mission driven organization with strong focus in providing beautiful homes for low income individuals: families, seniors, people with disabilities, veterans. Been around a long time and have won numerous awards. What is affordable housing - different connotations of what low income housing looks like, built through private/public partnerships that allow for market rate architecture and design to be utilized to develop low income subsidized housing. Examples: Valley Oak Homes in Sonoma - 43 unit family development; 45 unit family development in Sebastopol with good use of landscape architecture in combination with

typical architecture, pathways, bio-swales, features present in market rate development; 48 family apartments in Walnut Creek - many family properties are designed with accommodations for specific residents. Also provided are in-staff resident services - important piece to servicing low income residents. Services different at each property - programs have on-site coordinator, work with local partners covering key areas, supportive services, activities, transportation. SAHA is owner of buildings: in-house property management staff deals with rent collection, leasing, and compliance, with supervisor in main office in Berkeley, on-site property manager, on-site maintenance. Selection process based on various tenant criteria and lottery due to high demand for affordable housing in this area. Altamira: since inception, had series of community meetings, presentations, and outreach to neighbors near site and other stakeholders. One and two story buildings: 18 one bedroom, 15 two bedrooms, 15 three bedrooms. 75 parking spaces: 74 for residents and 1 drop-off. Landscape integral part to design, helps with privacy issues and showcase importance of southern gateway corner.

Theresa Ballard, Pyatok Architects: Business focused on affordable housing, community space design and community engagement, sustainability through architecture - east-west solar access, cross ventilation, breezeways, reflection of cultural history of site - agricultural buildings/barn references. Buildings are in scale reference to nearby homes with porches, smaller roof shapes. Units on ground floor facing Clay St have porches although not primary entryway, to have presence on street. Homes with back yards adjacent to Bragg St – 2 stories where it faces courtyard and single story for homes facing neighbor fence. On second floor of units, no windows facing neighbors to west, all facing south.

Commissioner questions:

Ms. Pulvirenti: On-site manager living on property and tandem parking, also assigned parking?

Adam Kuperman: SAHA employee living on-site; tandem parking in middle of interior parking court - utilized to increase parking – 5 spaces for 10 vehicles assigned to 3 bedroom apartments with 2 household vehicles. Yes, assigned parking.

Mr. Martin: Buildings 6 and 8 -- north and south buildings - looking into Bragg St residents' backyards?

Adam Kuperman: Those will be 2 story buildings.

Theresa Ballard: Windows to north, not west, angle to look out pretty tight, must lean head quite far out to get view.

Chair Bellach: Discuss biking facilities and how to encourage pedestrian and bicycle use for residents.

Adam Kuperman: Stairwells create space underneath, bike racks underneath stairs.

Chair Bellach: Safety, lighting, security cameras due to bicycle thefts?

Adam Kuperman: Lighting for security and security cameras more present in newer developments.

Theresa Ballard: Community building has room with locked storage for 14 bicycles.

Chair Bellach: Plans to have solar panels? Residents pay own utility bills? If solar, rebates go to residents or SAHA?

Adam Kuperman: Buildings in last 10 years have solar panels, or solar ready, too early to commit; some common utilities paid by organization; rebates depend on amount of solar we're able to install.

Chair Bellach: Closest bus stop and service routes.

Adam Kuperman: Corner Broadway and Clay.

Theresa Ballard: Stops within half mile, 3 bus lines.

David Goodison: Closest bus stops on either side of Broadway - routes 34/38/40 in front of Lodge, south of Friedman's.

Chair Bellach: 75 parking lot – large space for 1 exit/entrance – safety issue?

Adam Kuperman: Not aware.

David Goodison: Traffic safety part of prepared study by W Trans, and parking lot does not warrant secondary exit.

Ms. Silver: Provision of community services by SAHA or coordination with local entities?

Adam Kuperman: Both, based on residents served. Valley Oak, family property has both SAHA and La Luz for after school, computer literacy, urban gardening, others. Agreement with La Luz for Altamira.

Ms. Silver: Financial considerations – you pay or County pays?

Adam Kuperman: All resident services paid through in-house or grants through various departments.

Ms. Silver: Grants for community service?

Adam Kuperman: Specifically for residents.

Ms. Silver: Senior population to be served at this development?

Adam Kuperman: Not age restricted, no allotment for seniors although anticipate heavy senior applications.

Ms. Silver: When you hold lottery, number seniors or homeless served – ratio?

Adam Kuperman: No senior set aside.

Ms. Spaulding: Traffic north on Broadway entering property - left hand turn lane?

Adam Kuperman: Suggested in traffic ingress/egress analysis – shift entry from Clay to Broadway, left turn lane into property for cars traveling north.

Chair Bellach: Restrictions to prevent sublet or listing on VRBO?

Adam Kuperman: Absolutely.

Mr. Martin: Bike lanes on east side Broadway or both sides - lanes need great improvement. Use of bike lane 4 blocks to west at Fryer Creek, not accessible to site.

David Goodison: Currently, that part of Broadway not striped for bike lanes. There are parking lanes but no bike lanes except at Fryer Creek and one adjoining middle and high school.

Mr. Martin: Re: left turn lane, project required to restripe Broadway – mention but no admonition to do it.

David Goodison: Page 9 staff report – left turn lane required as mitigation measure.

Mr. Martin: Masonry wall too expensive between project and Bragg residents?

Adam Kuperman: As our other developments and as Bragg have wooden fences, back-to-back wood fence offers privacy and residential feel vs commercial masonry wall. Also fence on north between site and Chase Receivables building.

Mr. Martin: So no masonry – what is a masonry wall? Concrete block or mural?

Adam Kuperman: Could be concrete block, high design blocks – thicker concrete division.

Mr. Martin: Clay St and access to other houses in neighborhood. Large delivery trucks at Lodge block off street – fire and emergency problem for City and residents?

David Goodison: Photo provided presents nuisance and potential hazard, but we do work with the Lodge and residents to avoid problems. Striping at docks to prevent cars from parking in area, Lodge to educate drivers - unfortunately, no officer or vehicle to cite driver then.

Mr. Stevens: Landscape, trees for western portion of property, anticipated use for area?

Adam Kuperman: No, residential use between buildings with potential benches or smaller landscaping for comfortable interior setting.

Mr. Stevens: No doors on west side.

Adam Kuperman: Correct.

Mr. Stevens: How many affordable does City have?

David Goodison: Planning Commission has until Sept 28 agenda to review this project. City has not met affordable housing objectives, in new cycle 2015-2023.

Ms. Pulvienti: Very low income 24, 18%; low 23, 17%; moderate 27, 20%; above moderate 63, 46%. Total need 137.

David Goodison: That's number assigned to us through Housing Allocation process and represents ceiling.

Mr. Carr: What does project do to numbers of each of income levels?

Ms. Spaulding: Low or very low income - Sonoma required to provide 47 combining those two – project proposes 48.

David Goodison: This development is for low and very low incomes.

Mr. Carr: Density allowed for zoning would get you 50 or so units, 3 story to 2 story is reduction. Possibility of creating more units with 3 story option?

Adam Kuperman: 35% density bonus on top of 20 units per acre so 52 or 53 total units.

Mr. Carr: Could you do 3 stories and keep it away from Bragg St? Why not if design issues could be addressed?

Adam Kuperman: One of early points of concern, heard from many different groups/people, worth maintaining strong community relationship, worked with neighbors and decided on acceptable number units based on original proposal.

Mr. Carr: Neighborhood concern or setting precedent in other parts of community?

Adam Kuperman: Combination.

Mr. Carr: Orientation of roofs east west, not north south.

Theresa Ballard: East west correct orientation for ideal solar angle, 2016 energy program gives us credit for solar panels.

Ms. Silver: Worked hard to accommodate neighborhood and concerns due to project so close to homes. Density if not affordable housing is 40 units? 48 vs 53 – negotiation to satisfy neighbors' concerns?

Adam Kuperman: Many layers to resolve number units to allow for longevity and maintenance of standards, 49 to 48 – many factors.

Ms. Silver: Visitor parking, with so many units, how would neighborhood accommodate?

Adam Kuperman: Residents work during day – empty parking lot, evening – full. Parking analysis shows this property heavier parked than other properties. Staff spaces – 9 to 5 weekdays, after hours and weekends – guests.

Ms. Silver: How many in addition to allocated? 8 guest spots, how many staff spots?

Adam Kuperman: 8 for staff and guests.

Ms. Silver: Masonry wall proposed by neighborhood?

Adam Kuperman: Suggested in one of CAC meetings and different concerns.

Chair Bellach: 8 non-resident parking – low. Can they park on Broadway?

David Goodison: Yes, now - less later with driveway cut and curve above and below cut.

Chair Bellach: What happens to parking spaces when bike path goes in? Are there bike lanes leading to bike path at Fryer?

David Goodison: There'd be room for bike lane. Nearest is Fryer Creek – to get to it, bike down Clay which is low volume residential street. On other side of Adele's and High School buildings is Class 1 bike path. No Class 2 lane to bike path.

Chair Bellach: Closest crosswalks to development in relation to bus stops across street?

David Goodison: CalTrans developed crosswalk recently – not controlled - but not associated with any intersection, crosses Broadway with Traintown frontage.

Public comments:

(Note: In advance of tonight's meeting, SVCAC received comments via email from Lynn Fiske Watts of the South Sonoma Group, and Fred Allebach regarding tonight's project.)

Bob Mosher, Clay St: Part of neighborhood group, don't live on Bragg St but masonry wall needed since wooden fences won't do job. Problems since original owners transferred land to City then County – no notices. What happened to extension of 1st St West to property? Seems to be rush - no problems except ingress/egress along Clay and loading dock has been issue so only place to build is Broadway – middle and high school there – how to get north if no left hand turn. Could be up to 200 residents – lots of cars, parking spaces inadequate, radically change neighborhood. 3 stories voted down - undesirable entrance to Sonoma in place already dense. Seniors and more mixed population group important, diversity good. If lottery, will seniors be weeded out or ushered in? Loading dock, Traintown, Lodge, Marcy Court all utilize Broadway spaces, hard feelings all around. Further mitigations needed - EIRs don't approve projects.

Gail Miller, Clay St: I second Mr. Mosher's comments, excellent project but in wrong place, less than 2 acres, crosswalk goes from ditch in front of Traintown to Clay St. Scary, Broadway is Highway 12 and trucks take over Clay. Re: housing, diverse incomes good so include teachers, firemen. Consider and listen.

Linda Corrado, 1st St E: Re: tall buildings, Planning Commission said to put them in back. I managed low income housing, storm felled property, earthquake – no issues. I had 400 people on wait list, this project desperately needed.

Logan Harvey: 137 units required in Sonoma, greatest lack is lowest and next to lowest income brackets. Support this project, appropriate site, left turn lane alleviate traffic, more community lives here would support local businesses. Objections to all projects – some houses on Clay St used to be empty lots too. General Plan calls for high density urban growth to preserve beautiful land and mountains around here. Project serves lowest members first, we need it bad.

Tom Conlon, Robinson Rd: Echo that need from perspective of climate issues - more affordable housing inside city limits. Parcel long zoned for this and project meets all requirements. Neighbors' concerns addressed, project should not be derailed. All cities in California falling behind many years, info on analysis, Sonoma 400 units behind, 137 conservative.

Chair Bellach: Cumulative deficit in affordable housing?

David Goodison: Don't have number, true if you look back, deficit greater than current allocation process. Recorded size of property is 1.98 acres but on assessor's parcel map it's 1.5 acres – excludes 1st St West, smaller than actual.

Adam Kuperman: Providing solution to big problem in this location. Already have firemen and teachers and nurses earning 30%-60% of AMI – wide range of distribution - at Valley Oak.

Commissioner discussions:

Ms. Pulvirenti: In favor, confidence in Planning Commission and Design Review to move project forward, including left turn lane issue. Barn design and metal roofs – sun's reflection disturbing to neighborhood.

Ms. Silver: Impressed with developer in mitigating concerns of community, less dense if not affordable, compassionate to neighbors, difficult to find balance, support project.

Ms. Spaulding: Support fellow Commissioners. Have 3 options: huge walls to keep everybody out, Plan 2020 – increase density to preserve surrounding lands, or build anywhere you please. Compassion to those affected, kudos to SAHA.

Mr. Stevens: Commend SAHA on community outreach, revisions addressed to concerns, strongly in favor.

Mr. Martin: Make motion that SVCAC support proposed SAHA construction of affordable housing at 20269 Broadway.

Chair Bellach: Reiterating comments not for purpose of putting into motion: bike storage and adequate lighting, cameras; safe ways to access adequate bike paths from unit; crosswalks will enable safe crossing, SAHA to work with Cal Trans to put in lighting, blinking lights on ground; put in solar for renewable energy. Concerns with 8 non-resident parking spots – not enough for 48 units plus staff, Broadway spots already filled up most times, hope turn lane proceeds as safety factor, project fills great need, look at code – lots of merit. Mr. Martin restate motion.

Motion. Mr. Martin: SVCAC supports proposed SAHA construction of affordable housing at 20269 Broadway in City of Sonoma. Mr. Stevens seconded.

Mr. Martin: Speak to motion, recommendations to Planning Commission: striping on Broadway, curving in front of project, low level landscaping, review of need of masonry wall, bike lane, improve and access, Lodge to clear Clay St.

Vote called. All in favor, none opposed.

5. Consideration of items for future agenda

Logan Harvey: No lanes because biking difficult in Sonoma – Highway 12 completely widened for bike lanes?

Ms. Pulvirenti: Concern with trucks at Lodge – code enforcement officer to do something about it.

David Goodison: Absolutely.

Ms. Pulvirenti: It's a good idea especially based on pictures submitted in report.

Ms. Spaulding: Calls for letter to editor to contact code enforcement officer.

6. Adjourned: 8:30 pm

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

No. 1 The Plaza

Sonoma, CA 95476-6618

707-933-2213 - Direct

707-938-2559 – Fax

ccapriola@sonomacity.org

www.sonomacity.org

Sonoma City Hall

General Phone Number: (707) 938-3681

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

