



City of Sonoma

Agenda Item Summary

Meeting: City Council - Jan 29 2018

Department

Planning

Staff Contact

David Goodison, Planning Director

Agenda Item Title

Conduct Public Hearing, Review, Discussion, and Possible Action Relating to an Appeal of Planning Commission's Action and Possible City Council Approval of: 1) a Mitigated Negative Declaration; and, 2) Use Permit and Site Design and Architectural Review for the Altamira project, a 48-unit Affordable Apartment Project at 20269 Broadway

Summary

The Altamira development is a 48-unit affordable housing project proposed for a 1.98-acre site located at 201269 Broadway, at the northwest corner of Broadway and Clay Street that has a 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. The Project requires approval of a two planning permits: 1) a Use Permit, and 2) Site Design and Architectural Review. In addition, the Project was subject to environmental review. The Planning Commission, at its meeting of November 7, 2017, adopted a Mitigated Negative Declaration and approved the requested planning entitlements on a vote of 3-2. Those decisions were subsequently appealed to the City Council.

The attached Supplemental Report provides background information on the project and a detailed assessment of the issues raised in the appeal.

Recommended Council Action

Staff recommends that the City Council deny the appeal and direct staff to prepare a resolution(s) implementing that direction, for adoption at a subsequent meeting of the City Council.

Alternative Actions

1. Uphold the Appeal and Require Additional Environmental Review. The City Council could find that additional environmental review must be performed, but this action would need to be based on substantial evidence that the Project would result in significant environmental impacts beyond those addressed in the Mitigated Negative Declaration. Pursuant to the CEQA Guidelines, the existence of public controversy over the environmental effects of a project will not require the preparation of an Environmental Impact Report if there is no substantial evidence that the project may have a significant effect on the environment (14 Cal. Code of Regulations Chapter 3 (CEQA Guidelines), Section 15064 (f)(4)). Under this outcome, the project would be referred back to the Planning Commission, with direction as to the topics to be addressed.
2. Uphold the Appeal and Require Substantial Changes to the Project. The City Council could require substantial changes to the project addressing issues raised in the appeal. However, as discussed above, there are significant restrictions in state law on

the requiring modifications to a project which would reduce density or have the effect of a reduction in density. In addition, per State law, the City cannot require additional off-street parking. Under this outcome, the appeal would be upheld, but the project would still be approved, subject to those changes identified by the City Council. This option could be implemented by either approving the Project subject to specific revisions, directing the preparation or resolution(s) with findings to be brought back for adoption or by referring the Project back to the Planning Commission with specific direction.

3. Deny the Appeal, With or Without Adjustments to the Project and Conditions of Approval. The City Council could deny the appeal. Under this option, the City Council would need to direct the preparation of resolution(s) including findings adopting the mitigated negative declaration and approving the requested entitlements. The City Council could also make changes to the project and/or the conditions of approval to address issues of concern to the Council; however, the caveats noted above with respect to parking and the reduction of density would apply.

Financial Impact

The City Council has previously appropriated \$100,000 to assist with predevelopment costs associated with the project.

Environmental Review

- Environmental Impact Report
- Negative Declaration
- Exempt
- Not Applicable

Status

- Approved/Certified
- No Action Required
- Action Requested

Attachments

[CC Altamira Appeal Review Supplemental Report](#)
[Location Map](#)
[Project Narrative . Review of Updated Architectural Concepts](#)
[Memo Addressing Delivery Activity on Clay Street at The Lodge at Sonoma](#)
[Appeal Submittal \(including Petition\)](#)
[Applicant Response to the Appeal](#)
[Planning Commission Resolution for Adoption of a Mitigated Declaration](#)
[Planning Commission Resolution of Findings for Project Approval](#)
[Conditions of Approval . Mitigation Monitoring Program](#)
[Government Code Section 65589.5](#)
[Planning Commission Minutes of September 28 and November 7, 2017](#)
[Correspondence](#)

Alignment with Council Goals: The development of affordable housing is consistent with the City Council's housing goal.

Compliance with Climate Action 2020 Target Goals:

On November 21, 2016, the City Council adopted Resolution 40-2016, adopting the local measures identified for Sonoma through the Climate Action Plan planning process. The proposed project is consistent with and would help implement measures 2-L1 (Solar in new residential development),

measure 4-L4 (affordable housing linked to transit), and measure 11-L2 (water conservation for new construction).

CC:

Robert Felder, Planning Commission Chair
Adam Kuperman, SAHA
Margaret Van Vliet, CDC
Nick Stewart, CDC
Lynn Fiske Watts/South Sonoma Group
Broadway Affordable Project mailing list

SUPPLEMENTAL REPORT

Review, discussion, and possible action on an appeal of the Planning Commission's approval of: 1) a Mitigated Negative Declaration; and, 2) Use Permit and Site Design and Architectural Review for the Altamira project, a 48-unit affordable apartment project at 20269 Broadway.

For the City Council Meeting of January 29, 2018

1. Overview

The Altamira development is a 48-unit affordable housing project proposed for a 1.98-acre site located at 201269 Broadway, at the northwest corner of Broadway and Clay Street that has a 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. The Project requires approval of a two planning permits: 1) a Use Permit, and 2) Site Design and Architectural Review. In addition, the Project was subject to environmental review. The Planning Commission, at its meeting of November 7, 2017, adopted a Mitigated Negative Declaration and approved the requested planning entitlements on a vote of 3-2. Those decisions were subsequently appealed to the City Council. To assist the City Council in its review of the appeal, this report addresses the following topics:

- Site Description and Environs/Ownership History;
- Project Review Timeline;
- Overview of State Laws Addressing Housing, Including Constraints on Local Government Actions with Respect to Affordable Housing Development;
- Development Concept;
- Review of General Plan Consistency;
- Review of Consistency with Development Code Standards;
- Required Findings
- Summary of Environmental Review Process and Outcomes;
- Discussion of Issues Raised in the Appeal;
- Discussion of a Design Review Issue; and
- Review of City Council Options and Staff Recommendation

Additional information attached with the staff report includes the materials filed by the appellants, the response to the appeal provided by the applicants, the project narrative and related submittals, and the Initial Study/Mitigated Negative Declaration, as well as Planning Commission minutes and correspondence from the public. Links are provided to Planning Commissions staff reports and other background materials.

2. Site Description and Environs/Ownership History

- A. *Site and Environs:* 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 certain additional findings being made, as outlined below. As outlined earlier, the property is identified in the City's Housing Element as a "Housing Opportunity Site," meaning that it is considered to be suitable 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; and
- *West:* Single-family residences (part of the St. Francis Place subdivision)/Medium Density Residential.

B. Ownership History: 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 (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 or are at-risk of homelessness.

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 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 selection criteria, the committee identified SAHA as its consensus recommendation. This recommendation was reviewed and confirmed by the Director of the CDC, the CDC's citizen advisory committee in a public hearing, and the Sonoma County Board of Supervisors, acting in their role as the Board of the CDC.

3. Project Review Timeline

Following the selection of SAHA as the development partner, which was confirmed by the Board of Supervisors on January 23, 2016, the project has undergone a series of reviews and hearings, summarized as follows:

- *April—August 2016/Community Outreach:* Following an initial community meeting on the proposed project, which took place in April, SAHA formed a Community Advisory Committee whose membership includes neighbor representatives. The group subsequently met 4-5 times and a second "at-large" community meeting was held on August 25th.

- *March 21, 2016/City Council Consideration of Predevelopment Funding:* The City Council, on a vote of 5-0, allocated \$100,000 in predevelopment funding for the project and designated it as its top affordable housing priority with respect to grant funding.
- *September 8, 2016/Study Session with Planning Commission:* Commissioners provided feedback on the project, including the suggestion that the community building be placed on the Broadway frontage rather than within the interior of the site.
- *September 19, 2016/City Council Waiver of Growth Management Ordinance Processing Restrictions:* On a vote of 5-0, the City Council waived the processing requirements of the Growth Management Ordinance with respect to the project, pursuant to section 19.94.070.G of the Sonoma Municipal Code.
- *November 16, 2016/Application Filed:* SAHA filed a planning application for the project. The proposed site plan incorporated a number of changes that arose from the community outreach process, including limiting vehicle access to Broadway, eliminating three-story building elements, and placing the parking in the interior of the site, rather than bordering the western property line.
- *February 9, 2017/Planning Commission Direction on the Scope of Environmental Review:* Following a public hearing, the Planning Commission directed that special studies be prepared addressing traffic, noise, and cultural resources.
- *August 23, 2017/ Review by Sonoma Valley Citizens Advisory Commission (SVCAC):* After holding a public hearing, the SVCAC voted unanimously to recommend approval of the project, subject to the recommendation that the Planning Commission give careful consideration to the comments of the SVCAC on the project.
- *September 28, 2017/ Planning Commission Review of Project and Environmental Review:* Following a public hearing and a lengthy discussion, the Planning Commission voted 3-2 to continue its review of the project to a subsequent meeting, with direction to the applicant to revise the project architecture.
- *November 9, 2017/Follow-up Review by the Planning Commission:* Following a public hearing and a lengthy discussion, the Planning Commission voted 3-2 to adopt a Mitigated Negative Declaration and to approve the application for Use Permit and Site Design and Architectural Review, subject to conditions of approval and a mitigation monitoring program. This approval included direction to the Traffic Safety Committee to evaluate issues associated with the operation of the dock at Sonoma Lodge and recommendations to the Design Review and Historic Preservation Commission authorizing them to make changes in the Project design.

The Planning Commission's approval of the project was subsequently appealed by Lynn Fiske Watts/South Sonoma Group. The appeal and supplemental materials submitted by the appellants are attached.

4. State Housing Law and Constraints on Local Government Actions

State Housing Law: 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 (Government Code Section 65580¹ *et seq.*) 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 unit². 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 currently the primary vehicle by which housing units affordable at these levels are constructed. As shown in the Table below, the Altamira Project would provide 15 units affordable at the Extremely Low Income level, 23 units affordable at the Very Low Income Level, and 9 units affordable at the Low Income level.

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

¹ See also, Government Code Section 65913.1.

² However, the new 2017 state housing bills do impose some penalties (including future streamlined development processes /impairment of City discretionary review) for jurisdictions failing to meet certain building permit issuance requirements during this next housing cycle. See, Government Code section 65913.4 (SB 35).

3 bedroom	1	60% AMI	\$1,196
Subtotal	12 units		
Total	48 units		

*Area Median Income.

**Reflects subtraction of utility allowance.

Since 2004, State Housing Element law has required 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 the adoption of the City’s Housing Element which is required by state law to include an inventory of available sites that are potentially suitable for higher density residential development. The subject property has been identified by the City as suitable for development with affordable housing since at least 2003. Specifically, this subject property has been identified as a Housing Opportunity in at least the last three Housing Element updates, including the current Housing Element, adopted by the City Council in March 2015. In the Element, the site is identified as having the capacity to support at least 39 units, consistent with its base zoning designation of Mixed Use and not accounting for a potential density bonus.

Constraints on Local Government Action: Over the years, as the need for affordable housing has grown throughout California, the State legislature has placed an increasing number of mandatory requirements and restrictions on the local governments relating to the review and approval of housing projects. California Government Code Section 65582.1 sets forth a list of the various state housing laws. Several of such state housing laws impose mandatory requirements on development standards and density and further impose restrictions on the ability of a City to deny or require density reductions in applications for affordable housing. Key limitations include the following:

A. *State Density Bonus Law:* California Government Code Section 65915 et seq. contains the state density bonus laws. These state laws set forth mandatory requirements for review of proposed affordable housing projects and requirements to provide increased density.

- Mandatory Density Increases: State density bonus law provides for a sliding scale of required density increase relating to the level of affordability offered by a proposed project. Under the mandatory formula, a proposed project which includes 20% of units as affordable to low income (or lower) households shall be entitled to a density bonus of 35% above the base density set forth in the general plan.
- Incentives and Concessions: Similar to the density bonus, Government Code section 65915 provides that a housing project which includes affordable housing shall be entitled to development concessions or incentives. For a project including at least 30% of the total units for lower income households, three development incentives or concessions are required to be granted unless certain findings can be made. A development concession or incentive is defined as “... reduction in site development standards or a modification of zoning code requirements or architectural design requirements...” (California Government Code 65915k).
- Parking Formula: The state density bonus law also provides some specific limitations on development standards for affordable housing projects. In this regard, Government Code section 65915(p) provides that the City may not impose a vehicular parking ratio that exceeds one onsite space for every one bedroom unit, two onsite parking spaces for every 2-3 bedroom unit and two and one half spaces for every unit containing 4 or more bedrooms.

B. *Project Denial or Density Reduction*: Government Code Section 65589.5) has for many years included significant limitations on the ability of a local jurisdiction to deny or reduce the density of a housing project. Known as the Housing Accountability Act, this section was substantially amended by the adoption of AB 1515, SB 167 and AB 678 in 2017.

- Section AB 1515: Section AB 1515 among other amendments: (1) modified the findings requirement to deny a project to be supported by a preponderance of evidence rather than substantial evidence; (2) prohibits any conditions that have the same effect or impact as lowering density; (3) requires notification to an applicant within 30 days of the date of the application if the jurisdiction considers the project to be inconsistent with any plan, program, policy, ordinance or standard; and deems a housing development to be consistent, complaint and in conformity with an applicable plan, program, policy, ordinance, standard, requirement or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project is consistent, compliant or in conformity; and along with SB 167 and AB 678 provided new remedies for a court to compel a jurisdiction with comply (shortened time for judicial review, ability of the court to order actual approval, and fines of up to \$10,000.00 per unit unit or more for a willful violation).
- Government Code Section 65589.5 as revised, in relevant part provides that:

... (d) A local agency shall not disapprove a housing development project, including farmworker housing as defined in subdivision (h) of Section 50199.7 of the Health and Safety Code, for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, or an emergency shelter, including through the use of design review standards, unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the following:

(1) The jurisdiction has adopted a housing element pursuant to this article that has been revised in accordance with Section 65588, is in substantial compliance with this article, and the jurisdiction has met or exceeded its share of the regional housing need allocation pursuant to Section 65584 for the planning period for the income category proposed for the housing development project, provided that any disapproval or conditional approval shall not be based on any of the reasons prohibited by Section 65008. If the housing development project includes a mix of income categories, and the jurisdiction has not met or exceeded its share of the regional housing need for one or more of those categories, then this paragraph shall not be used to disapprove or conditionally approve the housing development project. The share of the regional housing need met by the jurisdiction shall be calculated consistently with the forms and definitions that may be adopted by the Department of Housing and Community Development pursuant to Section 65400. In the case of an emergency shelter, the jurisdiction shall have met or exceeded the need for emergency shelter, as identified pursuant to paragraph (7) of subdivision (a) of Section 65583. Any disapproval or conditional approval pursuant to this paragraph shall be in accordance with applicable law, rule, or standards.

(2) The housing development project or emergency shelter as proposed would have a specific, adverse impact upon the public health or safety, and 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 or rendering the development of the emergency shelter financially infeasible. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written

public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

(3) The denial of the housing development project or imposition of conditions is required in order to comply with specific state or federal law, and there is no feasible method to comply without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible.

(4) The housing development project or emergency shelter is proposed on land zoned for agriculture or resource preservation that is surrounded on at least two sides by land being used for agricultural or resource preservation purposes, or which does not have adequate water or wastewater facilities to serve the project.

(5) The housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete, and the jurisdiction has adopted a revised housing element in accordance with Section 65588 that is in substantial compliance with this article. For purposes of this section, a change to the zoning ordinance or general plan land use designation subsequent to the date the application was deemed complete shall not constitute a valid basis to disapprove or condition approval of the housing development project or emergency shelter.

(A) This paragraph cannot be utilized to disapprove or conditionally approve a housing development project if the housing development project is proposed on a site that is identified as suitable or available for very low, low-, or moderate-income households in the jurisdiction's housing element, and consistent with the density specified in the housing element, even though it is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation.

. . . (j) (1) When a proposed housing development project complies with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete, but the local agency proposes to disapprove the project or to impose a condition that the project be developed at a lower density, the local agency shall base its decision regarding the proposed housing development project upon written findings supported by a preponderance of the evidence on the record that both of the following conditions exist:

(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.

(2) (A) If the local agency considers a proposed housing development project to be inconsistent, not in compliance, or not in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision as specified in this subdivision, it shall provide the applicant with written documentation identifying the provision or provisions, and an

explanation of the reason or reasons it considers the housing development to be inconsistent, not in compliance, or not in conformity as follows:

(i) Within 30 days of the date that the application for the housing development project is determined to be complete, if the housing development project contains 150 or fewer housing units.

(ii) Within 60 days of the date that the application for the housing development project is determined to be complete, if the housing development project contains more than 150 units.

(B) If the local agency fails to provide the required documentation pursuant to subparagraph (A), the housing development project shall be deemed consistent, compliant, and in conformity with the applicable plan, program, policy, ordinance, standard, requirement, or other similar provision.

(3) For purposes of this section, the receipt of a density bonus pursuant to Section 65915 shall not constitute a valid basis on which to find a proposed housing development project is inconsistent, not in compliance, or not in conformity, with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision specified in this subdivision.

(4) For purposes of this section, "lower density" includes any conditions that have the same effect or impact on the ability of the project to provide housing.

A full copy of Section 65589.5 is attached hereto as Attachment 10.

5. Development Concept

- A. *Overview:* The development plan calls for 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 two 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.

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, 23 units affordable at the Very Low Income Level, and 9 units affordable at the Low Income level.

- B. *Sustainable Features:* 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;



Approved Site Plan

comprehensive water conservation strategy, including low-flow plumbing fixtures, low-water use laundry appliances;

- Low water use landscape design, plant selection, and irrigation;
- Provision for 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).

C. *Construction Management*: The construction of the project is estimated to take as long as 18 months to complete. 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 requirement for a construction management plan is set forth in Condition of Approval #12 of the Conditions of Approval/Mitigation Monitoring and Reporting Program.

- D. Operation and Management:* The project will be owned and managed by the applicant, 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. Pursuant to Condition of Approval #24 and #25, the project will be operated in accordance with an Affordable Housing Agreement and management plan addressing such issues as the affordability mix, on site management, tenant screening, maintenance and use of patio areas, and long term property maintenance, as well as a parking management plan.
- E. Changes to the Project Directed by the Planning Commission:* At its meeting of September 28, 2017, the Planning Commission held its first review of the proposed mitigated negative declaration and project entitlements. After taking public testimony and holding an extensive discussion, the Planning Commission, on a vote of 3-2, continued the item to its regular meeting of October 12, 2017, with direction to the applicant to make changes in the project architecture. In response to the direction provided by individual Planning Commissioners, the applicants presented a number changes to the project design, including the following:

Broadway Interface

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

Clay Street Interface

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

Other

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



Clay Street Perspective, Previous Design



Clay Street Perspective, Updated Design



Broadway Perspective, Previous Design



Broadway Perspective, Updated Design

These changes and additional revisions are further described in an attached letter from the project architect included with the Project narrative and are depicted in updated renderings, including those shown above.

6. Review of General Plan Consistency

In taking action on the appeal, the City Council will need to consider the issue of General Plan consistency and, if the Project is approved, the Council will need to make specific findings in that regard. Broadly speaking, a project is consistent with the General Plan if, considering all of its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment. A project is inconsistent if it conflicts with a General Plan policy that is fundamental, mandatory, and clear. The starting point for this analysis is the site's General Plan land use designation. The subject property 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:

A. Community Development Element Policies

- 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)

B. Housing Element Policies

- 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)

As outlined previously, 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 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.

C. Environmental Resources Element Policies

- 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)

D. Circulation Element Policies

- 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. (See Section 5 for additional discussion of applicable State housing law.) A detailed analysis of the Project's consistency with the General Plan is set forth in Exhibit A of the Planning Commission's Findings for Project Approval (Attachment 7).

7. Review of Consistency with Development Code Standards

- A. Needed Entitlements:* The Project requires approval of a two planning permits: 1) a Use Permit, and 2) and Site Design and Architectural Review. Use Permit approval is required because the Project is a multi-family development of greater than four units. Site Design and Architectural is also required of any new multi-family development of four units or more. The design review approval typically occurs in two phases. In the first phase, in conjunction with Use Permit Review, the Planning Commission establishes the overall site plan, including building setbacks and heights, and the basic architectural approach. In the second phase, the Design Review and Historic Preservation Commission reviews colors and materials, design, details, lighting, and landscaping. Findings are required for each of these planning permits, as discussed below.
- B. 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.
- C. Density:* The maximum density normally allowed in the Mixed Use zone is 20 units per acre, except that the 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 53 total units on the site. The proposed project density amounts to 24 units per acre, which is within the allowance provided for under the City's Development Code and State law.

D. Development Standards:

Basic Standards/Incentives and Concessions. Project consistency with the development standards associated with development in the Mixed Use zone within the Broadway Corridor is summarized in the table below. Under State law (California Government Code 65915), 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 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). Government Code Section 65915 (k)(1).

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 does not result in identifiable and actual cost reductions, consistent with subdivision (k), 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. (Government Code Section 65915 (d)(1)(A)-(C))*

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

As set forth in the Project Narrative and highlighted in the Table, 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 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 parking 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 State Law (Government Code 65915 - 65918). As noted above, 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. (Note: under State law, tandem and uncovered spaces count toward the parking requirement, but on-street parking does not.) 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.

8. Required Findings

As noted above, 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. Although the Planning Commission made these findings when it approved the project, because an appeal has been filed, the City Council must do so as well if the Project is approved. Staff’s intention is to return to the City Council with Resolution (s) including written findings at a subsequent meeting for formal action based on the Council’s direction.

A. Basic Use Permit Findings: Four basic findings are required in conjunction with a Use Permit approval as follows:

- 1. 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 7). The project site is not subject to a specific plan.
- 2. 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.

3. *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:

- a. 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.
- b. The parking lot has been placed to limit exposure to neighboring residential development and a sound wall is required where it adjoins neighboring residences.
- c. 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.
- d. Maximizing the number of one-bedroom units and locating them on the west side of the site.
- 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.
- f. 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.
- g. The residential buildings are designed to engage adjoining public streets and incorporate porches, eaves, and inset building elements as integrated architectural elements.
- h. The residential buildings will meet the design standards necessary to comply with State and local noise standards.
- i. The ratio of off-street parking provided exceeds the State-mandated standard.
- j. 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.

4. *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.

B. *Finding for Waiver of 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 commercial 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 findings for the approval of the project adopted by the Planning Commission include this waiver.

C. *Site Design and Architectural Review Findings:* There are three basic findings associated with Site Design and Architectural Review approval. However, because the project is located within the Historic Overlay Zone, four additional findings must be made:

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.* 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.
2. *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 Planning Commission’s Resolution for Project Approval (Attachment 7), the project is consistent with the design guidelines applicable to the 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.* 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 north 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.
4. *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 Planning Commission’s Resolution for Project Approval (Attachment 7), the project is consistent with the guidelines for infill development in the Historic District.
5. *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.

6. *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 Planning Commission’s Resolution for Project Approval (Attachment 7), the project is consistent with the guidelines for infill development in the Historic District.
7. *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 Resolution of Project Approval adopted by the Planning Commission, staff 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.

9. Environmental Review

The proposed Altamira affordable apartment development is considered under the California Environmental Quality Act (CEQA) to be a “project” for which environmental review is required. Environmental review may take several forms and in the case of the Altamira project, there are three options: 1) a Categorical Exemption; 2) a Mitigated Negative Declaration; and, 3) an Environmental Impact Report (EIR).

- A. *Categorical Exemption:* A categorical exemption is a finding the project is consistent with a CEQA-defined category of activity that is considered not to have the potential to result in significant environmental impacts. In case of the Altamira project, it could conceivably have qualified for the “infill exemption” (Class 32 in the CEQA Guidelines). This exemption applies to developments on properties of five acres in size or fewer. In addition, the project must be consistent with the general plan as well as with applicable zoning regulations. Among other restrictions, this exemption is only available when it can be found that approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- B. *Mitigated Negative Declaration:* A Mitigated Negative Declaration is, in essence, a finding made by the Planning Commission (or, on appeal, by the City Council) that although a project could have a significant environmental impact in identified areas, any such impact will be mitigated to a less-than-significant level through specified mitigation measures. This finding is based on an initial study, which is a checklist and analysis of potential environmental issues that may include special studies addressing particular topics of concern, such as traffic.
- C. *Environmental Impact Report:* An EIR is prepared when there is evidence that a project may have a significant environmental impact in one or more areas of concern, but it is not clear how the impact will be mitigated to a less-than-significant level. The purpose of an EIR is to analyze such areas of potential impact and identify appropriate mitigation measures. (Note: moving forward under recently-adopted State legislation, projects of this type may be considered exempt from environmental review, meaning that no special studies would be required.) Pursuant to the CEQA Guidelines, the existence of public controversy over the environmental effects of a project will not require the preparation of an Environmental Impact Report if there is no substantial evidence that the project may have a significant effect on the environment (14 Cal. Code of Regulations Chapter 3 (CEQA Guidelines), Section 15064 (f)(4)).

In light of neighbor concerns about project issues, including traffic among others, staff took a conservative approach, rather than recommending consideration of a Categorical Exemption. Instead, an Initial Study was prepared to analyze the potential environmental impacts of the project (attached). The draft Initial Study was reviewed by the Planning Commission, which directed that studies be commissioned addressing the following areas: 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:

- A. *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.

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 southeast 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 14-foot setback, both of which are less than the normal requirement of 15 feet. Because the Community Building has a maximum height of 24 feet, its presence on Broadway would not be overwhelming. Building 3 is taller, featuring a ridge height of 29 feet, but is setback 14 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.

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 28 and 26 feet, diminishing from east to west, towards the adjoining residential neighborhood. Each building presents its 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. Setbacks between the buildings are a minimum of nine feet and the setback from Clay Street is a minimum of 15 feet. As shown in the perspective simulations (see Page 7), the Clay Street elevation of the project engages the street and creates an appropriate transition to the residential neighborhood on the west.

Adjoining Residences: Commencing with the applicant's public outreach process and continuing through Planning Commission review, there has been extensive discussion and analysis of the of the Project's interface with adjoining residential development to the west, resulting in numerous design changes based on neighbor feedback to improve compatibility. 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 of 26 feet. Internally, the buildings are spaced 16 to 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; and
- 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 have been developed, as depicted below.



B. *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.

C. *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.

D. *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.

1. 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 closed. However, for many of the units within the project, at certain times when windows are open, interior noise levels could reach 58 dBA, exceeding the interior noise standard of 45 dBA Ldn by eight decibels. (By way of comparison, according to the CDC health impacts associated with noise exposure begin at 85 dBA experienced in an 8-hour period.) To address this issue, the noise assessment identified 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, which provides residents with the option of having their windows open or closed, will achieve compliance with applicable noise standards.

2. 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. According to the noise assessment, 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 noise assessment found that 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.

3. 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.

- E. *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.

1. 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.

2. Sight Distance: The traffic study found 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.

3. 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.

4. 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.
5. 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.
6. 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. This conclusion was confirmed by the Planning Commission on a vote of 3-2.

10. Issues Raised in the Appeal

The Planning Commission's approval of the project—including the adoption of a Mitigated Negative Declaration and the approval of a Use Permit and of Site Design and Architectural Review—has been appealed by Lynn Fiske Watts/South Sonoma Group. As set forth in the appeal materials that have been

submitted, the appellants are requesting that the preparation on an environmental impact report be required. The specific issues raised in the appeal, along with staff's response, are as follows:

- A. *Issue: We wish to appeal the Planning Commission's decision to approve the county's low income housing development at 20269 Broadway. The development did not undergo a rigorous environmental review though it is a large, dense project in a busy part of town. This is a tourist town but the limited studies did not take place during any part of the tourist season. This is striking because the neighborhoods (St. Francis Place, Marcy Court, and Woodworth Lane) near Clay and Broadway are highly and negatively impacted by two large businesses that rely upon tourists, the Lodge at Sonoma and Train Town.*

As summarized in Section 6 of this report, above, and as set forth in the expanded Initial Study, a thorough environmental review of the project was performed, including special studies in the areas of traffic, noise, and cultural resources. In staff's view, the two topic areas most potentially sensitive to tourism seasonality are traffic and noise.

Response A.1: Traffic. With respect to traffic, counts were taken on March 28, 2017 (a Tuesday). While traffic volumes vary from day to day and season to season, the objective of a traffic study is to capture normal conditions. In staff's view, while March may not be a peak month, it is a reasonable representative month in light of the totality of circumstances relating to traffic in the area. School was in session on the state that the traffic counts were taken, which in staff's view, is a more significant factor on south Broadway than tourist traffic. The impact analysis addresses the peak a.m. and peak p.m. traffic periods, which is appropriate and conservative because the peak periods of traffic generation for an apartment development closely correspond to morning and evening commute periods. Lastly, the analysis found that intersection Level of Service (LOS) at Broadway/Clay Street operates at LOS A overall, and at LOS C for the Clay Street leg under current conditions, and that it will remain at LOS A under both current plus project conditions and cumulative (year 2040) conditions. To the extent that seasonal tourist traffic might result in increased volumes during the morning and peak commute periods, the difference would not be sufficient to result in LOS E, which is the condition regarded as unacceptable intersection operation under the City's Circulation Element. When staff asked the Traffic Consultant to address this issue, the response was as follows:

The TIS (Traffic Impact Study) indicates that the Clay Street approach to Broadway is currently operating at LOS C, and that it is expected to continue doing so under Future volumes and with the project added. The highest projected delay for the side street is an average of 21.9 seconds during the a.m. peak hour under Future plus Project conditions, which is 3.1 seconds below the threshold indicating LOS D operation. The project is expected to increase delay by 0.3 seconds compared to Future conditions without the project.

Under the City's policies, LOS D is considered acceptable, and delay would need to increase to 35 seconds, or nearly 60 percent, to exceed the LOS D threshold and fall to an unacceptable level. If the volumes were increased by 20 percent, to conservatively achieve peak summertime volumes, the delay would still be expected to remain below the LOS D threshold. Under Caltrans policies the side street delay is not considered; rather, it is the delay of the intersection overall that is measured, and the projected overall average delay under Future plus Project conditions is 1.0 second, which translates to LOS A operation. To deteriorate to LOS D operation delay would need to increase by 2,500 percent.

Based on the review performed it appears that even if counts were obtained during peak summertime conditions the results of the analysis would be similar, and the conclusions and recommendations

would be unchanged. The report is therefore adequate to account for summertime conditions.

Response A.2: Noise. On the issue of noise, the measurements used in the noise study were undertaken between May 2 and May 3, 2017. The primary noise sources documented in the study were traffic noise on Broadway and loading operations at the Sonoma Lodge dock, located on Clay Street across from the project site. The noise study found that the outdoor open space areas in the project would comply with state and local standards. However, with respect to interior noise levels, where the standards are more restrictive, the study found that the first row of homes along Clay Street and homes within 375 feet of the centerline of Broadway with a view of passing traffic could experience interior noise levels of up to 58 dBA in areas of the residence adjoining an open window. The required interior noise level standard is not to exceed 45 dBA. To mitigate this issue, the adopted mitigation measure, as recommended by the acoustical consultant, is to require that affected residences be fitted with mechanical ventilation systems that would provide adequate fresh air should a resident decide to keep a window or windows closed. There are any number of residential developments in Sonoma along Broadway, West Napa Street, Sonoma Highway, Leveroni Road, and other highly-travelled corridors. The noise condition identified in the study represents a normal issue and the requirement for a mechanical ventilation system that gives residents the option of opening or closing their windows represents a normal mitigation measure.

Response A.3: Issues Caused by Other Uses. While nearby residences are certainly affected at times by activities at the Sonoma Lodge and Taintown, any such effect is by definition not an impact of the proposed Altamira development. That said, the Planning Commission did not ignore neighbor concerns regarding the Sonoma Lodge dock. In its its Resolution approving the Project, the Commission including the following direction to the Traffic Safety Committee:

In order to address issues raised by the public but not caused by the Project, the Planning Commission recommends that the Traffic Safety Committee consider the following matters:

- A. Review the operation of the Lodge loading zone on Clay Street and establish standards for the Lodge loading zone to improve parking and reduce impacts associated with loading activities.*
- B. Review options for relocating the bus stop on the east side of Broadway to improve safety and accessibility.*

This recommended direction to the Traffic Safety Committee was placed in the Resolution rather than listed as a Condition of Approval because the issues created by the dock do not represent an impact of the Project and are not the responsibility of the applicant to correct.

- B. Issue: Onsite parking at the development will not only be insufficient but also the spaces will be tandem and narrower than standard size. This will deter people from parking on the property and they will look for it on neighborhood streets. Clay Street in effect is the Lodge's loading dock and trucks are frequently double parked and jackknifed in the street. This creates unsafe conditions for current residents each day and contributes to a loss of quality of life for people living in the area. To add more pressure—embodied in more traffic and parking shortages—to surrounding neighborhoods will further diminish our quality of life. Everyone appreciates that affordable housing will be built at 20269 Broadway, but there is no plan in place to mitigate the increase in traffic, the decrease in safety, and the lack of sufficient parking at the site. This development is quite large and it will be squeezed into a corner of town that suffers from overbearing truck traffic and waves of tourist visits.*

Response B.1: Parking. As an affordable housing development, the project qualifies for a State-mandated parking formula, under which the maximum number of off-street parking spaces that may be required is 73. The Project provides for 75 spaces, which exceeds the State-mandated standard. That said, the applicants have performed a parking analysis that suggests 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). Ten tandem spaces are proposed, but the State parking standard noted above, explicitly authorizes tandem spaces. These spaces would be assigned in pairs to the three-bedroom units, allowing the households using them to manage them effectively. The parking stalls are a minimum 8.5 feet in width, which is adequate. In addition, the conditions of approval require the development and on-going implementation of a parking management plan. Staff would also note that if, following the development of the Altamira Project, parking issues on Clay Street are worsened, then Council consideration could be given to establishing a residential permit parking system.

Response B.2: Truck Activity on Clay Street. Large trucks do use Clay Street to access the dock at Sonoma Lodge and as documented by the appellants and as observed by staff, there are times when larger trucks make inappropriate maneuvers that interfere with normal traffic operations. (In 2016, to address this issue, the City Engineer authorized the striping of a loading zone on the south side of Clay Street, adjoining the dock entrance, to ensure that larger vehicles have a place to park and unload.) In order to document this issue, staff commissioned a three-week video review of operations at the dock. The review found that deliveries averaged 11 per day, all occurring between the hours of 8:00 a.m. and 5:00 p.m. The review also addressed the type of vehicles making deliveries and found that the majority of deliveries were made by vans (33%) or small box trucks (29%). FedEx and UPS made up about 22% of delivery vehicles, while approximately 16% of deliveries involved a semi-truck. In large part, the location of the Lodge loading dock led to the applicant's decision—as requested by neighbors—to relocate vehicle access to the project from Clay Street to Broadway. With this change to the site plan, which occurred even before the project application was filed, the project avoids exacerbating any issues associated with the operation of the dock, as most residents will park within the project site, entering and existing from Broadway. While some residents and guests may also choose to park on the Clay Street frontage, this represents a normal condition on a public street.

- C. *Issue: This development needs an Environmental Impact Review to assess the actual current situation, which would necessarily include the tourist season; project the negative impacts a large development will undoubtedly create for the neighborhood; and recommend ways to mitigate those impacts. At this time, there is not even a formal acknowledgement that problems already exist or will worsen once the development is built, and, therefore, no solutions have been offered. We request that the City Council find that the analysis prepared by the City Planner does not reflect the true nature of the location and does not provide sufficient remedies to new problems created by a large new development. We also request the City Council recommend to the Planning Commission that it order an environmental impact review to study traffic, parking, noise, and diesel pollution to better assure our neighborhoods will remain desirable places to live.*

Response C.1: Issues pertaining to traffic, loading activities at the dock, and other topics mentioned in the appeal are referenced in many areas of the Initial Study, as well as the staff reports that have been prepared.

Response C.2: As discussed above, the expanded Initial Study thoroughly reviews the potential environmental impacts of the Altamira development. It identifies significant impacts in several areas, including with regard to traffic and noise, but it also identifies specific, feasible mitigation measures to reduce such impacts to a less-than-significant level. All of the mitigation measures recommended

in the Initial Study have been incorporated into the Conditions of Approval/Mitigation Monitoring program. As previously noted, the existence of public controversy over the environmental effects of a project will not require the preparation of an Environmental Impact Report if there is no substantial evidence that the project may have a significant effect on the environment 14 Cal. Code of Regulations Chapter 3 (CEQA Guidelines), Section 15064 (f)(4). The CEQA Guidelines define substantial evidence to include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. In staff's view, no substantial evidence has been presented that would support a requirement for an EIR.

11. Design Review

When the Project was reviewed by the Planning Commission at its November 7, 2017 hearing, the focus of the discussion was on the design changes submitted by the applicant in response to the Commission's direction. Of the three Commissioners who ultimately voted to support the project, one remained concerned about architectural issues. As a result, the conditions of approval were amended to authorize (but not require) the Design Review and Historic Preservation (DRHPC) to make changes to the project architecture (see Condition #20). The relevant language of the condition reads as follows:

In the DRHPC's review of the project architecture, the Planning Commission recommends that:

- a. The applicant and project architect present several architectural options for the DRHPC to consider.*
- b. Consideration be given to refining and varying roof heights, roof pitches, and plate heights.*
- c. Consideration be given to the use of traditional building materials and the use of a variety of building materials and style.*
- d. Consideration be given to using traditional window styles, forms, and placement, including transom windows.*
- e. Consideration be given to reducing the scale of first-floor building elements and adding pedestrian interest through the use of such features as awnings, bump-outs, and deeper window and door recesses.*

Although the Development Code gives the Planning Commission the latitude to refer specific issues to the DRHPC, typically, review by the DRHPC would be limited to colors, materials, design details, lighting and landscaping. In the Planning Commission's approval of the project, despite making findings that the project is compatible with its surroundings in terms of design, conditions of approval would allow the DRHPC to make substantial changes in building height and architectural approach. In staff's view, this is somewhat irregular approach that results in substantial uncertainty because significant changes to the Project design could be made following the approval of the Use Permit. If the City Council is satisfied with the design changes that have been developed, then the City Council consider amending the conditions of approval to remove the language cited above.

12. Council Options and Staff Recommendation

A. Options: In acting upon this appeal, the City Council has a number of options:

- Uphold the Appeal and Require Additional Environmental Review. The City Council could find that additional environmental review must be performed, but this action would need to be based on substantial evidence that the Project would result in significant environmental impacts beyond those addressed in the Mitigated Negative Declaration. Pursuant to the CEQA Guidelines, the existence of public controversy over the environmental effects of a project will not require the preparation of an Environmental Impact Report if there is no substantial evidence that the project may have a

significant effect on the environment (14 Cal. Code of Regulations Chapter 3 (CEQA Guidelines), Section 15064 (f)(4)). Under this outcome, the project would be referred back to the Planning Commission, with direction as to the topics to be addressed.

- Uphold the Appeal and Require Substantial Changes to the Project. The City Council could require substantial changes to the project addressing issues raised in the appeal. However, as discussed above, there are significant restrictions in state law on the requiring modifications to a project which would reduce density or have the effect of a reduction in density. In addition, per State law, the City cannot require additional off-street parking. Under this outcome, the appeal would be upheld, but the project would still be approved, subject to those changes identified by the City Council. This option could be implemented by either approving the Project subject to specific revisions, directing the preparation or resolution(s) with findings to be brought back for adoption, or by referring the Project back to the Planning Commission with specific direction.
 - Deny the Appeal, With or Without Adjustments to the Project and Conditions of Approval. The City Council could deny the appeal. Under this option, the City Council would need to direct the preparation of resolution(s) including findings adopting the mitigated negative declaration and approving the requested entitlements. The City Council could also make changes to the project and/or the conditions of approval to address issues of concern to the Council; however, the caveats noted above with respect to parking and the reduction of density would apply.
- B. Recommendation:* Staff recommends that the City Council deny the appeal and direct staff to prepare a resolution(s) implementing that direction, for adoption at a subsequent meeting of the City Council.

Attachments

1. Location Map
2. Project Narrative/Review of Updated Architectural Concepts
3. Memo Addressing Delivery Activity on Clay Street at The Lodge at Sonoma
4. Appeal Submittal (including petition)
5. Applicant Response to the Appeal
6. Planning Commission Resolution for Adoption of a Mitigated Negative Declaration
7. Planning Commission Resolution of Findings for Project Approval
8. Conditions of Approval/Mitigation Monitoring Program
9. Planning Commission Minutes of September 28 and November 7, 2017
10. Government Code Section 65589.5
11. Correspondence

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

1. Initial Study
2. Project Submittal Package
3. Planning Commission Staff Report for September 28, 2017
4. Planning Commission Staff Report for November 7, 2017

cc: Adam Kuperman, SAHA
Margaret Van Vliet, CDC
Lynn Fiske Watts/South Sonoma Group
Broadway Affordable Project mailing list

Vicinity Map

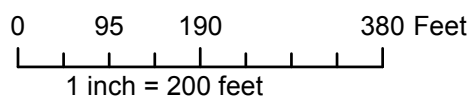
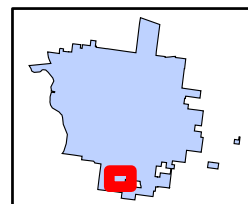


Zoning Designations

- R-HS Hillside Residential (1 D.U./10 acres, 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 Density 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>	Appeal of 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



25 October 2017

David Goodison, Planning Director
City of Sonoma

Dear Mr. Goodison,

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

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

Residences on Clay Street:

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

Residences on Broadway:

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

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

Community Building

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

Residential Windows

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

Parking Aisles

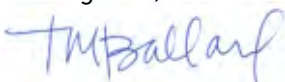
- As a traffic-calming measure, two speed humps are proposed – one near the entrance, and one at the mouth of the secondary parking court. Signage indicating “Children at Play,” or other acceptable language, will be posted at the Waste Enclosure and elsewhere as directed by Planning.

Play Safety

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

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

Best Regards,



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



Broadway frontage, looking south.



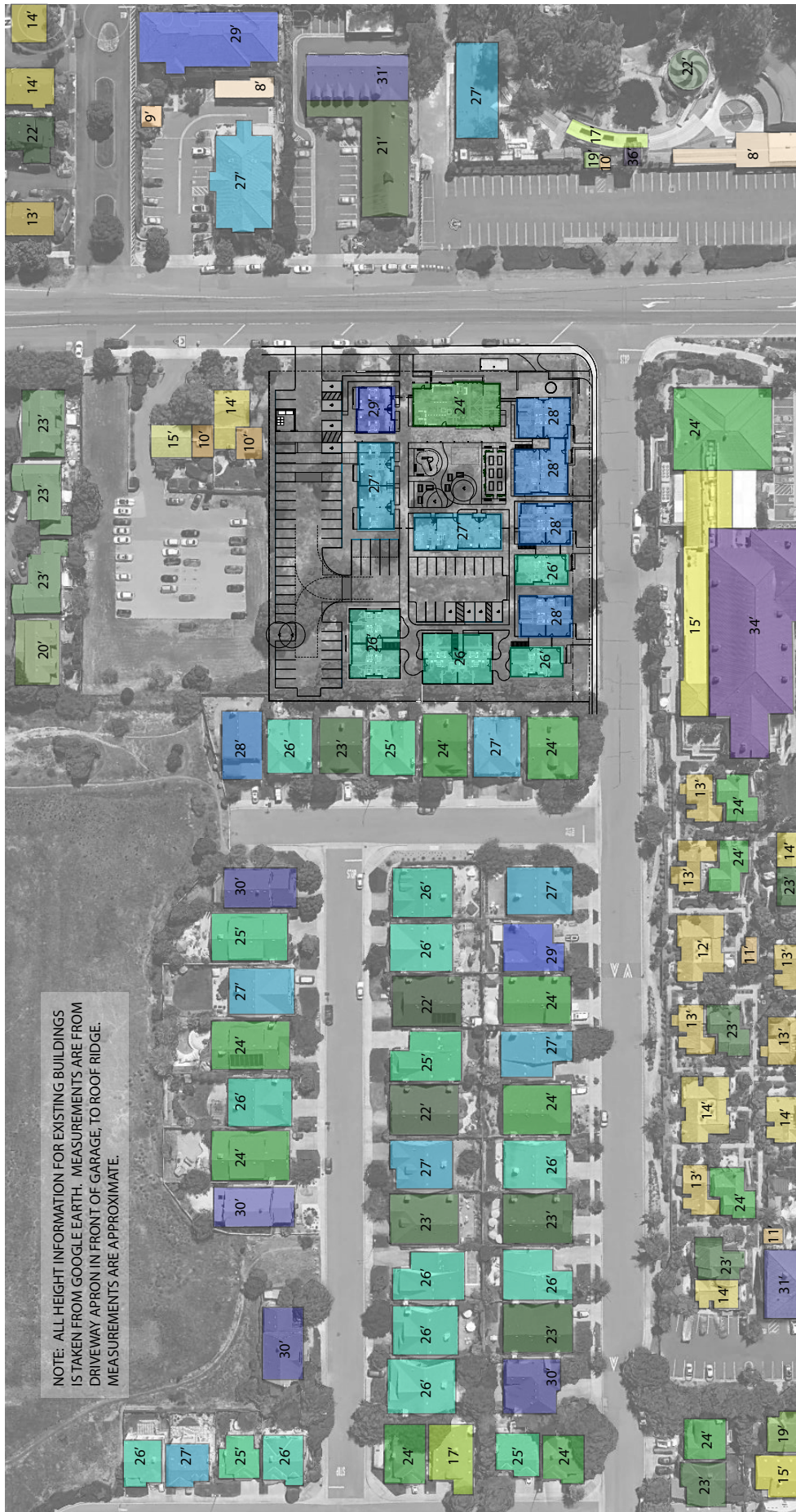
Clay Street frontage, looking east.



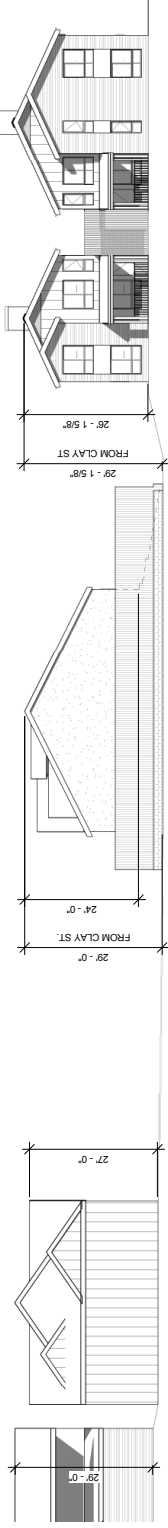
Corner of Clay Street and Broadway



Clay Street frontage detail



BUILDING HEIGHT COMPARISON



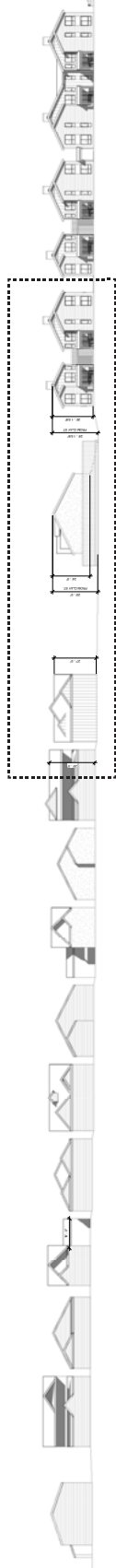
ALTAMIRA BUILDING 6

1290 BRAGG ST

102 CLAY ST

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






Memorandum

Date: November 6, 2017
Project: SON045
To: Mr. David Goodison
City of Sonoma
From: Dalene J. Whitlock
dwhitlock@w-trans.com
Subject: Delivery Activity on Clay Street at The Lodge at Sonoma

As requested, W-Trans obtained video recordings of delivery activity on Clay Street associated with the driveway entrance to The Lodge at Sonoma. A video camera was installed on Clay Street, east of the project driveway, for a period of 21 days, and captured activity at the driveway as well as along both sides of Clay Street in the vicinity. Based on our review of these tapes, 234 deliveries were observed over the 21-day period, or an average of 11 deliveries per day. The majority of these vehicles (81 percent) came from Broadway, and 83 percent parallel parked on the south side of Clay Street. Of the 198 vehicles that parked on the south side, 156, or 79 percent, came from Broadway, so had to use the driveway for The Lodge at Sonoma to execute a three-point turn prior to parallel parking on Clay Street. Most of the vehicles that came from the west were delivery services such as FedEx or UPS. During the first part of the morning it was typical for there to be two to three delivery vehicles parked along Clay Street simultaneously, so the activity was generally focused into fairly short periods of time.

Given the very low use of parking in the immediate vicinity, with an average parking occupancy of 0.46 vehicles on the north side of Clay Street, 0.10 vehicles on the north side and a maximum of two parked vehicles on both sides as any one time, there were no issues or conflicts between the truck/delivery vehicle movements and either parked vehicles or through traffic observed during the study period. However, it has been noted by City staff that instances of semi-trucks unloading at the dock and interfering with traffic on Clay Street have previously been documented. Such conflicts can be avoided by using the marked landing zone. It is noted that while parking occupancy on Clay Street would be expected to increase upon completion of the proposed apartment project, the delivery vehicle trips occurred exclusively between 8:00 a.m. and 5:00 p.m., or during the hours when most residents would be at work and therefore not parked on the street. The timing of the deliveries to coincide with the typical work day likely contributes to the finding that very few vehicles were parked on the street during the period that was videotaped.

Consideration was also given to the mix of vehicles included in the review. Three dates were chosen randomly and the types of vehicles catalogued. For the dates of September 12, 15, and 26 the majority of deliveries were made by vans (33 percent) or small box trucks (29 percent). FedEx and UPS made up about 22 percent of the deliveries. About 16 percent of all deliveries involved a semi-truck.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

DJW/djw/SON045.M1

Attachments: Truck Video Log

Truck Video Log
Clay Street at The Lodge at Sonoma

Arrival Time	Direction From		Truck Activity	Cars Parked on Street		Departure Time	Parked on S Side	Came from Broadway
	Broadway	West		N side Clay St	S side Clay St			
Wednesday, Spetember 6								
8:04 AM	1		PP E/O PD S side of Clay St	0	0	8:26 AM	1	1
8:23 AM	1		PP E/O PD N side of Clay St	0	0	8:34 AM		
9:30 AM		1	PP E/O PD S side of Clay St	0	1	9:34 AM	1	0
9:31 AM	1		PP E/O PD N Side of Clay St	0	1	9:37 AM		
10:20 AM	1		PP E/O PD S side of Clay St	0	1	10:25 AM	1	1
10:57 AM	1		PP E/O PD N side of Clay St	0	1	11:22 AM		
11:48 AM	1		PP E/O PD S side of Clay St.	0	0	12:16 PM	1	1
12:16 PM	1		PP E/O PD S Side of Clay St	1	0	12:28 PM	1	1
12:26 PM	1		PP E/O PD N side of Clay St	1	1	12:28 PM		
12:27 PM		1	PP E/O PD S Side of Clay St	1	1	12:52 PM	1	0
12:54 PM	1		PP W/O PD S side of Clay St	1	0	1:10 PM	1	1
2:21 PM		1	PP E/O PD S side of Clay St	1	1	2:35 PM	1	0
2:22 PM	1		PP W/O PD S side of Clay St	1	1	2:31 PM	1	1
2:27 PM	1		PP E/O PD S side of Clay St	1	0	2:45 PM	1	1
3:39 PM		1	PP E/O PD S side of Clay St	1	1	3:51 PM	1	0
3:50 PM	1		PP W/O PD N side of Clay St	1	0	3:58 PM		
4:57 PM		1	PP W/O PD N side of Clay St	1	0	3:58 PM		
Monday, September 11								
9:13 AM	1		PP E/O PD S side of Clay St	2	0	9:37 AM	1	1
9:47 AM	1		PP W/O PD S Side of Clay St	2	0	10:30 AM	1	1
9:55 AM		1	PP E/O PD S side of Clay St	2	0	10:01 AM	1	0
9:58 AM	1		PP E/O PD S side of Clay St	2	0	10:08 AM	1	1
12:25 PM	1		PP W/O PD S side of Clay St	2	0	1:00 PM	1	1
12:34 PM	1		PP E/O PD S side of Clay St	2	0	12:40 PM	1	1
12:49 PM		1	PP E/O PD S side of Clay St	2	0	12:57 PM	1	0
1:00 PM		1	PP W/O PD N side of Clay St	2	0	1:12 PM		
1:07 PM		1	PP E/O PD S side of Clay St	2	0	1:33 PM	1	0
2:24 PM		1	PP E/O PD S side of Clay St	3	0	2:42 PM	1	0
3:44 PM		1	PP E/O PD S side of Clay St	2	0	3:57 PM	1	0
Tuesday, September 12								
9:01 AM	1		PP W/O PD S side of Clay St	0	0	9:06 AM	1	1
9:13 AM	1		PP E/O PD S side of Clay St	0	0	9:25 AM	1	1
9:15 AM	1		PP W/O PD N side of Clay St	0	0	9:46 AM		
9:33 AM	1		PP E/O PD S side of Clay St	0	0	9:41 AM	1	1
9:43 AM	1		PP E/O PD S side of Clay St	0	0	9:50 AM	1	1
9:46 AM		1	PP W/O PD S side of Clay St	0	0	10:20 AM	1	0
10:10 AM	1		PP W/O PD N side of Clay St	0	0	10:49 AM		
10:13 AM	1		PP E/O PD S side of Clay St	0	0	10:32 AM	1	1
10:58 AM		1	PP W/O PD S side of Clay St	0	0	11:10 AM	1	0
11:08 AM	1		PP E/O PD S side of Clat St	0	0	11:20 AM	1	1
11:14 AM	1		PP E/O PD S side of Clay St	0	0	11:23 AM	1	1
11:50 AM	1		PP E/O PD S side of Clay St	0	0	12:28 AM	1	1
12:01 PM	1		PP W/O PD S side of Clay St	1	0	12:07 AM	1	1
12:11 PM		1	PP W/O PD S side of Clay St	1	0	12:35 AM	1	0
1:12 PM	1		PP E/O PD S side of Clay St	1	0	1:18 PM	1	1
2:22 PM	1		PP E/O PD S side of Clay St	2	0	2:27 PM	1	1
2:45 PM	1		PP E/O PD S side of Clay St	2	0	2:57 PM	1	1
3:35 PM		1	PP W/O PD S side of Clay St	2	0	3:37 PM	1	0

**Truck Video Log
Clay Street at The Lodge at Sonoma**

Arrival Time	Direction From		Truck Activity	Cars Parked on Street		Departure Time	Parked on S Side	Came from Broadway
	Broadway	West		N side Clay St	S side Clay St			
Friday, September 15								
8:24 AM	1		PP E/O PD S side of Clay St	0	0	8:34 AM	1	1
8:39 AM	1		PP W/O PD S side of Clay St	0	0	8:52 AM	1	1
9:37 AM	1		PP W/O PD S side of Clay St	0	0	10:01 AM	1	1
9:52 AM	1		PP E/O PD N side of Clay St	0	0	9:58 AM		
10:09 AM		1	PP E/O PD S side of Clay St	0	0	10:17 AM	1	0
11:03 AM	1		PP W/O PD S side of Clay St	1	0	11:21 AM	1	1
11:17 AM	1		PP E/O PD S side of Clay St	1	0	11:22 AM	1	1
11:20 AM	1		PP E/O PD S side of Clay St	1	0	11:44 AM	1	1
11:43 AM	1		PP W/O PD S side of Clay St	1	0	12:33 PM	1	1
11:49 AM	1		PP W/O PD S side of Clay St	1	1	12:35 PM	1	1
11:55 AM		1	PP W/O PD S side of Clay St	1	1	11:57 AM	1	0
11:59 AM	1		PP E/O PD S side of Clay St	1	0	12:50 PM	1	1
2:02 PM	1		PP W/O PD N side of Clay St	0	0	2:10 PM		
2:06 PM	1		PP E/O PD S side of Clay St	0	0	2:10 PM	1	1
2:36 PM	1		PP E/O PD S side of Clay St	0	0	2:40 PM	1	1
3:20 PM		1	PP W/O PD S side of Clay St	0	0	3:24 PM	1	0
3:49 PM	1		PP W/O PD S side of Clay St	0	0	4:02 PM	1	1
Saturday, September 16								
8:00 AM	1		PP E/O PD N side of Clay St	0	0	8:12 AM		
8:14 AM	1		In Driveway	0	0	8:59 AM		
10:37 AM		1	PP E/O PD S side of Clay St	0	0	11:12 AM	1	0
11:32 AM		1	PP W/O PD S side of Clay St	0	0	12:45 PM	1	0
12:49 PM	1		PP E/O PD S side of Clay St	1	0	12:58 PM	1	1
2:50 PM	1		PP E/O PD S side of Clay St	2	0	2:56 PM	1	1
Sunday, September 17								
8:46 AM	1		PP E/O PD S side of Clay St	0	1	9:12 AM	1	1
Monday, September 18								
8:15 AM	1		PP E/O PD N side of Clay St	0	0	8:21 AM		
8:30 AM	1		PP E/O PD S side of Clay St	0	0	8:55 AM	1	1
9:05 AM	1		PP W/O PD S side of Clay St	0	1	9:07 AM	1	1
9:23 AM	1		PP W/O PD S side of Clay St	0	0	9:27 AM	1	1
10:38 AM	1		PP E/O PD S side of Clay St	0	0	10:53 AM	1	1
10:45 AM	1		PP W/O PD S side of Clay St	0	0	11:31 AM	1	1
11:31 AM		1	PP E/O PD S side of Clay St	0	0	11:34 AM	1	0
12:18 PM	1		PP E/O PD S side of Clay St	0	0	12:23 PM	1	1
1:17 PM	1		PP E/O PD S side of Clay St	0	0	1:44 PM	1	1
1:46 PM		1	PP E/O PD S side of Clay St	1	0	1:50 PM	1	0
2:50 PM		1	PP W/O PD S side of Clay St	1	0	3:05 PM	1	0
3:03 PM	1		PP E/O PD S side of Clay St	1	0	3:06 PM	1	1
3:30 PM		1	PP W/O PD S side of Clay St	1	0	3:33 PM	1	0
Tuesday, September 19								
8:12 AM	1		PP W/O PD S side of Clay St	0	0	8:40 AM	1	1
8:41 AM	1		PP W/O PD S side of Clay St	0	0	8:45 AM	1	1
9:33 AM	1		PP W/O PD S side of Clay St	1	0	9:41 AM	1	1
9:41 AM	1		PP E/O PD S side of Clay St	1	0	10:03 AM	1	1
10:16 AM	1		PP W/O PD S side of Clay St	1	0	10:31 AM	1	1
10:26 AM	1		PP E/O PD S side of Clay St	1	0	11:28 AM	1	1
10:44 AM		1	PP E/O PD S side of Clay St	1	0	10:53 AM	1	0
11:26 AM	1		PP E/O PD S side of Clay St	1	0	11:31 AM	1	1
11:35 AM	1		PP W/O PD S side of Clay St	1	0	12:00 PM	1	1
11:46 AM	1		PP E/O PD S side of Clay St	1	0	11:51 AM	1	1
12:22 PM	1		PP W/O PD S side of Clay St	2	1	12:32 PM	1	1
1:01 PM	1		PP W/O PD S side of Clay St	2	1	1:09 PM	1	1
1:10 PM	1		PP E/O PD S side of Clay St	2	1	1:14 PM	1	1
1:45 PM	1		PP E/O PD S side of Clay St	2	1	2:01 PM	1	1
1:54 PM	1		PP W/O PD S side of Clay St	2	1	1:59 PM	1	1
3:34 PM	1		PP W/O PD S side of Clay St	2	1	3:35 PM	1	1
4:47 PM		1	PP E/O PD S side of Clay St	1	0	4:53 PM	1	0

**Truck Video Log
Clay Street at The Lodge at Sonoma**

Arrival Time	Direction From		Truck Activity	Cars Parked on Street		Departure Time	Parked on S Side	Came from Broadway
	Broadway	West		N side Clay St	S side Clay St			
Wednesday, September 20								
8:08 AM	1		PP E/O PD S side of Clay St	0	0	8:32 AM	1	1
8:54 AM		1	PP E/O PD S side of Clay St	0	0	9:08 AM	1	0
9:14 AM	1		PP E/O PD S side of Clay St	0	0	9:32 AM	1	1
10:20 AM	1		PP E/O PD S side of Clay St	0	0	10:22 AM	1	1
11:24 AM	1		PP E/O PD S side of Clay St	0	0	11:40 AM	1	1
12:00 PM	1		PP E/O PD S side of Clay St	0	0	12:02 PM	1	1
12:31 PM	1		PP E/O PD S side of Clay St	0	0	12:38 PM	1	1
1:30 PM	1		PP W/O PD S side of Clay St	2	0	2:05 PM	1	1
1:56 PM	1		PP E/O PD S side of Clay St	2	0	2:14 PM	1	1
2:38 PM	1		PP W/O PD N side of Clay St	1	1	2:43 PM		
3:31 PM	1		PP W/O PD S side of Clay St	2	0	3:45 PM	1	1
3:38 PM		1	PP E/O PD S side of Clay St	2	0	3:39 PM	1	0
4:07 PM	1		In Driveway	3	0	4:16 PM		
4:30 PM	1		PP E/O PD S side of Clay St	3	0	4:34 PM	1	1
Thursday, September 21								
8:00 AM	1		In Driveway	0	0	8:10 AM		
8:18 AM		1	PP E/O PD S side of Clay St	0	0	8:36 AM	1	0
8:22 AM	1		PP W/O PD S side of Clay St	0	0	8:25 AM	1	1
10:45 AM	1		PP E/O PD S side of Clay St	0	0	10:50 AM	1	1
11:07 AM	1		PP E/O PD S side of Clay St	0	0	11:22 AM	1	1
11:08 AM	1		PP W/O PD S side of Clay St	0	0	11:17 AM	1	1
11:50 AM	1		PP E/O PD S side of Clay St	0	0	12:00 PM	1	1
12:19 PM	1		PP E/O PD S side of Clay St	0	0	12:26 PM	1	1
12:37 PM	1		PP W/O PD S side of Clay St	0	0	1:01 PM	1	1
12:51 PM	1		PP E/O PD S side of Clay St	0	0	12:57 PM	1	1
1:25 PM	1		In Driveway	0	0	3:03 PM		
2:24 PM	1		PP E/O PD N side of Clay St	2	0	2:31 PM		
3:29 PM		1	PP E/O PD S side of Clay St	2	0	3:32 PM	1	0
Friday, September								
8:00 AM	1		PP E/O PD S side of Clay St	0	0	8:02 AM	1	1
8:36 AM	1		PP E/O PD S side of Clay St	1	0	8:45 AM	1	1
8:43 AM	1		PP W/O Pd S side of Clay St	1	0	8:59 AM	1	1
9:13 AM		1	PP E/O PD S side of Clay St	0	0	10:04 AM	1	0
9:31 AM	1		PP W/O Pd S side of Clay St	0	0	9:35 AM	1	1
9:54 AM	1		PP W/O PD S side of Clay St	0	0	10:29 AM	1	1
11:13 AM		1	PP E/O PD S side of Clay St	0	0	11:23 AM	1	0
11:24 AM	1		PP E/O PD S side of Clay St	0	0	11:32 AM	1	1
11:56 AM	1		PP E/O PD S side of Clay St	0	0	12:27 PM	1	1
12:14 PM	1		PP W/O PD S side of Clay St	0	0	12:17 PM	1	1
1:13 PM	1		PP E/O PD S side of Clay St	0	0	12:30 PM	1	1
1:48 PM	1		PP W/O PD S side of Clay St	0	0	1:59 PM	1	1
2:26 PM	1		PP W/O PD N side of Clay St	0	0	2:40 PM		
2:35 PM	1		PP E/O PD S side of Clay St	0	0	2:40 PM	1	1
3:15 PM		1	PP W/O PD S side of Clay St	0	0	3:17 PM	1	0
Saturday, September 23								
8:00 AM	1		PP E/O PD N side of Clay St	0	0	8:13 AM		
8:07 AM	1		PP E/O PD S side of Clay St	0	0	8:33 AM	1	1
9:42 AM	1		PP W/O PD S side of Clay St	0	0	10:22 AM	1	1
9:57 AM	1		PP E/O PD S side of Clay St	0	0	10:02 AM	1	1
1:25 PM	1		PP W/O PD S side of Clay St	0	0	1:31 PM	1	1
Sunday, September 24								
8:15 AM	1		PP E/O PD S side of Clay St	0	0	8:29 AM	1	1

Truck Video Log
Clay Street at The Lodge at Sonoma

Arrival Time	Direction From		Truck Activity	Cars Parked on Street		Departure Time	Parked on S Side	Came from Broadway
	Broadway	West		N side Clay St	S side Clay St			
Monday, September 25								
8:11 AM	1		PP W/O PD N side of Clay St	0	0	8:21 AM		
8:29 AM	1		PP E/O PD S side of Clay St	0	0	8:55 AM	1	1
9:33 AM	1		PP W/O PD S side of Clay St	0	0	8:36 AM	1	1
9:47 AM	1		PP E/O PD S side of Clay St	0	0	9:54 AM	1	1
10:51 AM	1		PP W/O PD S side of Clay St	0	0	11:36 AM	1	1
12:00 PM		1	PP W/O PD S side of Clay St	0	0	12:05 PM	1	0
12:18 PM	1		PP E/O PD S side of Clay St	0	0	12:20 PM	1	1
12:36 PM	1		PP W/O PF S side of Clay St	0	0	1:17 PM	1	1
12:38 PM	1		PP W/O PD S side of Clay St	0	0	12:58 PM	1	1
1:22 PM		1	PP E/O PD S side of Clay St	0	0	1:31 PM	1	0
1:45 PM	1		PP E/O PD S side of Clay St	0	0	1:52 PM	1	1
2:24 PM		1	PP E/O PD S side of Clay St	0	0	2:36 PM	1	0
4:38 PM	1		PP W/O PD N side of Clay St	0	0	4:31 PM		
Tuesday, September 26								
8:00 AM	1		PP E/O PD S side of Clay St	0	0	8:16 AM	1	1
8:01 AM	1		PP W/O PD S side of Clay St	0	0	8:03 AM	1	1
8:32 AM	1		PP W/O PD S side of Clay St	0	0	9:05 AM	1	1
9:39 AM	1		PP E/O PD S side of Clay St	0	0	9:46 AM	1	1
10:34 AM	1		PP W/O PD S side of Clay St	0	0	11:17 AM	1	1
10:53 AM	1		PP E/O PD S side of Clay St	0	0	10:59 AM	1	1
11:02 AM		1	PP E/O PD S side of Clay St	0	0	11:22 AM	1	0
11:24 AM	1		PP E/O PD S side of Clay St	0	0	11:53 AM	1	1
11:52 AM	1		PP W/O PD N side of Clay St	0	0	11:54 AM		
12:10 PM	1		PP E/O PD S side of Clay St	0	0	12:16 PM	1	1
12:20 PM	1		PP E/O PD S side of Clay St	0	0	12:26 PM	1	1
1:18 PM	1		PP W/O PD S side of Clay St	0	0	1:22 PM	1	1
1:48 PM	1		PP E/O PD S side of Clay St	0	0	1:53 PM	1	1
2:28 PM	1		PP W/O PD N side of Clay St	0	0	1:33 PM		
4:37 PM	1		PP W/O PD N side of Clay St	0	0	4:42 PM		
Wednesday, September 27								
8:00 AM	1		PP E/O PD S side of Clay St	0	0	8:17 AM	1	1
8:39 AM	1		PP E/O PD S side of Clay St	0	0	8:42 AM	1	1
9:35 AM	1		PP E/O PD S side of Clay St	1	0	9:46 AM	1	1
9:40 AM	1		PP W/O PD N side of Clay St	1	0	9:54 AM		
10:12 AM	1		PP E/O PD S side of Clay St	0	0	10:17 AM	1	1
10:38 AM	1		PP E/O PD S side of Clay St	0	0	10:43 AM	1	1
11:05 AM	1		PP W/O PD N side of Clay St	0	0	11:10 AM		
11:57 AM	1		PP E/O PD S side of Clay St	0	0	12:10 PM	1	1
12:15 PM	1		PP E/O PD S Side of Clay St	0	1	12:24 PM	1	1
12:37 PM	1		PP W/O PD S side of Clay St	0	0	12:45 PM	1	1
12:41 PM		1	PP W/O PD S side of Clay St	0	0	12:45 PM	1	0
1:05 PM		1	PP W/O PD S side of Clay St	0	0	1:41 PM	1	0
2:34 PM	1		PP E/O PD S side of Clay St	1	0	2:42 PM	1	1
2:55 PM		1	PP W/O PD S Side of Clay St	2	0	3:47 PM	1	0
Thursday, September 28								
8:00 AM		1	PP E/O PD S side of Clay St	0	0	8:56 AM	1	0
8:21 AM	1		PP W/O PD S side of Clay St	0	0	8:55 AM	1	1
8:30 AM	1		PP W/O PD N side of Clay St	0	0	8:33 AM		
9:23 AM	1		PP W/O PD N side of Clay St	0	0	9:34 AM		
10:05 AM		1	PP E/O PD S side of Clay St	0	0	10:28 AM	1	0
10:42 AM	1		PP E/O PD S side of Clay St	0	0	10:50 AM	1	1
11:35 AM	1		PP E/O PD S side of Clay St	0	0	11:39 AM	1	1
11:45 AM	1		PP W/O PD S side of Clay St	0	0	11:50 AM	1	1
12:10 PM	1		PP E/O PD S side of Clay St	0	0	12:14 PM	1	1
12:18 PM	1		In Driveway	0	0	1:46 PM		
4:38 PM	1		PP W/O PD S side of Clay St	1	0	4:40 PM	1	1

**Truck Video Log
Clay Street at The Lodge at Sonoma**

Arrival Time	Direction From		Truck Activity	Cars Parked on Street		Departure Time	Parked on S Side	Came from Broadway
	Broadway	West		N side Clay St	S side Clay St			
Friday, September								
8:40 AM	1		PP E/O PD S side of Clay St	0	0	8:55 AM	1	1
9:15 AM	1		PP W/O PD N side of Clay St	0	0	9:29 AM		
9:34 AM		1	PP W/O PD S side of Clay St	0	0	10:20 AM	1	0
10:10 AM	1		PP E/O PD S side of Clay St	0	0	10:34 AM	1	1
10:23 AM	1		PP W/O PD S side of Clay St	0	0	11:09 AM	1	1
10:47 AM	1		PP E/O PD S side of Clay St	0	0	10:59 AM	1	1
12:15 PM	1		PP E/O PD S side of Clay St	0	0	12:19 PM	1	1
12:22 PM	1		PP W/O PD S side of Clay St	0	0	12:32 PM	1	1
1:22 PM	1		PP E/O PD S side of Clay St	0	0	1:45 PM	1	1
1:38 PM	1		PP W/O PD N side of Clay St	0	0	1:44 PM		
2:29 PM		1	PP E/O PD S side of Clay St	1	0	2:36 PM	1	0
3:31 PM	1		PP E/O PD S side of Clay St	1	0	3:35 PM	1	1
Saturday, September 30								
8:00 AM	1		PP E/O PD N side of Clay St	0	0	8:10 AM		
8:52 AM	1		PP E/O PD S side of Clay St	0	0	9:07 AM	1	1
10:37 AM	1		PP W/O PD S side of Clay St	0	0	11:24 AM	1	1
12:21 PM	1		PP W/O PD S side of Clay St	0	0	12:25 PM	1	1
12:34 PM	1		PP E/O PD S side of Clay St	0	0	12:44 PM	1	1
Sunday, October 1								
8:38 AM	1		PP E/O PD S side of Clay St	0	0	8:54 AM	1	1
Monday, October 2								
8:00 AM	1		PP E/O PD S side of Clay St	0	0	8:22 AM	1	1
8:13 AM	1		PP W/O PD N side of Clay St	0	0	8:21 AM		
8:16 AM	1		PP W/O PD S side of Clay St	0	0	8:17 AM	1	1
8:44 AM	1		PP E/O PD S side of Clay St	0	0	8:52 AM	1	1
9:24 AM	1		PP E/O PD S side of Clay St	0	0	9:28 AM	1	1
9:45 AM	1		PP W/O PD S side of Clay St	0	0	9:52 AM	1	1
9:54 AM	1		PP E/O PD S side of Clay St	0	0	9:59 AM	1	1
10:14 AM	1		PP W/O PD S Side of Clay St	0	0	11:06 AM	1	1
12:06 PM	1		PP E/O PD S side of Clay St	0	1	12:40 PM	1	1
12:29 PM	1		PP W/O PD S side of Clay St	0	1	12:31 PM	1	1
12:55 PM	1		PP E/O PD S side of Clay St	0	0	1:05 PM	1	1
1:04 PM	1		PP W/O PD S side of Clay St	0	0	1:19 PM	1	1
1:09 PM	1		PP E/O PD S side of Clay St	0	0	1:31 PM	1	1
2:30 PM	1		PP E/O PD S side of Clay St	1	0	2:39 PM	1	1
4:33 PM	1		PP W/O PD N side of Clay St	1	0	4:39 PM		
	81%			0.46	0.10			
	190	44		108	23		198	156
	11.1428571		Parked in driveway	5	2%		79%	
			PP E/O PD S side of Clay St	124	53%			
			PP W/O PD S side of Clay St	70	30%			
			PP W/O PD N side of Clay St	22	9%			
			PP E/O PD N side of Clay St	11	5%			

Date/Arrival Time Type of Truck

Tuesday, September
12

9:01 AM Van
9:13 AM Box Truck (S)
9:15 AM Semi-Truck
9:33 AM Van
9:43 AM Box Truck (S)
9:46 AM Semi-Truck
10:10 AM Semi-Truck
10:13 AM Van
10:58 AM Van
11:08 AM FedEx Truck
11:14 AM Van
11:50 AM Box Truck (S)
12:01 PM Van
12:11 PM Box Truck (S)
1:12 PM UPS Truck
2:22 PM Van
2:45 PM FedEx Truck
3:35 PM FedEx Truck

Tuesday, September
26

8:00 AM Semi-Truck
8:01 AM Semi-Truck
8:32 AM Box Truck (S)
9:39 AM Box Truck (S)
10:34 AM Box Truck (S)
10:53 AM FedEx Truck
11:02 AM Van
11:24 AM Box Truck (S)
11:52 AM UPS Truck
12:10 PM Van
12:20 PM Van
1:18 PM Van
1:48 PM Van
2:28 PM FedEx Truck
4:33 PM Box Truck (S)
4:38 PM FedEx Truck

Friday, September
15

8:24 AM Box Truck (S)
8:39 AM Semi-Truck
9:37 AM Semi-Truck
9:52 AM FedEx Truck
10:09 AM Van
11:03 AM Box Truck (S)
11:17 AM Box Truck (S)
11:20 AM Box Truck (S)
11:43 AM Box Truck (S)
11:49 AM Van
11:55 AM Van
11:59 AM Van
2:02 PM Box Truck (S)
2:06 PM Van
2:36 PM FedEx Truck
3:20 PM FedEx Truck
3:49 PM Box Truck (S)

Box Truck (Small)



15 29%

Semi-Truck



8 16%

FedEx Truck



9 18%

UPS Truck



2 4%

Van



17 33%

City of Sonoma Appeal Application Form

For City Use

Date Received

RECEIVED

By

NOV 27 2017

SONOMA CITY CLERK

- A copy of the rights of appeal and the City's appeal procedures may be found on the reverse of this form
- The fee to file an appeal must accompany this form
- Appeals must be filed with the City Clerk within fifteen (15) calendar days of the action
- Appeals must address issues raised or decisions made at previous hearings. Appeal hearings cannot be used as a forum to introduce new issues
- In order for your appeal to be valid this form must be filled out completely.

Feel free to attach additional sheets or supporting documentation as may be necessary.

APPELLANT INFORMATION: (Please Print)

Name: LYNN Fiske Watts

Name: _____

Address: 1290 BRAGG ST.

Address: _____

Phone: 707 815 6200

Phone: _____

I/We the undersigned do hereby appeal the decision of the:

Planning Commission

Design Review Commission

City Planner or Department Staff

Other: _____

Regarding: 20269 AFFORDABLE HOUSING DEVELOPMENT
(Title of project or application)

Located at: 20269 BROADWAY
(Address)

Made on: NOV. 9, 2017
(Date decision was made)

I/We hereby declare that I/We are eligible to file an appeal because:
(Refer to Section 19.84.30-A, Eligibility, on the reverse)

We have appeared at public meetings and informed the City in writing our concerns.

The facts of the case and basis for the appeal are:

Please see attached.

I/We request that the Appeal Body take the following specific action(s):

Please see attached.

Signed: Lynn Fiske Watts 11/27/17
Signature Date

Signature Date

Lynn Fiske Watts
1290 Bragg Street
Sonoma 95476

November 24, 2017

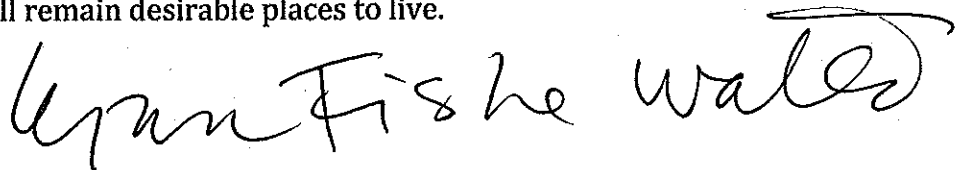
We wish to appeal the Planning Commission's decision to approve the county's low-income housing development at 20269 Broadway. The development did not undergo a rigorous environmental review though it is a large, dense project in a busy part of town. This is a tourist town but the limited studies did not take place during any part of the tourist season. This is striking because the neighborhoods (St. Francis Place, Marcy Court, and Woodworth Lane) near Clay and Broadway are highly and negatively impacted by two large businesses that rely upon tourists, the Lodge at Sonoma and Train Town.

Onsite parking at the development will not only be insufficient but also the spaces will be tandem and narrower than standard size. This will deter people from parking on the property and they will look for it on neighborhood streets. Clay Street in effect is the Lodge's loading dock and trucks are frequently double parked and jackknifed in the street. This creates unsafe conditions for current residents each day and contributes to a loss of quality of life for people living in the area. To add more pressure—embodied in more traffic and parking shortages—to surrounding neighborhoods will further diminish our quality of life. Everyone appreciates that affordable housing will be built at 20269 Broadway but there is no plan in place to mitigate the increase in traffic, the decrease in safety, and the lack of sufficient parking at the site. This development is quite large and it will be squeezed into a corner of town that suffers from overbearing truck traffic and waves of tourist visits.

This development needs an Environmental Impact Review to assess the actual current situation, which would necessarily include the tourist season; project the negative impacts a large development will undoubtedly create for the neighborhood; and recommend ways to mitigate those impacts. At this time, there is not even a formal acknowledgement that problems already exist or will worsen once the development is built, and, therefore, no solutions have been offered.

We request that the City Council find that the analysis prepared by the City Planner does not reflect the true nature of the location and does not provide sufficient remedies to new problems created by a large new development. We also request the City Council recommend to the Planning Commission that it order an environmental impact review to study traffic, parking, noise, and diesel pollution to better assure our neighborhoods will remain desirable places to live.

Lynn Fiske Watts
South Sonoma Group



January 19, 2018

Lynn Fiske Watts
1290 Bragg Street
Sonoma CA 95476

RE: Appeal of Planning Commission decision 20269 Broadway

Dear Mayor Agrimonti,

I think you will be interested to know 400 people from Sonoma signed a petition last year asking the Planning Commission to consider the safety of our neighborhood streets when reviewing the environmental impacts of the housing development planned for 20269 Broadway. I also think you can gauge the level of enthusiasm for the petition's message when you see that many signatures were acquired by people who took the time to walk the neighborhoods of Marcy Court, Woodworth Lane, St. Francis Place, Fryer Creek, and Newcomb Street. Unfortunately, the majority of the five-member Planning Commission did not take our concerns seriously and they approved a large dense housing development despite its inadequate environmental review.

I filed the appeal of the Planning Commission's decision on behalf of the people who signed the petition and the South Sonoma Group. We are teachers, nurses, social workers, fire fighters, and retired and other professionals.

In December 2015, after hearing a housing development would be built on Broadway, several people formed a working group to share ideas and study the developer's proposal and related documents. Our group expanded to 100 people and is now called the South Sonoma Group. We support affordable housing at 20269 Broadway and have tried very hard not only to influence the design so it is compatible with the neighborhood but also to persuade the developer to broaden the income diversity of future residents to help ensure its long term success.

Three of us conducted extensive research, which included selected California laws, Sonoma's Municipal Code and the General Plan, elements that contribute to the success of low-income housing, and the necessary principles needed to support and maintain vibrant communities. There is a large library of research documents showing that neighborhoods become less livable when traffic increases—when traffic volumes increase the feeling of well-being decreases. Our connecting neighborhoods are populated with active adults and children and they need and want to feel safe.

There is no doubt that with an expected increase of 320 vehicle trips per day by residents of the new development, traffic will increase on Broadway, Clay, and down to and through the Fryer Creek neighborhood. We and the Planning Commission expect new residents to park on Broadway, Clay Street, Bragg Street, and Cooper. When parking becomes scarce on these streets people will drive around looking for spaces creating a new source of danger. Also, in the coming years Watmaugh Bridge will be closed and

several other developments will be constructed on and near Broadway. Common sense tells us these events will add pressure to this part of town.

People love the City of Sonoma and their neighborhoods equally and they want their quality of life protected. People wanted City government to be proactive in creating a comprehensive traffic circulation plan that includes regulated street parking. But our clarion call fell on deaf ears and the Commission embraced the results of a one day traffic study conducted in April. 20269 Broadway is located in a part of town that is heavily impacted by tourists visiting Train Town and staying at the Lodge at Sonoma, which, in turn, increases the number of delivery trucks and other vehicles on Clay Street. The accompanying photos show there is an obvious problem on Clay Street but the Planning Commissioners studiously avoided discussing it.

Thank you.
Sincerely,

Lynn Fiske Watts
South Sonoma Group

A handwritten signature in blue ink that reads "Lynn Fiske Watts". The signature is written in a cursive style and includes a long horizontal line with an arrowhead pointing to the right at the end.









**SONOMA PLANNING COMMISSION
20269 BROADWAY HOUSING DEVELOPMENT**

February 9, 2017

PETITION

SIGNATURES

COMMENTS BY SIGNERS

SUBMITTED BY

LYNN FISKE WATTS

1290 Bragg Street

Sonoma CA 95476

PROTECT SONOMA'S SMALL TOWN CHARACTER

The Sonoma Planning Commission is considering a proposal by a developer who plans to build a 49-unit apartment complex at 20269 Broadway, across from Train Town near Leveroni/Napa Road. To put things in perspective, based on Sonoma's population, this would be the equivalent of an 800-unit project in Santa Rosa and would generate between 319 and 490 new vehicle trips per day. That part of town already experiences heavy traffic and to add significant volume in two school zones would present new safety hazards for children.

The site on Broadway is so small the developer can provide only 62 on-site parking spaces for as many as 237 residents. This would put considerable pressure on the surrounding neighborhoods and create more safety issues for pedestrians and bicyclists as people drive around looking for parking. Residential streets are central to the feeling of community and belonging within a neighborhood. When traffic volumes increase beyond what is considered normal by residents, social street activities (children playing, block parties, etc.) are greatly reduced and the feeling of well-being in the affected neighborhood is threatened.

More than just a localized issue, lack of sufficient parking should be a concern for all residents because the proposed development is located in the Historic Overlay Zone and must "respect and contribute to the character of the area." What would it say about our City if all the streets near the Gateway were crowded with traffic and parked cars? It is doubtful Sonoma would remain an attractive and safe place to live or visit if cars overwhelm it.

Please help protect our community's quality of life and small town character and urge the Sonoma Planning Commission to:

- 1) Reject the developer's proposal until the number of units is significantly reduced and the on-site parking spaces are increased.**
- 2) Order a full Environmental Impact Review to help make certain all of the negative impacts of a large development on our community are identified and fully mitigated.**

Please sign this petition to let the Commissioners know they must look more closely at the site's limitations and ensure the surrounding neighborhoods are not negatively impacted.

Sources and Resources

Formula: 49 units to population of Sonoma (10,648) as X is to the population of Santa Rosa (174,170). $49 \times 174,170 = 8,534,330 \div 10,648 = 801$

The Institute of Traffic Engineers' Trip Generation Manual

Traffic and Neighborhood Quality of Life
Driven to Excess
Residential Street Standards

Table 1

Name	City	State	Postal Code	Country	Signed On
Lynn Fiske Watts	Sonoma	California	95476	United States	2017-01-14
Pat Milligan	Sonoma	California	95476	United States	2017-01-18
Dean Sereni	Sonoma	California	95476	United States	2017-01-18
Priya Singh	Sonoma	California	95476	United States	2017-01-18
Kimberly Johnson	Sonoma	California	95476	United States	2017-01-18
Diana McAuliffe	Sonoma	California	95476	United States	2017-01-18
Roda Lee Myers	Sonoma	California	95476	United States	2017-01-18
Scott Parker	Sonoma	California	95476	United States	2017-01-18
Shannon Dunn	Sonoma	California	95476	United States	2017-01-18
Lynda Robles	Sonoma	California	95476	United States	2017-01-18
Johanna Avery	Sonoma	California	95476	United States	2017-01-18
Karen Alexander	Sonoma	California	95476	United States	2017-01-18
Diane Portello	Sonoma	California	95476	United States	2017-01-18
Andrea Potts	Sonoma	California	95476	United States	2017-01-18
Paulette Lutjens	Sonoma	California	95476	United States	2017-01-18
Lou Antonelli	Sonoma	California	95476	United States	2017-01-18
Janis Orner	Sonoma	California	95476	United States	2017-01-18
Bob Mosher	Sonoma	California	95476	United States	2017-01-18
Anne Shapiro	Sonoma	California	95476	United States	2017-01-18
Scott Raaka	Sonoma	California	95476	United States	2017-01-18
Emily Raaka	Sonoma	California	95476	United States	2017-01-18
Robert Barron	Sonoma	California	95476	United States	2017-01-18
Mark Fraize	Sonoma	California	95476	United States	2017-01-18
Arlene Holt	Sonoma	California	95476	United States	2017-01-18
Steve Shapiro	Sonoma	California	95476	United States	2017-01-18
Gabrielle von Stephens	Sonoma	California	95476	United States	2017-01-18
Deborah Dado	Sonoma	California	95476	United States	2017-01-19
Katie Christ	Glen Ellen	California	95442	United States	2017-01-19
Diana patpatla	Berkeley	California	94707	United States	2017-01-19

Laura Fraize	Sonoma	California	95476	United States	2017-01-19
james poolos	Sonoma	California	95476	United States	2017-01-19
Jan Myers	Sonoma	California	95476	United States	2017-01-19
Thomas Fogle	Sonoma	California	95476	United States	2017-01-19
Mary Huber	Sonoma	California	95476	United States	2017-01-19
David Kohnhorst	Sonoma	California	95476	United States	2017-01-19
Theresa DellaCampagna	Sonoma	California	95476	United States	2017-01-19
A.J. Riebli	Sonoma	California	95476	United States	2017-01-19
Dean Littlewood	Sonoma	California	95476	United States	2017-01-19
Phyllis Mosher	Sonoma	California	95476	United States	2017-01-19
Alber Saleh	Sonoma	California	95476	United States	2017-01-19
kristine m white	Sonoma	California	95476	United States	2017-01-19
Sandra Tovrea	Sonoma	California	95476	United States	2017-01-19
peter coster	Sonoma	California	95476	United States	2017-01-19
Elaine Passaris	Sonoma	California	95476	United States	2017-01-19
Bobbie Curley	Sonoma	California	95476	United States	2017-01-19
Kathrina Deegan	Sonoma	California	95476	United States	2017-01-19
Laurie Gill	Sonoma	California	95476	United States	2017-01-19
Julie Leitzell	Corte Madera	California	94925	United States	2017-01-19
Michelle Hogan	Sonoma	California	95476	United States	2017-01-19
Mary Allen	Willits	California	95490	United States	2017-01-19
Lynne Myers	Sonoma	California	95476	United States	2017-01-19
Elizabeth Skrondal	San Francisco	California	94105	United States	2017-01-19
Lynn-Maree Danzey	Sydney		2038	Australia	2017-01-20
Anthony Germano	Sonoma	California	95476	United States	2017-01-20
Jeffrey Albertazzl	Sonoma	California	95476	United States	2017-01-20
Gail Miller	Sonoma	California	95476	United States	2017-01-20
jill Koenigsdorf	santa fe	New Mexico	87508	United States	2017-01-20
Ellen Fetty	Sonoma	California	95476	United States	2017-01-20
Elizabeth Spiegl	Brooklyn	New York	11209	United States	2017-01-20
david taggart	Woodbridge	Virginia	22193	United States	2017-01-20

Penny Barron	Sonoma	California	95476	United States	2017-01-20
Christa B	Sonoma	California	95476	United States	2017-01-20
Jill Wetzel	Sonoma	California	95476	United States	2017-01-20
Carol Collier	Sonoma	California	95476	United States	2017-01-20
Craig Adryan	Sonoma	California	95476	United States	2017-01-20
Carol Sandman	Sonoma	California	95476	United States	2017-01-20
Laurie Sebesta	Sonoma	California	95476	United States	2017-01-20
Terry Mathison	Sonoma	California	95476	United States	2017-01-21
Cecilia Ponicsan	Sonoma	California	95476	United States	2017-01-21
Charlotte Ruffner	Sonoma	California	95476	United States	2017-01-21
Charlene Thomason	Sonoma, CA	California	95476	United States	2017-01-21
Judy Breedlove	Sonoma	California	95476	United States	2017-01-21
Heidi Wilson	Sonoma	California	95476	United States	2017-01-21
Jill Durfee	Sonoma	California	95476	United States	2017-01-21
Joyce Schneider	Sonoma	California	95476	United States	2017-01-21
Steve Breedlove	Sonoma	California	95476	United States	2017-01-21
Steven Van Horn	Sonoma	California	95476	United States	2017-01-22
Jenn Pooler	Sonoma	California	95476	United States	2017-01-22
Tori Matthis	Sonoma	California	95476	United States	2017-01-22
STEVE MATTHIS	Sonoma	California	95476	United States	2017-01-22
Tanner Matthis	Sonoma	California	95476	United States	2017-01-22
Paula Albanese-Hanlon	Sonoma	California	95476	United States	2017-01-22
Joann Germano	Sonoma	California	95476	United States	2017-01-22
Bethany Wilson	Sonoma	California	95476	United States	2017-01-22
Mary Catherine Sisneros	Sonoma	California	95476	United States	2017-01-23
Damian Mysliwczyk	Sonoma	California	95476	United States	2017-01-23
Beth Posey	Sonoma	California	95476	United States	2017-01-23
Susan Berry	Sonoma	California	95476	United States	2017-01-23
Kim Schuh	Sonoma	California	95476	United States	2017-01-23
James Patrick	Sonoma	California	95476	United States	2017-01-23
Donna Brennan	Sonoma	California	95476	United States	2017-01-23

Alix Henderson	Sonoma	California	95476	United States	2017-01-23
Nicholas Dolata	Sonoma	California	95476	United States	2017-01-23
M H	Sonoma	California	95476	United States	2017-01-23
Joel Green	Sonoma	California	95476	United States	2017-01-23
Noelle Andres	Sonoma	California	95476	United States	2017-01-23
gina isi	Sonoma	California	95476	United States	2017-01-23
Kelly McLeskey	Sonoma	California	95476	United States	2017-01-23
Sarah Pinkin	Sonoma	California	95476	United States	2017-01-23
Taryn Lohr	Sonoma	California	95476	United States	2017-01-23
Rene Parker	Sonoma	California	95476	United States	2017-01-23
Richard McDavid	Sonoma	California	95476	United States	2017-01-23
Jane Schwarz	Sonoma	California	95476	United States	2017-01-23
Cynthia Parsons	San Francisco	California	94118	United States	2017-01-24
Alicia Butler	Sonoma	California	94576	United States	2017-01-24
Cheryl Kostner	Sonoma	California	95476	United States	2017-01-24
Carlo Camarda	Sonoma	California	95476	United States	2017-01-24
mia budwig	fairfield	California	94533	United States	2017-01-24
Francine Brossier	Sonoma	California	95476	United States	2017-01-24
Shannon Reiter	Sonoma	California	95476	United States	2017-01-24
Sarah Connelly	Sonoma	California	95476	United States	2017-01-24
Stephanie Medak	Sonoma	California	95476	United States	2017-01-24
Vannesa Carla	Sonoma	California	95476	United States	2017-01-24
Adrian Long	Sonoma	California	95476	United States	2017-01-24
Heather Halon	Sonoma	California	95476	United States	2017-01-24
Erin Collier	San Francisco	California	94115	United States	2017-01-24
Cynthia Fetty	Burlingame	California	94010	United States	2017-01-24
William Haydock	Burlingame	California	94010	United States	2017-01-24
Mia Pucci	Sonoma	California	95476	United States	2017-01-24
Emily Backus	Grand Rapids	Michigan	49508	United States	2017-01-24
liz bayat	Pleasanton	California	94588	United States	2017-01-24
Jack Tovrea	Sonoma	California	95476	United States	2017-01-24

Thomas Donahue	Sonoma	California	95476	United States	2017-01-24
Heather Mcdavid	Sonoma	California	95476	United States	2017-01-25
Lilia Tosoni	Hillsboro	Oregon	97123	United States	2017-01-25
Eric Ham	Sonoma	California	95476	United States	2017-01-25
Adlaine Alfonso	Vallejo	California	94591	United States	2017-01-25
tamara espinosa	santa rosa	California	95409	United States	2017-01-25
Wendy Mayer	Sonoma	California	95476	United States	2017-01-25
Ken Lakritz	Sonoma	California	95476	United States	2017-01-25
Sandra Velasco	Saint Helena	California	94574	United States	2017-01-25
William Giarritta	Sonoma	California	95476	United States	2017-01-25
Kerri Gavin	Santa Rosa	California	95403	United States	2017-01-25
Ronna Buccelli	Sonoma	California	95476	United States	2017-01-25
Pauline Jordy	Sonoma	California	95476	United States	2017-01-25
Barbara Stauder	Sonoma	California	95476	United States	2017-01-25
Robert E Stauder Stauder	Sonoma	California	95476	United States	2017-01-25
Craig Hogan	Sonoma	California	95476	United States	2017-01-25
karen robidoux	Boyes Hot Sprir	California	95416	United States	2017-01-25
Laura Declercq	Sonoma	California	95476	United States	2017-01-25
David Lewis	Sonoma	California	95476	United States	2017-01-25
Shelly Littlewood	Sonoma	California	95476	United States	2017-01-25
Sara Fetty	Grand Rapids	Michigan	49512	United States	2017-01-25
J Hump	Sonoma	California	95476	United States	2017-01-25
Alicia Parker	Sonoma	California	95476	United States	2017-01-25
Anthony Moi	Sonoma	California	95476	United States	2017-01-25
Tara Tovrea	Sonoma	California	95476	United States	2017-01-25
Paula Zerzan	Sonoma	California	95476	United States	2017-01-25
Raye Capra	Sonoma	California	95476	United States	2017-01-26
Suzanne Young	Sonoma	California	95476	United States	2017-01-26
Maryann Steinert-Foley	Sonoma	California	96476	United States	2017-01-26
Ana Blackwell	Sonoma	California	95476	United States	2017-01-26
Nada Bogdanović	Sonoma	California	95476	United States	2017-01-26

David Berry	Sonoma	California	95476	United States	2017-01-26
Dusty Tovrea	Sonoma	California	95476	United States	2017-01-26
Aubree Vance	Sonoma	California	95476	United States	2017-01-26
Robin and Patricia Lindsay	Sonoma	California	95476	United States	2017-01-26
Andy Purdom	Sonoma	California	95476	United States	2017-01-27
Heather morgan	Sonoma	California	95476	United States	2017-01-27
Emily Mughannam	Sonoma	California	95476	United States	2017-01-27
Jon Curry	Sonoma	California	95476	United States	2017-01-27
Matthew Cline	Sonoma	California	95476	United States	2017-01-27
Sylvia Larsen	Larkspur	California	94939	United States	2017-01-27
Shawn Davis	Sonoma	California	95476	United States	2017-01-27
Robert Davis	Sonoma	California	95476	United States	2017-01-27
Lucinda Stockdale	Sonoma	California	95476	United States	2017-01-27
Mary Ford	Sonoma	California	95476	United States	2017-01-27
Tanya Baker	Sonoma	California	95476	United States	2017-01-27
Emily Fitzpatrick	Sonoma	California	95476	United States	2017-01-27
Jette Franks	Sonoma	California	95476	United States	2017-01-27
Wendy Swanson	Sonoma	California	95476	United States	2017-01-27
Laura Monterosso	Glen Ellen	California	95442	United States	2017-01-27
Alex Cole	Sonoma	California	95476	United States	2017-01-27
Erin Cline	Sonoma	California	95476	United States	2017-01-27
Alice May	Sonoma	California	95476	United States	2017-01-27
Richard Crowe	Kenwood	California	95452	United States	2017-01-27
Casey Moll	Sonoma	California	95476	United States	2017-01-27
Alessandra Cusick	San Clemente	California	92672	United States	2017-01-27
Lucy Purdom	Sonoma	California	95476	United States	2017-01-27
Jody Purdom	Sonoma	California	95476	United States	2017-01-27
Sarah Weston-Cess	Sonoma	California	95476	United States	2017-01-27
TOM RICE	Glen Ellen	California	95442	United States	2017-01-27
Madeline Cline	Berkeley	California	94720	United States	2017-01-27
Anna Cline	Sonoma	California	95476	United States	2017-01-27

Katherine Del Carlo	Sonoma	California	95476	United States	2017-01-27
Janet Estes	Aptos	California	95003	United States	2017-01-27
Eric Pooler	Sonoma	California	95476	United States	2017-01-27
Margaret cline	Sonoma	California	95476	United States	2017-01-27
Megan Hansen	Sonoma	California	95476	United States	2017-01-27
edward dillon	Sonoma	California	95476	United States	2017-01-27
Adrian Martinez	Sonoma	California	95476	United States	2017-01-27
Stephanie Peterson	Sonoma	California	95476	United States	2017-01-28
Lucy Segal	Sonoma	California	95476	United States	2017-01-28
Francine Morrissette	Sonoma	California	95476	United States	2017-01-28
Mary Brizz	Sonoma	California	95476	United States	2017-01-28
TRINETTE REED	San Rafael	California	94903	United States	2017-01-28
Chris Gramly	Graton	California	95444	United States	2017-01-28
Julie Angeloni	Sonoma	California	95476	United States	2017-01-28
Jackie Nystrom Parker	Sonoma	California	95476	United States	2017-01-28
Mark Dvorak	San Francisco	California	94123	United States	2017-01-28
Raj Iyer	Sonoma	California	95476	United States	2017-01-28
Jack Mosher	Fairfax	California	94930	United States	2017-01-29
Lindsey Stone	Sonoma	California	95476	United States	2017-01-30
craig scheiner	Sonoma	California	95476	United States	2017-01-30
Tricia Turner	Oakland	California	94604	United States	2017-01-30
Sheila ONeill	Sonoma	California	95476	United States	2017-01-30
Nancy Garner	Sonoma	California	95476	United States	2017-01-30
Deanna Ramsey	Sonoma	California	95476	United States	2017-01-30
Katrina Mayo-Smith	Sonoma	California	95476	United States	2017-01-30
Mark Curtis	Sonoma	California	95476	United States	2017-01-30
Tiffany Knef	Sonoma	California	95476	United States	2017-01-30
Michelle Cuda	Sonoma	California	Sonoma	United States	2017-01-30
Robin Jensen	Sonoma	California	95476	United States	2017-01-30
Joyce Shaw	Sonoma	California	95476	United States	2017-01-30
Mara Lee Ebert	Sonoma	California	95476	United States	2017-01-30

Hadley Larson	Sonoma	California	95476	United States	2017-01-30
George Thompson	Sonoma	California	95476	United States	2017-01-30
Thomas Byrne	Sonoma	California	95476	United States	2017-01-30
Alan DiPirro	Sonoma	California	95476	United States	2017-01-30
michelle vollert	Deer Park	California	94576	United States	2017-01-31
Ron Bilberry	Sonoma	California	95476	United States	2017-01-31
CJ Glynn	Deer Park	California	94576	United States	2017-01-31
Sandra Curtis	Sonoma	California	95476	United States	2017-01-31
Nina Declercq	Sonoma	California	95476	United States	2017-01-31
Christine Velarde	El Verano	California	95433	United States	2017-01-31
susan shinomoto	vineburg	California	95487	United States	2017-01-31
Folia Grace	Sonoma	California	95476	United States	2017-01-31
Jennifer Blackwood	Sonoma	California	95476	United States	2017-01-31
Molly Koler	Sonoma	California	95476	United States	2017-01-31
Jane Hansen	Sonoma	California	95476	United States	2017-01-31
Cindy Kenton	Sonoma	California	95476	United States	2017-01-31
Tom Hansen	Sonoma	California	95476	United States	2017-02-01
Patrick Hanlon	Sonoma	California	95476	United States	2017-02-01
anna bimenyimana	Sonoma	California	95476	United States	2017-02-01
Antoine Bigirimana	Sonoma	California	95476	United States	2017-02-01
Patricia Daffurn	Sonoma	California	95476	United States	2017-02-01
Meagan Durfee	Sonoma	California	95476	United States	2017-02-01
faith scheiblich	Sonoma	California	95476	United States	2017-02-01
Dylan Smith	Sonoma	California	95476	United States	2017-02-01
Joseph Brizz	Sonoma	California	95476	United States	2017-02-04
David Appelbaum	Sonoma	California	95476	United States	2017-02-04
john dierking	Sonoma	California	95476	United States	2017-02-04
Lisa Dierking	Sonoma	California	95476	United States	2017-02-04
Celia Canfield	Sonoma	California	95476	United States	2017-02-04
Beth Graver	Sonoma	California	95476	United States	2017-02-05
Steve Weisiger	Sonoma	California	95476	United States	2017-02-05

Beth Reilly	Sonoma	California	95475	United States	2017-02-05
Erica Tuohy	Sonoma	California	95476	United States	2017-02-06
Nicole Katano	Sonoma	California	95476	United States	2017-02-06
Jonnie McCormick	Sonoma	California	95476	United States	2017-02-06
Barbara Crow	Sonoma	California	95476	United States	2017-02-06
lynn weinberger	sonoma	California	95476	United States	2017-02-06
HUGH McBRIDE	SONOMA	California	95476	United States	2017-02-06
Todd Freeman	Sonoma	California	95476	United States	2017-02-06
Rick Edge	Sonoma	California	95476	United States	2017-02-06
David Franci	Sonoma	California	95476	United States	2017-02-06
Teresa Enstice	Sonoma	California	95476	United States	2017-02-06
carine rosenblatt	san anselmo	California	94960	United States	2017-02-06
Jerry Hanlon	Sonoma	California	95476	United States	2017-02-06
Amy Albanese	Sonoma	California	95476	United States	2017-02-06
Victor Aul	Sonoma	California	95476	United States	2017-02-06
Dale Ingraham	Sonoma	California	95476	United States	2017-02-06
Janis Scott	Sonoma	California	95476	United States	2017-02-06
zak sheila	El Verano	California	95433	United States	2017-02-07
Milton Boyd	Sacramento	California	95819	United States	2017-02-07
Katherine Yannazzo	Sonoma	California	95476	United States	2017-02-07
Debra King	Sonoma	California	95476	United States	2017-02-07
Linda Jacobson	Sonoma	California	95476	United States	2017-02-07
Catherine Smith	Sonoma	California	95476	United States	2017-02-07
Adele Butler	Sonoma	California	95476	United States	2017-02-07
Robin Lyon	Sonoma	California	95476	United States	2017-02-07
Lynnette Peters	Sonoma	California	95476	United States	2017-02-07
Michael Baekboel	Sonoma	California	95476	United States	2017-02-07
Saied Molavi	Sonoma	California	95476	United States	2017-02-07
Cat Austin	Sonoma	California	95476	United States	2017-02-07
Kelly McLeskey	Sonoma	California	95476	United States	2017-02-07
Olivia Bissell	Sonoma	California	95476	United States	2017-02-07

Joseph Enzensperger	Sonoma	California	95476	United States	2017-02-07
Loretta Carr	Sonoma	California	95476	United States	2017-02-07
Nancy Polen	Sonoma	California	95476	United States	2017-02-07
Keith Enstice	Sonoma	California	95476	United States	2017-02-07
Mary Maddux	Sonoma	California	95476	United States	2017-02-08
Pam Zielezinski	Sonoma	California	96476	United States	2017-02-08
Amanda Luippold	El Verano	California	95433	United States	2017-02-08
Christine Terzian	Sonoma	California	95476	United States	2017-02-08
Amee Scott	Sonoma	California	95476		
Ednilsa Lewis	Sonoma	California	95476		
Michael O'Neill	Sonoma	California	95476		
Rebecca Albertazzi	Sonoma	California	95476		
Dirk Linder	Sonoma	California	95476		
Tim Ramsey	Sonoma	California	95476		

Petition to Protect Sonoma's Small Town Character

<p>Petition summary and background</p>	<p>A Berkeley developer has proposed building a 49-unit apartment complex at 20269 Broadway, across from Train Town near Leveroni/Napa Road. This complex could have as many as 237 residents on a lot so small, only 62 parking places will be provided for new residents. Based on Sonoma's population, this 49-unit project would be the equivalent of building an 800-unit project in Santa Rosa and will generate between 319 and 490 new vehicle trips per day in a part of town where traffic and competition for parking are already problematic.</p>
<p>Action petitioned for</p>	<p>Please help protect our community's quality of life and small town character and tell the Planning Commission to:</p> <ol style="list-style-type: none"> 1) Reject the developer's proposal until the number of units is significantly reduced and the on-site parking spaces are increased. 2) Order a full Environmental Impact Review to help make certain all of the negative impacts of a large development on our community are identified and fully mitigated.

Printed Name	Signature	Address	Comment	Date
1 Debbie Sevilla	<i>Debbie Sevilla</i>	1225 Broadway #M		1/28/2017
2 Tom RILEY	<i>Tom Riley</i>	1225 Broadway #A		1-28-2017
3 DIANA RILEY	<i>Diana Riley</i>	1225 BROADWAY #A		1-28-17
4 JOY Carpenter	<i>Joy Carpenter</i>	1225 Broadway #K	CIRAMMING- PEOPLE TOGETHER LIKE THAT SHOWS NO RESPECT	1-28-17
5 Lewis Rowe	<i>Lewis Rowe</i>	1225 Broadway H		1-28-17
6 Shannon Rowley	<i>Shannon Rowley</i>	1225 Broadway H		1-28-17
7 Patricia Simmons	<i>Patricia Simmons</i>	1225 Broadway J/F		1-28-17
8 Todd Simmons	<i>Todd Simmons</i>	1225 Broadway F		1-28-17

Petition to Protect Sonoma's Small Town Character

Petition summary and background	A Berkeley developer has proposed building a 49-unit apartment complex at 20269 Broadway, across from Train Town near Leveroni/Napa Road. This complex could have as many as 237 residents on a lot so small, only 62 parking places will be provided for new residents. Based on Sonoma's population, this 49-unit project would be the equivalent of building an 800-unit project in Santa Rosa and will generate between 319 and 490 new vehicle trips per day in a part of town where traffic and competition for parking are already problematic.
Action petitioned for	Please help protect our community's quality of life and small town character and tell the Planning Commission to: 1) REJECT the developer's proposal until the number of units is significantly reduced and the on-site parking spaces are increased. 2) ORDER a full Environmental Impact Review to help make certain all of the negative impacts of a large development on our community are identified and fully mitigated.

Printed Name	Signature	Address	Comment	Date
18 Gracie Mendoza	<i>Gracie Mendoza</i>	1270 Bragg St.		1-30-17
19 Jose Mendoza	<i>Jose Mendoza</i>	1270 Bragg St.		1-30-17
20 Edy Mendoza	<i>Edy Mendoza</i>	1270 Bragg St.		1-30-17
PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476				



Petition to Protect Sonoma's Small Town Character

Petition summary and background	A Berkeley developer has proposed building a 49-unit apartment complex at 20269 Broadway, across from Train Town near Leveroni/Napa Road. This complex could have as many as 237 residents on a lot so small, only 62 parking places will be provided for new residents. Based on Sonoma's population, this 49-unit project would be the equivalent of building an 800-unit project in Santa Rosa and will generate between 319 and 490 new vehicle trips per day in a part of town where traffic and competition for parking are already problematic.
Action petitioned for	<p style="text-align: center;">Please help protect our community's quality of life and small town character and tell the Planning Commission to:</p> <p>1) REJECT the developer's proposal until the number of units is significantly reduced and the on-site parking spaces are increased.</p> <p>2) ORDER a full Environmental Impact Review to help make certain all of the negative impacts of a large development on our community are identified and fully mitigated.</p>

Printed Name	Signature	Address	Comment	Date
WILLIAM FOLEY	<i>W Foley</i>	219 NEWCOMBS ST SONOMA	Small lot	11/17
MARYANN STEWART-FOLEY	<i>Maryann Stewart-Foley</i>	219 Newcomb St. Sonoma	Small lot	11/20/17
PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476				

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Petition to Protect Sonoma's Small Town Character

<p>Petition summary and background</p>	<p>A Berkeley developer has proposed building a 49-unit apartment complex at 20269 Broadway, across from Train Town near Leveroni/Napa Road. This complex could have as many as 237 residents on a lot so small, only 62 parking places will be provided for new residents. Based on Sonoma's population, this 49-unit project would be the equivalent of building an 800-unit project in Santa Rosa and will generate between 319 and 490 new vehicle trips per day in a part of town where traffic and competition for parking are already problematic.</p> <p>Please help protect our community's quality of life and small town character and tell the Planning Commission to:</p>
<p>Action petitioned for</p>	<p>1) Reject the developer's proposal until the number of units is significantly reduced and the on-site parking spaces are increased.</p> <p>2) Order a full Environmental Impact Review to help make certain all of the negative impacts of a large development on our community are identified and fully mitigated.</p>

Printed Name	Signature	Address	Comment	Date
23 Barry Inzell	<i>[Signature]</i>	445 Lucca Ct. Sonoma	Reduce unit count	1/27/17
24 Jan Myers	<i>[Signature]</i>	134 Cooper St.	Reduce size/increase parking	1/27/17
25 DANIEL SEHWEK	<i>[Signature]</i>	811 DUEHE	REDUCE SIZE/PARKING	1/27/17
26 Mark Adams	<i>[Signature]</i>	990 Amedeo Ct	Reduce Unit #s. Add more parking	1/27/17
27 WILLIAM DIBLER	<i>[Signature]</i>	494 E NAPA ST		1/27/2017

Petition to Protect Sonoma's Small Town Character

<p>Petition summary and background</p>	<p>A Berkeley developer has proposed building a 49-unit apartment complex at 20269 Broadway, across from Train Town near Leveroni/Napa Road. This complex could have as many as 237 residents on a lot so small, only 62 parking places will be provided for new residents. Based on Sonoma's population, this 49-unit project would be the equivalent of building an 800-unit project in Santa Rosa and will generate between 319 and 490 new vehicle trips per day in a part of town where traffic and competition for parking are already problematic.</p>
<p>Action petitioned for</p>	<p>Please help protect our community's quality of life and small town character and tell the Planning Commission to:</p> <ol style="list-style-type: none"> 1) Reject the developer's proposal until the number of units is significantly reduced and the on-site parking spaces are increased. 2) Order a full Environmental Impact Review to help make certain all of the negative impacts of a large development on our community are identified and fully mitigated.

Printed Name	Signature	Address	Comment	Date
BILL ORAN		1055 FRYER CREEK DR.		1/26/2017
STEVE CLAUSEN		1025 FRYER CREEK DR.		1/27/17
MARGARET CLAUSEN		1025 FRYER CREEK DR.		1/27/17

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Petition to Protect Sonoma's Small Town Character

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<p>Action petitioned for</p>	<p>1) REJECT the developer's proposal until the number of units is significantly reduced and the on-site parking spaces are increased.</p> <p>2) ORDER a full Environmental Impact Review to help make certain all of the negative impacts of a large development on our community are identified and fully mitigated.</p>

Printed Name	Signature	Address	Comment	Date
WILLIAM FOLEY	<i>W Foley</i>	219 NEWCOMB ST SONOMA	see 1) and 2) above	1/25/17
MARYANN STEIDERT - FOLEY	<i>M Steiert-Foley</i>	219 Newcomb St. Sonoma	see 1) + 2) above	1/25/17
PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476				

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Petition to Protect Sonoma's Small Town Character

<p>Petition summary and background</p>	<p>A Berkeley developer has proposed building a 49-unit apartment complex at 20269 Broadway, across from Train Town near Leveroni/Napa Road. This complex could have as many as 237 residents on a lot so small, only 62 parking places will be provided for new residents. Based on Sonoma's population, this 49-unit project would be the equivalent of building an 800-unit project in Santa Rosa and will generate between 319 and 490 new vehicle trips per day in a part of town where traffic and competition for parking are already problematic.</p> <p>Please help protect our community's quality of life and small town character and tell the Planning Commission to:</p>
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Printed Name	Signature	Address	Comment	Date
33 Alesha Forner	<i>Alesha Forner</i>	94558 1407 Carol Dr Napa, CA		1/30/17
34 Teresia Rowley	<i>Teresia Rowley</i>	1647 Calle Barcheno Petaluma 94954		1/30/17
35 Karen Bergold	<i>Karen Bergold</i>	1220 Hays St Napa 94954		1/30/17
36 Gay Sherman	<i>Gay Sherman</i>	1616 McKinley Rd Napa 94954		1/30/17
37 Lisa Allen	<i>Lisa Allen</i>	1670 South Ave. Napa, CA	Residing in Carmel, CA we visit Sonoma every 2 weeks.	1/30/17
PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476				

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Printed Name	Signature	Address	Comment	Date
38 Christina Spears	<i>Christina Spears</i>	280 Pickett St Sonoma, CA 95426		1/22/17
39 Gerald Lambrecht	<i>Gerald Lambrecht</i>	11		1/22/17
40 Rich Anderson	<i>Rich Anderson</i>	1312 Freyer Creek		1/30/17
41 ANITA LEE	<i>Anita Lee</i>	1264 NASH ST		1/30/17
42 Stephen M. Walsh	<i>Stephen M. Walsh</i>	1264 NASH ST		1/30/17



Petition to Protect Sonoma's Small Town Character

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Printed Name	Signature	Address	Comment	Date
Vicki Mulas	<i>Vicki Mulas</i>	1278 Keger Creek Rd		1/23/17

Petition to Protect Sonoma's Small Town Character

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Printed Name	Signature	Address	Comment	Date
44 Thomas Reynolds		182 Clay St.		1-25-17
45 Todd Reynolds		182 Clay St		1-25-17

Petition to Protect Sonoma's Small Town Character

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Printed Name	Signature	Address	Comment	Date
Barbara Birdsa	<i>Barbara Birdsa</i>	259 Clay St. Sonoma 95476	To build your Proposed development on Broadway is insanity for many reasons!	1/31/17
PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476				

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Petition to Protect Sonoma's Small Town Character

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Printed Name	Signature	Address	Comment	Date
x7 Shannon Maiorchi	<i>Shannon Maiorchi</i>	204 Fine Ave Sonoma, Ca	REJECT, Order	2-1-17
48 Leo Maiorchi	<i>Leo Maiorchi</i>	" "	" "	2-1-17
PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476				

8 more on Back

Petition to Protect Sonoma's Small Town Character

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Printed Name	Signature	Address	Comment	Date
49 Sandra SAXSEN MEIER	<i>Sandra Saxsen Meier</i>	1284 Nash	development is too large	2/4/17
50 Patrick Zetemar	<i>PZ</i>	1274 Nash		2/4/17
51 Jeff Renay	<i>Jeff Renay</i>	1254 NASH		2/4/17
52 Carolyn Smotherman	<i>Carolyn Smotherman</i>	1257 NASH		2/5/17
53 Stephen Wolf	<i>Stephen Wolf</i>	1264 Nash St.		2/5/17
54 ANITA LEE	<i>Anita Lee</i>	1264 NASH ST		2/5/17

PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476

over

Petition to Protect Sonoma's Small Town Character

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Printed Name	Signature	Address	Comment	Date
63 GREGORY J. FERANK		1270 Pickett St	much traffic already	1/31/17
64 Dave McEwen		1280 Pickett	Too many people	1/31/17
65 Lynn M Green		1270 Pickett St	Congestion	2/1/17
PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476				


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Printed Name	Signature	Address	Comment	Date
66 Ed Scanlon	<i>Ed Scanlon</i>	155 COOPER ST	Imp not Review Alternative mandatory with by Plan change	5/17
67 Roberta Scanlon	<i>Roberta Scanlon</i>	155 Cooper St		3/7/17
68 Rich Andretti	<i>Rich Andretti</i>	1312 PRYER-CREEK DR	49 units parking for 500	2/7/17
69 JoAnne Andretti	<i>JoAnne Andretti</i>	1312 Pryer Creek Dr.	Same as above	2.7.17
PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476				

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Printed Name	Signature	Address	Comment	Date
LEE BARRON		284 Clay Street	Reduce units require EIR	2/5/17
PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476				

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Printed Name	Signature	Address	Comment	Date
MICHAEL ZIMMER	<i>[Signature]</i>	274 CLAY ST	HOPE THIS HELPS	2/7/17
JOD ZIMMER	<i>[Signature]</i>	274 Clay St	Scale it back!	2/7/17
PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476				

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Printed Name	Signature	Address	Comment	Date
GEORGE PALMER	<i>George J. Palmer</i>	1220 PICKETT ST. SONOMA, CA 95476	POOR CHOICE OF LOCATION.	2/3/17
Patsy R Palmer	<i>Patsy R Palmer</i>	1220 Pickett St SONOMA CA 95476	Too many people for small area - too much traffic	2/3/17
JONIA R Zelter	<i>Jonia R ZM</i>	1189 5TH ST E SONOMA, CA	TOO BIG AND POOR LOCATION	2/5/17
MARIO LUCCHESE	<i>Mario Lucchese</i>	402 SAUNDERS DR.	POOR LOCATION. GRIP LOCK	2/6/17
Mary Lynn Lucchese	<i>Mary Lynn Lucchese</i>	404 Acwoods Drive	POOR LOCATION. GRIP LOCK Move Napa Road Traffic	2/6/17
Denise Burns	<i>Denise Burns</i>	130 E. Watmough Rd	Traffic	2/6/17

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Printed Name	Signature	Address	Comment	Date
Kathy Sammarco	<i>K. Sammarco</i>	1240 Pickett St.		2/4/17
Daniel Sammarco	<i>Daniel Sammarco</i>	1240 Pickett St		2/4/17
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Printed Name	Signature	Address	Comment	Date
70 Dick Linder	DL Linder	1355 Cooper St	Dangerous road bicycles + issue	2-4-17
71 TIM BARKLEY	[Signature]	184 COOPER ST	TRAFFIC & PARKING	2-8-17
PLEASE RETURN TO LYNN FISKE WATTS 1290 BRAGG STREET, SONOMA 95476				

Comments

Name	Location	Date	Comment
Pat milligan	Sonoma, CA	2017-01-18	Cut the size in half or move it. This area cannot accommodate the additional traffic.
Kimberly Johnson	Sonoma, CA	2017-01-18	Too big, not enough on-site parking spots, doesn't serve existing community.
Diana McAuliffe	Sonoma, CA	2017-01-18	This is not the right location for this type of project. It will be a nightmare for our neighborhood which we have all worked so hard to live in.
Roda Myers	Petaluma, CA	2017-01-18	Sonoma is being over-built and this is just another example. This project is too dense for the area and Sonoma.
Scott Parker	Sonoma, CA	2017-01-18	I am not opposed to Low Income Housing. I AM opposed to town staff and government totally dismissing the very real concerns of the neighborhood, in terms of density, parking, traffic, and the Clay Street traffic jams.
Shannon Dunn	Sonoma, CA	2017-01-18	This development is much too large. I support smaller developments spread throughout town. This is one of the worst possible options location-wise.
Lynda Robles	Sonoma, CA	2017-01-18	This is much too dense for this small parcel. I also don't understand how the Planning Department can propose this without full impact studies (traffic, parking, noise, light, etc.) as any private business would have to provide.
Johanna Avery	Sonoma, CA	2017-01-18	This plan is not in any Sonoma citizens' best interests. It does nothing to protect, much less enhance, the gateway to the Plaza. It requires more thorough study, should not deteriorate the quality of life for the neighborhood, and for visitors to Sonoma. It will be a detriment to our community.
Karen Alexander	Sonoma, CA	2017-01-18	The proposed housing development is too dense for the city of Sonoma. It should be re-evaluated to reduce the number of units.
Lou Antonelli	Sonoma, CA	2017-01-18	I agree 100% with the points in this petition.
Anne Shapiro	Sonoma, CA	2017-01-18	I live in affordable housing nearby the Clay St project. We are all in favor of low income housing for this site. It is simply too big for the plot and surrounding traffic and parking issues. Please make it smaller...25 units... with more parking. There will be no objections if that is done. Why not build the rest of the units you need on the corner of Broadway and MacArthur?
Robert Barron	Sonoma, CA	2017-01-18	This development is too dense for Sonoma. Broadway is the gateway to the city and should be protected from over development.
Mark Fraize	Sonoma, CA	2017-01-18	I agree with this petition and with the idea of building at the abandoned building at Broadway/MacArthur. We don't need affordable housing in this neighborhood. Instead we need more for families to do. There isn't a community pool yet we can build more housing. Ridiculous.
Arlene Holt	Sonoma, CA	2017-01-18	While I am supportive of low-income & affordable housing in our community, I am appalled that the Planning Commission would even consider the project without ordering a full and complete Environmental Impact Report. Such a decision is irresponsible.
Steve Shapiro	Sonoma, CA	2017-01-18	As a long time resident in the neighborhood I know that the density of the project is too great, especially when the associated increase in needed parking and traffic is considered.

Name	Location	Date	Comment
Laura Fraize	Sonoma, CA	2017-01-19	I live in front of this development and do not feel the chosen site is a good fit for this type of development. Surely the city cannot find something elsewhere in a less family and community oriented location. The location already is home to three types of people: family residents, tourists frequenting the hotel, and visitors entering Sonoma for tourism. If you add a fourth element, the area cannot sustain the impact of the cars and lack of income the project is intended to address.
james poolos	Sonoma, CA	2017-01-19	I strongly oppose the development of the project as proposed. I have been following the progress of the project, including attending city council meetings, for more than a year, and I like many others believe that the proposed complex has flaws that will negatively impact the neighborhood and greater Sonoma and that without further study and revision will cause problems that Sonoma's residents and visitors will endure for years to come.
Jan Myers	Sonoma, CA	2017-01-19	Inadequate parking for the number of potential residents and substantial increase in traffic to the main artery/entrance of Sonoma on Broadway!
Thomas Fogle	Sonoma, CA	2017-01-19	This project is poor planning. It doesn't fit the neighborhood. It doesn't fit the "gateway" location. It doesn't fit the historic overlay zone.
Theresa Meeks	Sonoma, CA	2017-01-19	This site is too small for this project. The traffic in this location is already gridlocked when schools start and end. I drive by this property 2 to 4 times daily and see many close calls with people crossing the street unsafely. Train Town creates excessive traffic during the summer at this location. I would like to see a smaller project and more attention given to existing traffic and local neighbors concerns.
Arnold Riebli	Sonoma, CA	2017-01-19	Responsible development is needed. This project does not meet that criteria. Urbanizing a rural town destroys character and quality of life.
Dean Littlewood	Sonoma, CA	2017-01-19	We really need an environmental impact report. This project is much too big for the town to shortcut the normal development process.
kris white	sonoma, CA	2017-01-19	The location of the development and the plans are much too much for the neighborhood to handle, in regards to parking, noise, etc etc. Please do the right thing and limit this development.
Elaine Passaris	Novato, CA	2017-01-19	I object to the density of this project.
Bobbie Curley	Sonoma, CA	2017-01-19	Too dense and wrong place for a development.
Kathrina Deegan	Sonoma, CA	2017-01-19	Everyone should want to protect the character of Sonoma and the safety of its citizens. An EIR should be required for all large scale or multi-unit projects proposed for our town. It just makes sense.
Julie Leitzell	Corte Madera, CA	2017-01-19	Many towns in Marin have come to the conclusion that encouraging and working with homeowners to create accessory dwelling units are a more effective and humane way of incorporating low income units into a community, rather than big developments. This development, in particular, if it is to be built should NOT be out of scale with the surrounding community and should conform to historical zoning limitations. BTW I live in Sonoma now, not Corte Madera, where the City Council admits to a huge mistake in green-lighting the unsightly Wincup development for a paltry few low income units.
Michelle Hogan	Sonoma, CA	2017-01-19	This is an irresponsible project causing more problems that it sets out to fix. Too dense. The infrastructure in the surrounding area is already taxed. EIR absolutely needed. Is the town even able to provide the services needed for population it is inviting in to a very compact, unsuitable location?
Mary Allen	WILLITS, CA	2017-01-19I feel strongly about not seeing Sonoma develop into further "urban sprawl"! It's present charm has a direct correlation to size & population!

Name	Location	Date	Comment
Lynne Myers	Sonoma, CA	2017-01-19	I strongly oppose the development's high density factor and urge the planning commission's careful consideration of the impact of increased traffic on the surrounding neighborhood.
Jeffrey Albertazzi	Sonoma, CA	2017-01-20	I am concerned about the density, traffic, parking and environmental impact. Also concerned about the future maintenance of the project
Ellen Fetty	Sonoma, CA	2017-01-20	Please look out for the future health and wealth of Sonoma and conduct an EIR prior to any development as well as look for alternative larger mixed use lots available in Sonoma with adequate space and parking to house 237 residents.
Carol Collier	Sonoma, CA	2017-01-20	Sonoma is big enough. All the proposed hotels and apartment complexes near the Plaza need to be squashed. Let them build down Broadway or on Leveroni or somewhere further away from the downtown center. You can barely find a place to park as it is, and traffic on Tuesdays in summer and weekends is miserable. Leave it as is.
Craig Craig	Sonoma, CA	2017-01-20	Too large a project for such a small footprint. How about Napa Road and Broadway, dilapidated buildings there now, location can be just about anyplace where there can be sufficient parking and out of the center of town and school corridors. Projects should not depend on taking away parking from existing residents. For a project this size there should be 100+ dedicated on site parking places for occupying residents, visitors and deliveries. Thank you for rejecting this poorly thought out project.
Carol Sandman	Sonoma, CA	2017-01-20	This proposal is the wrong use of 20269 Broadway. too many units, not enough parking, too much traffic in an already congested area.
Laurie Sebesta	Sonoma, CA	2017-01-20	I am signing because I vehemently oppose this project site and location. I feel it is too big a project for the space and will be a detriment to the already limited parking in the area.
Shannon Dunn	Sonoma, CA	2017-01-20	How about not on the gateway at all?
Cecilia Ponicsan	Sonoma, CA	2017-01-21	Lower the number of units.
Charlotte Makoff	San Francisco, CA	2017-01-21	I signed b/c I don't want Broadway to be congested
Charlene Thomason	Sonoma, CA, CA	2017-01-21	The density of this project is excessive. Parking allowances for residences and their guests are inadequate when combined with parking problems from Train Town, hotel staff, hotel customers, hotel vendors and neighborhood parking. Workforce housing and seniors should have priority status when selecting occupants.
Judy Breedlove	Sonoma, CA	2017-01-21	49 housing units is too many for the space proposed. It will have a huge and negative impact on the neighborhood. Do you due diligence and do an environmental impact study. you owe it to the citizens of sonoma.
joycr schneider	Sonoma, CA	2017-01-21	It will impact traffic, schools and safety.
Tori Matthis	Sonoma, CA	2017-01-22	Parking and overcrowding is already a concern for Sonoma prior to affordable housing being included. Consideration for decreasing amount of Units and increasing parking and access to current location and/or identifying an alternate location further from the Plaza and Train Town will have less of an impact to these already highly visited areas.

Name	Location	Date	Comment
Steve Matthis	Sonoma, CA	2017-01-22	This proposed location for affordable housing is already a very busy part of Sonoma. I think this location would work if room size was cut in half to 25 instead of 49 . At that size all parking would be all on site for tenants. I would hope the city council would require an EIR to make sure they are not creating a mess at the gateway of our great town. This is a huge project for one small parcel of land. Please decrease rooms by 50 percent in this new housing complex.
Kim Schuh	Sonoma, CA	2017-01-23	The density of this project is threatening to safety!
James Patrick	Sonoma, CA	2017-01-23	We don't need more residents or cars in Sonoma...already too crowded.
Donna Brennan	Sonoma, CA	2017-01-23	There are way too many units on this property. Let's take another look and make adjustments. 30-35 units would be more appropriate for this site.
Nicholas Dolata	Sonoma, CA	2017-01-23	I'm signing this because this is a very poorly proposed spot for such dense housing in our community. Please don't repeat what happened in my neighborhood with their other project.
Francine Brossier	Sonoma, CA	2017-01-24	This is a terrible location for such dense housing. There is already too much traffic in that area.
Vannesa Carla	Sonoma, CA	2017-01-24	It's an ignorant and selfish way to think for a developer that only wants to make money but yet not experiment to live in that future complex where there is not the space in this small town. Ridiculous!!!! Awful to think in adding more people to our town.
Adrian Long	Sonoma, CA	2017-01-24	Disagree with scope of project
Heather Halon	Sonoma, CA	2017-01-24	Not the correct location for such a large project
Cynthia Fetty	Burlingame, CA	2017-01-24	This would not be in keeping with the charming character of Sonoma and certainly would not help the traffic situation.
William Haydock	Burlingame, CA	2017-01-24	Too large a project for that property. Density out-of-line.
Thomas Donahue	Sonoma, CA	2017-01-24	We do need lower income housing for younger folks including hired help in town but project needs to be cut in half to not wreck the character of the Square or create issues with traffic more than normal!
Heather McDavid	Sonoma, CA	2017-01-25	The traffic in our 'little' town is already CRAZY! There will be so many more cars on the road...and there are always too many cars for small compact neighborhoods.
Eric Ham	Sonoma, CA	2017-01-25	Do not agree with letting this large of a project to happen in Sonoma
tamara espinosa	santa rosa, CA	2017-01-25	I appreciate the smalltown feeling and camaraderie in Sonoma....
Ronna Buccelli	Sonoma, CA	2017-01-25	Traffic concerns , 20269 Broadway is not the place for a high density housing project in Sonoma.
Pauline Jordy	Sonoma, CA	2017-01-25	I agree with your petition.
Barbara Stauder	Sonoma, CA	2017-01-25	This project is much too large for our town.
Craig Hogan	Sonoma, CA	2017-01-25	This project is not right for this site.
Laura Declercq	Sonoma, CA	2017-01-25	I support affordable housing in our community, but I strongly oppose this development. As proposed, it is far too dense for this location: 49 units with up to 237 residents to be built on a 1.53 acre parcel with only 61 parking spots for residents. It would be irresponsible for this project to go forward without a full Environmental Impact Report. It is time to stop the overdevelopment of Sonoma.
David Lewis	Sonoma, CA	2017-01-25	The Sonoma area is lacking enough parking area today. The proposed density needs to provide adequate parking within and not use up public streets.

Name	Location	Date	Comment
Shelly Littlewood	Del Monte Forest, CA	2017-01-25	The project is too big and traffic congestion will significantly impact the not only the well being of neighbors but also of all Sonomans that using the Broadway corridor. The density is too high on this development.
Raye Capra	Sonoma, CA	2017-01-26	The traffic impact of more housing. Not enough stores to accommodate new residents. Safety issues for pedestrians and crime increase.
David Berry	Sonoma, CA	2017-01-26	This proposal was fast tracked unjustly by the City+Developers, is a poor non-interesting, and non-innovative proposal (vs. something like Tiny Houses),.
Aubree Vance	Sonoma, CA	2017-01-26	Prevent overcrowding, traffic and make safety for the children a priority.
Heather morgan	Sonoma, CA	2017-01-27	For many reasons.
Jon Curry	Sonoma, CA	2017-01-27	Project is requesting too many units and I feel parking will be a complete mess to the surrounding neighbors/businesses
Jette Franks	Sonoma, CA	2017-01-27	not enough space for so many apartments.
Erin Cline	Sonoma, CA	2017-01-27	The project is too big on a very small parcel. There has not been any EIR conducted. We don't have any idea what the impact will have on our environment. Just the water impact will be a detriment on our water sources.
Casey Moll	Sonoma, CA	2017-01-27	I'm signing because it is not an appropriate use of this land. This is the entry way to our beautiful town. Housing is needed but cramming as much as possible in that lot is ridiculous. Let's protect our downtown area
Jody Piurdom	Sonoma, CA	2017-01-27	The proposed development is far too dense for the location.
Erin Cline	Sonoma, CA	2017-01-27	I think there would be too many people living in such a small area, and it would affect the environment and the people around it in such a negative way.
Katherine Del Carlo	Sonoma, CA	2017-01-27	Housing too dense for the property size
Bob Mosher	Sonoma, CA	2017-01-27	I believe that this petition was created to bring vitally important specific issues before the Sonoma community, the City Planning Commission and the elected and appointed representatives. Some of the most important issues all seem to relate to the "law" of unintended consequences as relates to aspects of the developers plans; scale is too large for the lot size which creates many problems, not the least of which is inevitable over-flow parking which would result from too few planned parking spaces. The intended occupants are essentially the same general profile. Diversity is critically needed as this is important to the creation of a successful housing project. There is much more!
			Please take the time to read the petition carefully and then make your thoughts known to neighbors and friends.
			PI
deborah dado	sonoma, CA	2017-01-28	It is important for the community to be aware of the potential consequences of a development of this size and density and its impact on the gateway to the City of Sonoma. We need to plan for all the unintended consequences, i.e. traffic, public transportation, school system, water, sewage, etc. Too dense for this parcel, in my opinion. Educate yourself and decide.
Craig scheiner	Sonoma, CA	2017-01-30	This proposal is utterly inappropriate for this neighborhood.
Nancy Garner	Sonoma, CA	2017-01-30	I don't feel that there is enough space for what is purposed. The parking is already bad and there is nothing on the lot
Katrina Mayo-Smith	Sonoma, CA	2017-01-30	there are enough new apartments in Sonoma!!! We don't have the infrastructure or the water to sustain a larger population. PLEASE reject this proposal!

Name	Location	Date	Comment
Mark Curtis	Sonoma, CA	2017-01-30	1. Extremely high number of units on such a small lot 2. Lack of onsite parking 3. That an EIR has not been done on such an important issue
Robin Jensen	Sonoma, CA	2017-01-30	I am signing because this development is not going through the standard review and approval process needed for a project of its size and impact to the community.
Joyce Shaw	Sonoma, CA	2017-01-30	This project is ill-planned and will ruin the environment. Broadway, the first real entryway to Sonoma Square will be further compromised by a run down apartment complex.
Hadley Larson	Sonoma, CA	2017-01-30	I live in fryer creek and directly impacted by the project.
Thomas Byrne	Sonoma, CA	2017-01-30	I am signing this petition also because the project is nearly adjacent to the creek and protected vernal pools protecting the endangered Sonoma Sunshine Plant. Any EIR should look at the impact on this preserve..
Alan DiPirro	Sonoma, CA	2017-01-30	Should be no more than 30 units.
michelle vollert	sonoma, CA	2017-01-31	I strongly believe that 49 units in a space less than 2 acres is ridiculous!
CJ Glynn	San Francisco, CA	2017-01-31	Please look out for the future health and wealth of Sonoma and conduct an EIR prior to any development as well as look for alternative larger mixed use lots available in Sonoma.
Sandra Curtis	Sonoma, CA	2017-01-31	I agree
Christine Velarde	El Verano, CA	2017-01-31	This will impact the parking on Broadway!
Folia Grace	Sonoma, CA	2017-01-31	We need more restaurants and shops in Sonoma, not more high-density dwelling units.
Antoine Bigirimana	Sonoma, CA	2017-02-01	I'm signing because I am a longtime Sonoma resident and I want to protect Sonoma's small town character.
Patricia Daffurn	Sonoma, CA	2017-02-01	density, traffic, historic entrance to Sonoma, Research shows high density housing should be placed center to two exit areas, should as the middle of leveroni, Boyes, or Agua Caliente, not at one end of a major corridor
David Appelbaum	San Francisco, CA	2017-02-04	This project is not well thought out with minimal attention paid to parking and the number of additional cars it would put on the street.
John dierking	Sonoma, CA	2017-02-04	Enough building already and congestion. There is no where to go now for water or people
Steve Weisiger	Sonoma, CA	2017-02-05	I am totally against 3 story buildings in this area and the traffic and parking is already a huge concern for the residents of this area. The planning commission needs to prioritize the concerns of existing homeowners and residents before changing the landscape forever.
Beth Reilly	Sonoma, CA	2017-02-05	Against housing project -
michelle vollert	sonoma, CA	2017-02-06	Too many units to put on a parcel under 2 acres. Also, it's for extremely low income tenants. These applicants should come from Sonoma Valley or Sonoma County, it's open to absolutely anyone from anywhere.
Barbara Crow	Corte Madera, CA	2017-02-06	I want to preserve and protect Sonoma's low population density and small town feel as well as minimize the drain and strain on water and other resources. I don't see how this proposed complex will improve the city at all.
HUGH McBRIDE	CARNELIAN BAY, CA	2017-02-06	SUFFICIENT PARKING IS NOT PROVIDED, PLUS EIR SHOULD BE ADDRESSED!
Todd Freeman	Sonoma, CA	2017-02-06	This is an attempt by developers to make a buck at the expense of the charm of or city

Name	Location	Date	Comment
Amy Albanese	Sonoma, CA	2017-02-06	Because Sonoma doesn't need low income housing. It's going to attract the wrong crowd and lower the value of other housing here.
Dale Ingraham	Sonoma, CA	2017-02-06	This is an extremely dangerous subdivision, our quality of life will further deteriorate. Demand on our water, sewer and storm drain systems are already overloaded, our taxes will soar to provide necessary infrastructure not designed to handle the influx, let alone the inherent danger to everyone's safety in the neighborhood.
Debra King	Sonoma, CA	2017-02-07	There is not enough parking allowed for this development!
Linda Jacobson	Sonoma, CA	2017-02-07	It's obvious that not enough planning of important details has gone into this project. The lack of parking alone would lead to disaster! Not the right location for a low income housing development. If anything, the main entryway into Sonoma should be carefully planned with beautification in mind first and foremost! We need low income housing near Sonoma but not in this particular location.
Catherine Smith	Sonoma, CA	2017-02-07	I agree.
Adele Butler	Sonoma, CA	2017-02-07	This is too much building in that space and in that location,
Lynnette Peters	Sonoma, CA	2017-02-07	We need more but this is an ill conceived project which would comprise the neighborhood with way too many cars on the street. It needs to be reduced in size to conform to the neighborhood .
Saied molavi	Sonoma, CA	2017-02-07	Too much traffic
Cat Austin	Sonoma, CA	2017-02-07	I am opposed to a project such as this. I don't who is behind this but it is simply a money making endeavor with no consideration for the locals who love our small town. STOP THIS!
Olivia Bissell	Sonoma, CA	2017-02-07	Love our small town don't make it Santa Rosa
Nancy Polen	San Francisco, CA	2017-02-07	I want to be sure the housing is used for the proper population.
Pam Zielezinski	Sonoma, CA	2017-02-08	This project is far too dense for the area and will exacerbate the traffic and parking issues in the area.
Kevin Brown	Sonoma, CA	2017-02-08	I support low income housing but the number of units proposed, lacks any consideration about impacts to the neighbors living there now.
Christine Terzian	Sonoma, CA	2017-02-08	This project is much too dense for the site. Traffic & parking to name a few will be a negative impact on the area.
Rebecca Albertazzi	American Canyon, CA	2017-02-08	I live in this neighborhood and I am very concerned about the impact on the traffic and parking on our street.
Michael O'Neill	Sonoma, CA	2017-02-09	Project appears too large for neighborhood. Full EIR should be done to understand impacts and potential need to scale down.
Ednilza (Edjie) Lewis	Sonoma, CA	2017-02-09	Concerns over traffic increase and lack of parking in the Broadway corridor and adjacent streets. Currently there is a lot of traffic emanating from schools and from existing neighborhoods. There will probably be multiple families leaving in the low income dwellings. There will 3 cars per unit.
Amea Scott	Sonoma, CA	2017-02-09	Keep Sonoma's streets safe



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WWW.SAHAHOMES.ORG

January 22, 2018

Mayor Madolyn Agrimonti & City of Sonoma City Council
City of Sonoma
No. 1 the Plaza
Sonoma, CA 95476

Re: 20269 Broadway / Planning Commission Appeal

Dear Honorable Mayor and City Council Members:

Satellite Affordable Housing Associates (SAHA) is submitting this letter in response to the appeal filed by Ms. Lynn Fiske Watts regarding the Planning Commission's approval of SAHA's application to develop Altamira Family Apartments at the above referenced address. Since being selected by the County in December 2015 to create affordable housing at 20269 Broadway, a location identified as an Opportunity Site in the City's adopted Housing Element, SAHA has worked diligently with neighbors and stakeholders in Sonoma to design a project that reflects community needs and preferences. We have participated in 13 meetings with the public, including a series of small group meetings, several special presentations, two community open houses and five public hearings, where we discussed and received feedback on the project.

In response to the comments and suggestions we have received throughout the design process, we have modified the development substantially, including:

- Relocation of driveway from Clay Street to Broadway
- Elimination of three-story elements
- Addition of 14 parking spaces, increasing on-site parking from 61 to 75 spaces total
- Reduction in total number of apartment homes from 49 to 48 homes

The resulting project, which was approved by the Planning Commission on November 9, 2017, is consistent with the General Plan and the Development Code. The one- and two- story design is compatible with surrounding neighborhood development; this was demonstrated by story poles which SAHA installed at the City's request. The CEQA Initial Study conducted for the project, which incorporated 10 independent consulting reports, concluded that any impacts resulting from the project can and will be mitigated to a less-than significant level. For a more detailed discussion of the concerns cited in Ms. Watts' appeal, please find attached a letter prepared by Goldfarb & Lipman LLP on our behalf.



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SAHA appreciates the robust dialogue and community input that has shaped the project over the past two years. For the reasons stated above and in the attached analysis, we urge the City Council to deny Ms. Fiske's appeal and enable the project to move forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eve Stewart", is written over a light blue horizontal line.

Eve Stewart
Director of Real Estate Development

M David Kroot
Lynn Hutchins

Karen M. Tiedemann

Thomas H. Webber

Dianne Jackson McLean

Michelle D. Brewer

Jennifer K. Bell

Robert C. Mills

Isabel L. Brown

James T. Diamond, Jr.

Margaret F. Jung

Heather J. Gould

William F. DiCamilla

Amy DeVaudreuil

Barbara E. Kautz

Erica Williams Orcharton

Luis A. Rodriguez

Rafael Yaquián

Celia W. Lee

Dolores Bastian Dalton

Joshua J. Mason

Eric S. Phillips

Elizabeth Klueck

Daniel S. Maroon

Justin D. Bigelow

Nahal Hamidi Adler

January 19, 2018

Mayor Madolyn Agrimonti and City of Sonoma City Council
City of Sonoma
1 The Plaza
Sonoma, CA 95476

Re: Altamira Apartments

Dear Honorable Mayor and City Council Members:

On November 9, 2017, the City of Sonoma Planning Commission approved a Use permit and Site Plan and Architectural Design Review for Altamira Apartments, a 48-unit affordable residential development to be located at 20269 Broadway. On behalf of our client, Satellite Affordable Housing Associates (SAHA), we write to urge you to uphold the Planning Commission's decision and reject the appeal before you on January 29, 2018.

I. The City Analyzed All of the Project's Potential Environmental Effects in Compliance with CEQA.

The City prepared an Initial Study and a Mitigated Negative Declaration dated August 2017 (MND) to analyze Altamira Apartments' potential effects on the environment. As approved by the Planning Commission, the MND complies with the requirements of the California Environmental Quality Act (CEQA) and fully mitigates any potential environmental effects to a less-than-significant level. Therefore, no additional analysis is required, and there is no basis to require preparation of an Environmental Impact Report (EIR).

As discussed in more detail in Attachment A to this letter, the appeal's claim that an EIR is required in entirety without merit. The appeal offers no evidence – let alone the legal standard of substantial evidence – that the construction and operation of Altamira Apartments could potentially result in significant impacts beyond those already analyzed and mitigated in the MND. In addition, the appeal focuses on issues related to the existing operations of the Lodge rather than Altamira Apartments. There is no legal basis in CEQA to require an EIR or for a project to mitigate effects that the project itself does not cause or exacerbate.

The City has already required Altamira Apartments to take measures to protect the health and comfort of its future residents from noise and air quality risks. Moreover, the

San Francisco

415 788-6336

Los Angeles

213 627-6336

San Diego

619 239-6336

Goldfarb & Lipman LLP

California Supreme Court has ruled that any potential impacts of existing conditions, such as the Lodge, on future users of a project are not considered impacts for CEQA purposes. Therefore, none of the concerns raised in the appeal provide a basis to require an EIR for Altamira Apartments.

Specific responses to CEQA concerns raised in the appeal are included as Attachment A to this letter.

II. The Project Has Been Modified in Response to Community Concerns.

SAHA has worked with City staff and community members throughout the approval process, and the project has already been modified in response to many of the community's concerns with Altamira Apartments. The original application proposed 51 units and buildings up to three stories in height. As revised, Altamira Apartments would include only 48 units and no more than two stories.

In addition, Altamira Apartments relocated its project driveway to avoid the Lodge's loading zone. It also added new fences and walls to shield noise to and from the property in direct response to concerns about the noise level from the community.

A detailed list of other design modifications incorporated in response to City and community concerns is included in the October 25, 2017 letter to Planning Director David Goodison from Pyatok Architects, which is included as Attachment B to this letter.

III. Specific Findings Must Be Made if the City Were to Deny the Project or Reduce its Density.

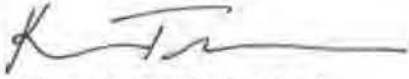
Altamira Apartments is a "housing development project" under the Housing Accountability Act. (*See* Gov't Code § 65589.5.) As analyzed in the City's November 9, 2017 staff report to the Planning Commission, Altamira Apartments is consistent with all of the City's objective planning and zoning requirements. Therefore, after completing the environmental review process, the City may only deny or reduce the density of Altamira Apartments if it makes specific findings supported by a preponderance of the evidence, none of which are applicable here. (*Id.* at §§ 65589.5(d), (j).) Accordingly, the project should be approved as currently proposed.

Altamira Apartments would fill a critical need in the City by providing 48 new affordable homes to lower income households. SAHA and the City have already worked to ensure the project is well-suited for its site, and the claims raised on appeal do not provide a legal basis to deny the project, reduce its density, or require an EIR. We therefore respectfully request that you uphold the Planning Commission's approval of Altamira Apartments and its MND.

Mayor Agrimonti and the Sonoma City Council
January 19, 2018
Page 3

Thank you for your consideration, and please do not hesitate to let us know if we can provide any additional information regarding the issues raised in this letter.

Very truly yours,

A handwritten signature in black ink, appearing to read 'K. Tiedemann', with a long horizontal flourish extending to the right.

KAREN M. TIEDEMANN

Attachments

Attachment A
Analysis of Appeal's CEQA Claims

a. *There is No Fair Argument that the Project May Result in Significant Environmental Effects Beyond Those Analyzed in the MND.*

It is well settled California law that a negative declaration is the appropriate form of environmental review unless there is "substantial evidence" that a project may cause a significant effect on the environment. (*Joshua Tree Downtown Business Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 684; see also CEQA Guidelines § 15063(b)(2).) Here, the appeal requests that the City prepare an EIR to study traffic, parking, noise, and diesel pollution; however, it includes no evidence whatsoever, let alone substantial evidence, that any aspect of Altamira Apartments would have significant environmental effects.

To evaluate potential traffic impacts, W-Trans, a qualified traffic engineering and transportation planning firm, prepared a Traffic Impact Study for Altamira Apartments dated June 7, 2017 (the Traffic Study). The Traffic Study collected traffic counts on April 14, 2017 – a work day when school was in session, so that the traffic counts would conservatively reflect the maximum number of vehicles on the road during peak traffic hours. Even with this conservative baseline, the Traffic Study concluded that traffic generated by Altamira Apartments would add less than one-half second of delay per vehicle and that the level of service at all intersections would remain unchanged. The Traffic Study concluded that traffic generated by Altamira Apartments would result in "imperceptible increases" in delay, with significant capacity to absorb more traffic without resulting in a significant impact. Accordingly, even if the appeal had provided some evidence that the Traffic Study assumed too few trips (which it did not), there would be no support for the conclusion that Altamira Apartments' traffic could result in a significant impact.

Likewise, the appeal's concerns with parking are not based on any actual evidence. A generalized assertion that Altamira Apartments is under parked or that its residents may use on-street parking in the future does not meet the standard for preparing an EIR. In fact, the project would include two more spaces than are required for an affordable housing development under state law (*see* Gov't Code § 65915(p)), and SAHA provided a parking demand study that demonstrates that Altamira Apartments would provide more on-site parking than is used in other comparable projects SAHA has developed. In light of these facts, there is no fair argument that Altamira Apartments would result in significant environmental effects related to parking.

b. *Mitigation Measures Must Relate to a Project's Impacts, Not Impacts Caused by Other Sources.*

Many of the concerns raised in the appeal relate to operations of the Lodge, including traffic, noise, and air quality concerns stemming from the Lodge's loading dock on Clay Street across from the Altamira Apartments site. The MND fully analyzed how Altamira Apartments would potentially affect conditions in light of the Lodge's operations, and it includes measures to mitigate any potential impacts caused by Altamira Apartments. For example, mitigation is required to: reduce criteria pollutant emissions during construction; add a sound wall to attenuate noise to and from the property; add parking restrictions around the project's driveway; and

Attachment A
Analysis of Appeal's CEQA Claims

restripe a segment of Broadway to improve traffic flow, among other required mitigation measures.

As discussed in the MND, these measures would reduce potential impacts caused by Altamira Apartments to a less than significant level. CEQA only requires mitigation measures when a project results in significant environmental effects; no mitigation can be required to mitigate effects that are less than significant or that are not caused by the project. (See CEQA Guidelines §§ 15126.4(a)(3)-(4).) Here, the appeal complains about the Lodge's impacts, but those impacts are not attributable to Altamira Apartments. Nothing would prevent the City from separately studying the Lodge's operational issues and enforcing regulations to enhance residents' quality of life in the area pursuant to its police power; however, there is no legal basis to prepare an EIR or require Altamira Apartments to resolve issues caused by the Lodge.

c. CEQA Requires Analysis of a Project's Impacts on the Environment, Not Impacts of Surrounding Conditions on a Project.

The appeal's final line of attack claims that noise and air pollution caused by the Lodge could harm Altamira Apartments' future residents. The City conducted in-depth studies related to noise impacts on future residents, and the project design incorporates measures to protect the health and comfort of future residents. Moreover, impacts to a project's future users caused by its surrounding existing conditions are not impacts for CEQA purposes, except in limited circumstances inapplicable here. (See *California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 378.) Therefore, the appeal's concerns with the Lodge's impact on Altamira Apartments is "outside of CEQA's scope" and does not provide the basis for requiring an EIR. (*Preserve Poway v. City of Poway* (2016) 245 Cal.App.4th 560, 582.)

Mayor Agrimonti and the Sonoma City Council
January 19, 2018

Attachment B
Pyatok Letter



25 October 2017

David Goodison, Planning Director
City of Sonoma

Dear Mr. Goodison,

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

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

Residences on Clay Street:

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

Residences on Broadway:

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

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

Community Building

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

Residential Windows

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

Parking Aisles

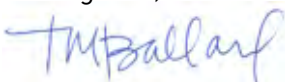
- As a traffic-calming measure, two speed humps are proposed – one near the entrance, and one at the mouth of the secondary parking court. Signage indicating “Children at Play,” or other acceptable language, will be posted at the Waste Enclosure and elsewhere as directed by Planning.

Play Safety

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

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

Best Regards,



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

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 room, off-street parking, and related facilities and improvements; and,

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

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

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

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

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

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

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

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

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

Chair Cribb

ATTEST:

Cristina Morris
Administrative Assistant

CITY OF SONOMA PLANNING COMMISSION

RESOLUTION

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

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

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

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

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

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

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

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

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

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

I. Use Permit Findings

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

II. Site Design and Architectural Review Findings

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

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

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

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

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

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

Review of Project Consistency with the Design Guidelines for Infill Development in the Historic Overlay District (SMC 19.42.050)	
Guideline	Project Response/Compliance
<i>Site Plan Considerations</i>	
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.	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. 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.
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.	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.
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.	Not applicable.
<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. Recommendations to Traffic Safety Committee

In order to address issues raised by the public but not caused by the Project, the Planning Commission recommends that the Traffic Safety Committee consider the following matters:

- A. Review the operation of the Lodge loading zone on Clay Street and establish standards for the Lodge loading zone to improve parking and reduce impacts associated with loading activities.
- B. Review options for relocating the bus stop on the east side of Broadway to improve safety and accessibility.

V. Project Approval

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

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

Chair Cribb

ATTEST:

Cristina Morris
Administrative Assistant

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

Exhibit "B"
Conditions of Project Approval/Monitoring Program

Exhibit “A”

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

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

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

City of Sonoma Planning Commission
**CONDITIONS OF PROJECT APPROVAL AND
MITIGATION MONITORING PROGRAM**
Altamira Affordable Apartments—Use Permit/Site Design and Architectural Review
20269 Broadway

November 9, 2017

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

Implementation Responsibility: Planning Director; Building Department; Pubic Works Division, City Engineer
Timing: Ongoing

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

Enforcement Responsibility: City Engineer; Public Works Department

Timing: Prior to issuance of the grading permit

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

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

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

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

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

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

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

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

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

- 7. The applicant shall comply with the following requirements of the Sanitation Division of Sonoma County Permit & Resource Management Department (PRMD) and the Sonoma County Water Agency (SCWA):

- a. The applicant shall fully implement the recommended sanitation conditions set forth in the letter from PRMD dated July 25, 2017.
- b. The applicant shall submit a Wastewater Discharge Survey to PRMD. The Applicant shall obtain a **Survey for Commercial/Industrial Wastewater Discharge Requirements** (“Green form”) from PRMD, and shall submit the completed Survey, along with two (2) copies of the project site plan, floor plan and plumbing plan to the Sanitation Section of PRMD. The Survey evaluation must be completed by the Sonoma County Water Agency and submitted to the PRMD Engineering Division before a building permit for the project can be approved.
- b. If additional sewer pre-treatment and/or monitoring facilities (i.e. Grease trap, Sampling Manhole, etc.) are required by the Sonoma Valley County Sanitation District per the Wastewater Discharge Survey, the Applicant shall comply with the terms and requirements of the Survey prior to commencing any food or beverage service. If required, the Sampling Manhole shall be constructed in accordance with Sonoma County Water Agency *Design and Construction Standards for Sanitation Facilities*, and shall be constructed under a separate permit issued by the Engineering Division of PRMD.
- c. In accordance with Section 5.05, "Alteration of Use", of the Sonoma Valley County Sanitation District Ordinances, the Applicant shall pay increased sewer use fees as applicable for changes in the use of the existing structure. The increased sewer use fees shall be paid the Engineering Division of PRMD prior to the commencement of the use(s).
- d. A sewer clearance shall be provided to the City of Sonoma Building Department verifying that all applicable sewer fees have been paid prior to the issuance of any building permit. **Note: Substantial fees may apply for new sewer connections and/or the use of additional ESDs from an existing sewer connection. The applicant is encouraged to check with the Sonoma County Sanitation Division immediately to determine whether such fees apply.**

Enforcement Responsibility: Sanitation Division of Sonoma County Planning & Management Resource Department; Sonoma County Water Agency; City of Sonoma Building Department

Timing: Prior to issuance of a building permit

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

Enforcement Responsibility: Department of ABC; Sonoma County Health Division; Planning Department

Timing: Prior to operation; Ongoing

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

Enforcement Responsibility: City Engineer; Public Works Department

Timing: Prior to issuance of any building permit

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

Enforcement Responsibility: City Engineer

Timing: Prior to issuance of any building permit

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

Enforcement Responsibility: City Engineer; Building Department

Timing: Prior to issuance of any grading/building permit

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

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

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

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

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

consultant that the required noise attenuation will be met, consistent with Mitigation Measure 12.b. The design of the fence/wall shall be subject to the review and approval of the Design Review and Historic Preservation Commission.

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

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

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

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

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

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

Enforcement Responsibility: Building Department
Timing: Prior to construction

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

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

19. The project shall be constructed in accordance with the following requirements related to tree preservation, mitigation and replacement:

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

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

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

- a. The applicant and project architect present several architectural options for the DRHPC to consider.
- b. Consideration be given to refining and varying roof heights, roof pitches, and plate heights.
- c. Consideration be given to the use of traditional building materials and the use of a variety of building materials and style.
- d. Consideration be given to using traditional window styles, forms, and placement, including transom windows.
- e. Consideration be given to reducing the scale of first-floor building elements and adding pedestrian interest through the use of such features as awnings, bump-outs, and deeper window and door recesses.

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

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

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

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

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

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

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

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

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

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

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

Indemnity and Time Limitations:

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

Mitigation Measures for Altamira Apartments

Air Quality

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

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

Biological Resources

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

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

Cultural Resources

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

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

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

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

Hazards and Hazardous Materials

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

Noise

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

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

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

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

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

Traffic and Transportation

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

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

Utilities and Service Systems

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



GOVERNMENT CODE - GOV

TITLE 7. PLANNING AND LAND USE [65000 - 66499.58] (*Heading of Title 7 amended by Stats. 1974, Ch. 1536.*)

DIVISION 1. PLANNING AND ZONING [65000 - 66210] (*Heading of Division 1 added by Stats. 1974, Ch. 1536.*)

CHAPTER 3. Local Planning [65100 - 65763] (*Chapter 3 repealed and added by Stats. 1965, Ch. 1880.*)

ARTICLE 10.6. Housing Elements [65580 - 65589.8] (*Article 10.6 added by Stats. 1980, Ch. 1143.*)

65589.5. (a) (1) The Legislature finds and declares all of the following:

(A) The lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California.

(B) California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing.

(C) Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration.

(D) Many local governments do not give adequate attention to the economic, environmental, and social costs of decisions that result in disapproval of housing development projects, reduction in density of housing projects, and excessive standards for housing development projects.

(2) In enacting the amendments made to this section by the act adding this paragraph, the Legislature further finds and declares the following:

(A) California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives.

(B) While the causes of this crisis are multiple and complex, the absence of meaningful and effective policy reforms to significantly enhance the approval and supply of housing affordable to Californians of all income levels is a key factor.

(C) The crisis has grown so acute in California that supply, demand, and affordability fundamentals are characterized in the negative: underserved demands, constrained supply, and protracted unaffordability.

(D) According to reports and data, California has accumulated an unmet housing backlog of nearly 2,000,000 units and must provide for at least 180,000 new units annually to keep pace with growth through 2025.

(E) California's overall homeownership rate is at its lowest level since the 1940s. The state ranks 49th out of the 50 states in homeownership rates as well as in the supply of housing per capita. Only one-half of California's households are able to afford the cost of housing in their local regions.

(F) Lack of supply and rising costs are compounding inequality and limiting advancement opportunities for many Californians.

(G) The majority of California renters, more than 3,000,000 households, pay more than 30 percent of their income toward rent and nearly one-third, more than 1,500,000 households, pay more than 50 percent of their income toward rent.

(H) When Californians have access to safe and affordable housing, they have more money for food and health care; they are less likely to become homeless and in need of government-subsidized services; their children do better in school; and businesses have an easier time recruiting and retaining employees.

(I) An additional consequence of the state's cumulative housing shortage is a significant increase in greenhouse gas emissions caused by the displacement and redirection of populations to states with greater housing opportunities, particularly working- and middle-class households. California's cumulative housing shortfall therefore has not only national but international environmental consequences.

(J) California's housing picture has reached a crisis of historic proportions despite the fact that, for decades, the Legislature has enacted numerous statutes intended to significantly increase the approval, development, and affordability of housing for all income levels, including this section.

(K) The Legislature's intent in enacting this section in 1982 and in expanding its provisions since then was to significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled.

(L) It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing.

(b) It is the policy of the state that a local government not reject or make infeasible housing development projects, including emergency shelters, that contribute to meeting the need determined pursuant to this article without a thorough analysis of the economic, social, and environmental effects of the action and without complying with subdivision (d).

(c) The Legislature also recognizes that premature and unnecessary development of agricultural lands for urban uses continues to have adverse effects on the availability of those lands for food and fiber production and on the economy of the state. Furthermore, it is the policy of the state that development should be guided away from prime agricultural lands; therefore, in implementing this section, local jurisdictions should encourage, to the maximum extent practicable, in filling existing urban areas.

(d) A local agency shall not disapprove a housing development project, including farmworker housing as defined in subdivision (h) of Section 50199.7 of the Health and Safety Code, for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, or an emergency shelter, including through the use of design review standards, unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the following:

(1) The jurisdiction has adopted a housing element pursuant to this article that has been revised in accordance with Section 65588, is in substantial compliance with this article, and the jurisdiction has met or exceeded its share of the regional housing need allocation pursuant to Section 65584 for the planning period for the income category proposed for the housing development project, provided that any disapproval or conditional approval shall not be based on any of the reasons prohibited by Section 65008. If the housing development project includes a mix of income categories, and the jurisdiction has not met or exceeded its share of the regional housing need for one or more of those categories, then this paragraph shall not be used to disapprove or conditionally approve the housing development project. The share of the regional housing need met by the jurisdiction shall be calculated consistently with the forms and definitions that may be adopted by the Department of Housing and Community Development pursuant to Section 65400. In the case of an emergency shelter, the jurisdiction shall have met or exceeded the need for emergency shelter, as identified pursuant to paragraph (7) of subdivision (a) of Section 65583. Any disapproval or conditional approval pursuant to this paragraph shall be in accordance with applicable law, rule, or standards.

(2) The housing development project or emergency shelter as proposed would have a specific, adverse impact upon the public health or safety, and 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 or rendering the development of the emergency shelter financially infeasible. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

(3) The denial of the housing development project or imposition of conditions is required in order to comply with

specific state or federal law, and there is no feasible method to comply without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible.

(4) The housing development project or emergency shelter is proposed on land zoned for agriculture or resource preservation that is surrounded on at least two sides by land being used for agricultural or resource preservation purposes, or which does not have adequate water or wastewater facilities to serve the project.

(5) The housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete, and the jurisdiction has adopted a revised housing element in accordance with Section 65588 that is in substantial compliance with this article. For purposes of this section, a change to the zoning ordinance or general plan land use designation subsequent to the date the application was deemed complete shall not constitute a valid basis to disapprove or condition approval of the housing development project or emergency shelter.

(A) This paragraph cannot be utilized to disapprove or conditionally approve a housing development project if the housing development project is proposed on a site that is identified as suitable or available for very low, low-, or moderate-income households in the jurisdiction's housing element, and consistent with the density specified in the housing element, even though it is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation.

(B) If the local agency has failed to identify in the inventory of land in its housing element sites that can be developed for housing within the planning period and are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels pursuant to Section 65584, then this paragraph shall not be utilized to disapprove or conditionally approve a housing development project proposed for a site designated in any element of the general plan for residential uses or designated in any element of the general plan for commercial uses if residential uses are permitted or conditionally permitted within commercial designations. In any action in court, the burden of proof shall be on the local agency to show that its housing element does identify adequate sites with appropriate zoning and development standards and with services and facilities to accommodate the local agency's share of the regional housing need for the very low, low-, and moderate-income categories.

(C) If the local agency has failed to identify a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit, has failed to demonstrate that the identified zone or zones include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7) of subdivision (a) of Section 65583, or has failed to demonstrate that the identified zone or zones can accommodate at least one emergency shelter, as required by paragraph (4) of subdivision (a) of Section 65583, then this paragraph shall not be utilized to disapprove or conditionally approve an emergency shelter proposed for a site designated in any element of the general plan for industrial, commercial, or multifamily residential uses. In any action in court, the burden of proof shall be on the local agency to show that its housing element does satisfy the requirements of paragraph (4) of subdivision (a) of Section 65583.

(e) Nothing in this section shall be construed to relieve the local agency from complying with the congestion management program required by Chapter 2.6 (commencing with Section 65088) of Division 1 of Title 7 or the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code). Neither shall anything in this section be construed to relieve the local agency from making one or more of the findings required pursuant to Section 21081 of the Public Resources Code or otherwise complying with the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(f) (1) Nothing in this section shall be construed to prohibit a local agency from requiring the housing development project to comply with objective, quantifiable, written development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need pursuant to Section 65584. However, the development standards, conditions, and policies shall be applied to facilitate and accommodate development at the density permitted on the site and proposed by the development.

(2) Nothing in this section shall be construed to prohibit a local agency from requiring an emergency shelter project to comply with objective, quantifiable, written development standards, conditions, and policies that are consistent with paragraph (4) of subdivision (a) of Section 65583 and appropriate to, and consistent with, meeting the jurisdiction's need for emergency shelter, as identified pursuant to paragraph (7) of subdivision (a) of Section 65583. However, the development standards, conditions, and policies shall be applied by the local agency to facilitate and accommodate the development of the emergency shelter project.

(3) This section does not prohibit a local agency from imposing fees and other exactions otherwise authorized by law that are essential to provide necessary public services and facilities to the housing development project or emergency shelter.

(4) For purposes of this section, a housing development project or emergency shelter shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity.

(g) This section shall be applicable to charter cities because the Legislature finds that the lack of housing, including emergency shelter, is a critical statewide problem.

(h) The following definitions apply for the purposes of this section:

(1) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

(2) "Housing development project" means a use consisting of any of the following:

(A) Residential units only.

(B) Mixed-use developments consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use.

(C) Transitional housing or supportive housing.

(3) "Housing for very low, low-, or moderate-income households" means that either (A) at least 20 percent of the total units shall be sold or rented to lower income households, as defined in Section 50079.5 of the Health and Safety Code, or (B) 100 percent of the units shall be sold or rented to persons and families of moderate income as defined in Section 50093 of the Health and Safety Code, or persons and families of middle income, as defined in Section 65008 of this code. Housing units targeted for lower income households shall be made available at a monthly housing cost that does not exceed 30 percent of 60 percent of area median income with adjustments for household size made in accordance with the adjustment factors on which the lower income eligibility limits are based. Housing units targeted for persons and families of moderate income shall be made available at a monthly housing cost that does not exceed 30 percent of 100 percent of area median income with adjustments for household size made in accordance with the adjustment factors on which the moderate-income eligibility limits are based.

(4) "Area median income" means area median income as periodically established by the Department of Housing and Community Development pursuant to Section 50093 of the Health and Safety Code. The developer shall provide sufficient legal commitments to ensure continued availability of units for very low or low-income households in accordance with the provisions of this subdivision for 30 years.

(5) "Disapprove the housing development project" includes any instance in which a local agency does either of the following:

(A) Votes on a proposed housing development project application and the application is disapproved, including any required land use approvals or entitlements necessary for the issuance of a building permit.

(B) Fails to comply with the time periods specified in subdivision (a) of Section 65950. An extension of time pursuant to Article 5 (commencing with Section 65950) shall be deemed to be an extension of time pursuant to this paragraph.

(i) If any city, county, or city and county denies approval or imposes conditions, including design changes, lower density, or a reduction of the percentage of a lot that may be occupied by a building or structure under the applicable planning and zoning in force at the time the application is deemed complete pursuant to Section 65943, that have a substantial adverse effect on the viability or affordability of a housing development for very low, low-, or moderate-income households, and the denial of the development or the imposition of conditions on the development is the subject of a court action which challenges the denial or the imposition of conditions, then the burden of proof shall be on the local legislative body to show that its decision is consistent with the findings as described in subdivision (d) and that the findings are supported by a preponderance of the evidence in the record. For purposes of this section, "lower density" includes any conditions that have the same effect or impact on the ability of the project to provide housing.

(j) (1) When a proposed housing development project complies with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete, but the local agency proposes to disapprove the

project or to impose a condition that the project be developed at a lower density, the local agency shall base its decision regarding the proposed housing development project upon written findings supported by a preponderance of the evidence on the record that both of the following conditions exist:

(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.

(2) (A) If the local agency considers a proposed housing development project to be inconsistent, not in compliance, or not in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision as specified in this subdivision, it shall provide the applicant with written documentation identifying the provision or provisions, and an explanation of the reason or reasons it considers the housing development to be inconsistent, not in compliance, or not in conformity as follows:

(i) Within 30 days of the date that the application for the housing development project is determined to be complete, if the housing development project contains 150 or fewer housing units.

(ii) Within 60 days of the date that the application for the housing development project is determined to be complete, if the housing development project contains more than 150 units.

(B) If the local agency fails to provide the required documentation pursuant to subparagraph (A), the housing development project shall be deemed consistent, compliant, and in conformity with the applicable plan, program, policy, ordinance, standard, requirement, or other similar provision.

(3) For purposes of this section, the receipt of a density bonus pursuant to Section 65915 shall not constitute a valid basis on which to find a proposed housing development project is inconsistent, not in compliance, or not in conformity, with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision specified in this subdivision.

(4) For purposes of this section, "lower density" includes any conditions that have the same effect or impact on the ability of the project to provide housing.

(k) (1) (A) The applicant, a person who would be eligible to apply for residency in the development or emergency shelter, or a housing organization may bring an action to enforce this section. If, in any action brought to enforce this section, a court finds that either (i) the local agency, in violation of subdivision (d), disapproved a housing development project or conditioned its approval in a manner rendering it infeasible for the development of an emergency shelter, or housing for very low, low-, or moderate-income households, including farmworker housing, without making the findings required by this section or without making findings supported by a preponderance of the evidence, or (ii) the local agency, in violation of subdivision (j), disapproved a housing development project complying with applicable, objective general plan and zoning standards and criteria, or imposed a condition that the project be developed at a lower density, without making the findings required by this section or without making findings supported by a preponderance of the evidence, the court shall issue an order or judgment compelling compliance with this section within 60 days, including, but not limited to, an order that the local agency take action on the housing development project or emergency shelter. The court may issue an order or judgment directing the local agency to approve the housing development project or emergency shelter if the court finds that the local agency acted in bad faith when it disapproved or conditionally approved the housing development or emergency shelter in violation of this section. The court shall retain jurisdiction to ensure that its order or judgment is carried out and shall award reasonable attorney's fees and costs of suit to the plaintiff or petitioner, except under extraordinary circumstances in which the court finds that awarding fees would not further the purposes of this section. For purposes of this section, "lower density" includes conditions that have the same effect or impact on the ability of the project to provide housing.

(B) (i) Upon a determination that the local agency has failed to comply with the order or judgment compelling compliance with this section within 60 days issued pursuant to subparagraph (A), the court shall impose fines on a local agency that has violated this section and require the local agency to deposit any fine levied pursuant to this subdivision into a local housing trust fund. The local agency may elect to instead deposit the fine into the Building Homes and Jobs Fund, if Senate Bill 2 of the 2017-18 Regular Session is enacted, or otherwise in the Housing Rehabilitation Loan Fund. The fine shall be in a minimum amount of ten thousand dollars (\$10,000) per

housing unit in the housing development project on the date the application was deemed complete pursuant to Section 65943. In determining the amount of fine to impose, the court shall consider the local agency's progress in attaining its target allocation of the regional housing need pursuant to Section 65584 and any prior violations of this section. Fines shall not be paid out of funds already dedicated to affordable housing, including, but not limited to, Low and Moderate Income Housing Asset Funds, funds dedicated to housing for very low, low-, and moderate-income households, and federal HOME Investment Partnerships Program and Community Development Block Grant Program funds. The local agency shall commit and expend the money in the local housing trust fund within five years for the sole purpose of financing newly constructed housing units affordable to extremely low, very low, or low-income households. After five years, if the funds have not been expended, the money shall revert to the state and be deposited in the Building Homes and Jobs Fund, if Senate Bill 2 of the 2017-18 Regular Session is enacted, or otherwise in the Housing Rehabilitation Loan Fund, for the sole purpose of financing newly constructed housing units affordable to extremely low, very low, or low-income households.

(ii) If any money derived from a fine imposed pursuant to this subparagraph is deposited in the Housing Rehabilitation Loan Fund, then, notwithstanding Section 50661 of the Health and Safety Code, that money shall be available only upon appropriation by the Legislature.

(C) If the court determines that its order or judgment has not been carried out within 60 days, the court may issue further orders as provided by law to ensure that the purposes and policies of this section are fulfilled, including, but not limited to, an order to vacate the decision of the local agency and to approve the housing development project, in which case the application for the housing development project, as proposed by the applicant at the time the local agency took the initial action determined to be in violation of this section, along with any standard conditions determined by the court to be generally imposed by the local agency on similar projects, shall be deemed to be approved unless the applicant consents to a different decision or action by the local agency.

(2) For purposes of this subdivision, "housing organization" means a trade or industry group whose local members are primarily engaged in the construction or management of housing units or a nonprofit organization whose mission includes providing or advocating for increased access to housing for low-income households and have filed written or oral comments with the local agency prior to action on the housing development project. A housing organization may only file an action pursuant to this section to challenge the disapproval of a housing development by a local agency. A housing organization shall be entitled to reasonable attorney's fees and costs if it is the prevailing party in an action to enforce this section.

(l) If the court finds that the local agency (1) acted in bad faith when it disapproved or conditionally approved the housing development or emergency shelter in violation of this section and (2) failed to carry out the court's order or judgment within 60 days as described in subdivision (k), the court, in addition to any other remedies provided by this section, shall multiply the fine determined pursuant to subparagraph (B) of paragraph (1) of subdivision (k) by a factor of five. For purposes of this section, "bad faith" includes, but is not limited to, an action that is frivolous or otherwise entirely without merit.

(m) Any action brought to enforce the provisions of this section shall be brought pursuant to Section 1094.5 of the Code of Civil Procedure, and the local agency shall prepare and certify the record of proceedings in accordance with subdivision (c) of Section 1094.6 of the Code of Civil Procedure no later than 30 days after the petition is served, provided that the cost of preparation of the record shall be borne by the local agency, unless the petitioner elects to prepare the record as provided in subdivision (n) of this section. A petition to enforce the provisions of this section shall be filed and served no later than 90 days from the later of (1) the effective date of a decision of the local agency imposing conditions on, disapproving, or any other final action on a housing development project or (2) the expiration of the time periods specified in subparagraph (B) of paragraph (5) of subdivision (h). Upon entry of the trial court's order, a party may, in order to obtain appellate review of the order, file a petition within 20 days after service upon it of a written notice of the entry of the order, or within such further time not exceeding an additional 20 days as the trial court may for good cause allow, or may appeal the judgment or order of the trial court under Section 904.1 of the Code of Civil Procedure. If the local agency appeals the judgment of the trial court, the local agency shall post a bond, in an amount to be determined by the court, to the benefit of the plaintiff if the plaintiff is the project applicant.

(n) In any action, the record of the proceedings before the local agency shall be filed as expeditiously as possible and, notwithstanding Section 1094.6 of the Code of Civil Procedure or subdivision (m) of this section, all or part of the record may be prepared (1) by the petitioner with the petition or petitioner's points and authorities, (2) by the respondent with respondent's points and authorities, (3) after payment of costs by the petitioner, or (4) as otherwise directed by the court. If the expense of preparing the record has been borne by the petitioner and the

petitioner is the prevailing party, the expense shall be taxable as costs.

(o) This section shall be known, and may be cited, as the Housing Accountability Act.

(Amended by Stats. 2017, Ch. 378, Sec. 1.5. (AB 1515) Effective January 1, 2018.)

**CITY OF SONOMA
PLANNING COMMISSION
Special MEETING
September 28, 2017**

Community Meeting Room, 177 First Street West, Sonoma, CA

MINUTES

Chair Cribb called the meeting to order at 6:30 p.m.

Roll Call:

Present: Chair Cribb, Comms. Bohar, Coleman, McDonald, and Sek

Absent: None.

Others Present: Planning Director Goodison, Administrative Assistant Morris

Chair Cribb stated that no new items would be heard after 10:30 p.m. unless the Planning Commission so decides. Any decisions made by the Planning Commission can be appealed within 15 days to the City Council. He reminded everyone to turn off cell phones and pagers. Comm. Coleman led the Pledge of Allegiance.

COMMENTS FROM THE PUBLIC:

Virginia Hogan expressed concern with traffic, parking and pedestrian safety along Broadway and inexperienced bicyclists on Woodworth Lane.

APPROVAL OF MINUTES: None

CHANGES TO AGENDA ORDER: None

CORRESPONDENCE: Planning Director Goodison reviewed the late correspondence received and indicated it was available for review by the public.

Item 1 – Public Hearing – Review of the “Altimira Affordable Apartments” project including: 1) consideration of environmental review, including possible adoption of a mitigated negative declaration; and 2) consideration and possible approval of a Use Permit and of Site Design and Architectural Review, subject to conditions of approval and a mitigation monitoring program.

Applicant: Satellite Affordable Housing Associates/Sonoma County Community Development

Planning Director Goodison presented the staff report.

Comm. Bohar asked the criteria used by the Sonoma Valley Citizens Advisory Commission (SVCAC) to review projects. Planning Director Goodison explained SVCAC’s role to make

recommendations to the City and discussed the types of projects the Commission reviewed. Comm. Bohar asked about the State standard for parking. Planning Director Goodison discussed the California Government Code establishing a parking standard for qualifying affordable housing projects. He stated the City did not have discretion to require a greater amount of parking. City Attorney Nebb confirmed. Comm. Bohar disagreed that 75 parking spaces was adequate for the proposed 48 units. He asked how the development respected and contributed to the character of the area. Planning Director Goodison stated the staff recommendation was based on consideration of the findings for the use permit, site design and architectural review. He explained that the guidelines were subjective and the Planning Commission had to make an independent decision.

Comm. Coleman asked about the reduction in parking space width. Planning Director Goodison confirmed that in some cases they were reduced in width in comparison to the normal standard; however, the minimum width is 8.5 feet which complies with the minimum standard.

Comm. McDonald requested clarification on the First Street West paper street. Planning Director Goodison stated the property had been verified as 1.98 acres though a survey. He presented the Assessor's parcel map and explained the remnant of paper street. He asked the meaning of the yellow striping. Planning Director Goodison stated the area was striped recently to prevent conflicts with the loading zone. He stated absent posted hours it was a loading zone 24-hours per day. Comm. McDonald asked about traffic calming on State Highway 12 and Broadway and State criteria for pedestrian crossing. Planning Director Goodison stated the City had experimented with in-pavement flashing lights but the Public Works Department did not regard as successful due to difficulty to see and maintain. He stated the crosswalk in the vicinity of the project site was installed by Caltrans over the objection of the City Engineer.

Comm. Coleman asked about the use permit allowance for the loading dock at the Lodge. Planning Director Goodison stated that because the use permit for the Lodge includes the loading dock on Clay Street, the City cannot unilaterally require it to be substantially modified or relocated.

Chair Cribb opened the item for public comment.

Adam Kuperman, project manager with Satellite Affordable Housing Associates (SAHA), introduced Eve Stewart, Director of Real Estate Development, Theresa Ballard, architect, and Tim Shram, Adobe Associates. He provided an overview of SAHA, affordable housing, and their other projects. He summarized the community process, original site plan, and current site plan.

Theresa Ballard, the project architect, provided an overview of the sustainable construction standards, architectural perspectives, roof heights, massing, elevations and architectural model.

Comm. McDonald asked the number of residents allowed per unit; quiet hours; restrictions on storage of personal items on balconies/decks, and satellite dishes; outdoor security cameras or surveillance; number of units in the development; restrictions on guests and visitor hours; garbage storage and locations; landscape maintenance, cleaning and repair of bioswales and landscaping; traffic management and traffic calming within the development; and fencing of private open space and park. Eve Stewart stated State Building Code and HUD guidelines governed occupancy limits explained typical occupancy in their housing portfolio. She discussed strict enforcement of house rules, particularly aimed at the quiet enjoyment of property. She stated storage was not allowed on balconies. She stated visitors were not allowed longer than 14 days. She explained the exterior trash enclosure and landscape maintenance performed by the management company. She stated their intent was to own the building far into the future

although there were no restrictions on transfer but affordability remained. She summarized proposed traffic calming, fencing, and security measures. She discussed designated handicapped and loading parking. Ms. Ballard discussed fencing, walkways and parking.

Comm. Bohar expressed concern with the project being compatible with the applicable design guidelines and the neighborhood. He discussed “handsome” tree-lined buffers. He asked if the developer would consider reducing the exceptions to the setbacks. Mr. Kuperman stated the site plan, as proposed, allowed the project to maintain proper density and appropriate relationship to Broadway. He stated the design team could discuss change in setbacks. Ms. Stewart discussed conversations with the immediate neighbors and the changes made to improve compatibility with neighboring residences on the west. She discussed the setbacks on Broadway. Planning Director Goodison presented the site plan and explained setbacks. He stated street trees could be installed within the Broadway right-of-way, with Caltrans approvals. Mr. Kuperman stated they would support landscaping within the right-of-way. Comm. Bohar expressed concern with inadequate parking. Mr. Kuperman discussed the parking study and felt 75 spaces was sufficient.

Comm. Sek asked if there were issues with parking at Firehouse Village. Planning Director Goodison discussed the 1.43 parking ratio at Firehouse Village.

Comm. Coleman expressed concern regarding noise associated with Buildings 4, 5, and 6. He discussed the need to replace the roof, removing the solar panels, and issues during fires. He suggested covered parking with solar panels. He discussed the petition requesting a “sound wall” for residents on Bragg Street for privacy and sound reduction. He requested consideration for a true sound fence prior to construction.

Comm. Sek asked the percentage of units dedicated to veterans and seniors. Mr. Kuperman discussed incentives for housing veterans and stated 10 units were proposed.

Chair Cribb asked about the intended solar system. Ms. Stewart stated the system would be installed as part of the project and similar to that at Valley Oaks.

Chair Cribb requested clarification on the proposed sound wall. Ms. Stewart stated the wall would be board on board with one inch material per the recommendation of the acoustical consultant.

Ted Sexuar, resident and Veteran Services Representative, asked how the veteran units would be regulated.

Linda Corrado, resident, explained the application process, lease and house rules. She indicated support for the project.

Jim Karabochis, resident, asked about parking on Broadway. Planning Director Goodison stated it would be 20-feet of red curbed on either side of the driveway. Mr. Karabochis expressed concern with parking and agreed with the need for additional trees along Broadway.

Jeremy Lawson, Fryer Creek Drive resident, indicated opposition to the project and discussed the need for additional parking. He stated the project did not fit the neighborhood. He asked how many units were allocated to public service or school district employees.

Fred Allebach, Sonoma Valley resident, indicated support for the project and stated he would like to become a resident. He noted that the project met Regional Housing Needs Assessment

(RHNA) objectives for affordable housing. He stated the density and setbacks matched the existing neighborhood. He opposed the block wall indicating it was precedent setting. He encouraged the Planning Commission to grant the use permit.

Julie Jay, resident, indicated support for the low to moderate housing project.

Julie Leitzel, Newcomb Street resident, stated the project did not meet community needs if preference could not be given to current residents/employees. She objected to the proposed density.

Robert Demler, resident, agreed that Sonoma needed the project. He recommended the units be offered to residents and the number of units reduced and parking increased. He agreed with Comm. Bohar regarding the need for trees on Broadway.

Anne Kolachitas, Sonoma Valley Housing Group, urged the Commission to approve the project.

Deborah Dado, Bragg Street resident, stated she supported affordable housing but was concerned about the size and density of the project and impact to existing and future residents. She suggested preference to those living and working in Sonoma. She expressed concern regarding density, pollution, need to mix income categories and impacts on neighbors.

Logan Harvey, resident, indicated support for the project. He stated affordable housing required higher density. He stated teachers would qualify for the project. He stated if the goal for Sonoma was to retain the hillside and natural areas, then higher density had to be built in the city limits.

Rhoda Lee Meyers, neighbor, stated the project was too dense and expressed concern regarding traffic and safety. She asked for information on the impact to schools and Fire and Police services.

William Cooley, resident, indicated support for the project and encouraged creative solutions to traffic safety and parking.

Gail Miller, Clay Street resident, encouraged the Planning Commission to reduce the density and increase parking.

Jeff Honeycutt, resident, indicated support for the project and proposed density.

Chair Cribb closed the item for public comment.

Planning Director Goodison stated no units were allocated to City or School District employees and Federal law prohibited preference to those living and working in the City. He stated school and safety impacts were addressed in the Initial Study.

Comm. Bohar questioned the likely mix of residents and non-residents. Planning Director Goodison stated the development of affordable housing met a community need and as a practical matter would be most attractive to those that live and work within Sonoma and Sonoma Valley. He stated there was no legal latitude to allow city or valley-based preference.

Chair Cribb asked about the Veteran Preference Program. Mr. Kuperman explained the competitive process and partnership with a local veteran group to select residents.

Comm. Coleman asked if paratransit needs would be offered to veterans. Mr. Kuperman stated there would be a coordinated effort between SAHA and the partner association. Comm. Coleman discussed Burbank Housing's proposal for 39-units and asked why SAHA proposed 48-units. Mr. Kuperman stated it was a combination of factors that went into providing a financially feasible, quality development.

Comm. Coleman inquired about the permeable asphalt used in Valley Oaks. Ms. Stewart discussed permeable asphalt use at Valley Oak to meet stormwater requirements. She explained that it was an emerging technology.

Comm. Coleman commented that he supported affordable housing but was disappointed with the use permit approved for the Lodge. He requested pressure from City Hall to resolve issues associated with the loading dock. He stated restriping the curb would not address the issue. He expressed concern regarding the impact from diesel trucks. He stated he was in favor of affordable housing but had concerns for the occupants. He stated the developer had not met the minimum City environmental regulations. He stated he would not approve the project due to traffic, noise, and safety due to the loading dock. He suggested a 12-15-foot-high sound wall be required. He stated air quality was not adequately addressed. He suggested that an environmental impact report (EIR) should be completed to ensure Sonoma and residents of the project were protected.

Comm. Sek thanked City staff and the applicant for their efforts. She stated the scale and massing was compatible and appreciated the changes to the design. She stated the project fit aesthetically. She viewed it as pedestrian friendly and engaging with the street. She stated she was comfortable with the proposed mitigation measures for noise. She stated traffic and transportation was adequately studied. She stated it was difficult to evaluate parking but a comparison to the Firehouse Village offered a good comparison. She discussed review of the loading dock. She stated she supported the project.

Comm. McDonald thanked the applicant and staff. He discussed his experience living in affordable housing and the importance of affordable developments. He discussed his observation of the Firehouse House Village, Sonoma Valley Oaks, and the Agua Caliente project. He indicated support for the project but suggested a more human scale, improved architectural design, and greater variation in height and massing. He discussed the need for on-street parking and suggested restricting the hours to allowing parking in the yellow zone. He requested a condition to require a traffic calming plan with signage and specific details to slow down traffic. He suggested a condition to allow the City to enforce maintenance of stormwater swales. He requested the applicant consider gating around the play area. He suggested evergreen trees be considered along the west edge of the site. He stated he was in favor of the project and not opposed to the density, but felt the design could be improved.

Comm. Bohar expressed disappointment that Sonoma citizens would not be preferred applicants/residents and disagreed with staff that the project was a community benefit. He stated the project should enhance Sonoma. He asked for clarification of a loading dock. Planning Director Goodison stated the dock had a short steep grade and was poorly designed; however, it is an approved feature of the Sonoma Lodge use permit. Comm. Bohar indicated support for a sound wall, interesting architecture, and additional mature street trees.

Chair Cribb thanked the applicant, staff and public for its input. He stated housing of all kinds is needed in Sonoma. He stated the proposed project satisfied a niche and density was the reality of Sonoma. He supported the aesthetic simplicity of the project architecture. He stated privacy issues had been addressed and a sound barrier was an undue burden. He stated he felt the

project complied with the General Plan and Development Code. He encouraged front porches to engage the community. He stated he was prepared to approve the project.

Planning Director Goodison noted that Condition 2C addressed stormwater maintenance. He suggested adding reference to the Affordable Housing Agreement in Condition 24. City Attorney Nebb discussed the requirement to submit a management plan and Affordable Housing Agreement that ran with the land. Planning Director Goodison suggested that design issues could be addressed in the DRHPC review.

Comm. McDonald reiterated his concerns related to the overall height and bulk of the buildings and suggested staggered roofs and additional building articulations.

Comm. Sek and Chair Cribb suggested that design issues could be dealt with by the Design Review and Historic Preservation Commission.

Comm. Coleman discussed Building 8 and suggested reducing ceiling heights. Planning Director Goodison stated Building 8 could be designed in the same manner as Buildings 6 and 7 with a 26-foot height.

Comm. Coleman requested that the Mayor contact the Lodge with regard to the loading dock.

Comm. McDonald moved to continue the item to October 12, 2017, to allow consideration of the comments to improve site plan, extending and expanding landscaping along Broadway, and reducing height and bulk of buildings in regard to architectural features. Comm. Bohar seconded. The motion carried 3-2.

Roll Call Vote: Ayes: Comm. Bohar, Comm. McDonald, and Chair Cribb. Noes: Comm. Sek and Comm. Coleman

Comments from the Commission:

Chair Cribb asked about contact from the City Council regarding reappointment to the Commission. City Attorney Nebb explained that the Council could contact Planning Commissioners as long as the conversations were not shared with the others.

Comments from the Audience: None.

Adjournment: Comm. Coleman made a motion to adjourn the meeting at 10:23 p.m. to the next regular meeting scheduled for 6:30 p.m. on Thursday, October 12, 2017. Comm. Sek seconded. The motion was unanimously approved 5-0.

I HEREBY CERTIFY that the foregoing minutes were duly and regularly adopted at a regular meeting of the Sonoma Planning Commission on the 11th day of January, 2018.

Approved:

Cristina Morris, Administrative Assistant

**CITY OF SONOMA
PLANNING COMMISSION
REGULAR MEETING
November 9, 2017**

Community Meeting Room, 177 First Street West, Sonoma, CA

MINUTES

Chair Cribb called the meeting to order at 6:30 p.m.

Roll Call:

Present: Chair Cribb, Comms. Sek, McDonald, Bohar, Coleman

Absent: None.

Others Present: Planning Director Goodison, Senior Planner Gjestland, Associate Planner Atkins, Assistant City Attorney Nebb, Administrative Assistant Morris

Chair Cribb stated that no new items would be heard after 10:30 p.m. unless the Planning Commission so decides. Any decisions made by the Planning Commission can be appealed within 15 days to the City Council. He reminded everyone to turn off cell phones and pagers. Comm. Coleman led the Pledge of Allegiance.

COMMENTS FROM THE PUBLIC: Ken Brown empathized with the quantity of projects to be reviewed by the Planning Commission.

APPROVAL OF MINUTES: Comm. McDonald made a motion to approve the minutes of July 13, 2017. Comm. Bohar seconded. The motion was unanimously approved 5-0.

Comm. Sek made a motion to approve the minutes of August 10, 2017. Comm. McDonald seconded. The motion was unanimously approved 5-0.

CHANGES TO AGENDA ORDER:

CORRESPONDENCE: Planning Director Goodison reviewed the late mail received and noted that it was available for public review.

Item 1 – Public Hearing –Continued review of the “Altimira Affordable Apartments” project, including 1) consideration of environmental review, including possible adoption of a mitigated negative declaration; and 2) consideration and possible approval of a Use Permit and of Site Design and Architectural Review, subject to conditions of approval and a mitigation monitoring program at 20269 Broadway.

Applicant: Satellite Affordable Housing Associates (SAHA).

Planning Director Goodison presented the staff report.

Comm. Bohar asked the importance of density in the selection of the project developer. Planning Director Goodison explained the request for qualification (RFQ) process used by the

Sonoma County Community Development Commission, noting that several factors were used to evaluate the responses, including levels of affordability, project design, and compatibility with neighboring development. He discussed the State mandated affordable housing objectives and proposed mix levels of affordability. He stated the Planning Commission was making a land use decision. Comm. Bohar expressed concern with granting a parking exception. Planning Director Goodison discussed State law with respect to parking standards for qualifying affordable development. Comm. Bohar stated his understanding that the local government could request a change if supported by a parking study demonstrating unique issues.

Comm. Coleman asked about the development partner selection process. Planning Director Goodison stated he participated on the City committee that forwarded recommendations to the Sonoma County Community Development Department. He discussed the requirement for non-profit affordable housing development. He explained the selection criteria and decision by the Board. He stated all proposals had pros and cons but the review committee concluded that SAHA had the best balance and experience with affordable housing financing.

Comm. McDonald asked about loading zone requirements. Planning Director Goodison stated it was possible that the loading zone associated with the Sonoma Lodge could be posted with hours allowing use by others during off times. Comm. McDonald asked about pedestrian access to the bus zone and expressed concern about handicapped accessibility. Planning Director Goodison discussed potential improvements in 2020 when Broadway would be repaved. Comm. McDonald asked if parking could be marked to maximize on-street parking and improve traffic safety. Planning Director Goodison stated marked parking was a possibility, subject to the review and approval of the Traffic Safety Committee. Comm. McDonald confirmed with Planning Director Goodison that the landscape plan would be reviewed by DRHPC. He asked if PGE vault safety and setback had been reviewed by the City Engineer. Planning Director Goodison stated that the vault did not raise safety issues. Comm. McDonald asked about landscaping in right of way along Broadway. Planning Director Goodison discussed the agreement with Caltrans to maintain landscaping in the right of way and referenced Condition 1.h.

Comm. Bohar requested an overview of the structure of SAHA's cash flow. Planning Director Goodison stated that the applicants could best address that question.

Comm. Sek asked about sewer laterals and capacity issues to the north. Planning Director Goodison discussed sanitation services provided by the Sonoma Valley Sanitation District and their plans to resolve issues north of city limits. He stated the proposed development would not contribute to the problem and there was no capacity issue in the area if the project.

Comm. Coleman asked if the Council had considered his request to send a formal letter to get feedback from the Lodge on the possibility of changing the loading zone. Planning Director Goodison recommended scheduling a discussion of the Lodge dock on a subsequent Planning Commission agenda.

Chair Cribb opened the item to public comment.

Adam Kuperman, project manager SAHA, introduced Eve Stewart and Theresa Ballard. He provided an updated on the design, gates, mechanical ventilation, building heights, exception requests for setbacks and open space, and modifications based on concerns expressed in the September meeting.

Comm. Coleman expressed concern regarding loading trucks, pollution and noise. Mr. Kuperman explained the acceptable industry standard for mechanical ventilation systems and noted that the project was in compliance.

Comm. Bohar asked for information on SAHA's financial model. Eve Stewart explained project financing and the organization's financial model.

Comm. Coleman expressed concern with the proposed ventilation air system, particularly in the high visibility and traffic areas. Theresa Ballard discussed the proposed location of mechanical equipment.

Ken Brown indicated support for the project, but requested that an EIR be required.

Charlene Thomassen expressed concern with the size of the project. She discussed former Commissioner Ron Wellander comments regarding development. She suggested an EIR to address and mitigate address unanswered questions.

Lou Antonelli read the letter submitted by Daniel Payne indicating opposition to the project and urging a full EIR to review noise, pollution and PGE issues. He stated he agreed with Mr. Payne.

Chris Petlock discussed the need for housing for all income levels.

Jacob Ritch stated he supported the project because it would address housing needs and create a diverse community.

Matt Metzler stated that as a neighboring resident he was willing to accept the traffic impacts to provide affordable housing for workers. He urged the Planning Commission to approve the project.

Debbie Nitisaka, Sonoma County Housing Advocacy Group, discussed litigation regarding affordable house. She commended Planning Director Goodison for implementing the City's housing needs. She urged the Commission to approve the project.

Lily Horhine indicated support for the affordable housing project.

Debra Dado discussed impacts from the Lodge and stated the proposed project would add to the unresolved issues. She suggested that local residents should receive priority to live in the project.

Dave Ransom applauded the Planning Director Goodison and SAHA. He stated the Lodge appeared to be a problem. He discussed the impact on the necessity for housing due to the recent wildfires.

Rhoda Lee Meyers requested a full EIR.

Raj Ivar commended the City on retaining low impact, high quality life in Sonoma. He expressed concern over the proposed project. He urged a full environmental impact.

Logan Harvey stated the project was consistent with legal regulations. He discussed the need for housing. He stated the Lodge loading dock was unrelated to the project.

Michelle Richie expressed opposition to the project and suggested that its density be reduced.

David Morel discussed the Sustainable Sonoma initiative and the need for affordable housing, a strong economy and equity. He stated an EIR was not necessary and urged approval of the project.

Fred Allebach discussed objections to the project and opposing perspectives. He urged approval of the project.

Nick Stewart, Sonoma County Affordable Housing Finance Supervisor, explained the selection process. He noted that a significant factor in the selection of SAHA was their commitment to community engagement.

Kyle Clyde indicated support for the project and requested priority for local residents.

Shannon Dunn expressed concern that the “majority of residents” were unaware of the project and suggested installation of story poles. She expressed concern about additional people and traffic. She stated there was no guarantee that the project would house Sonoma residents. She requested an EIR.

Chair Cribb closed the item to public comment.

Comm. McDonald thanked staff, applicant and public for thoughtful input. He stated the design changes were positive and he supported the location for affordable housing, density, setbacks, concessions made to eliminate the commercial areas, and 100% affordable project. He stated an EIR was not necessary. He stated he still had concerns over the project design and suggested consideration of varying height, finish plate lines particularly on the west side, reduction of second story ceiling heights, more traditional window types, traditional window and door trim, glass doors, articulations, and window recesses. He suggested the use of traditional and a variety of building materials. He cited the Municipal Code regarding the Planning Commission’s role in project review. He requested a design reflective of Sonoma vernacular. He recommended continued work with the developer on the design.

Comm. Bohar agreed with Comm. McDonald’s comments about style and fit. He stated he did not fully understand how the concessions would play into the financial feasibility for the developer. He stated it was necessary to remedy density, setback, noise, traffic and access to alleviate tension over the project. He requested a full EIR or a continuance to resolve outstanding issues.

Comm. Sek stated she was in full support of the proposal and was satisfied with the neighborhood outreach and design changes. She stated a 100% residential development was justified due to the desperate need for housing.

Comm. Coleman discussed Burbank Housing’s proposal and expressed the view that it would have been a better fit for the neighborhood. He discussed the density bonus and stated that it had consequences he could not support. He stated the reduction from 49 units to 48 was inadequate. He suggested a full study of traffic and noise. He suggested a set-aside for low income seniors. He stated the loading dock at the Lodge permit should be reviewed. He requested a full EIR.

Comm. Coleman made a motion to request a full EIR for the project. The motion died due to lack of a second.

Chair Cribb indicated support for the project and opposition to requesting an EIR. He agreed with Comm. Sek that project design should reflect current times and stated that while he preferred the previous architectural approach, he could support the proposed changes to the design that had been developed. He stated the mitigation measures were adequate. He stated affordable housing was appropriate on the proposed site and indicated complete support of the project.

Comm. Bohar discussed the Housing Element regulations regarding mixed use zones. He discussed the need for parking. He deferred to Comm. McDonald regarding the architectural style. He indicated support for a continuance to resolve design issues.

Planning Director Goodison summarized the feedback from commissioners in relation to the necessity for an EIR. He stated there had been no information presented indicating the traffic study and environmental analysis were flawed. He reviewed the changes to the project made to respond to neighborhood concerns. He reviewed the implications associated with the options of continuing, denying with findings pursuant to Government Code Section 65589.5 or approving the project with referral to Design Review and Historic Preservation Commission.

Comm. McDonald suggested: 1) adopting the mitigated negative declaration; 2) that the Traffic and Safety Committee review and make recommendations to the Public Works Director to mark and improve parking spaces, regulated, reduce and establish standards for the loading zone on Clay Street; and 3) continue the project review to the December 14, 2017 meeting so that further changes could be made to the design.

City Attorney Nebb cautioned separating the environmental review from the decision on the project.

Planning Director Goodison stated it would be unfair to the Commission, applicant, and public to hand the project to a newly-constituted Planning Commission, which would be the result of a continuance to December.

Chair Cribb requested Comm. McDonald to allow the Design Review and Historic Preservation Commission to review the design issues that he had raised.

Comm. Coleman asked if story poles could be reinstalled. Planning Director Goodison stated the story poles were installed to help illustrate building relationships between the project and adjoining residences on the west.

Comm. Bohar requested clarification on Planning Director Goodison's statement regarding continuance. Planning Director Goodison stated he did not think it would be fair to continue to the new commission being seated.

Comm. Cribb made a motion to approve the resolutions accepting the negative declaration and approving the use permit and architectural review and strongly encouraging DRHPC to take note of the positions of the commissioners in its architectural review. Comm. Sek seconded. The motion failed 3-2. **Roll Call:** Noes: Bohar, McDonald, Coleman. Ayes: Sek, Chair Cribb.

Comm. Bohar stated he could not support the motion, looked to the City Council to appoint appropriate commissioners and would favor a continuance.

Comm. McDonald stated he wanted to create a fair and equitable process. He stated he had faith that a design could be worked out.

Comm. McDonald made a motion to:

1. Adopt the resolution approving the mitigated negative declaration.
2. Adopt the resolution approving the use permit and site design and architectural review, subject to the conditions of approval and mitigation program, along with the following:

A. The conditions of approval are amended as follows:

[Added as Condition 3.s]

Subject to the review and approval of the City Engineer, the applicant shall be required to install and maintain parking striping along the frontages of the of the site.

[Added to Condition 20]

In the DRHPC's review of the project architecture, the Planning Commission recommends that:

1. The applicant and project architect present several architectural options for the DRHPC to consider.
2. Consideration be given to refining and varying roof heights, roof pitches, and plate heights.
3. Consideration be given to the use of traditional building materials and the use of a variety of building materials and style.
4. Consideration be given to using traditional window styles, forms, and placement, including transom windows.
5. Consideration be given to reducing the scale of first-floor building elements and adding pedestrian interest through the use of such features as awnings, bump-outs, and deeper window and door recesses.

B. The Resolution of Use Permit and SDAR Approval is amended to include the following:

[Added as Section IV]

In order to address issues raised by the public but not caused by the Project, the Planning Commission recommends that the Traffic Safety Committee consider the following matters:

1. Review the operation of the Lodge loading zone on Clay Street and establish standards for the Lodge loading zone to improve parking and reduce impacts associated with loading activities.
2. Review options for relocating the bus stop on the east site of Broadway to improve safety and accessibility.

Comm. Sek seconded.

Comm. Bohar questioned the enforceability of the recommendations and asked about opportunities for public input in the design review process. Planning Director Goodison stated the hearings of DRHPC were open to the public. City Attorney Nebb stated that if the design ultimately approved by the DRHPC was not in keeping with the Planning Commission's recommendation, it was subject to appeal to the City Council.

The motion carried 3-2. Roll Call: Ayes: McDonald, Sek, Chair Cribb. Noes: Bohar, Coleman.

RECESS

Chair Cribb called a recess. The meeting reconvened with all Commissioners present.

Comm. McDonald made a motion to continue Agenda Items #3-7 to Thursday, November 16, 2017, 6:30 p.m. in the Community Meeting Room. Comm. Sek seconded. Roll Call Vote: Ayes: Comms. Bohar, McDonald, Coleman, Sek, Chair Cribb.

Item #2 – Public Hearing –655 West Spain Street (Parcel 1 of Parcel Map No. A-445)

Applicant: DeNova Homes, Inc.

Senior Planner Gjestland presented the staff report.

In response to Comm. Bohar, Senior Planner Gjestland explained the previous approval of the tentative map to subdivide the property. Comm. Bohar questioned why the Napa Street site was not retained.

Chair Cribb opened the item for public comment.

Trent Sansom, DeNova Homes, provided background on DeNova Homes, introduced the design team, and summarized the site planning progression.

Comm. Bohar asked what was going to be done with the Norbomm property. Mr. Sansom stated that the Norbomm's intend to keep the property in the family. Lee Cambra, real estate representative, explained the intent to maintain the house for the family. Comm. Bohar suggested a joint venture in an investment property to obtain access.

Chair Cribb asked about property management. Mr. Sansom stated they were a builder/operator/property manager.

Comm. McDonald asked about condominium conversion. Mr. Sansom stated their intent was for work force apartments, not ownership units.

In response to Comm. Coleman, Mr. Sansom explained the preparations for solar panels.

Michael Beale supported the project concept, but urged common sense for parking and traffic on Spain Street. He stated one and a half parking spaces per unit was not adequate.

Logan Harvey asked about the design options for improving the intersection of West Spain/Fifth Street West. He encouraged solar panels. He asked whether any units would be affordable.

Rebekah Barr

From: Kirsten Mickelwait <wordygirl54@comcast.net>
Sent: Thursday, January 25, 2018 11:18 AM
To: City Council
Subject: Altamira Family Apartments

Dear City of Sonoma Council Members,

We are calling upon all City Council members to reject the appeal to the Council of the Altamira Family Apartments project at its January 29 meeting. This project has already had ample public hearings and has been approved by the Planning Commission for a use permit and a CEQA negative declaration.

Now, more than ever, City Council members need to embrace this wonderful opportunity to demonstrate their full and unwavering commitment to affordable housing development within our City boundaries. Please reject this appeal and let the Altamira Family Apartments project go forward.

Thank you.

Kirsten Mickelwait
19276 Robinson Road
Sonoma CA 95476

"Nevertheless, she resisted."

Rebekah Barr

From: Linda Scholer <lksrrb@gmail.com>
Sent: Thursday, January 25, 2018 3:08 PM
To: City Council
Subject: Let the Altamira Family Apartments project go forward!

Dear Honorable City Council Members,

As Sonoma residents, we implore you to reject the appeal to be made at the January 29th meeting. The Altamira project is sorely needed, and it has already undergone ample public hearings and has been approved by the Planning Commission for the use permit and a CEQA negative declaration.

Affordable housing has long been an issue here in Sonoma, and now is the time for you to stand up and show your support--to go beyond "talk the talk" to "walk the walk"--for affordable housing within the Sonoma city limits.

Please show yourselves to be committed to the best interests of ALL Sonoma residents, especially families who need affordable housing; this is your chance to do yourselves proud and set the tone for the future of Sonoma as a city where families can afford to live.

Please REJECT the appeal and let the Altamira Family Apartments project go forward.

Thank you,

Linda Scholer and Roger Brandt
1255 Brockman Lane, Sonoma

Rebekah Barr

From: John Donnelly <dannellyj63@gmail.com>
Sent: Monday, January 22, 2018 2:18 PM
To: City Council
Subject: Reject Appeal of Altamira Family Apartments Project

Dear City of Sonoma Council Members,

We are calling upon all City Council members to reject the appeal to the Council of the Altamira Family Apartments project. This project has already had ample public hearings and has been approved by the Planning Commission for a use permit and a CEQA negative declaration.

Now, more than ever, City Council members need to embrace this wonderful opportunity to demonstrate their full and unwavering commitment to affordable housing development within our City boundaries. Please reject this appeal and let the Altamira Family Apartments project go forward.

Thank you.

John & Sara Donnelly
578 7th St W / Sonoma, CA 95476

102 Clay St.,Sonoma
January 24, 2018

Sonoma City Council
City of Sonoma
1 The Plaza
Sonoma, CA 95476

Dear City Council,

RE: Altamira Affordable Apartment Project / 20269 Broadway

I am requesting that the City Council uphold the appeal for this project as it was not given the proper professional attention that was needed. Considering this project sits in a highly congested area of the city and in the Gateway to Sonoma it deserves close scrutiny. The planning commission had experienced political turmoil and was understaffed when approval was granted on November 9, 2017. This fact cannot be ignored. And yet at that meeting certain concerns were swept under the rug for what purpose I do not know. I would think all members of our community would want the best project going forward and would expect more professionalism applied with regard to this project.

The design of this project is problematic but Commissioner(s) McDonald's and Bohar's concerns were dismissed. Concerns regarding an EIR by neighbors have been dismissed. Issues regarding the 'loading dock' have been tossed around but no remedies or resolutions have been proposed. A cursory impact report was done that does not begin to address parking and traffic problems that will be created by 100 new cars in our neighborhood. South Side neighbors have expressed many concerns that will be further exacerbated by this development and create problems for the tenants as well as themselves going forward. They were all dismissed.

The Planning Commission in its past configuration was not able to mitigate these concerns. Either table this project until new members are vetted and trained and /or consider an EIR to properly inform all stakeholders. It is the best solution to a problem that in its current state of development will leave many neighbors, both new and old, with a lack of trust of the democratic and representational process for years to come. In fact all of Sonoma deserves a more professional approach to 20269 Broadway.

Respectfully,

Charlene Thomason

Sonoma City Council
1 The Plaza
Sonoma, CA 95476
Attn: Rebeka Barr

RE: Why the Council must not uphold the appeal for the Altamira Projects

Council Members,

As a citizen of the City of Sonoma I write this letter of support for granting the use permit for the above mentioned project to stand. Here is why.

First of all, the Planning Director explained in great detail and made clear that the California Government Code 65589.5 mandates had been met. This was presented to the Planning Commission (of which I was not an appointed member of at any time this project was discussed or voted upon) and to the neighborhood association members also attending said meeting. At no time did any one person from the public or commission present strong evidence based on fact as to why this project should not be approved.

There is no evidence: 1) to indicate there is no unavoidable impact on health and safety which cannot be mitigated; 2) there is no need for this project; and/or, 3) the project is inconsistent with the general plan and housing element which is in compliance with State law. Therefore this project must be approved without infeasible conditions attached to said approval.

According to Sen. Nancy Skinner (D-Berkeley) in Sept 2017 with the passing of the Skinner/Bocanegra Bill, put more teeth into the already existing Housing Accountability Act (anti nimby law).

“If a project comes before a local government, and that housing meets all of the local governments zoning and land use requirements – their policies that are already in place – then if the local government denies the project, there are penalties and remedies if the applicant chooses to take them to court,” say Skinner.

The passing of this Bill increases the burden of proof cities and counties must meet to deny housing projects; award damages to developers if local government acts in bad faith; and require courts to fine cities and counties for not complying with the Housing Accountability Act.

I have attached a synopsis of what this State Law requires in hopes that you too understand the parameters of approving/disapproving this project. Thank you for your time.

With True Intention,

Lynda Corrado

Lynda Corrado
270 1st East, Sonoma, CA 95476



Anti-Nimby Tools

© 2006 California Housing Law Project, Marc Brown and Christine Minnehan, Co-Directors.

*By Mike Rawson
California Affordable Housing
Law Project*

Historically, local governments have had broad discretion in the approval of residential development. However, local parochialism and prejudices often result in policies and practices that exclude the development of affordable housing, thereby exacerbating patterns of racial and economic segregation and creating a substantial imbalance of jobs and housing. In recent years, several laws have been adopted that place important limitations and obligations on local decision-makers in the area of affordable housing.

Housing Element Law (Gov. Code Sec. 65580 et seq.) Every city and county must adopt a housing element as part of its general plan. Most importantly, a housing element must identify sites appropriate for affordable housing and address governmental constraints to development. If the locality fails to adopt a housing element or adopts one that is inadequate, a court can order the locality to halt development until an adequate element is adopted or order approval of specific affordable housing developments.

In most cases, the identification of sites must include sites zoned for multi-family development by right.

Section 65583.2 (AB 2348) requires the element to specifically identify sites and demonstrate their availability without restrictive zoning burdens. See our Housing Element Fact Sheet for additional detail.

“Anti-Nimby” Law (Gov. Code Sec. 65589.5). Even in communities with valid housing elements, local governments often deny approval of good developments. Misinformation and prejudice can generate fierce opposition to proposed projects. Recognizing this, state law prohibits a local agency from disapproving a low income housing development, or imposing conditions that make the development infeasible, unless it finds that one of five narrow conditions exist. Of the five, three are of most import: 1) the project would have an unavoidable impact on health and safety which cannot be mitigated; 2) there is no need for the project; or 3) the project is inconsistent with the general plan and the housing element is in compliance with state law. SB 948 (Alarcon) (Chapter 968, Statutes of 1999): (1) narrowed the definition of what constitutes an impact on health and safety; (2) applied the law to middle income housing; and (3) clarified the authority of courts to order localities to approve illegally denied projects. AB 369 (Dutra) (Chapter 237, Statutes of 2001) provided

attorneys fees and costs against localities that violate the law. SB 619 (Ducheny) (Chapter 793, Statutes of 2003) expanded the law to mixed use developments. SB 575 (Torlakson) (Chapter 601, Statutes of 2005) narrowed the “no need” and “zoning inconsistency” conditions for turning down affordable housing.

Prohibition of Discrimination Against Affordable Housing (Gov. Code Sec. 65008). This statute forbids discrimination against affordable housing developments, developers or potential residents by local agencies when carrying out their planning and zoning powers. Agencies are prohibited not only from exercising bias based on race, sex, age or religion, but from discriminating against developments because the development is subsidized or occupancy will include low or moderate income persons. Local governments may not impose different requirements on affordable developments than those imposed on non-assisted projects. Just as with the other state and federal fair housing laws (see below), this law applies even if the discrimination is not intentional. It applies to any land use action that has a disproportionate impact on assisted developments or the potential minority or low income occupants. SB 619 (Ducheny) (Chapter 793, Statutes of 2003) prohibited

discrimination against multifamily housing.

California and Federal Fair Housing Laws. These laws prohibit discrimination by local government and individuals based on race, color, religion, sex, familial status, marital status, national origin, ancestry or mental or physical disability. The California Fair Employment and Housing Act (Gov. Code Sec. 12900 et seq.) expressly prohibits discrimination through public or private land use practices and decisions that make housing opportunities unavailable. Similarly, the federal Fair Housing Act (42 U.S.C. Sec. 3601 et seq., or "Title VIII") has been held to prohibit public and private land use practices and decisions that have a disparate impact on the protected groups. The federal Fair Housing Amendments Act of 1988 requires local governments considering housing projects for the disabled to make reasonable accommodations in rules, policies and practices if necessary to afford disabled persons equal opportunity for housing (42 U.S.C. Sec. 3604(f)(3)(B)).

Water/Sewer Service (Gov Code Sec. 65589.7). Local water and sewer districts must grant priority for service hook-ups to projects that help meet the community's fair share housing need.

Density Bonus Law (Gov Code Sec. 65915-16). Local governments must grant projects with a prescribed minimum percentage of affordable units up to a 35% increase in density and up to 3 incentives. An incentive can include a reduction in development, parking or design standards,

modification of zoning requirements or direct financial aid. See our Fact Sheet on Density Bonuses for additional detail on new laws.

Permit Streamlining Act (Gov Code Sec. 65920 et seq.) This law requires localities to publish a description of the information that project applicants must file and mandates a time-line for making a decision on the application. If the local government fails to act within the prescribed time limits, a development project is "deemed" approved. SB 948 (Alarcon) (Chapter 968, Statutes of 1999) reduced the time period for action on affordable housing applications from 180 days to 90 days.

Bonds/Attorney Fees in NIMBY Lawsuits. A court may require persons suing to halt affordable housing projects to post a bond (Code of Civil Procedure Sec. 529.2) and to pay attorney fees (Gov. Code Sec. 65914). SB 619 (Ducheny)(Chapter 793, Statutes of 2003) permits nonprofit project proponents to intervene and collect attorneys fees in such suits.

CEQA Exemption. In 2002, the Legislature replaced Pub Res Code Sec. 21080.14 (100 unit exemption for affordable housing in urbanized areas, provided the site is less than 5 acres, not a wildlife habitat and is assessed for toxic contaminants, etc) and Section 21080.10 (45 unit exemption for farmworker housing) with a new "infill" exemption that also combines the former exemptions. SB 1925 (Sher) enacted Pub Res Code Sections 21159.22-25, and provided additional quali-

cations for those exemptions in Sections 21159.20 and 21159.21. Importantly, SB 1925 eliminated the discretion of localities to deny the exemption based on "unusual circumstances".

Multi-Family Moratoria. In order to circumvent Anti-Nimby law, some communities have adopted moratoria on all multifamily housing. SB 1098 (Alarcon), (Chapter 939, Statutes of 2001) amended Gov Code Sec 65858 to prohibit the extension of a multifamily moratorium beyond 45 days unless the locality makes written findings that the development of multifamily housing would have a specific, adverse impact upon public health or safety.

Conditional Use Permits. Most commercial, industrial and single-family residential uses do not require a conditional use permit, but many communities require a conditional use permit for multifamily housing. SB 619 (Ducheny)(Chapter 793, Statutes of 2003) prohibits conditional use permits on multifamily housing developments that meet the CEQA affordable housing, farmworker or infill exemption, and on affordable multifamily housing with 100 or fewer units, a density of at least 12 units/acre, located on an infill site in an urbanized area, consistent with the zoning and general plan, and has a neg dec or mitigated neg dec. In 2005, SB 326 (Dunn) (Chapter 598, Statutes of 2005) expanded this law to apply to attached duplexes, triplexes and fourplexes as well as multifamily housing.

Subject: Altamira Housing Development

Date: Thursday, January 25, 2018 at 4:20:25 PM Pacific Standard Time

From: carolsandman@aol.com

To: City Council, David Goodison

Hello,

I am a resident living on Cooper Street which is adjacent to the proposed housing development. I urge you ALL to reject the plan as proposed and send it back to SAHA to conduct an EIR. It is already a congested traffic area i.e. The Lodge and Train Town, that both contribute to traffic and parking. With 200 new residents and all of the existing traffic I think an EIR should be imperative.

Thank you
Carol Sandman

Subject: Altamira affordable housing development appeal

Date: Wednesday, January 24, 2018 at 9:51:11 PM Pacific Standard Time

From: bob edwards

To: Madolyn Agrimonti, Amy Harrington, Rachel Hundley, David Cook, Gary Edwards

CC: Cathy Capriola, Rebekah Barr, David Goodison

Friends on Council -

Because the January 29 appeal of the Planning Commission decision regarding the Altamira Affordable Housing development will be heard in a packed Community Meeting Room at the peak of the flu season, I'm using this virus-free email to share my thoughts on that subject, for what they may be worth.

I urge you to uphold the Planning Commission's decision to approve the proposed development, and move to direct Staff to immediately devise and implement a plan to resolve long-neglected traffic-related problems in the neighborhood which, unless remedied, will be greatly exacerbated by the Altamira development. Those problems have been well-articulated by the appellants and have been the subject of valid neighborhood complaints for years.

Between permitting of the development and completion of construction, there should be more than enough time for Council and Staff to identify and implement necessary and viable fixes. Council should also appoint a subcommittee, including a majority of immediate neighbors, to assist it in that regard and to establish a timetable with responsibilities for completion, to be monitored as construction proceeds.

In particular, the Clay Street loading dock operations of the multi-billion dollar Marriott Corporation's Lodge and the over-flow parking from the Train Town amusement facility have been allowed to virtually usurp the use of public streets and rights-of-way for private profit, to the safety and Quality of Life detriment of long-suffering neighbors. Were the Lodge and Train Town new businesses applying for permits today, it is difficult to imagine they would be approved without being required to mitigate the conditions as now exist, which are directly the result of their operations.

Unless the City utilizes all the powers and processes at its disposal to alleviate the traffic, parking & safety frustrations of those who live in and travel through this neighborhood, this much-needed development will effectively add several hundred new but no-less-vocal City residents to the throngs attending future Council meetings and jamming staff phone lines to complain about these same issues.

In the interim, there is no reason to shrink, block or delay this much-needed development, as the City is in a position to remedy those concerns before construction is completed. Significantly, *the appellants do not oppose this affordable housing development*; [on their website](#) they expressly support it. Their effort to highlight neighborhood traffic/parking/safety concerns and to demand remediation should be applauded as an effort to make Altamira an even finer asset for the City and for those who will eventually live there. Those future residents would include many low-income working families who are the foundation of Sonoma's — and the county's — wine & tourism economy. Because there is no housing here they can afford, many in those industries not only earn dismally low wages but commute long distances to enrich our community and its businesses.

[In that regard, I believe it is relevant to note that some on Council have resisted a livable minimum wage ordinance for Sonoma on the curious rationale that affordable housing needs must be addressed first, or at least simultaneously. As proof of their professed commitment to affordable housing, and to a livable minimum wage, one presumes they will green-light this development.]

Finally, I urge you to reject not-so-subtle dog whistles professing concern about the 'risk of concentrated poverty' or having too many families from '[just one income bracket](#)' in the Altamira development. Save for a very limited affordable housing component, a diversity-of-income requirement has *never* been a factor for approving middle-class developments sprouted in various parts of town. Viewed most charitably, such a requirement in this case would effectively dilute if not defeat Altamira's very purpose. Because their applications will be carefully screened, Altamira residents — regardless of income, race or ethnicity — could scarcely be less wholesome or a greater 'risk' than the current billionaire occupants of the White House. In addition, Altamira will have a competent on-site resident manager to respond to their needs in a fresh and affordable place that its residents — some perhaps for the first time — can finally call Home.

bob edwards
Sonoma

PS: I surrender my three minutes of in-person public comment time on Monday (a \$900 value) for use by others.

City of Sonoma, City Council

Altamira Rental Apartments: Appeal

This Project is subject to the requirements of the California Environmental Quality Act (CEQA). The City of Sonoma is the CEQA lead agency. Prior to making a decision to approve the Project, the City must identify and document the potential significant environmental effects of the Project in accordance with CEQA. The latest version of the Initial Study Report and Environmental Checklist prepared under the direction of the City staff in my opinion does not fulfill the CEQA requirements for a Mitigated Negative Declaration. In order to prepare a "Mitigated Negative Declaration" the City must show that "avoidance and minimization measures be included in the project to point that clearly no significant effect on the environment would occur". If the answer is "no" then a Process Notice of Preparation (NOPA) should have been made and a draft EIR prepared.

The City Planner has certified (08/25/17) that this project does have significant effects on the environment but states that revisions made will mitigate these effects. I would question what revisions and mitigations made that he is referring to? This project was approved with almost no conditions and by only a 3 to 2 vote. Does forcing apartment tenants to keep their **windows closed at all times** sufficient for this conclusion?

The preliminary environmental studies submitted to the Planning Department should not have been approved by only three Planning Commissioners and additional environmental studies should be required as suggested by Mr. Bohar and Mr. Coleman (but ignored). It is the fiduciary duty of the City Council to request a full Environmental Impact Report or at the least additional environmental studies to protect the future occupants of this rental development and the citizens of Sonoma. Remember you are setting precedence for other developments in Sonoma and any omissions you make on this project will be with us for the next 55 years. Significant environmental problems were identified in the limited studies, and if a full EIR had been conducted other environmental problems may have surfaced. **The City Council must send this apartment project back to the full Planning Commission to reevaluate whether this Site as developed is acceptable for its planned use.**

In reviewing the initial Environmental Checklist (for CEQA) prepared by the Planning Department and used by the Planning Commission and comparing it to the a similar project (1st Street East) which had no more concerns according to the Planning Department (and much less density), a full EIR was recommended and approved by the Planning Commission. **At the preliminary environmental review study (February 9, 2017) there were several issues noted by the Planning Department Staff and Planning Commissioners that needed to be studied to determine if the proposed**

Project presented a significant impact on the environment. Important reports usually requested include: Traffic and Transportation, Environmental Noise Assessment, Air Quality, Hydrology and Water Quality, Public Services and Utilities and Service Systems. Other reports include: Aesthetics, Biological Resources, Cultural Resources, and Green House Gas Emissions reports. Only a partial Traffic Study and a limited Environmental Noise Study have been submitted, along with a Phase 1 Environmental Site Assessment, a Cultural Resources Analysis and Biological Survey. I believe **this ignores other important studies and information that normally are required for similar large projects.**

The Phase 1 Study appears not to have been conducted for the entire proposed (1.97 ac) site and for only a portion (1.53 ac). In order to be accepted the evaluation should be inclusive of the entire property or it is invalid. It is not known why the report was limited and should be reviewed by the City Council concerning the discrepancy and why to date this this has not been corrected. This could be an important issue. One longtime resident had questioned the original rezoning of this property since according to the City Manager, the City never sent individual notices to adjacent residents that the property was being annexed and rezoned to Mixed Use zoning. According to the neighbor she has yet to receive the copy of the minutes promised substantiating the legal process actually took place that she had requested under the California Public Records Act.

Both the Traffic and Environmental Noise studies were limited. The same consulting company that conducted the Traffic Report for the Napa St Hotel EIR that was successfully appealed to the City Council was also responsible for this report. The limited **Noise Study is only for external noise but does conclude there is a significant problem** with the site and the design. The report states the site noise levels monitored along Broadway and Clay Street (from the Lodge dock) is much higher than acceptable regulatory limits and will cause health issues for Altamira residents. There has been no, Air Quality, Hydrology and Water Quality, Public Services and Utilities and Service Systems Reports which are needed to approve this project.

Significant Environmental Impacts

Traffic:

The Traffic Study was conducted on a single day (April 27, 2017) on a Thursday, **not including a weekend in the summer when conditions are worse.** The report does not take into account the operation of the Lodge loading/ unloading dock on Clay St and the maneuvering space needed to accommodate deliveries. Nor did the study consider the impact on street parking in the surrounding area if their recommendations are implemented. Restriping Broadway for the turning lane, red striping the Broadway

entrance and possibly portions of Clay St will reduce on-street parking while the design of the Altamira project will encourage parking on Broadway and Clay St. Cars that now park in front of TrainTown along Broadway will park down on Clay Street. Perpendicular parking allowed on Broadway in front of Marcy Court (safety concern) will also be affected and these cars will need to park elsewhere (down Broadway and Clay St) in the future. The Altamira project design encourages tenants living along Clay St to park on the street which is in close proximity to their entrances. There is already a parking shortage around the site at peak times on weekends during the summer months and for special events because of TrainTown visitors, Lodge employees and others.

The study of the Lodge loading dock and its design was a specific request of two Planning Commissioners, but was ignored. This existing condition impacts traffic flow on Clay Street and will affect vehicle parking along the north side of Clay St.

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

The Study also does not look at pedestrian safety and in particular street crosswalks on Broadway and at Clay St, opposite the loading dock or provide recommendations for needed improvements. It is important to the children of the Altamira Apartments and the neighborhood to make Broadway and Clay St as safe as possible. There are already existing problems with traffic generated by high volume of vehicles on Broadway (US 12), TrainTown, and the Lodge/ loading dock. All three of these elements together constitute a significant environmental impact both in traffic safety, noise and air pollution. It is important these three elements are studied together and resolved to mitigate the addition of 75-100 new cars making over 300 daily trips in the area.

Transportation: The proposed set-aside housing (10 one bedroom units) for the homeless and disabled veterans will need transportation for continuing health care services. The developer was ask to address these management concerns and so far has not done so to the satisfaction of many. Currently there is not adequate public transportation at the site for veterans to seek needed medical and drug rehabilitation services outside of this area (the Veterans Hospital in Santa Rosa). We are aware of the already inadequate medical services for veterans with special needs. This can be an

important issue in meeting the veteran's needs. Alternative transportation services and local alternate medical services need to be identified before an application for funding allowed and approved by the City.

Noise:

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

The developer has asked for a variance for the rear yard building setbacks of only 15 feet from the Bragg St homes. The setback for the parking area is only 5-10 feet. Noise will be a problem. The nearby residents and the majority of the Community Advisory Committee suggested a masonry "sound fence" to address the sound privacy issues and the setback variance. This fence would also help contain some of the noise and air/dust pollution during 15-18 months of construction. Although it was brought up as a concern by several Planning Commissioners during the environmental review **the Developer and the Planning Department has ignored this concern. The Noise Study suggested a partial sound fence only six feet high be constructed at the northwest corner. Commissioner Bohar and Coleman suggested the sound fence run along the entire west property line. This also was ignored.**

The Noise Report submitted to Mr. Goodison found significant noise problems locating housing along Broadway and on Clay St. Noises generated by traffic and service activities exceed the allowable guidelines for residential occupancy. This is a problem for both interior and exterior environmental conditions. The commissioned report suggests the apartment occupants **"keep their windows closed" as a remedy to this significant environmental problem.** Entomping the rental occupants or endangering their health should not be acceptable options and requires that the City Council send this project back to the **Planning Commission to decide if this site is acceptable for its intended use or at least give this matter additional design study for mitigation.** Mixed Use (MX) zoning would have allowed for commercial development on the front half of the site which would have moderated noise to the residential use behind them. This has been common with other newer development on

Broadway in Sonoma. Only recently has the City Code been changed (by interpretation) to allow 100% residential use on Mixed Use sites. As designed the development may not meet California Building Code and Sonoma governmental regulations and guidelines. If this site is to be used other mitigation design options should be explored.

Air Quality:

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

Utilities and Service Systems:

It was noted in other EIR studies that large construction projects would significantly adversely affect the carrying capacity of the sanitary sewer system in Sonoma. It seems reasonable to conclude the proposed Broadway Housing project will have a similar cumulative effect on the system. There seems to be many proposed construction projects in Sonoma that are approved or are being proposed that will have a negative effect on the Sonoma sewer capacity. The proposed Broadway Project should not receive a free pass from the Planning Commission without proper study. The developer has not addressed this concern. Other developers in the City have provided studies to mitigate potential problems included in their EIR. The City’s responsibility is to evaluate all potential development accumulatively which it has not done.

Aesthetics/ Design:

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

January 18, 2018

important. Why was SAHA directed to have them only erected along the west property line, not on Broadway and Clay, and originally up for only four days by the City?

I will commend the Developer for attempting to revise the architecture of the structures as requested by Commissioner McDonald. Aesthetics can be subjective but here are a few thoughts. The proposed site is located directly on Broadway Corridor, the gateway to the City of Sonoma, connecting the southern gateway to the downtown. It is apparent the existing City Plan is to create a different feel on the southern portion of Broadway. There is no reason the same “streetscape” theme from MacArthur to the Plaza cannot also be extended to Leveroni/ Napa Road. There were a majority of Commissioners that agreed this Development’s design needed further study to make it more compatible with the small town character of Sonoma. This process was started. **There was a motion by Mr. McDonald at the last meeting to continue the review process and redesign which would have passed except for the intervention of the Planning Director for concern of the Developers schedule.**

This project has not been reviewed like most other large scale developments in Sonoma. We were told this is not going to be a “County project in Sonoma” and would be reviewed like any other project in Sonoma. It was not reviewed like other projects. We have been constantly reminded that it was up to the Planning Commission (and them alone) to review and approve this project and demand change to make this a quality development for its occupants and the City of Sonoma. Yet the Planning Commission was depleted almost in half and the few remaining members faced non-appointment and a few were not effective in evaluating this development.

It is in the best interest of everyone including those who will be occupying these apartments and the surrounding neighborhoods if there is a full Environmental Impact Report or at least additional studies to make this a good development for Sonoma. It’s time the Council listens to the residents of Sonoma and not just the advocates who do not live here.

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

Regards,

Anthony Germano, CAC member
Sonoma, Ca

Subject: FW: 20269 Broadway

Date: Tuesday, January 16, 2018 at 9:55:03 AM Pacific Standard Time

From: Rebekah Barr

To: David Goodison

FYI...

Rebekah Barr, MMC

Rebekah Barr
City Clerk/Exec Assistant
City of Sonoma
No. 1 The Plaza
Sonoma, CA 95476

[707] 933-2216 Phone
rbarr@sonomacity.org
www.sonomacity.org

From: Anne Shapiro [mailto:azshap@comcast.net]

Sent: Saturday, January 13, 2018 3:10 PM

To: City Council <citycouncil@sonomacity.org>

Subject: 20269 Broadway

January 12, 2018

To the members of the Sonoma City Council

Dear Sirs/Madams,

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

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

My objection is to the size and density of this project on less than two acres on the gateway to the City of Sonoma. On Marcy Court, we have two parking spots per household. Even that has been insufficient as a third member of a household gets a drivers license...or we have... company. We are grateful that the city lets us use the indented front end parking on Broadway for overflow for our residents. However, even this parking is often taken up by customers of nearby Train Town when the area is frequently choked with tourist traffic. Providing only a "minimum of one parking space per unit" will result in increased attempts at street parking and frustration for

the 20269 residents who can't find a place to park when they get home...especially when Train Town is open. And getting in and out of their one driveway entrance will only be worse than it already is for us trying to get onto busy Highway 12.

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

Thank you.

Anne Shapiro

1225 Broadway

RECEIVED

JAN 23 2018

John & Stephanie Peterson
1487 Flower Street
Medford, Oregon
97504

CITY OF SONOMA

Sonoma Planning Commission
1 The Plaza
Sonoma, CA 95476

Re: Altamira Appeal

We have followed this project, attended preliminary meeting at our community center and viewed the commission meetings. It is a noble project, much needed however, not crafted well enough for the location. Please consider, read and review the appeal. It is reasonable to do for the best and hopeful outcome.

Thank you.

Respectfully,

L. F. Peters

From: Lynn Fiske Watts
To: [City Council](#)
Subject: Fwd: And one more thing
Date: Thursday, January 25, 2018 6:07:44 PM

Dear Mayor and Council

I received an email from Social Action encouraging people to send you emails about 20269 Broadway. I sent them my response. Here it is.

Lynn Fiske Watts

Begin forwarded message:

From: lynn f watts <lynnfwatts@gmail.com>
Date: January 25, 2018 at 4:39:34 PM PST
To: Lynn Fiske Watts <lynnfwatts@gmail.com>
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Subject: And one more thing

I'd like you to carefully read the message sent by "The Social Action" team. I sent it before, but when read carefully, you can see these people are presenting a false dichotomy, namely there are only NIMBY (No) and YIMBY (Yes) — No or Yes in my backyard. They are conveying to the CC that if they don't reject the appeal they are against affordable housing. This is so ignorant. There are more options available and we fall into that category.

We have never said "We don't want low income housing on the site; we've said "Do It Right," "respect the people who already live here," and "do what you can to make it the best it can be."

Norma Barnett, the writer of the email, indicates she doesn't understand the difference between wanting a good development and not wanting any development at all.

Dear City of Sonoma Council Members,

We are calling upon all City Council members to reject the appeal to the Council of the Altamira Family Apartments project at its January 29 meeting. This project has already had ample public hearings and has been approved by the Planning Commission for a use permit and a CEQA negative declaration.

Now, more than ever, City Council members need to embrace this wonderful opportunity to demonstrate their full and unwavering commitment to affordable housing development within our City boundaries. Please reject this appeal and let the Altamira Family Apartments project go forward.

Thank you.

Your Name