

California Environmental Quality Act

Initial Study

(As required by Sec. 15063 of the Public Resources Code)

Prepared: February 2018

1. **Project Title:** Sonoma Cheese Factory Reconfiguration and Expansion
2. **Lead Agency Name and Address:** City of Sonoma Planning Department
3. **Contact Person and Phone Number:** David Goodison, Planning Director
(707) 938-3681
4. **Project Location:** 2 West Spain Street
5. **Project Sponsor's Name and Address:** Sonoma Square Market, LLC/APPA Development
3301 Pico Blvd., Suite A
Santa Monica, CA 90405
6. **General Plan Designation:** Commercial
7. **Zoning:** Commercial/Historic Overlay Zone/Plaza Retail
Overlay Zone

8. Description of Project:

Previous Reviews and Approvals: On November 13, 2014, the Planning Commission considered an application to reconfigure the interior of the Sonoma Cheese Factory to allow a multi-tenant marketplace featuring locally sourced artisan foods, cheeses, bake goods, wine, coffee, and other related food and non-food products. The Planning Commission voted unanimously to approve a Use Permit for the Phase I improvements, which allowed for a reconfiguration of the interior space of the Sonoma Cheese Factory and called for demolition of a rear building element to facilitate the creation of a pedestrian walkway and courtyard, located along the west side of the site linking the Casa Grande parking lot and Plaza. In addition, the Planning Commission directed that a parking credit for areas of demolition, in the amount of one space per 300 square feet of gross floor area removed, could be preserved and applied to future building additions/expansion. Furthermore, the Planning Commission recognized the existing amount of seating associated with food serving activities (103 seats) as grandfathered in with respect to parking requirements.

In July 2015, the Planning Commission reviewed project Phases II and III so that the development could be constructed as a unified project. In addition to those improvements approved under Phase 1, the Phases II and III included additional demolition and replacement floor area at the back of the structure to accommodate a new restaurant, and a new, ±1,900-square foot building in the northwest portion of the site that would accommodate cheese aging, food service, and sales. In total the project would increase the gross commercial floor area on the site by ±2,240 square feet (from 11,397 to 13,635 square feet) and accommodate eleven retail food/beverage purveyors and

restaurant uses. The building façade of the original Sonoma Cheese Factory building would remain unchanged. The Use Permit for the unified project was unanimously approved by the Planning Commission.

Current Proposal: The current proposal retains the basic concept of renovating the Cheese Factory as a multi-tenant marketplace featuring locally-sourced artisan foods, cheeses, baked goods, wine, coffee, and other related food and non-food products. However, it includes the following additional elements:

- Although the Plaza-facing element of the Cheese Factory building, which has been found to be historically-significant, would be retained, the building elements behind it would be removed and replaced. The new construction would enable architectural enhancements that would improve the visual compatibility of the rear portion of the Cheese Factory with adjoining historic buildings on the State Parks property.
- A sub-floor space with an area of 10,065 square feet would be created. This space would be used to showcase cheese aging and as a wine shop and wine bar.
- The pedestrian walkway connecting the Plaza to the Casa Grande parking lot, previously approved on the west side of the site, would be relocated to the east, adjoining the Sonoma State Historic Park, in order to improve the visual context of the both the Cheese Factory and the State Park.

The project would increase building area on the site by 13,603 square feet, for a total of 25,000 square feet. Two restaurant tenant spaces are proposed, with combined seating of 63 indoor seats and 16 outdoor seats. However, in light of the food sales orientation of the Project, there would be seating throughout the building, totaling 245 indoor seats and 72 outdoor seats (including the restaurant seating and a basement level wine bar area).

Optionally, the Project could lead to improvements to the adjoining Casa Grande parking lot, in the form of increased off-street parking capacity. A parking analysis performed as part of the evaluation of the Project, estimates that it would increase parking demand by approximately 20-40 spaces during periods of peak demand, resulting in a net parking shortfall of 11-13 spaces during such periods. Although the Casa Grande parking lot is owned by the State of California, it has been previously leased by the City of Sonoma to ensure its availability for use by the general public and the City and State Parks are currently negotiating a new lease. As a mitigation measure/condition of Project approval, the applicants could be required to pay an in-lieu fee that would potentially assist in reconfiguring the Casa Grande parking lot to provide additional parking spaces. However, such improvements could be accommodated within the existing area of the parking lot, including the overflow parking area. In addition, the traffic analysis performed for the Project, as set forth in Section 16 of the Initial Study, addresses the potential increased vehicular use of the Casa Grande parking lot that could result from the Project.

9. Setting and Context:

Setting: The subject property consists of two parcels on the north side of the Sonoma Plaza, mid-block on Spain Street. The two parcels, which create an L-shaped site, have a combined area of approximately of 20,335 square feet. The properties are currently developed with the Sonoma Cheese Factory building. The original structure was built in 1945 to provide production, retail space, and offices for the Sonoma Cheese Factory. Various additions have been made to the building over time and it has an area of 11,397 square feet. Cheese production ceased on the site in 2001. Currently, it is used as a retail and restaurant space, including a wine tasting component, although significant portions of the building are vacant or underutilized.

The property is located within the city limits of Sonoma and it has a General Plan land use designation of Commercial. The Commercial land use designation is intended to provide areas for retail, hotel, service, medical, and

office development, in association with apartments and mixed-use developments and necessary public improvements. The property has a base zoning designation of Commercial and is located within the Historic Overlay zone and the Plaza Retail Overlay zone.

Adjoining uses are as follows:

North: Casa Grande Parking Lot, a surface parking lot owned by California State Parks and part of the Sonoma State Historic Park.

South: Sonoma Plaza (across Spain Street).

East: The Sonoma State Historic Park (with features including the Servants Quarters, the Barracks, and the Toscano Hotel).

West: Restaurants and other commercial uses.

10. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement):

The following approvals by outside agencies will be required:

1. Payment of fees to the Sonoma Valley Unified School District and the Sonoma Valley County Sanitation District.

11. Application of CEQA requirements:

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. This Initial Study has been prepared under the direction of the City to fulfill the CEQA requirements.

David Goodison, Planning Director

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Email: dgoodison@sonomacity.org

Vicinity Map

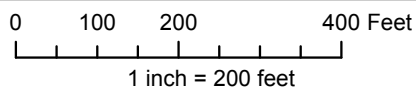


Zoning Designations

Project Summary

<i>Project Name:</i>	Sonoma Cheese Factory Reconfiguration and Expansion
<i>Property Addresses:</i>	2 West Spain Street
<i>Applicant:</i>	Viviani Trust
<i>Property Owner:</i>	Same
<i>General Plan Land Use:</i>	Commercial
<i>Zoning - Base:</i>	Commercial
<i>Zoning - Overlay:</i>	Historic
<i>Summary:</i>	Renovation and expansion of the Cheese Factory as a multi-tenant marketplace, also including restaurant seating, a wine bar, and cheese storage.

- 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





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EXISTING SITE PLAN

JUNE 14, 2017

Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA





- Room Legend**
- RESTAURANT
 - TENANT
 - SEATING AREA
 - BOH
 - STAIR
 - COMMON AREA
 - ELEV

8,560 S.F.
14,935 S.F.
17,481 S.F.
25,000 S.F.
223 SEATS
72 SEATS
295 SEATS

LEVEL 1 LEASABLE AREA:
LEVEL 1 BUILDING AREA:
TOTAL LEASABLE AREA:
TOTAL BUILDING AREA:
INDOOR SEATING:
OUTDOOR SEATING:
TOTAL SEATING (ALL LEVELS):



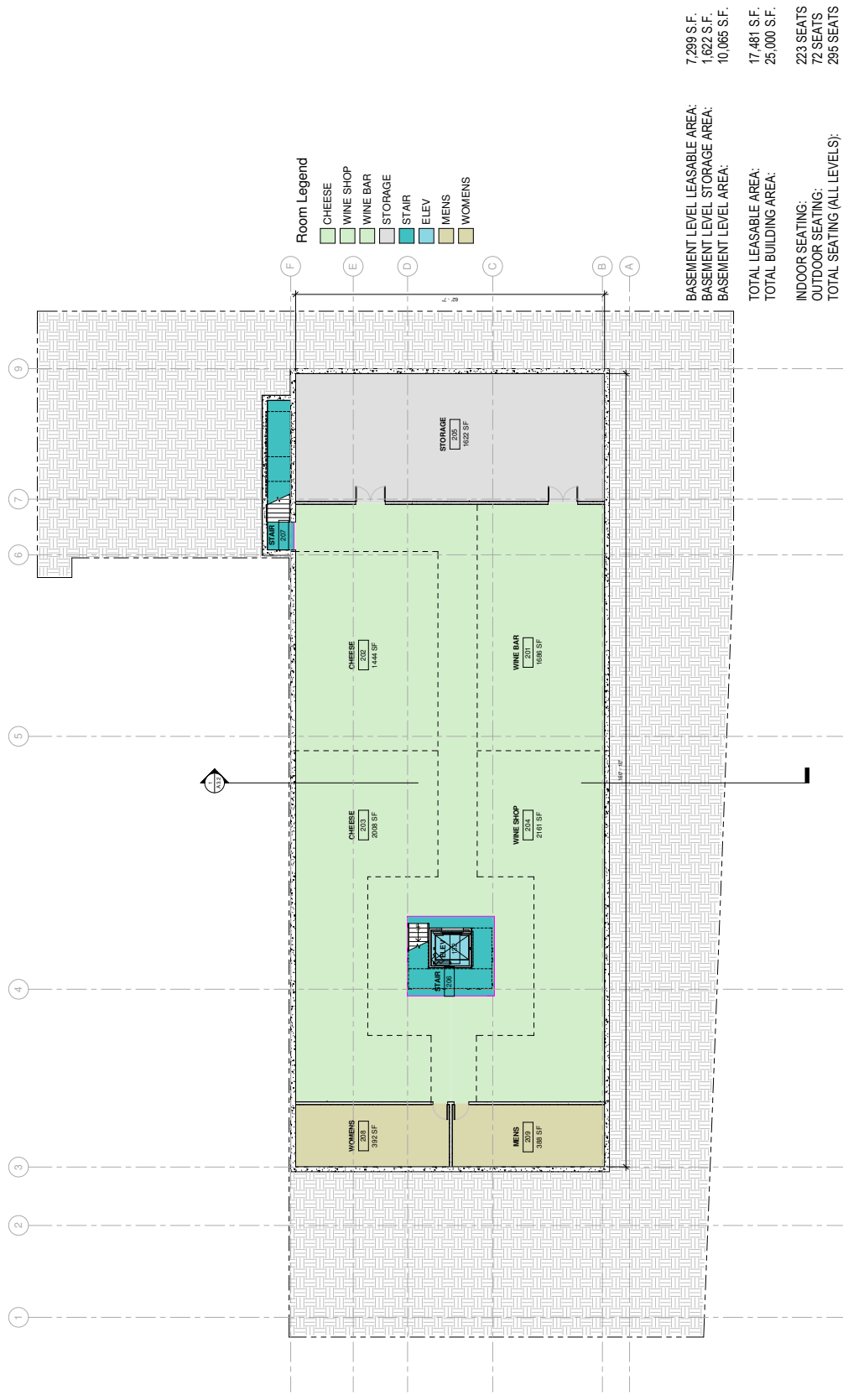
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PROPOSED LEVEL 1
FLOOR PLAN

JUNE 14, 2017

Sonoma Cheese Factory
2 WEST SPAIN STREET - SONOMA, CALIFORNIA

CARLIN AIPA REAL ESTATE



Room Legend

CHEESE
WINE SHOP
WINE BAR
STORAGE
STAIR
ELEV
MENS
WOMENS

BASEMENT LEVEL LEASABLE AREA: 7,299 S.F.
 BASEMENT LEVEL STORAGE AREA: 1,622 S.F.
 BASEMENT LEVEL AREA: 10,065 S.F.
 TOTAL LEASABLE AREA: 17,481 S.F.
 TOTAL BUILDING AREA: 25,000 S.F.
 INDOOR SEATING: 223 SEATS
 OUTDOOR SEATING: 72 SEATS
 TOTAL SEATING (ALL LEVELS): 295 SEATS



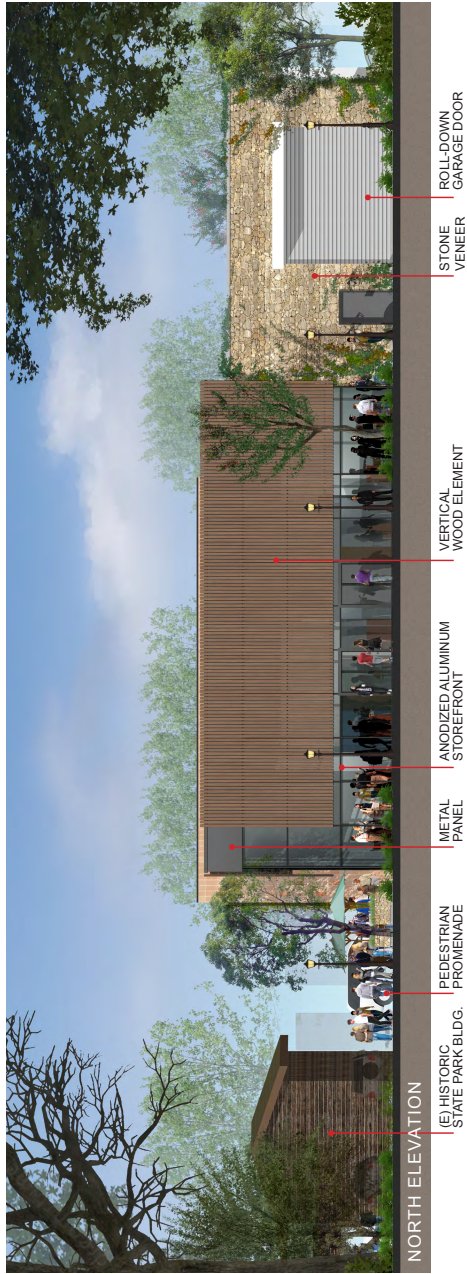
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 Suite B CA 92614
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 www.smsarch.com
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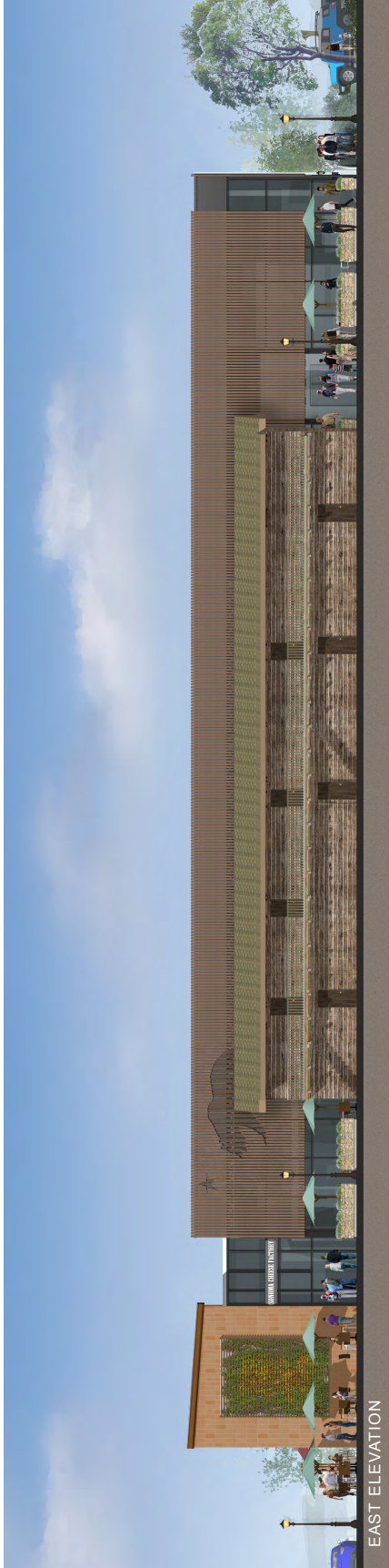
JUNE 14, 2017

BASEMENT LEVEL FLOOR PLAN

Sonoma Cheese Factory
2 WEST SPAIN STREET - SONOMA, CALIFORNIA







EAST ELEVATION



EAST ELEVATION (PROMENADE)

- (TILE FINISH)
- SIGNAGE
- CABEAR AND STAR
- ANODIZED ALUMINUM STOREFRONT
- VERTICAL WOOD ELEMENT
- STONE VENEER ON PLANTER WALL
- METAL PANEL

CARLIN AIPA REAL ESTATE

Sonoma Cheese Factory
2 WEST SPAIN STREET - SONOMA, CALIFORNIA

ELEVATION EAST

17849 SW Park Circle
Suite B CA 92614
949.757.3240
www.sms.arch.com
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JUNE 14, 2017

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Storm Water |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
David Goodison, Planning Director	City of Sonoma, Planning Department
Printed name	For (Lead Agency)

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

1. AESTHETICS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a) *Have a substantial adverse effect on a scenic vista?*

The City of Sonoma Municipal Code (SMC 19.43.130.C) defines “scenic vistas” as follows:

“... a public view, benefitting the community at large, of significant features, including hillside terrain, ridgelines, canyons, geologic features, and community amenities (e.g., parks, landmarks, permanent open space).”

Additionally, SMC section 19.40.130.D, states that new structures should be constructed in a manner that preserves scenic vistas by maintaining view corridors. This section states that examples of view corridors include unbuilt space between buildings, view opportunities created from undeveloped lots, airspace created from public parks and open spaces, and open spaces created from the deliberate spacing of buildings on the same lot or adjacent lots. Based on these definitions, scenic vistas potentially affected by the Project consist of views of the hills to the north as seen from adjoining sidewalks and the Sonoma Plaza. As shown in the figures below, through the removal and reconstruction of the rear elements of the Sonoma Cheese Factory, views of the hills would be slightly altered, because the appearance of that portion of the building would change. However, the proposed building design provides improved visual



Sonoma Cheese Factory, Existing View from South.



Sonoma Cheese Factory, View from South with Project.

compatibility by removing protruding building elements, including a concrete block structure and a large metal awning, as well as a conglomeration of unscreened mechanical structures located on the roof of the existing building. Consequently, construction of the Project would not have a substantial adverse impact on a scenic vista and would result in a *less-than-significant impact*.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

The project is not located along a Scenic Highway; therefore, the project would have **no impact** on scenic resources associated with a Scenic Highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The factors used by the City of Sonoma to ensure new development is visually compatible with its surroundings include compliance with applicable development standards, consistency with applicable design guidelines, and an analysis of Project-specific site design and architecture as it relates to the visual character of the area.

1. Consistency with Development Standards

Applicable standards as set forth in the Development Code that relate to the visual character of proposed development include height limits, setback requirements, and limitations on building coverage.

Summary of Development Code Compliance (Standards Related to Building Height and Mass)		
Development Feature	Development Code Allowance (SMC Chapter 19.32, Table 3-24)	Project
Building Setbacks	Front/StreetSide: 0 ft; Side: 0 ft.; Rear 0 ft	Front/StreetSide: 0 ft; Side: 0-23 ft.; Rear 10 ft
Floor Area Ratio	2.0	1.23
Building Coverage	100%	73%
Maximum Roof Height	30 feet	20-26 feet

The project complies with Development Code standards relating to massing, setbacks, and building height.

2. Consistency with Design Guidelines

The design guidelines of the Development Code applicable to the proposed Project are set forth in the *Downtown Sonoma Historic Preservation Design Guidelines*, adopted by the City Council in March 2017. These guidelines are explicitly based on the Secretary on Interior Guidelines for Historic Preservation, in conjunction with a detailed analysis of the context and conditions of Sonoma’s downtown area. Specifically, the project is evaluated in terms of Chapter 5: “*Guidelines for Additions to Existing Buildings*.” Because the project site is located within Sub-Area 1 of the Downtown District, which comprises the area of encompassed by the Sonoma Plaza National Historic Landmark and the Sonoma Plaza National Register Historic District, the guidelines are to be applied more strictly than would be the case otherwise. As set forth in Section 3 of the Guidelines: “*In general, the subareas are categorized hierarchically — guidelines in Sub-Area 1 are applied the most strictly, while some flexibility is allowed in Sub-Area 2, and the greatest amount of flexibility applies to Sub-Area 3. However, the intent of the guidelines remains consistent throughout all sub-areas, and applicable guidelines will be dependent upon the type of project and the historic status of the building or its adjacencies.*” An analysis of Project consistency with the applicable design guidelines is set forth below:

Review of Project Consistency with the Downtown Sonoma Historic Preservation Design Guidelines	
Guideline	Project Response/Compliance
<i>5.1.1 Respect the massing and scale of the main building when designing an addition.</i>	
Let the existing height and width of the main building dictate the size of the addition. Appropriate scale and massing are important considerations to ensure that an addition does not overwhelm the primary building. Additions should be subordinate to the main building.	The height of the addition (25 feet) would be one foot less than that of the peak height of the retained building element. As viewed from the street, the width of the addition on the east side, which is the most exposed to public views, would be somewhat narrower than the existing building. On the west, the addition would extend outward by approximately 10 feet in comparison to the existing building. However, this extension is set back 25 feet from the face of the existing building, including an inset “hyphen” connection, and views of this building element are limited by the presence of an adjoining zero-lot line commercial building.
Avoid creating additions that exceed the height and/or width of the main building. Additions that exceed the height of the main building can be set back, often by construction of a “hyphen” or “recessed joint” connecting the two volumes. Ideally, from the street, the roofline of the addition should not be visible above the roofline of the original building.	The height of the addition would not exceed the peak height of the retained building element. The building addition is connected to the retained building element by an inset hyphen connection. When viewed head-on from the south, the roof of the addition would not be visible above the retained building element. The roof of the addition would be visible from public views from the east, but this is already the case with the existing building.
Consider adjacent properties when sizing an addition. Side additions should not encroach on neighboring side yards and the overall rhythm and spacing of the neighborhood.	Although taller than some of the building segments it replaces, the addition has been designed to better complement the historic Servant’s Quarters building on the adjoining State Park’s property by presenting a neutral backdrop and eliminating and/or screening roof-mounted mechanical equipment. On the west, the addition makes an appropriate transition to the adjoining building on the west, by stepping down from the height of the Cheese Factory building.

**Review of Project Consistency with the Downtown Sonoma
Historic Preservation Design Guidelines**

Guideline	Project Response/Compliance
<i>5.1.2 Locate additions where they will be least visible from the public right-of-way and do not distract from the main building.</i>	
Avoid obscuring or removing character-defining features when creating an addition.	The character defining features of the Cheese Factory building will be retained.
Construct additions at the rear of a historic building whenever possible. This strategy maintains the historic visual impression of the building as seen from its front, as well as the overall streetscape pattern as experienced in the public realm.	The addition would be constructed behind the front-facing portion of the Cheese Factory building, which will be retained. Due to its size, design, and placement, addition will maintain the existing visual impression of the Cheese Factory building as viewed from Spain Street and the Plaza and and not substantially alter the existing visual rhythm of the Spain Street streetscape.
Avoid making additions to primary façades. Additions to primary façades of historic buildings are not considered appropriate because they obstruct the building's appearance from the street and diminish the building's integrity.	The primary facade of the Cheese Factory building will be retained unaltered.
<i>5.1.3 The design of an addition should be compatible with the original building and respect its primacy.</i>	
The architectural style of the addition should aim to be compatible yet differentiated from the historic building. This can be achieved through sensitive scale and massing, as well as simplified references to character-defining features or ornamentation of the original building.	<p>As viewed from the east and southeast, the addition has a simple, streamlined, rectangular form echoing that of the building element to be retained. The addition would take the form of a glass and aluminum curtain wall with an upper stucco element, covered by a vertical wood screen.</p> <p>The south-facing building extension on the west would be faced with a stone veneer, matching stone planters located along the eastern pedestrian way. The window on this building element would reference but not mimic the window design of the building element to be retained.</p> <p>The rear of the addition, which faces the Casa Grande parking lot, would feature both a wood-screened curtain wall and a stone veneer element, as well as a limited area of metal paneling.</p> <p>The building addition would be further differentiated by an inset hyphen connection to the primary building element. The proposed design and materials are intended to complement the historically-significant building element without competing with it.</p>
Reference the distinctive architectural features of original structures and use similar forms and materials to achieve compatibility, including: door and window shapes, size, and type; exterior materials; finished floor height; roof pitch, style, and material; trim and decoration.	The streamlined forms of the addition and its flat roof are compatible with the Streamline Modern/International architecture of the Cheese Factory building. The design of the window on the south-facing element of the addition makes reference to the window design on the face of the historic building element. The stone veneer complements but does not copy the orange glazed tile used on the primary building element.

**Review of Project Consistency with the Downtown Sonoma
Historic Preservation Design Guidelines**

Guideline	Project Response/Compliance
When an addition has decorative features that are similar to those found on the original building, design these features to be slightly different in size and/or spacing, so as to be distinguished from the building's historic features.	Not applicable. The proposed building addition would not replicate decorative features.
Avoid matching the addition too closely to the historic building and creating a false impression that the addition is an original feature.	The addition does not employ the highly distinctive "Streamline Modern/International" architecture of the historic Cheese Factory building.
Avoid designing an addition in a style, scale, and material palette that contrasts significantly with the historic building, simply for the sake of differentiation.	The design of the proposed addition is intended to result in a neutral backdrop that gives primacy to both the historic Cheese Factory and the adjoining Servants Quarters building on the State Parks property. The height of the addition is less than that of the historic Cheese Factory building.
Maintain roof forms that complement the existing building and the identified architectural style. Typically, the shape and pitch of the addition roof should echo that of the main building.	As viewed from the Plaza and the sidewalks adjoining the subject property, the Cheese Factory building has a flat roof. The proposed addition would also employ a flat roof, but at a somewhat reduced height.
If an addition is clad in clapboard or wood shingle, choose new siding that has a subtly different profile or dimension than that of the original building. This would allow the addition to read as a later change upon close inspection.	Not applicable.
Materials used for additions should be similar to those found on the main building. High-quality and durable materials are encouraged.	Because the primary views of the addition occur in conjunction with the historic Servant's Quarters building adjoining on the east, the materials used—in particular the wood screen—are designed to be compatible with both the historic Cheese Factory and the Servant's Quarters building (which is clad in wood and adobe). The proposed addition would be constructed with high-quality, durable materials.
Do not attempt to differentiate an addition simply by using a contrasting paint color scheme. New colors and accent schemes should be compatible with those used on the original building.	The addition would be differentiated both in its use of materials and overall design. The precise selection of colors and materials would be subject to the review and approval of the Design Review and Historic Preservation Commission.
<i>5.1.6 Demolishing character-defining features and volumes in order to accommodate new additions diminishes the overall historic character of the building and should be avoided.</i>	
New work should be planned carefully to avoid significant impacts to the building's historic integrity. Whenever possible, elect instead to make alterations and additions in areas where non-historic change has already occurred (see 5.1.7).	The historically-significant element of the Sonoma Cheese Factory building will be retained. New building area proposed with the Project would replace non-historic additions.
Avoid demolishing historic features that define the character of the building, in particular those that can be seen from the public right-of-way on front and secondary façades.	The front portion of the Sonoma Cheese Factory Building, which has been found to be historically-significant, will be preserved.
<i>5.1.7 Depending on the building's historic designation, existing additions and alterations that occurred during the period of significance for the Sonoma Plaza National Historic Landmark (1821-1848) and/or the Sonoma Plaza National Register Historic District (1835-1944) may contribute to the building's historic character.</i>	

**Review of Project Consistency with the Downtown Sonoma
Historic Preservation Design Guidelines**

Guideline	Project Response/Compliance
Whenever possible, avoid demolishing additions and alterations that date to the building or district's period of significance, as they can provide a physical record of historic development patterns.	The historical-significant portion of the Cheese Factory building was constructed in 1945, outside of the period of significance. Later additions were constructed in the 1950's.
Not every older addition or alteration is character defining. Consult with preservation professionals regarding the relative importance of any particular historic addition or alteration to the original building.	The historic significance of the Cheese Factory Building, including all of its additions, has been evaluated by a qualified professional (see Attachments 3 and 4).

In summary, the Project is substantially consistent with the *Downtown Sonoma Historic Preservation Design Guidelines* concerning additions to existing buildings.

3. Site Design and Architecture

With respect to site planning and aesthetics, the Project improves upon existing conditions. The Project relocates a pedestrian walkway from a previously planned location on the west side of the Sonoma Cheese Factory building to the east, bringing the public circulation from the rear parking lot to the Plaza by passing the west side of Sonoma State Historic Park's Casa Grande Servants' Quarters. This is accomplished by shifting the new construction to the west, closing the gap between 8 West Spain Street (Mary's Pizza Shack) and providing more space between the Sonoma Cheese Factory and the Casa Grande Servants' Quarters building. Not only does this improve Project compatibility compared to its earlier conception, but also from the current condition, where a shed-roofed outdoor seating area on the east side of the Sonoma Cheese Factory projects close to the west side of the Servants' Quarters, creating visually clutter and preventing pedestrian egress.

By shifting the development west and situating the walking path on the east side of the Sonoma Cheese Factory building, the Servants' Quarters is provided a wider berth while highlighting Sonoma's significant history for pedestrians. Stone-clad planters will separate the Sonoma Cheese Factory's outdoor dining area from the pedestrian walkway. Based on the renderings, the vertical wood cladding and stone cladding used in the new design appear compatible with the adobe and wood cladding of the Servants' Quarters building. While the new construction will be taller than the gable-roofed shed portion that currently exists at the Sonoma Cheese Factory, the height will be commensurate with the front portion of the building, the existing middle storage addition, and other buildings in the area. The continuous height of the proposed addition is cleaner in appearance compared to the varying rooflines of the existing Sonoma Cheese Factory and additions.

In summary, the Project is substantially consistent with the applicable standards of the Development Code intended to ensure that new development is visually compatible with its surroundings. The Project is also consistent with the City's *Downtown Sonoma Historic Preservation Design Guidelines*. In its site planning and architecture, the Project has been designed to improve compatibility with the primary building element of the Cheese Factory and with the historically-significant Servants' Quarters building. In addition, the project would substantially maintain the Plaza streetscape along Spain Street, while improving it in certain aspects. Based on these considerations, the Project would not substantially degrade the existing visual character or quality of the site or its surroundings and the impact would therefore be *less-than-significant*.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Exterior lighting would be necessary for the development, such as exterior building lighting and lighting for safety and security. However, this lighting would be typical of commercial development elsewhere in downtown Sonoma. In addition, proposed exterior lighting would require review and approval by the City's Design Review and Historic Preservation Commission (DRHPC) and would be subject to standards of the City's Development Code¹, which specify that exterior light fixtures must be shielded to reduce or eliminate light spillage off-site. Lastly, the proposed exterior materials and finishes do not include materials that are highly reflective or that would otherwise tend to produce glare. For these reasons, the Project will not create a new source of substantial light or glare that would adversely affect daytime or night-time views in the area. This would be a *less-than-significant* impact.

2. AGRICULTURAL RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), or timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land, conversion of forest land to non-forest use, or involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

¹ City of Sonoma Development Code § 19.40.030

The project site is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation. The project site is identified as “Urban and Built-up Lands” on the Important Farmland Map maintained by the Department of Conservation². **No impact** would occur.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

Because the subject property is not under a Williamson Act contract, **no impact** would occur.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), or timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

The project site does not contain any forest lands as defined in Public Resources Code section 12220(g) and is not zoned for forest uses, therefore Project implementation would not result in the loss or conversion of forest land to a non-forest use. In addition, the Project is not located in the vicinity of offsite forest resources. For these reasons, there would be **no impact**.

d) *Result in the loss of forest land, conversion of forest land to non-forest use, or involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use?*

See response 2.c. There would be **no impact**.

e) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non- agricultural use.?*

Because neither the Project site nor any parcels in proximity to it support farmland or other agriculture uses or resources, the development of the Project would have **no impact** in this area.

3. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

² <http://maps.conservation.ca.gov/ciff/ciff.html>

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors or airborne dust affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

In May 2017, the Bay Area Air Quality Management District (BAAQMD) adopted updated guidelines³ for analyzing air quality impacts under CEQA, including suggested thresholds of significance and associated screening criteria for the analysis of air quality impacts from development projects.

(a) Conflict with or obstruct implementation of the applicable air quality plan?

The San Francisco Bay Area Air Basin (SFBAAB) is classified by BAAQMD as non-attainment for ozone and inhalable particulates (PM10). To address these exceedances, BAAQMD, in cooperation with the Metropolitan Transportation Commission and the Association of Bay Area Governments, prepared the Bay Area 2005 Ozone Strategy (BAOS) in September 2005 and Particulate Matter Implementation Schedule (PMIS) in November 2005. The PMIS discusses how BAAQMD implements the California Air Resources Board’s 103 particulate matter control measures. Later, BAAQMD adopted the 2010 Bay Area Clean Air Plan (Plan), which updates the BAOS. BAAQMD guidance states that “if approval of a project would not result in significant and unavoidable air quality impacts, after the application of all feasible mitigation, the project would be considered consistent with the 2010 [Plan]” (BAAQMD, 2010a). As indicated under Topics 3(b) through 3(e), below, the project would not result in significant and unavoidable air quality impacts. Therefore, the project would be consistent with the Plan, and the impact would be *less-than-significant*.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

1. Operational Emissions. As indicated under Topic 3(a), above, the SFBAAB is classified by BAAQMD as non-attainment for ozone and inhalable particulates (PM10). BAAQMD sets forth screening criteria in the 2017 BAAQMD CEQA Guidelines to indicate the minimum development size (by land use category) at which air pollutant emissions could exceed significance thresholds and result in potentially significant impacts related to violation of air quality standards or cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment. The Guidelines set forth the following screening criteria for shopping centers based on the above thresholds: 99,000 square feet for operational emissions and 277,000 square feet for construction emissions. Because the Project would result in new building area amounting to approximately 13,600 square feet, it falls well below both thresholds. The Guidelines also specify that the project must also meet two other criteria: (1) the BAAQMD’s Basic Construction Mitigation Measures must be implemented during construction; and (2) the project does not include demolition, simultaneous occurrence of more than two construction phases, simultaneous construction of more than one land use type; extensive site preparation; or extensive material transport (more than 10,000 cubic yards of soil). As further explained below, the project would meet these criteria, and therefore the impact would be *less-than-significant with mitigation*.

³ Air Quality Guidelines, BAAQMD, May 2017

2. Construction-Related Emissions. Project-related excavation, grading, and other construction activities at the project site may cause wind-blown dust that could generate particulate matter into the atmosphere. Fugitive dust includes not only PM10 and PM2.5 that could contribute to violation of air quality standards, but also larger particles that can represent a nuisance impact. Dust can be an irritant, causing watering eyes or irritation to the lungs, nose, and throat. To assess whether a proposed project would result in the generation of construction-related criteria air pollutants and/or precursors that exceed BAAQMD thresholds of significance, the BAAQMD guidelines set forth screening criteria as set forth below.

- *The project is below the applicable screening level size, (identified as 277 thousand square feet for shopping center development).*

The Project features an increase in building area of 13,000 square feet.

- *All BAAQMD Basic Construction Mitigation Measures would be included in the project design and implemented during construction.*

All basic construction mitigation measures would be required through Mitigation Measure 3.a.

- *Construction-related activities would not include any of the following:*
 - ♦ *Demolition activities inconsistent with District Regulation 11, Rule 2: Asbestos Demolition, Renovation and Manufacturing.*
 - ♦ *Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously).*
 - ♦ *Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development).*
 - ♦ *Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut /fill, or earth movement); or*
 - ♦ *Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.*

The Project would not include any of the activities identified above. The Project would be developed in a single construction phase. The Project consists of a single land use type. Project construction would not entail extensive site preparation or a considerable amount of materials transport.

As shown above, the Project complies with BAAQMD screening criteria.

As noted above BAAQMD recommends using specific best management practices, which have been a practical and effective approach to control fugitive dust emissions. The guidelines note that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent. Absent the implementation of these measure, the Project could have a significant impact with respect to construction dust emissions. To address this issue, the following mitigation measure is required:

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.*

With this requirement, potential impacts in this area would be reduced to a *less-than-significant level*.

(d) Expose sensitive receptors to pollutant concentrations

BAAQMD specifically defines sensitive receptors as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals and residential areas. Nearby sensitive receptors are as follows:

- The Sonoma State Historic Park, which adjoins the project site on the east.
- The Sonoma Plaza, which adjoins the project site on the east.

Construction of the project would result in short-term diesel exhaust emissions (DPM), which are defined as toxic air contaminants (TACs), from onsite heavy-duty equipment, as well as from soils-hauling activities. Exposure of sensitive receptors is the primary factor used to determine health risk. Exposure is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance.

According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period. As explained in the BAAQMD Guidelines, *“current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.”* The State Office of Environmental Health Hazard Assessment (OEHHA) recommends that districts assume a minimum of two years of exposure for health risk analysis. Based on the estimated construction duration of one year, construction activities would fall below the minimum two-year exposure criteria for preparation of a Health Risk Assessment. Further, although on-road heavy-duty diesel vehicles and off-road equipment would be used during construction, emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. In addition, the proposed project would be subject to City regulations limiting idling to no more than five minutes, which would further reduce nearby sensitive receptor exposure to

temporary and variable DPM emissions. Finally, based on the BAAQMD Guidelines for conducting health risk assessments, the project’s construction period would not trigger longer-term exposure periods of 9, 40 and 70 years that are typical of health risk assessment. As such, the limited construction duration of the project would be sufficient to avoid TAC health impacts to nearby sensitive receptors and the Project impact in this area would be *less-than-significant*.

BAAQMD recommends that risk and hazard screening analyses identify all emission sources within 1,000 feet of a project site. Common stationary source types of TAC and PM2.5 emissions include gasoline stations and dry cleaners, all of which are subject to BAAQMD permit requirements. Regarding mobile sources, proposed projects that would attract high numbers of diesel-operated equipment—such as distribution centers, quarries, or manufacturing facilities—would potentially expose existing or future sensitive receptors to substantial risk levels or health hazards (BAAQMD, 2011). No such uses are located within 1,000 feet of the project site. Moreover, the proposed project would not include permitted stationary source generators of toxic air contaminants. Therefore, the impacts to sensitive receptors from pollutant concentrations would be *less-than-significant*.

e) Create objectionable odors and/or airborne dust affecting a substantial number of people?

Land uses associated with odor complaints typically include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The proposed Project does not involve any operational activity that would result in objectionable odors or airborne dust.

During the construction phase, operation of diesel equipment on-site, as well as from architectural coatings and asphalt off-gassing, could generate construction-related odors. These odors would be short-term in nature and would cease soon after project completion.

Based on the foregoing, the Project would not create any objectionable odors.

As discussed in Section 3.b-c, above, dust generated by construction activities associated with the Project could result in a significant impact. However, the implementation of Mitigation 3.c., as set forth above, would reduce the impact in this area to a *less-than-significant* level.

4. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

The project site is bordered by urban development on all sides with no connectivity to undeveloped open space. In addition, the site is completely developed with a commercial building and hardscape. **No impact** would occur.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

The project site is already fully developed and includes no riparian or other sensitive habitats. **No impact** would occur.

c) *Have a substantial adverse effect on federally-protected wetlands?*

There are no federally-protected wetlands on the site, therefore, **no impact** would occur.

d) *Interfere substantially with the movement of any fish or wildlife species or on any wildlife corridor, or impede the use of native wildlife nursery sites?*

The project site is bordered by urban development on all sides, with no connectivity to undeveloped open space. In addition, the project site does not adjoin/encompass a stream or other waterway and the property is not used as a native wildlife nursery site. As a result, the project would not interfere with the movement of any fish or wildlife species or any wildlife corridors. **No impact** would occur.

e) *Conflict with any local policies or ordinances protecting biological resources?*

The proposal would not conflict with any local policies or ordinances protecting biological resources, including the City’s Tree Ordinance (Chapter 12.08 of the Sonoma Municipal Code). **No impact** would occur.

f) *Conflict with the provisions of any adopted or approved local, regional, or state habitat conservation plan?*

No habitat conservation plans have been prepared addressing the subject property. As a result, the project would not conflict with any adopted or approved habitat conservation plans. **No impact** would occur.

5. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Description of Potentially Affected Resources. There are three historical resources potentially affected by the Project: 1) Sonoma Cheese Factory Building itself; 2) the adjoining Sonoma State Parks and Servants/Quarters building; and, 3) the Sonoma Plaza National Historic Landmark/Sonoma Plaza National Register Historic District.

1. Sonoma Cheese Factory Building. A Historic Resource Evaluation (HRE)⁴ of the property was performed which found that the front portion of the Sonoma Cheese Factory building appears to be eligible for listing on the California Register of Historic Resources due to its association with the development of the cheese industry in Sonoma. Because this building element meets the criteria for listing on the California Register, it is considered a historical resource under the California Environmental Quality Act (CEQA). According to the HRE, the character-defining features of the building are as follows:

- The building’s generally rectangular footprint and massing, which reflect the building’s massing when it was originally constructed and convey the building’s historic factory, retail, and office use.
- Fenestration pattern and material at the first and second story of the primary (south) façade and at the front (south) portion of the east and west facades, including two doors, plate glass windows, glass block windows at the first story, and multi-lite windows at the second story.
- Flat metal awnings with rounded corners above the two primary entrances of the building.
- Rectangular vertically-oriented glazed orange tile cladding at the primary (south) façade and front (south) portions of the east and west façades.

⁴ *Sonoma Cheese Factory 2 West Spain Street*, Page & Turnbull, November 6, 2014

- Four full-height white stucco-clad metal ribs at the primary façade.
- Slightly up-pitched roof at the two-story front (south) portion of the building, including the curved white stucco-clad overhang.
- Projecting vertical perimeters of the primary (south) façade.

Elements of the building that were found not to be character-defining include the additions to the north (rear) portion of the building constructed between 1959 and 1981. Because these additions are utilitarian in design and construction, and are no longer used for cheese production, they are not considered to constitute character-defining features.

2. Sonoma State Parks/Servants/Quarters. The Project site adjoins a portion of the Sonoma State Historic Park. The park consists of six sites: the Mission San Francisco Solano, the Sonoma Barracks (sometimes called the Presidio of Sonoma), the Toscano Hotel, the Blue Wing Inn, Casa Grande Servants' Quarters, and Lachryma Montis (the Vallejo Home). The Casa Grande Servants' Quarters is located immediately to the east of the Project site, while the other buildings in the park are located farther east on East Spain Street (apart from Lachryma Montis, which is a separate property located several blocks west of the Project site on West Spain Street). The character-defining features of the Servants' Quarters were identified as follows:

- Rectangular plan.
- Two story height.
- Full-length second story gallery with wood beams, posts, and railings; accessed by two flights of wood stairs, located on the east side of the building.
- Side gable roof with shed roof over the gallery.
- Adobe brick; horizontal wood cladding at the end bays.
- Six-over-six double-hung wood sash window.
- Wood doors.
- Open yard at the east and south.

3. Sonoma Plaza National Historic Landmark/Sonoma Plaza National Register Historic District. The Project site lies within both the Sonoma Plaza National Historic Landmark and the Sonoma Plaza National Register Historic District. The Sonoma Plaza was granted Landmark designation by the Department of the Interior and was dedicated in December 1961. In 1966, with the passage of the National Historic Preservation Act, landmarks which had already been determined to have national significance were automatically included in the newly created National Register of Historic Places. In 1974, the Sonoma Plaza National Historic Landmark boundary was redefined with respect to its period of significance. Through this process, the focus was placed on the Bear Flag Revolt and the history of California in relation to the Mexican War, and the period of significance therefore encompassed a relatively limited period of time: 1821-1848. In 1992, the National Park Service approved a nomination for Sonoma Plaza to become a National Register Historic District based on an evaluation that connected downtown buildings to the City of Sonoma's own history. The Sonoma Plaza National Register District includes 82 contributing buildings and 56 noncontributing buildings, five sites (of which three are contributing), one contributing structure, and two contributing objects. The period of significance for the district is 1835-1944. (Note: the Sonoma Cheese Factory is not a contributing building to either the Landmark or the Register District, because it was constructed outside of their periods of significance.)

Potential Impacts and Mitigation Measures. As noted above, the Project would be considered to have a significant impact if it were to cause a substantial adverse change in the significance of any of the historical

resources identified above. To address this question, an evaluation of the potential impacts of the proposed project was prepared by the Historical Consultant⁵. In addition, a geotechnical investigation⁶ was performed by a qualified engineer, which included an evaluation as to whether construction activities, including the excavation of the basement area, would adversely affect nearby structures such as the Servant's Quarters building. The results of these investigations may be summarized as follows:

1. Sonoma Cheese Factory Building. The Project has been designed to preserve the character-defining features of the Cheese Factory building. Key elements in this regard are as follows:
 - The project, as proposed, retains the original portion of the existing building, thereby preserving the following character-defining features: the fenestration pattern, flat metal awnings at the entrances, glazed orange tile cladding, stucco-clad metal ribs, pitched roof, and the projecting vertical perimeters.
 - The new rear portion of the building will be slightly recessed from the east façade of the existing front portion of the building, while projecting farther to the west. The original front portion of the building will be separated from the new construction by a hyphen of lower height, which will feature recessed entrances on both the east and west sides. This will clearly differentiate new construction from historic, and will also allude to the existing condition whereby the front portion stands above the lower roof of the rear shed. The height of the new portion north of the hyphen will be approximately as tall as the original front portion; it will not dominate the site by being larger or taller than the front portion.
 - The design of the new portion will feature a curtain wall of anodized aluminum glazing capped by a painted plaster wall and fronted by a vertical wood screen element. The north and south facades will be clad in a stone veneer which matches the cladding on the low planters along the east side. While clearly modern in design and differentiated from the Modern aesthetic of the 1945 portion of the Sonoma Cheese Factory, the wood screen and stone cladding will create a relatively muted appearance of earth tones that will not visually compete with the glazed tile cladding of the original front portion.
2. Sonoma State Parks/Servants'/Quarters. With respect to site planning and aesthetics, the Project represents an improvement on existing conditions. The Project shifts a pedestrian walkway from a previously planned location on the west side of the Sonoma Cheese Factory building to the east, bringing the public circulation from the rear parking lot to the plaza by passing the west side of Sonoma State Historic Park's Casa Grande Servants' Quarters. This is accomplished by shifting the new construction at the Sonoma Cheese Factory building west, closing the gap between 8 West Spain Street (Mary's Pizza Shack) on the west and providing more space between the Sonoma Cheese Factory and the Casa Grande Servants' Quarters building. Not only does this improve Project compatibility compared to its earlier conception, but also from the current condition, where a shed-roofed outdoor seating area on the east side of the Sonoma Cheese Factory projects close to the west side of the Servants' Quarters. By shifting the development west and situating the walking path on the east side of the Sonoma Cheese Factory building, the Servants' Quarters is provided a wider berth while highlighting Sonoma's significant history for pedestrians. Stone-clad planters will separate the Sonoma Cheese Factory's outdoor dining area from the pedestrian walkway. Based on the renderings, the vertical wood cladding and stone cladding used in the new design appear compatible with the adobe and wood cladding of the Servants' Quarters building. While the new construction will be taller than the gable-roofed shed element that currently exists at the Sonoma Cheese

⁵ *Sonoma Cheese Factory - Proposed Project Review Memorandum*, Page & Turnbull, June 19, 2017

⁶ *Geotechnical Investigation Sonoma Square Market 2 West Spain Street*, Miller-Pacific Engineering Group, June 9, 2017



Sonoma State Park and Project, Existing Conditions.



Sonoma State Park and Project, Proposed.

Factory, the height will be commensurate with the front portion of the building, the existing middle storage addition, and other two-story buildings in the area. The continuous building height is cleaner in appearance compared to the varying rooflines of the existing Sonoma Cheese Factory and additions. The height and massing do not significantly affect the integrity of the Casa Grande Servants' Quarters or the larger Sonoma State Historic Park, which has already seen a number of changes to its setting.

As previously discussed, the Project includes the excavation and construction of a 10,000 square-foot basement area. This area would be developed with a minimum separation of 21 feet to the Servants' Quarters building. To

address potential construction impacts on the Servants' Quarters, a thorough investigation of site soils was undertaken as part of an overall geotechnical evaluation, including three subsurface borings and subsequent laboratory testing. Based on this analysis, the following recommendations were identified in the report:

- Prior to beginning the basement excavation, a preconstruction survey shall be performed to document the condition of the Servants' Quarters building and other nearby existing improvements.
- Additional groundwater monitoring will be performed to characterize seasonal fluctuations in groundwater levels and define whether dewatering or the installation of "water-tight" shoring systems are required.
- Temporary support of excavations that applies positive pressure and immediate support to the side walls of the excavation shall be required to ensure the safety of workers and to protect against potential failure of the excavation sidewalls.

In addition, based on best practices used in other projects located in the vicinity of historic structures, staff has identified limitations on the types of construction equipment that may be used on the construction of the Project, as detailed in the mitigation measure below.

With the implementation of these recommendations, adjoining buildings, including the Servants' Quarters, will be protected from construction impacts.

3. Sonoma Plaza National Historic Landmark/Sonoma Plaza National Register Historic District. The Project would not adversely affect the Sonoma Plaza National Historic Landmark or the Sonoma Plaza National Register Historic District for the following reasons:

- The Sonoma Cheese Factory building was constructed outside of the period of significance of both the Landmark and the Register District. Therefore it does not contribute the significance of either district.
- The Project would not substantially alter the existing streetscape, as the renovation/addition would occur behind the existing building element facing the Plaza.
- The project would improve the setting of the Servants' Quarters building by: a) eliminating unscreened, roof-mounted mechanical equipment on the back portion of the Cheese Factory building and replacing it with a neutral, wood screen backdrop; b) eliminating a canopy on the east side of the Cheese Factory building and creating a minimum 21-foot separation between the Cheese Factory Building and the Servants' Quarters; and, c) incorporating shoring and limitations on the use of construction equipment that would protect the Servants' Quarters building during the construction phase.

If the Project design features and the shoring and construction measures identified above are not effectively implemented, the Project would have a **significant impact** on historical resources. The following mitigation measures have been identified to reduce this impact to a **less-than-significant** level:

Mitigation Measure 5.a.1: *The Project design shall be constructed and implemented in substantial conformance with the "Sonoma Cheese Factory" site plans and elevations, prepared by SMS Architects and dated June 14, 2017, including the preservation of the historic Sonoma Cheese Factory building element and its associated character-defining features. The colors, materials, and design details of the Project shall be subject to the review and approval of the Design Review and Historic Preservation Commission to ensure that the approved architecture is fully implemented, that high-quality materials are used, and that building colors, materials, signage, and landscaping features are compatible with the historic Cheese Factory building and the Servants Quarters building.*

Mitigation Measure 5.a.2: *The Project engineering and construction shall incorporate all of the recommended measures and design criteria set forth in the geotechnical evaluation prepared by Miller-Pacific Engineering Group, dated June 9, 2017, including the following:*

- *Prior to beginning the basement excavation, a preconstruction survey shall be performed to document the condition of the Servants' Quarters building and other nearby existing improvements. The survey shall include video documentation of the buildings and surrounding areas and establishing survey control points on the ground surface and nearby structures and improvements. The baseline elevations of the monitoring points shall be compared with survey readings taken during construction to monitor for ground movements.*
- *Additional groundwater monitoring will be performed to characterize seasonal fluctuations in groundwater levels. Seasonal changes in groundwater levels shall be considered in project planning as scheduling the basement excavation during a dry period when groundwater levels are relatively low can substantially reduce risk and cost associated with the basement construction. Excavations that extend below the groundwater table will require dewatering or the installation of "water-tight" shoring systems.*
- *Temporary support of excavations that applies positive pressure and immediate support to the side walls of the excavation shall be required to ensure the safety of workers and to protect against potential failure of the excavation sidewalls. Shoring types may include soldier piles, secant piles, drilled piers or soil nails with shotcrete facing, or other systems. Sheet piles shall not be used given due to potential for vibration damage to the nearby historic structure.*
- *To limit the impact of project-related groundborne vibration impacts, the following conditions shall be incorporated into construction contract agreements in order to prevent groundborne vibration levels in excess of 0.08 inches per second PPV from occurring: a) the weight rating of all vibratory roller compactors used on the site shall have a maximum weight rating of 2 tons; and, b) in the removal of pavement, foundations, and other building elements to be demolished, jackhammers shall be used in lieu of hoe rams or other large impact-type breakers.*

These measures shall be incorporated into a Construction Management Plan and shall be subject the review, approval, and monitoring by the Building Official and the City Engineer.

b) Cause a substantial adverse change in the significance of an archaeological resource?

To assess the site for archaeological resources, archival research was performed by a qualified professional⁷. No such resources were identified in the course of that research. However, the potential exists for the accidental discovery of archaeological resources during project construction, which represents a *potentially significant impact*. To address this contingency, the report recommends that procedures be in place to address the potential for the accidental discovery. This recommendation would be implemented through Mitigation Measure 5.b, as follows:

Mitigation Measure 5.b: *Construction personnel involved with earthmoving shall be alerted to the potential for the discovery of prehistoric materials. Prehistoric archaeological 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*

⁷ Archival review results for the Sonoma Square Public Market Project, 2 West Spain Street, Sonoma, Sonoma County, Sonoma, Sonoma County, California, Eileen Barrow, M.A. for Tom Origer and Associates, December 4, 2018.

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 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 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.

Implementation of Mitigation Measure 5.b would reduce potential impacts in this area to a *less-than-significant level*.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Paleontological resources (fossils) are the remains or traces of prehistoric animals and plants. The National Resources Conservation Service has classified site soils as belonging to the Wright loam series. The Wright loam series, which generally extends to a depth of 7-8 feet, was formed from a mixture of old weathered basic alluvium and sedimentary alluvium and is underlain by the Sonoma Volcanics. Because the Wright loam series and the Sonoma Volcanics are not typically associated with fossils, it is unlikely fossils will be encountered during construction activities. However, it is possible that paleontological resources may be encountered during project ground-disturbing activities where such activities as grading or trenching would occur below the project area's soil layers (approximately 5 feet). This is a *potentially significant impact*. Should a paleontological resource be encountered, the following will reduce potential impacts in this area to a *less-than-significant level*.

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.*

d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Although impacts to human remains are not anticipated, there is always the remote possibility that human remains are present below the ground surface and could be unearthed during ground disturbing activities. This is a *potentially significant impact*. Implementation of Mitigation Measure 5.d, below, would reduce this impact to a *less-than-significant level*.

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.

e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?

The archival research did not identify any such resources on the site. However, the potential exists for the accidental discovery of tribal resources during project construction, a possibility which represents a *potentially significant impact*. To address this contingency, the report recommends that procedures be in place to address the potential for the accidental discovery. This recommendation would be implemented through Mitigation Measure 5.b, as set forth above. With the requirement of this mitigation measure, potential impacts would be reduced to a *less-than-significant* level.

6. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

The project site would not be subject to surface fault rupture. In general, surface fault rupture occurs along active faults. While the project site is located in a seismically active region, the City of Sonoma, including the project site, is not affected by an Alquist-Priolo Earthquake Fault Zone pursuant to Division of Mines and Geology Special Publication 42⁸. Therefore, ***no impact*** would occur.

ii) *Strong seismic ground shaking?*

The City of Sonoma is located in the seismically active San Francisco Bay Area, in proximity to several mapped active or potentially active regional faults. The Rodgers Creek fault is nearest to the project site, located approximately five miles to the southwest on the western side of the Sonoma Mountains. As a result, the project could result in the exposure of people, structures, and/or property to seismic ground shaking. While hazards associated with potential ground shaking cannot be eliminated, potential impacts resulting from seismic ground shaking would be reduced to the greatest extent feasible through compliance with the City of Sonoma's building code requirements, which requires that new structures be designed and constructed in a manner to maximize seismic safety, in conformance with the 2014 California Building Code. This would be considered a ***less-than-significant*** impact.

iii) *Seismic-related ground failure, including liquefaction?*

Refer to Section 6.a.ii and 6.c. The Project impact would be ***less-than-significant***.

iv) *Landslides?*

The site is relatively flat and is not located in proximity to any hillside area. Therefore, ***no impact*** would occur.

b) *Result in substantial soil erosion or the loss of topsoil?*

The project site is relatively flat, ranging in elevation between 88 to 90 feet above mean sea level. In addition, it is almost entirely covered with impervious surfaces. Given these circumstances, the Project is not expected to generate significant soil erosion and/or loss of topsoil. Nonetheless, grading and/or earthmoving activity associated with construction of the project could result in a substantial temporary increase in erosion or the loss of topsoil. However, erosion control measures to be implemented during construction would be identified in the erosion and sediment control plan (ECP) required for the project under the City's grading ordinance (Chapter 14.20 of the Sonoma Municipal Code) and included in the project Storm Water Pollution Prevention Plan (SWPPP) for construction. See response to Item 9.a and 9.c regarding construction-related erosion. With the implementation of ECP and Phase II NPDES requirements, construction-related impacts associated with erosion and/or siltation would be considered ***less-than-significant***.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

⁸ *Fault-Rupture Hazard Zones in California*, Earl W. Hart and William A. Bryant, California Geological Survey, Special Publication 42, supplements 1 and 2 1999.

As previously discussed, the Project includes the excavation and construction of a 10,000 square foot basement area. This area would be developed with a minimum separation of 21 feet to the Servants' Quarters building. To address potential construction impacts on the Servants' Quarters, a thorough investigation of site soils was undertaken as part of an overall geotechnical evaluation, including three subsurface borings and subsequent laboratory testing. Based on this analysis, the following recommendations were identified in the report:

- Prior to beginning the basement excavation, a preconstruction survey shall be performed to document the condition of the Servants' Quarters building and other nearby existing improvements. The survey shall include video documentation of the buildings and surrounding areas and establishing survey control points on the ground surface and nearby structures and improvements. The baseline elevations of the monitoring points shall be compared with survey readings taken during construction to monitor for ground movements.
- Additional groundwater monitoring will be performed to characterize seasonal fluctuations in groundwater levels. Seasonal changes in groundwater levels shall be considered in project planning as scheduling the basement excavation during a dry period when groundwater levels are relatively low can substantially reduce risk and cost associated with the basement construction. Excavations that extend below the groundwater table will require dewatering or the installation of "water-tight" shoring systems.
- Temporary support of excavations that applies positive pressure and immediate support to the side walls of the excavation shall be required to ensure the safety of workers and to protect against potential failure of the excavation sidewalls. Shoring types may include soldier piles, secant piles, drilled piers or soil nails with shotcrete facing, or other systems. Sheet piles shall not be used given due to potential for vibration damage to the nearby historic structure.

In addition, based on best practices used in other projects located in the vicinity of historic structures, staff has identified the following additional recommendation:

- To limit the impact of project-related groundborne vibration impacts, the following conditions shall be incorporated into construction contract agreements in order to prevent groundborne vibration levels in excess of 0.08 inches per second PPV from occurring: a) the weight rating of all vibratory roller compactors used on the site shall have a maximum weight rating of 2 tons; and, b) in the removal of pavement, foundations, and other building elements to be demolished, jackhammers shall be used in lieu of hoe rams or other large impact-type breakers.

With the implementation of these recommendations, as set forth in Mitigation Measure 5.a.2, adjoining buildings, including the Servants' Quarters, will be protected and impacts in this area **will be less-than-significant**.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Refer to Section 6.c. Impacts in this area would be **less-than-significant**.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

There are no septic systems on the site and the use of septic systems would not be allowed in conjunction with the development of the Project. **No impact** would occur.

7. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

On June 2, 2010 the Bay Area Air Quality Management District (BAAQMD) adopted guidelines for analyzing air quality impacts under CEQA, including suggested thresholds of significance and associated screening criteria for the analysis of greenhouse gas (GHG) impacts from development projects. Under the most recent BAAQMD guidelines, which were updated in May 2017⁹, land use development projects that generate GHG emissions below 1,100 metric tons of carbon dioxide equivalent (MTC2e) per year are considered to have a less than significant impact. The BAAQMD screening criteria indicate that shopping center projects of less than 19,000 square feet would not exceed the GHG operational threshold of 1,100 MTC2e per year. The proposed project would result in a net increase of approximately 13,600 square feet, below the BAAQMD threshold. Accordingly, the project would be considered to have a **less than significant impact** with respect to GHG emissions.

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The proposed development would be consistent with the following State and local plans, policies, and requirements addressing GHG reduction:

State Regulations Addressing GHG Reduction:

California Building Code – Building and Energy Efficiency Standards: Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2008 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 31, 2012, the CEC adopted the 2013 Building and Energy Efficiency Standards, which went into effect on July 1, 2014. Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (non-residential) more energy efficient than the 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. Most recently, the CEC adopted the 2016 Building and Energy Efficiency Standards. The 2016 Standards improve upon the current 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. These standards went into effect on January 1,

⁹ *Air Quality Guidelines*, BAAQMD, May 2017

2017. Under the 2016 Standards, residential buildings are required to be 28 percent more energy efficient than the 2013 Standards while non-residential buildings are required to be 5 percent more energy efficient than the 2013 Standards.

California Building Code – CALGreen: The California Green Building Standards Code (Part 11, Title 24, known as “CALGreen”) establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, were updated in 2013, and became effective January 1, 2014.

2006 Appliance Efficiency Regulations: The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are often viewed as “business as usual,” they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

The Project will be developed in compliance with these requirements, as enforced through the normal application of the Building Permit plan check process.

Local Plans, Policies, and Regulations addressing GHG Reduction:

City of Sonoma General Plan/Green Building Code: The City of Sonoma 2020 General Plan sets forth policies promoting sustainable practices such as not using renewable resources faster than they can regenerate, not consuming non-renewable resources faster than renewable alternatives can be substituted for them, and ensuring that pollution and waste are not emitted faster or in greater volumes than natural systems can absorb, recycle, or render them harmless. As part of the implementation of these policies, the City adopted the State of California Green Building Code which raised the level of construction standards in the City to encourage water and resource conservation, reduce water use generated by construction projects, increase energy efficiency, provide durable buildings that are efficient and economical to own and operate, and promote the health and productivity of residents, workers, and visitors to the City. Beginning January 1, 2014, the 2013 California Green Building Standards Code (CALGreen) became effective for new buildings and certain addition or alteration projects throughout California. The City of Sonoma has adopted and amended CALGreen as part of the City’s Municipal Code to require CALGreen+Tier 1 level of compliance for all new buildings (except the Tier 1 Energy Efficiency measures). The City of Sonoma requires that project applicants hire a third-party green building special inspector to verify compliance with CALGreen requirements as amended by the City of Sonoma. Revisions to CALGreen became effective on July 1, 2015. The Project will be developed in compliance with CalGreen requirements, as enforced through the normal application of the Building Permit plan check process.

2016 Climate Action Plan Measures: Beginning in May of 2013, the City began participating in the development of a County-wide Greenhouse Gas Reduction Implementation Program, subsequently renamed Climate Action 2020. Climate Action 2020 is a collaborative effort among all nine cities and the County of Sonoma to take coordinated action in reducing GHG emissions on a county-wide basis. Through the implementation of this program, participating jurisdictions would achieve compliance with Bay Area Air Quality Management District (BAAQMD) guidelines and other related policies that establish reduction targets for GHG emissions, including AB 32, CEQA, and local GHG reduction goals. The development of the draft Plan was led by the Regional Climate Protection Authority (RCPA), with the assistance of a Working Group comprised of planning staff from each of the 10 jurisdictions of Sonoma County, including the City of Sonoma.

On August 15, 2016, the City Council began its review of the draft Climate Action 2020 Plan (CAP). For Sonoma, a total of 22 Climate Action Measures were recommended for Council consideration. Although the County-wide adoption of Climate Action 2020 Plan was subsequently postponed as a result of litigation brought against the RCPA, the City Council decided to take separate action to begin implementation of the measures identified in the CAP planning process. On November 21, 2016, the City Council adopted Resolution 40-2016, adopting the local measures identified for Sonoma through the CAP planning process. The proposed Project is consistent with and would help implement 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).

Because the proposed development would not conflict with State and local plans, policies, and requirements addressing GHG reduction, it would have *no impact* in this area.

8. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The proposed development would not involve the routine transport, use, or disposal of hazardous materials and would not be expected to generate hazardous emissions. Thus, **no impact** would occur.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials (including, but not limited to, oil, pesticides, chemicals, or radiation) into the environment?*

Refer to Section 8.a. **No impact** would occur.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Refer to Section 8.a. **No impact** would occur.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Since 1945, the subject property has been used for the following purposes: cheese-making, cheese storage, and sales, restaurant and retail, and ancillary storage and office uses. The site has no history of any use involving hazardous materials. The project site is not identified on the Hazardous Waste and Substances Site List (Cortese List) for Sonoma County or any other hazardous site index or inventory. In addition, the project site has been reviewed for possible contamination with hazardous materials through a Phase 1 Environmental Site Assessments, prepared in 2009. This review did not identify any history of use or other indications that would suggest the presence of any hazardous materials¹⁰. Based on the site history, **no impact** would occur.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

Because the project is not within within an airport land use plan or within two miles of a public airport or public use airport, **no impact** would occur.

f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

Because the Project is not located within the vicinity of a private airstrip, **no impact** would occur.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

¹⁰ 2 West Spain Street EDR Radius Map Report, Environmental Data Resources, July 9, 2009

The City of Sonoma adopted an Emergency Operations Plan in 2009 to plan responses to emergency situations and disasters that may affect the city. The Project would not involve any changes that would interfere with or impair implementation of the Emergency Operations Plan. Therefore, **no impact** would occur.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The Project site is not located within or adjacent to a wildland area. **No impact** would occur.

9. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

j) Inundation by seiche, tsunami, or mudflow?



Discussion:

a) Violate any water quality standards or waste discharge requirements?

The Clean Water Act (CWA) prohibits the discharge of pollutants from point sources to Waters of the U.S. except where those discharges are authorized by a National Pollutant Discharge Elimination System (NPDES) permit. Stormwater runoff from the Project site (a pollutant) will discharge to Fryer Creek (a Water of the U.S.) via the City of Sonoma's Municipal Separate Storm Sewer System (MS4), which is a point source. All stormwater discharges from the Project site are thereby prohibited except to the extent that they are authorized following implementation of applicable waste discharge requirements in the City of Sonoma's NPDES Permit (CAS000004) and in the statewide Construction General Permit (CAS000002).

The City's NPDES permit requires that all applicable projects prepare and submit an Erosion and Sediment Control Plan for review and approval by the City prior to issuance of a building or grading permit. The Erosion and Sediment Control Plan outlines Best Management Practices (BMPs) that, when implemented, reduce the quantity of construction-related pollutants in stormwater runoff discharging from a project site to the maximum extent practicable.

The City's NPDES permit also requires that all applicable projects prepare and submit a Stormwater Control Plan (SCP) for review and approval by the City prior to issuance of a building or grading permit. The SCP outlines BMPs that, when implemented, reduce the quantity of pollutants in stormwater runoff discharging from a project site to the maximum extent practicable. The SCP also outlines BMPs that, when implemented, reduce the total volume of stormwater runoff from the Project site (retention) and attenuate peak flows (detention). In addition, the SCP will outline a mechanism for ensuring maintenance of the planned BMPs in perpetuity. With the implementation of these standard requirements, **no impact** to water quality standards and/or waste discharge requirements would occur.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The Department of Water Resources (DWR) defines groundwater basins based on geologic and hydrogeologic conditions. According to the DWR, the Project site is located within the Sonoma Valley groundwater sub-basin. Natural recharge in the sub-basin predominantly occurs where stream channels cut into the alluvial fan deposits. Areas of low relief and sufficiently permeable soil also allow for some slow infiltration from precipitation. Because the project site is substantially developed with buildings, paving, and other impervious materials, the development of the Project would not significantly increase the amount of impervious surface on the site. In addition, the site does not include a stream channel, and site soils are characterized poorly drained with low permeability and thus would not allow for a significant amount of infiltration of runoff into the underlying groundwater basin. Regardless, a Stormwater Mitigation Plan will be required for the Project for the Project to allow for treatment and infiltration of surface run-off. For these reasons, the Project would not significantly interfere with groundwater recharge. In addition, the Project would not involve the construction of new groundwater wells for Project water supplies. Water for the proposed Project would be supplied by the City of Sonoma. The City of Sonoma obtains its water from the Sonoma County Water Agency (SCWA) and City wells. The majority of water used in the City is supplied by SCWA. City wells are considered a secondary water source used only to supplement deliveries from SCWA during peak

demands. On an annual basis, water drawn from City wells typically constitutes approximately 10% of total municipal water use. Based on these factors, the proposed Project would not result in the substantial depletion of groundwater supplies. Project impacts on groundwater resources are therefore considered *less-than-significant*.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Potential impacts associated with erosion and/or siltation are considered to be primarily related to construction-related activities. The project would involve demolition, grading, and trenching activities associated with site preparation, demolition, excavation, and new construction. Although the project site is already substantially covered with impervious surfaces, construction operations associated with the project could present a threat of soil erosion from soil disturbance by subjecting unprotected bare soil areas to the erosional forces of runoff. However, erosion control measures to be implemented during construction would be included in the required Erosion and Sediment Control Plan (ECP) required by the City's grading ordinance (Chapter 14.20 of the Sonoma Municipal Code). See also responses to Items 6.b and 9.a regarding construction-related erosion. With the implementation of ECP and Phase II NPDES requirements, construction-related impacts associated with erosion and/or siltation would be considered *less-than-significant*.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The project site is relatively flat, ranging between 88 to 90, feet above mean sea level and there are no streams or rivers on or adjacent to the site that would be affected by the project. As normally required, the project would require installation of on-site drainage improvements; however, these improvements will be consistent with the current drainage pattern on the site.

Although the proposed development would not significantly increase the amount of impervious surface on the site, the City's NPDES Permit requirements still call for the implementation of post-construction Best Management Practices to prevent increases in storm water runoff from development and redevelopment. Consistent with the NPDES requirements, the project would be required to submit a Stormwater Control Plan demonstrating how the site drainage will be designed to retain the first inch of rainfall on-site. See response to Item 9.a.

Subject to the City's standard NPDES requirements, as set forth above, the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. As a result, this would be considered a *less-than-significant impact*.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Pollutants from the proposed project will be consistent with a commercial development in an urban area. Due to the increased intensity of use, minor increases in the levels of oil and grease, petroleum hydrocarbons, metals, and possibly nutrients on the project site are likely. However, the City's NPDES Permit requires implementation of post-construction Best Management Practices to treat and filter storm water runoff prior to it leaving the site or entering the public storm drainage system. Pursuant to the City's NPDES requirements, a Final Stormwater Control Plan would be required as part of the public improvement plans submittal, subject to review and approval by the City

Engineer prior to issuance of a building or grading permit. Compliance with the City’s NPDES requirements would ensure that potential adverse impacts to water quality are *less-than-significant*.

f) *Otherwise substantially degrade water quality?*

Impacts will be *less-than-significant*. See responses to Items 9.a, 9.c, and 9.e.

g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

The Project does not include a housing component. In addition, according to the applicable Flood Insurance Rate Map (Map Number 06097C0936E, Panel 936 of 1150), the project site is not located within a 100-year flood hazard area. The property is located within an area designated as “Other Areas, Zone X,” which are areas determined to be outside of the 0.2% annual chance floodplain. **No impact** would occur.

h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

The project would not place structures within a 100-year flood hazard area (refer to Section 9.g above). **No impact** would occur.

i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

The project would not place people or structures within a 100-year flood hazard zone (refer to Section 9.g above). The project site is not located below a levee or dam. As a result, the project would not expose people or structures to a significant risk of loss, injury, or death involving flood hazards. **No impact** would occur.

j) *Expose people or structures to inundation by seiche, tsunami, or mudflow?*

Sonoma is not located in the vicinity of a large inland water body, along coastal waters, or in the path of a potential mudflow. **No impact** would occur.

10. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Physically divide an established community?*

The project site is an infill parcel located within an urban setting. As a result, the proposed development would not physically divide the community. *No impact* would occur.

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

General Plan Consistency: The Project site has a land use designation of “Commercial”. As set forth in the General Plan, the Commercial designation is intended to “... provide areas for retail, hotel, service, medical, and office development, in association with apartments and mixed-use developments and necessary public improvements. Schools, day care facilities, fire stations, post offices, emergency shelters, and similar activities may be allowed subject to use permit review.” Project consistency with applicable General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect is summarized in the following table:

Summary of General Plan Policy Consistency	
General Plan Policy	Project Response
Community Development Element	
Require pedestrian and bicycle access and amenities in all development. (CD 4.4)	The Project will assist in the creation of a pedestrian connection linking the Plaza with the Casa Grande parking lot and Depot Park.
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, the Project will not have a significant impact on scenic vistas.
Preserve and continue to utilize historic buildings as much as feasible. (CD 5.4)	The proposed project will renovate a historic structure and would continue its historic association with cheese-making.
Local Economy Element	
Focus on the retention and attraction of businesses that reinforce Sonoma’s distinctive qualities – such as agriculture, food and wine, history and art – and that offer high-paying jobs. (LE 1.1)	The Project would highlight local agriculture and food production. The Project’s focus on higher-end for products would tend to support higher paying jobs compared to other forms of retail development.
Encourage the continued production of agricultural commodities within the city and local-serving agricultural marketing opportunities. (LE 1.4)	The Project will provide retail opportunities for locally produced food products.
Preserve and enhance the historic Plaza area as a unique, retail-oriented commercial and cultural center that attracts both residents and visitors. (LE 1.8)	The Project will preserve and renovate a historic building and provide a unique retail environment serving both residents and visitors.
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.
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 no significant trees on the site as defined in the City's Tree Ordinance (SMC 12.08).
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)	The Project would have no impact on biological resources. In addition, a Mitigation Measure has 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	
Ensure that new development mitigates its traffic impacts. (CE 3.7)	The Project will be required to mitigate potential traffic impacts by: See Section 16 of the Initial Study.
Public Safety Element	
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)	The Project will not be constructed within a flood zone. The Project will be constructed in accordance with seismic safety standards and will include a fire sprinkler systems.
Ensure that all development projects provide adequate fire protection. (PS 1.3)	
Noise Element	
Apply the following standards for maximum Ldn levels to citywide development: 65 Ldn: For outdoor environments around commercial and public buildings (libraries and churches).. (NE 1.1)	As discussed in Section 12 of the Initial Study, the Project was evaluated in accordance with the Noise Assessment Guide. The Project will comply with State and local noise standards.
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)	

As shown through the preceding analysis, the Project is consistent with General Plan policies intended to mitigate or avoid environmental impacts.

Development Code Consistency: The Project site has a zoning designation of “Commercial”. The Commercial zone is applied to areas appropriate for a range of commercial land uses including retail, tourist, office, and mixed uses. Shopping centers and restaurants are allowed in the Commercial zone, subject to review and approval of a Use Permit by the Planning Commission. Project consistency with the development standards associated with development in the Commercial zone within the Downtown District is summarized in the table below.

Summary of Development Code Compliance: Development Standards		
Development Feature	Development Code Allowance (SMC Chapter 19.32, Table 3-24)	Project
Building Setbacks	Front/Streetside: 0 ft; Side: 0 ft.; Rear 0 ft	Front/Streetside: 0 ft; Side: 0-23 ft.; Rear 10 ft
Floor Area Ratio	2.0	1.23
Building Coverage	100%	73%
Maximum Roof Height	30 feet	20-26 feet
Open Space	1,830 sq. ft.	5,400 sq. ft.
Parking	13 to 38 off-street spaces required	Proposes to pay in-lieu fee, pursuant to Section 19.48.050.C of the Development Code.

As shown in the preceding Tables, the Project is substantially consistent with the General Plan and is also consistent with applicable standards and requirements of the Development Code, contingent upon the City Council's acceptance of the payment of a parking in-lieu fee, as allowed for in Section 19.48.050.C of the Development Code. (See Section 16 for a detailed discussion of this issue.) Therefore, impacts in this regard would be *less-than significant*.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No habitat conservation plans or natural community conservation plans have been prepared addressing the site and adjoining lands. Therefore, *no impact* would occur.

11. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?*

The project site is not identified as containing any valuable mineral resources. Bedrock geology in the vicinity of the project site is dominated by tuff and andesitic to basaltic lava flows of the Sonoma Volcanics. In the Sonoma Valley and at the project site, the Sonoma Volcanics are overlain by moderately to highly dissected alluvial fan deposits consisting of coarse to very coarse weathered gravels. The National Resources Conservation Service has classified site soils as

belonging to the Wright loam (WgC) series (0 to 9 percent slopes). As a result, the project would have **no impact** on mineral resources.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

Refer to Section 11.a. **No impact** would occur.

12. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to, or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Exposure of persons to, or generation of noise levels in excess of, standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Environmental Noise: Based on the Noise Contour Map in the Noise Element of the City’s General Plan, the Project site is not located in an area that is subject to high noise levels. Because the Project is not located in a noisy environment, employees and patrons of the proposed commercial use will not be subjected to excessive environmental noise levels.

Operational Noise: The Project site is already used for commercial purposes and the proposed building expansion and renovation would accommodate a multi-tenant market place, restaurant seating, a wine bar, and a cheese aging area.

These uses are not inherently noisy. Existing roof-mounted mechanical equipment will be replaced with updated equipment that will be required to comply with State and local noise standards.

Based on the considerations, the ongoing Project impact with respect to noise exposure would be *less-than-significant*.

Refer to subsection d, below, for a discussion of construction noise impacts.

b) Exposure of persons to, or generation of excessive groundborne vibration or groundborne noise levels?

The proposed development does not include features or activities that would expose persons to or generate excessive groundborne vibration or groundborne noise levels. In addition, the construction of the Project will not involve the use of vibratory rollers or other forms of equipment that would result in excessive vibration levels. There would be *no impact*.

c) A substantial permanent increase in ambient noise levels in the project vicinity?

See response 12.a., above. Any permanent increase in ambient noise levels resulting from the project will be *less-than-significant* with respect to existing ambient noise levels in the area.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities above levels existing without the project?

Construction 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. Project construction is anticipated to last approximately one year. The grading/excavation phase of project construction tends to be the shortest in duration, but creates the highest construction noise levels because of the operation of heavy equipment. Pursuant to the City's Noise Ordinance (Chapter 9.56 of the Sonoma Municipal Code), construction activities and material deliveries are restricted to the hours between 8 a.m. and 6 p.m. Monday through Friday, between 9 a.m. and 6 p.m. on Saturday, and between 10 a.m. and 6 p.m. on Sundays and holidays; however, the noise level at any point outside of the property plane of the project shall not exceed (90) dBA. In addition, the City's Noise Ordinance requires sign postings at all site entrances upon commencement of construction to inform contractors and subcontractors, their employees, agents, and materialmen of the allowable construction hours.

Despite its temporary nature, construction noise has the potential to result in a significant impact on neighboring residents. Therefore, in addition to compliance with the City's Noise Ordinance, as normally required, the following mitigation measure is required:

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:*

- 1. 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.*
- 2. Use construction equipment with lower (less than 70 dB) noise emission ratings whenever possible, particularly air compressors and generators.*

3. *Do not use equipment on which sound-control devices provided by the manufacturer have been altered to reduce noise control.*
4. *Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptors.*
5. *Prohibit unnecessary idling of internal combustion engines.*
6. *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.*
7. *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.*
8. *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.*

The implementation of this mitigation measure would ensure that potential impacts from temporary construction noise are reduced to a *less-than-significant level*.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Because the Project is not located within an airport land use plan or within two miles of a public airport or public use airport, **no impact** would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Because the Project is not in the vicinity of a private airstrip, **no impact** would occur.

13. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Induce substantial population growth in an area, either directly or indirectly?*

As the proposed development includes no housing units, it will have no direct impact on residential growth. With respect to potential indirect impacts, factors commonly used to evaluate this issue are reviewed in the Table below:

Development Factors Associated with Indirect Population Growth	
Factor	Project Outcome
Does the Project represent development in an area presently undeveloped?	The Project is occurring within an existing downtown commercial area.
Would the Project result in the extension of infrastructure and other improvements?	The Project does not involve the extension of infrastructure or other improvements.
Would the Project result in major off-site public projects (treatment plants, etc)?	The Project does not involve the development of major off-site public projects.
Would the Project result in the extension of roadways and other transportation facilities.	The Project does not involve the extension of roadways or other transportation infrastructure.
Would the Project result in substantial employment growth?	The the Project would increase net employment within city limits by approximately 31 jobs. As this number represents less than 1% of total employment in Sonoma (currently estimated at 5,200), this increase is not considered to be a significant impact.

Based on the review of these factors, the development of the Project would constitute a *less-than-significant impact*.

b) *Displace substantial numbers of existing housing units?*

The project site is not developed with any housing units. Hence there would be *no impact*.

c) *Displace substantial numbers of people?*

See response 13.b, above.

14. PUBLIC SERVICES: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

i. *Fire protection?*

Fire protection services within the City of Sonoma are provided by Sonoma Valley Fire & Rescue Authority (SVFRA). Including the City of Sonoma, The District covers an area of 31.5 square miles with a resident population of approximately 33,000. The District maintains three career fire stations and one volunteer-staffed station, an administrative office, and a maintenance facility. The District staffs five companies: three Paramedic Engine Companies and two ALS Ambulances. The District also staffs an assortment of specialized equipment through the supplemental staffing of 41 dedicated volunteer firefighters. This equipment includes a Ladder Truck, Rescue, Water Tender, and three additional Fire Engines.

According to the Fire Marshall, the Project would not require new or physically altered fire department facilities, nor will it induce growth and demand for services in excess of existing capabilities or what is anticipated in the General Plan. The incremental increase in the demand for fire services is considered to be *less-than-significant*.

ii. *Police protection?*

In 2004 the City of Sonoma entered into a contract with the Sonoma County Sheriff’s Office to provide law enforcement services for the city. The Sonoma Police Department (SPD), managed by the County Sheriff’s Office, is responsible for the area within the city limits of the city of Sonoma and is staffed by one police chief,

two sergeants, nine deputies, a school resource officer, a traffic officer, two community service officers and two administrative positions. The police department operates a “store front” type operation within city limits, with all the dispatching, record and property management, and investigative services are provided by resources at the Sheriff's main office in Santa Rosa. The police facility also operates serves as the city's Emergency Operation Center. The SPD is organized into the following divisions: Administration Division, Patrol Division, Parking Enforcement, Animal Control, School Resource Officer, Sonoma Valley Youth and Family Services, Volunteers in Policing, and Police Explorers. A school resource officer is assigned to the Sonoma Valley School District and supports both the SPD and the Sheriff's Sonoma Valley Substation. The SPD is also supported by a cadre of volunteers from the Sheriff's Volunteers in Policing Services (VIPS) program. The proposed Project would primarily be served by the police station located at 175 First Street West in the city of Sonoma. This station was built in 1981 and underwent major renovations in 2009.

According to Police Department staff, the Project would not require new or physically altered police department facilities, nor will it induce demand for services in excess of existing capabilities or what is anticipated in the General Plan. The incremental increase in demand for police services is therefore considered to be *less-than-significant*.

iii. *Schools?*

The project site is located within the Sonoma Valley Unified School District (SVUSD), which operates five elementary schools, two middle schools, and one comprehensive high school. As normally required, the applicant/developer would have to pay school impact fees to offset potential impacts to the SVUSD. As set forth in California Government Code Section 65995, the payment of development fees mitigates any impact to school districts, and no additional mitigation beyond the payment of these fees is permitted. This would be a *less-than-significant impact*.

iv. *Parks?*

Policy 4.2 of the Environmental Resources Element of the General Plan established a minimum parkland ration of 5 acres per 1,000 residents. The current population of the City is 10,989 and the amount of City parkland and open space (excluding State parkland and the Maxwell Farms County Regional park) is 157 acres, resulting in a parkland to population ratio of 14.27 acres per 1,000 residents. Because the minimum parkland/population ratio called for in the General Plan has been greatly exceeded and because as a commercial development, the project is not anticipated to result in significantly increased park usage, the Project impact on City and County park facilities is considered to be a *less-than-significant*.

v. *Other Public Facilities?*

The proposed project would not require the provision or construction of other public facilities. *No impact* would occur.

15. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) *Would the project increase the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

In combination with State and County parks that are maintained within and adjacent to the city limits, the City of Sonoma has roughly 250 acres of parkland and other recreational facilities. With the opening of the Montini Preserve in 2013, an additional 95 acres of open space developed with hiking trail systems has become available to the public. As discussed above in Section 14.a.iv (Parks), City-owned parkland and open space totals 157 acres, resulting in a parkland to population ratio of 14.27 acres per 1,000 residents, which greatly exceeds the minimum ratio established in the City’s General Plan of 5 acres of parkland and open space per 1,000 residents. As a retail development, the Project would not create a significant demand for recreational facilities and there are currently a sufficient number of parks and recreational facilities within the city and region to serve residents and visitors to the city. Based on these considerations, the project would not result in a substantial deterioration of local/regional recreational facilities and its impact in this regard would be *less-than-significant*.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The Project does not include recreational facilities and would not require the subsequent construction of recreational facilities. *No impact* would occur.

16. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

To evaluate the potential impacts of the Project with respect to transportation and traffic, a traffic impact study¹¹ 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; 3) traffic safety; and, 4) parking. The study area encompasses the intersections of West Spain Street/First Street West, East Spain Street/First Street East, East Napa Street First Street East, and nearby transportation facilities, such as the Casa Grande parking lot, bike paths, sidewalks, and transit stops. All of the streets addressed in the study are two-lanes, with parking on both sides. All of the study intersections are four-way, stop-sign controlled.

1. Level of Service (LOS): Unsignalized intersection operations and impacts are evaluated based on the City of Sonoma’s LOS standards, which established thresholds for acceptable operation based on vehicle delay. The City of Sonoma’s 2016 Circulation Element Policy 1.5 and Policy 1.6 establish the following policies associated with intersection operations:

Policy 1.5: Establish a motor vehicle Level of Service (LOS) standard of LOS D at intersections. The following shall be taken into consideration in applying this standard:

- *Efforts to meet the vehicle LOS standard shall not result in diminished safety for other modes including walking, bicycling or transit (see Policy 1.6).*
- *The standard shall be applied to the overall intersection operation and not that of any individual approach or movement.*

¹¹ *Transportation Impact Analysis Report, Sonoma Cheese Factory; Fehr and Peers, January 2018.*

- *Consideration shall be given to the operation of the intersection over time, rather than relying exclusively on peak period conditions.*
- *The five intersections surrounding the historic Sonoma Plaza shall be exempt from vehicle LOS standards in order to maintain the historic integrity of the Plaza and prioritize non-auto modes.*

Policy 1.6: *Intersections may be exempted from the vehicle LOS standards established in Policy 1.5 in cases where the City Council finds that the infrastructure improvements needed to maintain LOS D operation (such as roadway or intersection widening) would be in conflict with goals of for improving multimodal circulation, or would lead to other potentially adverse environmental impacts. For those locations where the City allows a reduced motor vehicle LOS or queuing standard, additional multimodal improvements and/or transportation demand management (TDM) measures may be required in order to reduce impacts to mobility.*

As noted in Policy 1.5 of the Circulation Element, acceptable LOS for most intersections is defined as LOS D or better. However, the policy specifically exempts the five intersections surrounding the Plaza from the LOS standards in order to prioritize pedestrians. This policy notwithstanding, a 2016 decision by the California Court of Appeal in *East Sacramento Partnership for a Livable City v. City of Sacramento, et al.* found that “*compliance with a general plan policy does not conclusively establish there is not a significant environmental impact.*” Therefore, while the study intersections analyzed are exempt from the City’s LOS D policy, this exemption does not relieve the need for the determination of potential impacts to intersection operations at the study intersections. Given this context, the following CEQA transportation impact criteria were developed based on local state of the practice and applicable goals and policies in the City’s Circulation Element. These criteria were used to evaluate the project’s impacts to unsignalized intersection operations.

- For intersections operating at LOS D or better prior to the addition of project traffic:
 - ✦ The project results in operations at an intersection to deteriorate LOS D or better to LOS E or LOS F, and
 - ✦ One or both of the “Peak Hour Signal Warrants” (Warrants 3A and 3B) from Chapter 4C of the California Manual on Uniform Traffic Control Devices) are met.
- For intersections operating at LOS E or LOS F prior to the addition of project traffic:
 - ✦ The project exacerbates unacceptable operations by increasing average intersection delay more than 5.0 seconds, and
 - ✦ One or both of the “Peak Hour Signal Warrants” (Warrants 3A and 3B) from Chapter 4C of the California Manual on Uniform Traffic Control Devices) are met.

Although under Circulation Element Policy 1.6 intersections around the Sonoma Plaza would not be considered as a mitigation measure, the Peak Hour Signal Warrants are applied as a proxy to assess the overall level of congestion for all motorists at an unsignalized intersection.

Using the criteria set forth above, the three study intersections were evaluated for the highest one-hour volume during the weekday evening (4:00 PM to 6:00 PM) and weekend midday (11:00 AM to 2:00 PM) periods. This approach was used to establish existing conditions and to assess existing plus Project as well as cumulative conditions projected for the year 2040. The results of this analysis are summarized in the Tables below:

Existing with Project Intersection Levels of Service						
Intersection	Peak Hour (1)	Existing Conditions		Existing plus Project		
		Delay (2)	LOS (3)	Delay	LOS	Change
First Street West/ West Spain Street	PM	11.8	B	11.8	B	0.0
	MD	13.5	B	13.8	B	0.4
First Street East/ East Spain Street	PM	10.6	B	10.7	B	0.1
	MD	11.8	B	13.0	B	1.5
First Street East/ East Napa Street	PM	11.1	B	11.2	B	0.2
	MD	14.4	B	16.3	C	2.1

Source: Fehr and Peers

1. PM = Weekday evening peak hour, MD = Weekend midday peak hour.
2. Whole intersection average delay reported for all-way stop-controlled intersections. Delay calculated per HCM 2010 methodologies.
3. Bold indicates operations below LOS D.

Cumulative Intersection Levels of Service (Year 2040)						
Intersection	Peak Hour	Cumulative Conditions		Cumulative plus Project		
		Delay	LOS	Delay	LOS	Change
First Street West/ West Spain Street	PM	19.1	C	19.1	C	0.0
	MD	31.2	D	33.6	D	2.4
First Street East/ East Spain Street	PM	14.5	B	14.6	B	0.1
	MD	19.2	C	25.6	C	6.4
First Street East/ East Napa Street	PM	16.7	C	16.9	C	0.2
	MD	35.5	E	46.9	E	11.4

Source: Fehr and Peers

1. PM = Weekday evening peak hour, MD = Weekend midday peak hour.
2. Whole intersection average delay reported for all-way stop-controlled intersections. Delay calculated per HCM 2010 methodologies.
3. LOS designation per HCM 2010.
4. Bold indicates operations below LOS D.

The results of the LOS calculations indicate that all three study intersections currently operate at LOS B under Existing Conditions during both the weekday afternoon peak hour and weekend midday peak hour. This indicates that the intersections operate acceptably from a volume-to-capacity standpoint. With the addition of Project-generated trips, the results of the intersection operations analysis indicate that all three study intersections would operate at LOS C or better under existing conditions.

Under cumulative conditions, the addition of project trips to First Street East/East Napa Street would exacerbate LOS E operating conditions in the weekend midday peak hour and increase the average delay at the intersection by more than 5.0 seconds. Using the significance criteria set forth above, the impact to this intersection is a *significant* impact. All other study intersections operate at LOS D or better after the addition of project trips; therefore, the impacts at these intersections under cumulative conditions are less-than-significant.

Mitigation Measure 16.a.1: *As noted in Circulation Element Policy 1.5, intersections around the Sonoma Plaza are exempt from vehicle LOS standards to maintain the historic integrity of the Sonoma Plaza and prioritize active modes of transportation. Circulation Element Policy 1.6 notes that multimodal improvements and/or transportation demand management measures may be used to reduce impacts to mobility for intersections exempted from the City's LOS policies or where the City Council finds that infrastructure improvements to maintain LOS D operation would be in conflict with goals for improving multimodal circulation.*

In accordance with these policies, two mitigation measure options have been identified:

- A. *Curb Extensions at First Street East/East Napa Street.* *Under this option, the Project will fund (on a fair share basis) construction of curb extensions on the northwest corner of the First Street East/East Napa Street intersection. The goal of this improvement is to improve the skew angle crosswalks at these intersections, which will also reduce crossing distances and promote pedestrian visibility. Generally, the cost for curb extension installations range from \$50,000 to \$75,000 (per location), depending on the physical size of the improvement and the amount of drainage work to be done associated with the curb extensions. The City will be responsible for the final design and cost estimate of the curb extension improvements.*

Typically, in cases where mitigation measures are proposed to mitigate a vehicle intersection operations impact, the project's fair share contribution percentage is based on the number of project-added trips to the intersection versus the baseline (i.e. "No Project" scenario) total entering volume at the intersection during the impacted study period. As shown on Figure 8, the project is anticipated to add 66 weekend midday peak hour vehicle trips to the First Street East/East Napa Street intersection. The weekend midday peak hour total entering volume under Cumulative without Project Conditions (shown on Figure 10) is 1,380 vehicles. Based on these traffic volumes, the project's fair share percentage would be 4.8 percent.

- B. *Bus Parking Improvement in Casa Grande lot.* *Under this option, the Project would fund or implement upgrades to the tour bus loading zone in the Casa Grande parking lot, including a clear, ADA-compliant pedestrian connection linking the tour bus parking area to the Plaza. A turning movement analysis should be conducted to confirm that the improvements provide adequate roadway widths and turning radii for tour buses. The goal of this improvement would be to eliminate the need for tour buses to drop-off and pick up passengers in the Plaza Horseshoe. This current practice, which occurs because the tour bus parking area in the Casa Grande lot lacks a clear and ADA-compliant pedestrian connection to the Plaza, requires tour buses to go back and forth between the Plaza and the Casa Grande lot, thereby contributing to traffic congestion, interferes with transit bus use of the Plaza Horseshoe, and diminishes the pedestrian character of the historic Sonoma Plaza. The fair-share cost would be based on the curb extension contribution discussed under Option 1, above. The design of the pedestrian connection would be subject to the review and approval of the City and State Parks.*

Based on Circulation Element Policies 1.5 and 1.6, the implementation of either option would reduce the impact on traffic and pedestrian conditions to *less-than-significant* with mitigation.

2. *Parking:* *No on-site parking is proposed in conjunction with the building expansion associated with the proposed Project. Although, under CEQA, parking is not normally considered to be an area of potential impact, because of*

the documented shortage of on-street parking in the Plaza area and the potential for commercial parking to encroach into residential areas, the issue of parking is addressed in the consideration of potential traffic impacts.

Parking space occupancy rates in the Sonoma Plaza area fluctuate throughout the day as businesses experience variations in parking demand. Data from the Urban Land Institute's Shared Parking, 2nd Edition suggests that the peaks of retail and restaurant parking demand generally occur between 5:00 PM to 7:00 PM on weekdays and 12:00 PM to 2:00 PM on weekends. When nearby uses have the same parking peaking characteristics, parking supply issues more readily occur. Generally, parking occupancy rates above 70 percent lead to motorists perceiving that parking supply is becoming constrained. As parking occupancy rates exceed 85 percent, the parking supply becomes oversubscribed with the result that many motorists have difficulty finding an available parking space near their destination, and motorists may have to circulate around the street system to find an available parking space.

To establish existing parking rates in the area surrounding the Sonoma Cheese Factory, a survey of parking occupancy was performed for the weekday afternoon period (3:00 PM to 7:00 PM) and weekend midday period (10:00 AM to 4:00 PM). The survey area included the following street segments and areas of off-street parking:

- West Spain Street between Second Street West and First Street West
- First Street West between Sonoma Bike Path and West Spain Street
- First Street West between West Spain Street and West Napa Street (SR 12)
- Spain Street between First Street West and First Street East
- First Street East between Sonoma Bike Path and East Spain Street
- First Street East between East Spain Street and East Napa Street
- East Spain Street between First Street East and Second Street East
- Casa Grande off-street parking lot

Generally, few street segments were observed to have weekday afternoon parking occupancy rates above 70 percent. During the weekend midday period, however, the parking facilities were heavily used throughout the peak period, with all street segments observed to have parking occupancy rates above 70 percent, and the vast majority of street segments observed to have parking occupancy rates over 85 percent for a majority of the survey period. The Casa Grande off-street parking lot was generally less than one-third full during the weekday survey period. Weekend parking occupancy in the Casa Grande lot exceeded 85 percent between 1:00 PM and 3:30 PM.

During the weekday afternoon peak hour of observed area-wide parking occupancy (6:00 PM to 7:00 PM), approximately 296 spaces out of 572 available were occupied, for an average occupancy rate of 52 percent. During the weekend peak hour of observed area-wide parking occupancy (1:30 PM to 2:30 PM), 554 spaces out of 572 available were occupied, for an average occupancy rate of 97 percent. This indicates that ample parking is available area-wide during the weekday afternoon peak hour. However, during the weekend peak period, parking spaces may be available, but they are rare and distributed widely over the survey area. Many of these available weekend peak hour parking spaces are located along First Street West between West Spain Street and the Sonoma Bike Path, which is not a location that many motorists would consider while circulating for parking.

As detailed in section 7 of the Transportation Impact Analysis, the estimated net new parking demand generated by the proposed project on weekday afternoons could be accommodated by the existing parking supply available. The estimated net new parking demand generated by the proposed project on weekend afternoons, however, would not be accommodated by the existing parking supply in the study area between 1:00 PM and 3:00 PM, as a

net supply shortfall of 11 to 13 spaces would occur during this time period. Similarly, the net increase in parking demand would place a substantial strain on the existing parking supply on weekend afternoons during the 12:00 PM to 1:00 PM and 3:00 PM to 4:00 PM time periods. While the existing parking supply could theoretically accommodate the additional demand, motorists would need to circulate around the roadway network to find an available parking space. Because the Project could lead to commercial parking encroaching into nearby residential areas, this represents a *significant impact*.

Mitigation Measure 16.a.2: *The project applicant shall contribute, as a parking in-lieu payment, to a redesign of the Casa Grande parking lot. Recommended improvements to be considered for the redesign include:*

- *Restriping/reconfiguration of existing parking spaces to increase parking capacity by a minimum of 13 spaces.*
- *Upgrade the overflow parking area at the northwest corner of the parking lot to allow for year-around use.*

The design of the parking improvements would be subject to the review and approval of the City and State Parks.

By providing sufficient increased parking, the peak demands associated with the Project would be accommodated by the parking supply, avoiding parking encroachment into nearby residential areas. Implementation of this measure would result in parking impacts that are less-than-significant with mitigation.

3. Pedestrian Facilities: The sidewalk system within the vicinity of the project site is continuous. The traffic study concludes that pedestrian facilities serving the project site are adequate and that the Project impact in this area would be *less-than-significant*.
4. Bicycle Facilities: The development of the Project will not interfere with the future installation of any bicycle facilities as called for the City of Sonoma Bicycle and Pedestrian Master Plan. In compliance with City General Plan policy and standard conditions of approval, the Project will incorporate bicycle facilities, including secured bicycle parking. The traffic study concludes that the bicycle facilities serving the Project are adequate and that the Project impact in this area would be *less-than-significant*.
5. Transit: The Project site is located within easy walking distance of a transit stop. The traffic study concludes that the transit facilities serving the Project are adequately accessible; therefore, the Project impact in this regard would be *less-than-significant*.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?

See response 16.a.1, above. With the implementation of the mitigation measure, potential project impacts on intersection Level of Service would be *less-than-significant*.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed Project does not include any strategy or measure that would directly or indirectly affect air traffic patterns. Therefore, *no impact* would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project would not create any hazards due to design features; therefore, **no impact** would occur.

e) Result in inadequate emergency access?

Because the Project site is accessible to fire trucks and other emergency vehicles, **no impact** would occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The Project will improve pedestrian conditions by creating a pedestrian connection lining the Casa Granda Parking lot and the Plaza. As discussed in response 16.a, above. The project site is located in downtown Sonoma along a commercial street, approximately one block from the bus transit stop located in the Sonoma Plaza. Under the City’s Bicycle and Pedestrian Master Plan, bike lanes are not called for along this street segment. Through standard conditions of approval, the Project will be required to provide secure bicycle parking for customers and employees. As a discretionary project, the location and design of bicycle parking would be subject to review by the Design Review and Historic Preservation Commission following consideration of the Project by the Planning Commission. Accordingly, the Project would not conflict with policies, plans and programs supporting alternative transportation, nor would it decrease the safety or performance of any such facilities. **No impact** would occur.

17. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The proposed Project is within the Sonoma Valley County Sanitation District (SVCSD). The SVCSD’s service area extends from the unincorporated community of Glen Ellen in the north to Schellville in the south. The wastewater collection system consists of approximately 188 miles of pipeline and two lift stations. The collection system conveys wastewater to the District’s treatment facility located in the southern portion of the Sonoma Valley. The treatment facility currently provides tertiary level treatment of wastewater. The SVCSD treatment plant operates under a National Pollutant Discharge Elimination System (NPDES) permit which was granted by the San Francisco Regional Water Quality Control Board. While the estimated maximum capacity of the treatment plant is 20 MGD, the NPDES permit limits the permitted average dry weather flow (ADWF) of the treatment plant to 3.0 million gallons per day (MGD). According to the most recent inspection report prepared by the RWQCB, the average dry weather flow through the facility in 2016 amounted to 1.78 MGD¹².

Each ESD in the existing service area is assigned a sewer flow of 200 gallons per day to calculate the average dry weather flow. The proposed Project is estimated to generate a net increase of 12.39 ESDs, or 2,500 gallons per day. Because this level of increased treatment would not exceed the permitted treatment capacity of the plant, *no impact* would occur.

b) Require or result in the construction of new or expanded water or wastewater treatment facilities?

The Project proposal was referred to the Sonoma County Water Agency (SCWA) and the Sonoma County Department of Permits and Resource Management (PRMD) for comment with respect to wastewater infrastructure. These agencies note that their modeling of the sanitation system infrastructure in the vicinity of the project indicates that the main on Broadway between West Napa Street and Newcomb Street may be approaching capacity under peak conditions, such as occur in period of heavy rainfall. To address this issue, projects determined to contribute to this problem are required to pay for or to implement upgrades to segments of the affected main, based on system capacity simulations performed under the supervision of the SCWA. Applying the ESD generation factors established by District to the proposed additional uses, a preliminary estimate of the net increase in ESDs generated by the project is 12.39, as set forth in the Table below.

Building Expansion and Increase in ESDs		
Use	Building Area (square feet)/ Seating	Preliminary ESD Estimate (1)
Increased area of multi-tenant marketplace (restaurant)	79 Seats	7.11
Wine Bar	42 Seats	4.2
Wine/Cheese sales	6,757	1.08

¹² Sonoma Valley County Sanitation District Wastewater Treatment Plant (NPDES No. CA0037800) Compliance Evaluation Inspection Report, December 2, 2016

Back of House/Storage	2,701	0
Total	13,635	12.39

1. Based on “Equivalent Single Family Dwelling Unit ESD for the Sonoma Valley County Sanitation District”, as follows:
 - A. Restaurant (63 indoor seats and 16 outdoor seats): 0.09 ESDs/seat.
 - B. Wine Bar (42 seats): 0.10 ESDs/seat.
 - C. Retail: 0.16 ESDs/1,000 square feet.

The possibility that the increase in ESDs generated by the project could adversely affect the capacity of the local sanitation collection system, represents a *significant impact*, for which mitigation is required:

Mitigation Measure 17.b: *Prior to the issuance of any building permit, the Applicant shall provide the Sanitation Section of PRMD with a statement from the Sonoma County Water Agency (SCWA), addressing the estimated net increase in ESD generation resulting from the project. If it is determined by SCWA that modeling of potential capacity impacts on the Broadway main is warranted, the Applicant shall undertake to have this study prepared, subject to the review and approval of the SCWA. Based the outcome of any required capacity modeling, the Applicant may be required to implement measures to compensate for any shortfall in the capacity in that area of the existing system.*

With the implementation of this mitigation measure, potential project impacts on the capacity of the sanitation collection system would be *less-than-significant* with mitigation.

c) Require or result in the construction of new or expanded storm water drainage facilities, the construction of which could cause significant environmental effects?

The site currently drains to an existing 18-inch pipe located at the rear of the property. This pipe connects to a 54-inch storm drain located in Spain Street. The Project will not require any alteration to existing storm drain infrastructure. *No impact* would occur.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources?

The City of Sonoma supplies potable water to a population of approximately 10,800 people and approximately 300 businesses. The City’s potable water supply is primarily water purchased from the Sonoma County Water Agency (SCWA) and water pumped from six groundwater wells owned and operated by the City. The SCWA water supply is delivered to the City through the SCWA aqueduct system and is supplied with water from the natural flow of the Russian River. The City is one of eight water contractors under contract with the SCWA, known as the Restructured Agreement for Water Supply. Under the Restructured Agreement, the SCWA is obligated to deliver up to 6.3 million gallons of water per day (mgd) during any month and 3,000 acre-feet of water during a fiscal year. The term of the agreement is through 2037 and can be extended by amendment.

The City’s water service area encompasses the city limits, as well as portions of Sonoma County to the east of the city limits, as well as pocket areas that have outside service area agreements with the City along Thornsberry Road, Lovall Valley Road, East Napa Road, East MacArthur Street, and Denmark Street. The City’s service area is approximately 2.5 square miles. The City’s water distribution system contains three pressure zones that are each served by one or more storage tanks. The principal water mains in the distribution system range in size from 6 to 16 inches. Most of the distribution grid piping in the older sections of the City range in size from 1½ to 4 inches, while the newer areas are served by pipes 6 to 8 inches in diameter.

In compliance with the SB X7-7 and the Urban Water Management Planning Act, the City of Sonoma has prepared and adopted an Urban Water Management Plan (UWMP) that evaluates water demands over a 25-year planning horizon. This analysis addresses a variety of scenarios, including years with normal water conditions, single-dry years, and multiple dry year conditions. Additionally, the UWMP attempts to accomplish the following:

- Identify measures to be implemented or projects to be undertaken to reduce water demands and address water supply shortfalls;
- Identify stages of action to address up to 50 percent reduction in water supplies during dry water years;
- Identify actions to be implemented in the event of a catastrophic interruption in water supplies;
- Assess the reliability of the sources during normal, single-dry, and multiple-dry water years; and
- Identify when, how, and what measures the City could undertake in order to meet the State Legislature's call for a 20 percent per capita reduction in urban water use statewide by 2020.

Overall, the City's UWMP, which was updated in 2015¹³, determined that the City's combined projected water supplies are sufficient to meet projected demands during normal and multiple-year dry year conditions. During a severe drought condition, under the single-dry year condition, the City would not have adequate supplies and would need to impose mandatory water conservation. However, the City's water customers have been successful in reducing its water demands during water shortages, such as what occurred in 2009 when the City's water deliveries were reduced by 18 percent of normal. Moreover, in compliance with State mandates to reduce water usage, the city of Sonoma has reduced its water use by 29 percent from July 2015 through November 2015, when compared to the same period in 2013. In addition, the City can produce more groundwater on a short-term basis during peak summer months to supplement the SCWA supply. Because the development of the site is consistent with the water demand projections of the City's UWMP and because the UWMP sets forth a plan in which combined projected water supplies are sufficient to meet projected demands during normal and multiple-year dry year conditions, the development of the project would have a *less than significant impact* with respect to water supplies.

e) Result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

See 17.a. There will be **no impact**.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project?

The County of Sonoma owns the Central Disposal Site and four other transfer stations located throughout Sonoma County. The Central Disposal Site landfill, located at 500 Mecham Road in Petaluma, California, accommodates solid waste from the City of Sonoma. The Central Disposal Site has a permitted capacity of 19.59 million tons (32.65 million cubic yards). This site includes two landfills, including Landfill 1, which has a permitted capacity of 18.27 million tons (25.65 million cubic yards), and Landfill 2, which has a permitted capacity of 4.98 million tons (7.0 million cubic yards). Landfill 1 currently contains approximately 12.83 million tons (21.38 million cubic yards) of solid waste, and Landfill 2 currently has 1.12 million tons (1.87 million cubic yards) of solid waste. Therefore, remaining capacity at Landfill 1 is 5.44 million tons (4.27 million cubic yards), and remaining capacity at Landfill 2 is 3.86 million tons (5.13 million cubic yards). Further, permitted daily tonnage at the Central Disposal Site is 2,500

¹³ 2015 Urban Water Management Plan Water Demand Analysis and Water Conservation Measures Update, City of Sonoma, July 1, 2015.

tons; however, average daily tonnage is 1,250 tons. Therefore, the landfill is currently receiving less than its permitted daily tonnage of solid waste.

According to the Sonoma County Waste Management Agency, there is sufficient capacity at these facilities to accommodate the project. However, to ensure compliance with the waste diversion programs required under the California Integrated Waste Management Act of 1989 (AB939) the following mitigation measure has been included to address recycling.

Mitigation Measure 17.f: *The project applicant shall be required to prepare and implement a recycling plan for the major materials generated through demolition of existing building elements and replacement construction 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.*

With implementation of Mitigation Measure 17.f above, the solid waste generated by the project would have a *less-than-significant impact* on landfills that serve the City of Sonoma.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

In order for Sonoma County to help meet the diversion requirements of the California Integrated Waste Management Act of 1989 (AB939), Chapter 22 of the Sonoma County Code (Section 2207A) explicitly bans the disposal at County disposal sites of yard debris, recyclable wood waste, scrap metal and corrugated cardboard. The project would be subject to these limitations. All applicable federal, state, and local regulations related to solid waste would be complied with as part of the project. As a result, **no impact** would occur.

18. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The pProject would have no impact in biological resources. The implementation of measures identified in this Initial Study would reduce the severity of potential impacts on cultural resources to **less-than-significant** levels. No further mitigation beyond Mitigation Measures 5.a.1, 5.a.2, 5.c, and 5.d would be required.

b) *Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

The proposed development would not result in cumulative impacts deemed considerable. Impacts on public services, traffic, and utilities could contribute incrementally, but the combined effect would not be significant. As described in this Initial Study, implementation of Mitigation Measures 16.a.1, 16.a.2, 17.b, and 17.f would reduce the magnitude of potential cumulative impacts to a **less-than-significant level**.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The project could have temporary short-term air quality effects on people in vicinity of the site during construction which, with implementation of Mitigation Measures 3.c would be **less-than-significant**. With implementation of standard practices required of all projects approved in the City (compliance with the Uniform Building Code, etc.), the project would not pose a hazard to future residents through exposure to geologic hazards.

Attachments:

1. Mitigation Measures
2. Project Narrative
3. Sonoma Cheese Factory HRE, 2 West Spain Street, Page & Turnbull, November 6, 2014
4. Sonoma Cheese Factory - Proposed Project Review Memorandum, Page & Turnbull, June 19, 2017
5. Geotechnical Investigation Sonoma Square Market 2 West Spain Street, Miller-Pacific Engineering Group, June 9, 2017
6. Archival review results for the Sonoma Square Public Market Project, 2 West Spain Street, Sonoma, Sonoma County, Sonoma, Sonoma County, California, Eileen Barrow, M.A. for Tom Origer and Associates, December 4, 2018.
7. 2 West Spain Street EDR Radius Map Report, Environmental Data Resources, July 9, 2009
8. Transportation Impact Analysis Report, Sonoma Cheese Factory; Fehr and Peers, January 2018.

Available for Download

Project Submittal Package

List of Mitigation Measures

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.

Cultural Resources

Mitigation Measure 5.a.1: The Project design shall be constructed and implemented substantial conformance with the "Sonoma Cheese Factory" site plans and elevations, prepared by SMS Architects and dated June 14, 2017, including the preservation of the historic Sonoma Cheese Factory building element and its associated character-defining features. The colors, materials, and design details of the Project shall be subject to the review and approval of the Design Review and Historic Preservation Commission to ensure that the approved architecture is fully implemented, that high-quality materials are used, and that building colors, materials, signage, and landscaping features are compatible with the historic Cheese Factory building and the Servants Quarters building.

Mitigation Measure 5.a.2: The Project engineering and construction shall incorporate all of the recommended measures and design criteria set forth in the geotechnical evaluation prepared by Miller-Pacific Engineering Group, dated June 9, 2017, including the following:

- Prior to beginning the basement excavation, a preconstruction survey shall be performed to document the condition of the Servants' Quarters building and other nearby existing improvements. The survey shall include video documentation of the buildings and surrounding areas and establishing survey control points on the ground surface and nearby structures and improvements. The baseline elevations of the monitoring points shall be compared with survey readings taken during construction to monitor for ground movements.

- Additional groundwater monitoring will be performed to characterize seasonal fluctuations in groundwater levels. Seasonal changes in groundwater levels shall be considered in project planning as scheduling the basement excavation during a dry period when groundwater levels are relatively low can substantially reduce risk and cost associated with the basement construction. Excavations that extend below the groundwater table will require dewatering or the installation of “water-tight” shoring systems.
- Temporary support of excavations that applies positive pressure and immediate support to the side walls of the excavation shall be required to ensure the safety of workers and to protect against potential failure of the excavation sidewalls. Shoring types may include soldier piles, secant piles, drilled piers or soil nails with shotcrete facing, or other systems. Sheet piles shall not be used given due to potential for vibration damage to the nearby historic structure.
- To limit the impact of project-related groundborne vibration impacts, the following conditions shall be incorporated into construction contract agreements in order to prevent groundborne vibration levels in excess of 0.08 inches per second PPV from occurring: a) the weight rating of all vibratory roller compactors used on the site shall have a maximum weight rating of 2 tons; and, b) in the removal of pavement, foundations, and other building elements to be demolished, jackhammers shall be used in lieu of hoe rams or other large impact-type breakers.

These measures shall be incorporated into a Construction Management Plan and shall be subject to the review, approval, and monitoring by the Building Official and the City Engineer.

Mitigation Measure 5.b: Construction personnel involved with earthmoving shall be alerted to the potential for the discovery of prehistoric materials. Prehistoric archaeological 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 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 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.

Noise

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:

1. 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.
2. Use construction equipment with lower (less than 70 dB) noise emission ratings whenever possible, particularly air compressors and generators.
3. Do not use equipment on which sound-control devices provided by the manufacturer have been altered to reduce noise control.
4. Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptors.
5. Prohibit unnecessary idling of internal combustion engines.
6. 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.
7. 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.
8. 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: As noted in Circulation Element Policy 1.5, intersections around the Sonoma Plaza are exempt from vehicle LOS standards to maintain the historic integrity of the Sonoma Plaza and prioritize active modes of transportation. Circulation Element Policy 1.6 notes that multimodal improvements and/or transportation demand management measures may be used to reduce impacts to mobility for intersections exempted from the City's LOS policies or where the City Council finds that infrastructure improvements to maintain LOS D operation would be in conflict with goals for improving multimodal circulation.

In accordance with these policies, two mitigation measure options have been identified:

- A. Curb Extensions at First Street East/East Napa Street. Under this option, the Project will fund (on a fair share basis) construction of curb extensions on the northwest corner of the First Street East/East Napa Street intersection. The goal of this improvement is to improve the skew angle crosswalks at these intersections, which will also reduce crossing distances and promote pedestrian visibility. Generally, the cost for curb extension installations range from \$50,000 to \$75,000 (per location), depending on the physical size of the improvement and the amount of drainage work to be done associated with the curb extensions. The City will be responsible for the final design and cost estimate of the curb extension improvements.

Typically, in cases where mitigation measures are proposed to mitigate a vehicle intersection operations impact, the project's fair share contribution percentage is based on the number of project-added trips to the intersection versus the baseline (i.e. "No Project" scenario) total entering volume at the intersection during the impacted study period. As shown on Figure 8, the project is anticipated to add 66 weekend midday peak hour vehicle trips to the First Street East/East Napa Street intersection. The weekend midday peak hour total entering volume under Cumulative without Project Conditions (shown on Figure 10) is 1,380 vehicles. Based on these traffic volumes, the project's fair share percentage would be 4.8 percent.

- B. Bus Parking Improvement in Casa Grande lot. Under this option, the Project would fund or implement upgrades to the tour bus loading zone in the Casa Grande parking lot, including a clear, ADA-compliant pedestrian connection linking the tour bus parking area to the Plaza. A turning movement analysis should be conducted to confirm that the improvements provide adequate roadway widths and turning radii for tour buses. The goal of this improvement would be to eliminate the need for tour buses to drop-off and pick up passengers in the Plaza Horseshoe. This current practice, which occurs because the tour bus parking area in the Casa Grande lot lacks a clear and ADA-compliant pedestrian connection to the Plaza, requires tour buses to go back and forth between the Plaza and the Casa Grande lot, thereby contributing to traffic congestion, interferes with transit bus use of the Plaza Horseshoe, and diminishes the pedestrian character of the historic Sonoma Plaza. The fair-share cost would be based on the curb extension contribution discussed under Option 1, above. The design of the pedestrian connection would be subject to the review and approval of the City and State Parks.

Mitigation Measure 16.a.2: The project applicant shall contribute, as a parking in-lieu payment, to a redesign of the Casa Grande parking lot. Recommended improvements to be considered for the redesign include:

- Restriping/reconfiguration of existing parking spaces to increase parking capacity by a minimum of 13 spaces.
- Upgrade the overflow parking area at the northwest corner of the parking lot to allow for year-around use.

The design of the parking improvements would be subject to the review and approval of the City and State Parks.

Utilities and Service Systems

Mitigation Measure 17.b: Prior to the issuance of any building permit, the Applicant shall provide the Sanitation Section of PRMD with a statement from the Sonoma County Water Agency (SCWA), addressing the estimated net increase in ESD generation resulting from the project. If it is determined by SCWA that modeling of potential capacity impacts on the Broadway main is warranted, the Applicant shall undertake to have this study prepared, subject to the review and approval of the SCWA. Based the outcome of any required capacity modeling, the Applicant may be required to implement measures to compensate for any shortfall in the capacity in that area of the existing system.

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.



PROJECT NARRATIVE

Application Type: City of Sonoma Minor Conditional Use Permit

Project Name: Sonoma Square Public Market

Project Location: 2 West Spain Street, Sonoma, CA 95476

APN: Two Parcel Property -018-162-004 & 018-162-022 to be merged into one parcel

Property Owner: Nina & Maria Viviani Trust, Comerica Bank & Trust NA, Trustee of the Viviani Trust (Trust)

Project Owner and Developer: Sonoma Square Market, LLC, Napa, California.

Project Architect: SMS Architects, Gregory G. Simonoff.

PROJECT OVERVIEW

The building located at 2 West Spain Street was built in 1945 for Celso Viviani to serve as the factory, retail space, and office for the Sonoma Cheese Factory. When Mr. Viviani and Tom Vella, established the company in 1931 it was the first dedicated cheese making facility in Sonoma.

The Sonoma Cheese Factory manufactured cheese continuously at this site until 2001. Since that time, changing cultural, ownership, and economic conditions affected the business. The current property owner, the Nina & Maria Viviani Trust, first proposed to revitalize the property through the creation of a new multi-tenant, specialty food marketplace featuring locally sourced, artisan foods, cheeses, baked goods, wine, coffee, and other related food and non-food products. The previously designated developer APPA Development applied for a Use Permit for the project which was conditionally approved by the Planning Commission on July 9, 2015.

Since that time, APPA Development has joined with the Carlin Company, the Napa based company responsible for developing the Oxbow Public Market in Napa, to form Sonoma Square Market, LLC (“Developer”). Sonoma Square Market has secured rights to a 99-year ground lease on the Property, and in that capacity has become project owner and developer. The Developer has made modest changes to the currently approved plans and is seeking a Conditional Use Permit based upon these updated plans.

Business Redevelopment Concept

The Sonoma Cheese Factory will be redeveloped to be a pedestrian oriented, central community gathering space that celebrates local artisan food and wine in an inviting and dynamic social setting. The history of the Sonoma Cheese Factory, and its ideal location on the plaza, provides an excellent opportunity for this to be successful. No other food retail operator in Sonoma has the iconic presence, historical significance, and the available well positioned location to do so.

The proposed marketplace concept will be similar to the Oxbow Public Market business model in nearby Napa however its emphasis will be the history, production, aging and sales of local cheeses and other related food products. Specifically, Developer intends to include in the project a one-of-a-kind cheese aging “affinage” facility in the new basement to draw upon and celebrate Sonoma’s rich heritage of cheese manufacturing. In addition to the affinage, the new marketplace will include multiple local owner operated vendors under one roof. The goal of this project is to revitalize and restore the Sonoma Cheese location as the preeminent specialty food purveyor in the Sonoma Valley. The project proposes to do so in the following manner.

Emphasizing Pedestrian Connectivity and Flow

The project will provide a significant community benefit to Sonoma by creating pedestrian connectivity and flow between the Sonoma Plaza, the Casa Grande Parking Lot, Depot Park, the Veterans Building and the Overlook Trail to the north. While the conditionally approved Use contained a pedestrian connectivity, the Developer has reimagined and relocated this feature. The project will build a new outdoor pedestrian walkway and exterior courtyard on the east side of the site between the Sonoma Cheese Factory building and the State Park. A narrow walkway exists there now. But the project design seeks to widen and extend this area to create a lively promenade and pass through. The previously approved location of this pedestrian walkway proceeds past the garbage collection facility used by the neighbor Mary’s Pizza Shack. By comparison, the newly imagined pedestrian path serves the community in a much more powerful way by including the architectural elements of the historic State Park. In this way, the project will also serve to activate this historical treasure.

New entry portals, signage, lighting and landscaping will provide welcoming features for pedestrians. This new walk way will provide a direct path of travel linking the commercial activity around the Plaza with the State Park, to the Casa Grande Parking lot, and beyond.

Preservation and Renovation of Existing Buildings

The existing Sonoma Cheese Factory is an ensemble of three buildings constructed over a period of time. The front and center portions of the building represent the original massing of the building. The rear concrete masonry unit (CMU) portions of the building were constructed at varying more contemporary dates. Beginning in 1958 the building underwent a series of additions and alterations primarily at the rear of the building. In 2005 the interior of the original building fronting Spain Street was extensively renovated to expand the retail use of the building.

Similar to the project's approach to site improvement, the project proposes to open the interior of the historic portions of the building to create a sense of procession, discovery, social interaction and flow through open market with multiple tenant spaces. Currently the three primary building elements of the Sonoma Cheese Factory Building are perceived as separate barely contiguous elements. The public only has access to roughly 50% of the building. The remainder of the building is underutilized and requires demolition and replacement or significant repairs or renovation in order to effectively contribute to the Sonoma Plaza commercial vibrancy and economy. The project proposes to make roughly 90% of the building open to the public and commercial uses.

Historic Resource Evaluation Study

In the summer of 2014 the Trust engaged Page & Turnbull Historic Resource Consultants, San Francisco, CA to prepare a Historic Resource Evaluation (HRE) for the property. The HRE concluded the northern more contemporary portions of the building, which are proposed for removal and replacement by this project, are not historically significant. Per the HRE:

"Agglomerative additions at the rear of the building are not considered to be character defining features, as they are utilitarian in design, were partially constructed outside of the identified period of significance and are no longer used for cheese production."

The proposed development plan will not alter any of the character defining features of the building that enable it to convey its historic appearance and potential significance including its distinctive orange tile cladding, any fenestrations at the primary south facade, the southern portions of the east and west facades, metal awnings over the primary entrances or the massing and footprint of the primary building as it was originally constructed.

Originally Proposed as a Three Phase Project, Then Combined

The project was originally proposed to the Sonoma Planning Commission as a three phased project. On November 13, 2014, Phase I of the project was granted a conditional Use Permit by the City of Sonoma Planning Commission. On July 9, 2015, the project was granted a conditional Use Permit which retained the prior approved Conditional Use Permit and in addition granted conditional approval of the remaining phases of the project, combining them into a single coordinated construction project. The present application similarly presents a single unified project.

Description of Currently Approved Project Phases

All previous project phases are generally described below.

PHASE I: Phase I includes partial demolition of the non-significant northern CMU building, renovation and construction of new multi-tenant improvements in the existing retail space fronting the Plaza, new ADA restrooms and the construction of a new exterior pedestrian walkway and courtyard directly and visually linking the Historic Sonoma Plaza with the Casa Grande Parking lot and Depot Park to the North.

PHASE II: Phase II includes: Demolition of the remaining non-significant northern CMU buildings and reconstruction of a new approximately 3,100 GSF Addition (Tenant Space 12).

PHASE III: Construction of a new approximately 1,900 GSF Building (Tenant Space 13).

Description of Revised Project

Developers are proposing the same partial demolition of the same non-significant northern CMU building as were previously approved by the Planning Commission. Similarly, the current proposal includes the same renovation and construction of multi-tenant improvements in the existing retail space fronting the Plaza, new ADA restrooms and the construction of a new exterior pedestrian walkway and courtyard directly and visually linking the Historic Sonoma Plaza with the Historic State Park and the Casa Grande Parking lot and Depot Park to the North.

The current proposal differs from the previous project in that it includes entirely new construction behind the existing historical façade. The currently proposed building will feature a first floor area of approximately 14,935 GSF, and a basement of approximately 10,065 GSF housing the affinage, for a total building of approximately 25,000 GSF.

Land Use Type and Food Service Seating

Neither the Land Use Type nor the Food Service Seating have significantly changed from the conditionally approved use. As set forth in the previously approved application, defining a project like this as purely "retail" or "restaurant" does not accurately describe the public market experience. Virtually all tenants will sell food. Most tenants will require food service seating at their stall. The tenant mix will change over time, however, all tenants will be artisan food purveyors whenever possible. Offering seating flexibility to tenants is paramount to the success of projects like this. The Oxbow Public Market in Napa, Pike Place Market in Seattle, The Ferry Building in SF, and the Packing House in Anaheim are precedents in support of this approach. For parking and food service seating purposes the definition of "retail" and "restaurant" is blurred for this project type. Therefore for the purpose of clarifying the Project's



food service seating and parking requirements the land use type "Restaurant" per the Sonoma Development Code's Parking Requirements by Land Use Table 4-4 has been applied.

Parking will be based on interior seat count.

Grandfathered Parking and Food Service Seating Allotment

On November 13, 2014 the Sonoma Planning Commission granted the project a Conditional Use Permit for Phase I of the project inclusive of a parking credit of one space per 300 SF of existing building area and the grandfathering of 103 existing restaurant seats in respect to parking requirements. This yields:

Existing Retail Building = 11,397 SF/300 = 38 grandfathered parking spaces, plus 103 grandfathered food service seats.

Allowable Food Service Seating Relative to Grandfathered Parking Spaces

Restaurant seating is calculated as one space per every four seats. Therefore translating the grandfathered parking spaces into allowable seat count is: 38 spaces x 4 or 152 food service seats. This approach will support the flexible interior seating requirements of a changing tenant mix. This Use Permit requests the project be designated "Restaurant" for parking and seating purposes and be allowed up to 152 interior seats and the assignment of the 103 grandfathered food service seats towards exterior seating should they be required.

SPECIFIC PROJECT DATA

Site Parcel Addresses: 2 West Spain Street, Sonoma CA
APN: 018-162-004
Zoning: Commercial, Downtown District, Historic Overlay.

BUILDING AREA SUMMARY

GSF				
Phase	Floor – 1	Floor – 2	Basement	Total
Existing	10,621	776	0	11,397
Proposed Project	14,935	0	10,065	25,000

DEVELOPMENT CRITERIA

Building Setbacks:

Front and street: None

Side: none required except when abutting a residential zone Rear: none required

Garage Setback: 20' from main structure (for residential)



Building Height: 35' allowable. No building height change is proposed for this project.

Total Lot Area: 20,335 SF

Existing Building Coverage: 10,621 SF

FAR Allowable: 2.0 x Total Site Area or 40,670 SF

Actual Lot Coverage: 73% lot coverage

Actual Building Area at Full Build Out: 25,000 SF (w/ Basement) = FAR compliant
14,935 SF (w/o Basement)

Open Space: 5,400 SF (approximately 27% of site area)

Landscape: New pedestrian courtyard entry portal, signage, lighting, plantings, street furniture and hardscape paving.

Submitted by:
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SONOMA CHEESE FACTORY
2 WEST SPAIN STREET
SONOMA, CALIFORNIA

HISTORIC RESOURCE EVALUATION

[14156]
Prepared for
RossDrulisCusenbery Architecture Inc.



PAGE & TURNBULL

imagining change in historic environments through design, research, and technology

NOVEMBER 6, 2014

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I. INTRODUCTION

This Historic Resource Evaluation (HRE) has been prepared at the request of Michael B. Ross of RossDrulisCusenbery Architecture Inc. in advance of potential alterations at 2 West Spain Street (APN 4348-016-033) in Sonoma, California (**Figure 1**). 2 West Spain Street was constructed in 1945; the building has previously been attributed to Pero D. Canali, but is likely the work of architect Pietro G. Canali.¹ The building was constructed to serve as a cheese factory and retail store for cheese maker Celso Viviani. The building continues to serve as a retail store for the cheese company that Viviani founded.

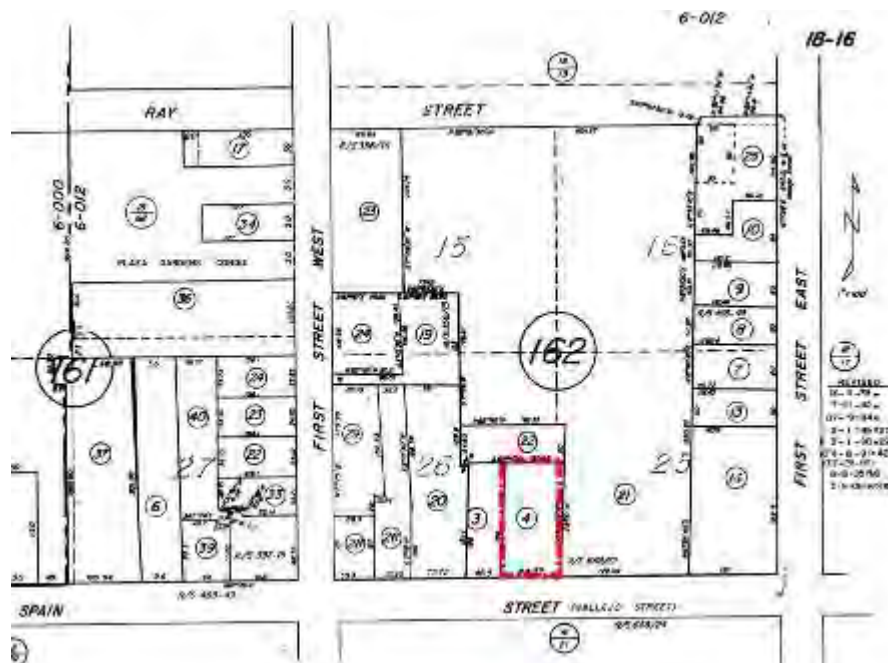


Figure 1: Assessor's Parcel Map of 2 West Spain Street, Sonoma, California, outlined in red.
Source: Sonoma County Assessor, edited by Page & Turnbull.

SUMMARY OF DETERMINATION

The building at 2 West Spain Street was built in 1945 for Celso Viviani to serve as the factory, retail space, and office for the Sonoma Cheese Factory. When this company was established in 1931 by Viviani and Tom Vella, it was the first dedicated cheese making company in Sonoma. The building, which has previously been attributed to Pero D. Canali, is likely the work of Pietro G. Canali, an Italian architect who lived and worked in the Bay Area between 1925 and 1969.

The building is not currently listed as a National Historic Landmark, and is not on the National Register of Historic Places; although the building is within the boundaries of the Sonoma Plaza National Historic District, it is not a contributor to that district due to its contemporary era of construction. The building is not on the California Register of Historical Resources (California Register), and has not been assigned a California Historical Resource Status Code. The building is not a Sonoma County Historic Landmark, and has not been surveyed by the Sonoma League for Historic Preservation.

¹ This attribution is published without citation in Katherine Thompson Hill, *Sonoma Valley: The Secret Wine Country* (Guilford, CT; Globe Pequot Press, 2005), 95, and has been republished in additional secondary sources.

The building does appear to be eligible for the California Register; this report finds the building to be significant under evaluative Criterion 1 (Events) for its association with the development of the cheese industry in Sonoma. Despite some alterations to the building that postdate its identified period of significance (1945-1968), the building retains sufficient integrity to convey its historic appearance. Therefore, his report finds that 2 West Spain Street is eligible for listing on the California Register.

Character defining features of the building that enable it to convey its historic appearance and significance include its distinctive orange tile cladding, all fenestration at the primary (south) façade and the south portions of the east and west facades, metal awnings over primary entrances, and the massing and footprint of the building as it was originally constructed, which includes the front (south) two-story retail and office portion and the center one-story factory section. Agglomerative additions at the rear of the building are not considered to be character defining features of the building, as they are utilitarian in design, were partially constructed outside of the identified period of significance, and are no longer used for cheese production,

METHODOLOGY

This Historic Resource Evaluation provides a review of previous historical surveys and ratings, site description, historic context statement, construction chronology, and evaluation of the property's eligibility for listing on the California Register of Historical Resources (California Register.) A finding of eligibility for listing on the California Register brings any planned projects at the site under the regulatory framework of the California Environmental Quality Act (CEQA.)

Page & Turnbull prepared this report using research collected at various repositories, including the Sonoma County Library, the City of Sonoma Building Department, the Sonoma County Assessor's Office, the Sonoma League for Historic Preservation, and the Sonoma County Historical Society. Online research repositories that were used include Ancestry.com, the California Digital Newspaper Archive, the Online Archive of California, and the online Sanborn Map catalogue of the San Francisco Public Library.

A site visit was conducted on August 6, 2014 to examine and document the design and material condition of the building. All photographs in this report were taken by Page & Turnbull in August 2014 unless otherwise noted.

II. PAST EVALUATIONS

NATIONAL HISTORIC LANDMARKS

The National Historic Landmarks program is the highest level of designation for historic and cultural resources. This program is administered by the Secretary of the Interior and the National Park Service and is reserved for buildings, sites, structures, objects, and districts that demonstrate exceptional value, quality, and significance in illustrating the heritage of the United States.

The property at 2 West Spain Street has not been individually listed as a National Historic Landmark. The building does fall within the boundaries of the Sonoma Plaza National Historic Landmark District. Designated in 1961, the Sonoma Plaza National Historic Landmark District encompasses the Sonoma Plaza itself and adjacent properties that are most significant to the early development of Sonoma, from its founding as a Mexican settlement through the Bear Flag Revolution and the resulting integration of California into the United States. Although the building at 2 West Spain Street falls within these boundaries and is adjacent to several of the listed properties, it is not included as a resource of the National Historic Landmark District. The building was not age-eligible for listing when the Landmark District was evaluated; generally, properties are considered for landmark status when they are more than fifty years old, and the building was only sixteen years old in 1961. Additionally, the primary significance of the Landmark District relates to the Mexican War, and to architecture of the period 1832-1860. 2 West Spain Street has no relation to either of those areas of significance, and would therefore not be likely to be included in an updated evaluation of this Landmark District.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places (National Register) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

The property at 2 West Spain Street has not been individually listed on the National Register. The building does fall within the boundaries of the Sonoma Plaza Historic District, which was listed on the National Register in 1974 and underwent a boundary increase in 1992. This Historic District includes and expands beyond the area included in the Sonoma Plaza National Historic Landmark District to include many of the adjacent side streets to the Sonoma Plaza. In the 1992 boundary increase nomination, eighty-eight resources were identified as contributors, while fifty-eight were recognized as non-contributors. The building at 2 West Spain Street was listed as resource #108 and identified as a non-contributor because its date of construction is outside the established period of significance (1835-1944.)

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

2 West Spain Street has not been individually listed or previously found eligible for the California Register. The Sonoma Plaza Historic District is listed in the California Register automatically because it is listed in the National Register.

CALIFORNIA HISTORICAL RESOURCE STATUS CODE

Properties listed or under review by the State of California Office of Historic Preservation are assigned a California Historical Resource Status Code (Status Code) of “1” to “7” to establish their historical significance in relation to the National Register of Historic Places (National Register or NR) or California Register of Historical Resources (California Register or CR). Properties with a Status Code of “1” or “2” are either eligible for listing in the California Register or the National Register, or are already listed in one or both of the registers. Properties assigned Status Codes of “3” or “4” appear to be eligible for listing in either register, but normally require more research to support this rating. Properties assigned a Status Code of “5” have typically been determined to be locally significant or to have contextual importance. Properties with a Status Code of “6” are not eligible for listing in either register. Finally, a Status Code of “7” means that the resource has not been evaluated for the National Register or the California Register, or needs reevaluation.

2 West Spain Street has not been assigned a Status Code, indicating that it has not been reviewed by the State Office of Historic Preservation.

SONOMA COUNTY HISTORIC LANDMARKS

In 1974, the Sonoma County Landmarks Commission was created under Ordinance No. 1768. The same ordinance established procedures to designate Historic Structures and Historic Districts. According to the Landmarks Commission By-Laws, Historic Landmarks must meet the criteria for eligibility adopted by the Landmarks Commission, which are based on National Register eligibility criteria. Of the 173 Sonoma County Historic Landmarks, twenty-six are in the City of Sonoma, none of which are located within any registered historic districts.

2 West Spain Street is not a designated Sonoma County Historic Landmark and is not located within a registered Sonoma County historic district.

SONOMA LEAGUE FOR HISTORIC PRESERVATION INVENTORY OF HISTORIC STRUCTURES

The Sonoma League for Historic Preservation maintains an inventory of historic structures in the City of Sonoma. According to the League’s web site, “In 1978, with a grant from the County Landmarks Commission, the League began preparing the Sonoma Valley Historical Resources Survey [also known as the Inventory of Historic Structures] under the auspices of the City and County of Sonoma. The survey is an inventory of historic properties and includes structures from Kenwood to the Carneros Region. Each survey document provides important information that identifies and describes the property including its past and present owners, physical appearance of the structure, and the historical or architectural significance of the site including people and events associated with it.”²

2 West Spain Street is not listed in the Sonoma League for Historic Preservation Inventory of Historic Structures, because it was not fifty years of age at the time of the survey.

² “Preservation,” published at the *Sonoma League for Historic Preservation* web site, accessed at <http://sonomaleague.org/historical.html> in August 16, 2011.

CITY OF SONOMA DEVELOPMENT CODE

According to Section 19.10.030.C2 of the City of Sonoma Development Code, the Historic Overlay zone “is intended to preserve structures that are historically and/or culturally significant...The Design Review Commission shall review any new commercial buildings and additions or exterior changes to existing commercial buildings [within the Historic Overlay zone].”

The Development Code identifies two types of structures eligible for adaptive reuse: officially designated structures and structures with potential historical value. According to Section 19.42.020 of the code, “In addition to officially designated structures, there are other structures that may have historical value because of their age (usually more than 50 years old), and their contribution to the overall historic character of the community due to their unique architectural scale and style, use of design details, form, materials, proportion, as may be documented through listing on the Sonoma League for Historic Preservation’s inventory of historic structures. Such structures shall only be eligible for adaptive reuse if located within the Historic Overlay zone.”³

2 West Spain Street is located within the Historic Overlay Zone and therefore any additions or exterior changes to the building will be reviewed by the Design Review Commission.

III. ARCHITECTURAL DESCRIPTION

2 WEST SPAIN STREET

2 West Spain Street is located on a 13,058 square foot rectilinear lot on the north side of West Spain Street between First Street East and First Street West (**Figure 2**). The lot was laid out as part of the original town plan, established by General Mariano Guadalupe Vallejo in 1835. The town site was the last in California to be organized in the Iberian tradition outlined by the *Laws of the Indies*, the governing document for town planning in Spanish territories since its proclamation in 1573 CE.⁴ Although the lot has been in use since 1835, the current building at this address was constructed in 1945 and designed in a transitional style that includes both Streamline Moderne and International elements. The building has previously been attributed to Pero D. Canali, but is more likely the work of architect Pietro G. Canali.



Figure 2: 2 West Spain Street aerial view facing north, yellow arrow indicates the subject property, the footprint of which is highlighted in yellow. Source: Bing Maps, edited by author.

³ Article IV (General Site Planning and Developmental Standards), Chapter 19.42 (Historic Preservation and Infill in the Historic Zone), *City of Sonoma Development Code* (February 2005), 4.27-28.

⁴ *Ibid.*, 28.

The building is generally rectangular in form, and is of varying heights: the front mass of the building is two stories, the center and largest mass is one high bay story in height, and the rear portion of the building is the site of several agglomerative additions, which are of varying heights between one and two stories. The front and center portions of the represent the original historic massing of the building; the rear portion of the building was constructed at varying more contemporary dates (further detailed later in this report.)The roof of the front mass is slightly up-pitched; the roof of the center mass is low pitched gable, with a north-south ridge-line, and the rear additions are generally flat roofed with some shed roof projections. The building is clad in a variety of materials that will be described within the following façade-specific descriptions.

Primary (South) Façade

The primary façade faces south onto West Spain Street and is set back slightly from the lot line. The façade is two stories in height and arranged symmetrically (**Figure 3**). The façade is clad in large rectangular vertically-oriented glazed orange tile. The vertical perimeters of the facade and the up-pitched roofline project from the plane of the façade and give the facade a “framed” character. Additionally, the façade includes four full-height, white stucco-clad metal ribs, which begin at the ground with a shallow profile and increase in depth as they reach the projecting roofline.



Figure 3: Primary (south) façade, facing north.

These four ribs are grouped in two pairs, an arrangement that visually divides the façade in to three equal bays. Each pair of ribs frames one of the building’s two primary entrances, located left and right of center (**Figure 4**). These primary entrance doors are fully glazed wood doors, accessed via short concrete ramps. Above each door, a flat metal awning with rounded corners spans the width of the door and incorporates the ribs that frame the door. The edge of the metal awning includes painted signage: historic photographs indicate that the awnings were originally topped by neon signage.

The center bay of the first story features a tripartite window group. The window group includes, at center, a thirty-three-lite glass block window, flanked by two fixed plate glass windows, all with metal sash. The plate glass windows include etched or applied signage, and the entire window group is sheltered by a metal and canvas retractable awning. Above the awning, the façade includes a painted wood sign.



Figure 4: Primary facade, primary entrances, facing northwest.

At left, the façade includes a plaque that was placed by the Native Sons of the Golden West on June 8, 2008 and dedicates the building to Celso Viviani, who founded the Sonoma Cheese Factory (Figure 5). In front of the first story of the primary façade, at far left and right there are low wood planters with foliage and mature trees (Figure 6). There are also two wood benches and several tables and chairs for outdoor dining.



Figure 5: Primary facade, plaque, facing north.



Figure 6: Primary facade, planter at right, facing northeast.

At the second story, the primary façade includes three window groups, one in each bay. All groupings consist of multi-lite fixed and casement windows with metal sashes and slim flush surrounds. The center window group includes 24 panes, including three three-lite casement windows (**Figure 7**). The window groups at left and right are identical, include twenty panes, and incorporate two three-lite casement windows (**Figure 8**).



Figure 7: Primary facade, second story center window group, facing north.



Figure 8: Primary facade, second story left window group, facing northwest.

The primary façade terminates with the overhang of the up-pitched roof, which is composed of stucco-clad metal. The front edge of the overhang is curved similar to the vertical ribs that carry it (**Figure 9**). The roofline overhangs both the vertical ribs and the projecting corner perimeters of the building. The roofline is finished with a flat metal weather stripping.



Figure 9: Primary facade, roofline, facing northwest.

East Façade

The east façade of the building faces directly onto the open courtyard in front of the Blue Wing Inn and the historic adobe Servant's Quarters, both of which are included in the discontinuous group of buildings that make up Sonoma State Historic Park (further described below in Surrounding Neighborhood). The east facade runs the full depth of the lot and includes the two-story front (left, or south) portion of the building, a long one story portion at the middle, and several additions of varying one-to-two story height that form the rear (right, or north) portion of the building (**Figure 10**).



Figure 10: East facade, front and center portions of the building, facing west.

The left portion of the east façade is two stories, clad predominantly in the same tile that is at the primary façade, and includes applied letter signage at the second story. The only fenestration at this portion of the east façade is a partially glazed metal door at the first story, which is sheltered by a one-story open porch that spans the front and middle sections of the building. This open porch is a contemporary addition (1974) and shelters an outdoor food preparation and eating area. The porch is constructed of wood post-and-beam supports that carry a corrugated aluminum shed roof (**Figure 11**).



Figure 11: East facade, open porch, facing north.

The center portion of the east façade is one story and is clad in stucco, which has been laid over the existing tile cladding as part of a seismic retrofit. (This stucco treatment also covers a small portion of the first story of the front section of the east façade.) Fenestration at the center portion of the east façade is located towards the rear (right) of the section, and includes two full-height multi-lite windows with anodized aluminum sashes: at left there are eleven lites and a fully glazed door, and at right there are fifteen lites (**Figure 12, 13**). A restroom door is located at the far rear (right) (**visible in Figure 14**).



Figure 12: East facade, center portion, left multi-lite window with door, facing west.



Figure 13: East facade, center portion, right multi-lite window, facing west.

The rear portion of the east façade includes several additions with distinct massings and heights. These were constructed agglomeratively, after the front and center portions of the building were complete, between 1959 and 1981. These additions will be described here individually from left (front, or south) to right (rear, or north.) The first mass is one story in height, clad in stucco and capped with a slightly sloped shed roof with overhanging eaves. The south façade of this mass includes a restroom door, a drinking fountain, and a high vertically oriented metal sash sliding window (**Figure 14**). The east façade of this mass has no fenestration, and the north and west facades abut other portions of the building.



Figure 14: East facade, rear portion, south facade of first one-story mass where it meets the middle portion of the building, including restroom doors, facing northwest.

The adjoining mass to the north is two stories in height and is flush at its east façade with the one-story mass to the south. This massing is clad in vertically-scored rough stucco and has a flat roof with a slim metal coping at the roofline (**Figure 15**). This mass has no fenestration at its east façade and a roll-up metal vehicular door at its north façade. This mass's northeast corner includes a metal gate that connects to a post at the lot line and separates the front, pedestrian activity from the rear, automotive and industrial activity at the site. The upper portion of the north façade has no fenestration, and the south and west facades abut other portions of the building.

The next mass is one story in height, constructed of painted cinderblock, and capped with a flat roof with broadly projecting eaves with wood rafter braces (**Figure 16**). The east façade includes two pairs of wood doors at left, above which the façade is covered by corrugated aluminum, and one larger pair of wood doors at right. The north façade of this massing includes a metal door topped by a blinded transom.

At the far right (north, or rear) of the east façade is the one-story rear addition of the building; it has no fenestration on this facade (partially visible, **Figure 16**).



Figure 15: East facade, rear portion, two-story mass, facing southwest.



Figure 16: East facade, third mass, facing southwest.

Rear (North) Façade

The rear façade of the building faces north onto a surface parking lot that is accessed at 1st Street East. This portion of the building includes several agglomerative additions and expresses the functionality of the building's former factory use, rather than the formal organization of commercial use at the primary façade. The addition that forms the rear façade is constructed of painted cinderblock, and is one story in height with a slightly sloped shed roof (**Figure 17**). From left to right, the façade includes a metal door with a sliding rail above, a pair of metal doors topped by a vertically paneled blind transom (this may have been a vehicular entrance at one time), and three evenly spaced square blinded windows with cinderblock sills. At the center of the façade, a narrow, mezzanine-level mass projects above the roof (**Figure 18**). This mass is constructed of plywood and includes two square windows at its east side. The roof of this mass has two turbine vents. At the east (right) side of this façade is a fenced utility yard and a shed-roofed porch that projects from the west side of the building and shelters exterior tanks and related equipment (**Figure 19**). The utility yard contains a well with associated pumps, and a concrete platform that shows the footprints of the tanks used in the cheese making process that have been removed (**Figure 20, 21**).



Figure 17: Rear (north) facade, facing south.



Figure 18: Rear (north) facade, mezzanine mass, facing southwest.



Figure 19: Rear (north) facade, fenced utility yard and open porch at right (west), facing south.



Figure 20: Utility yard at rear of building, containing well and pumps, facing northwest.



Figure 21: Utility yard at rear/west of building, concrete platform showing former footprint of cheese-making tanks, facing southeast.

West Façade

The west façade, similarly to the east façade, runs the full depth of the lot and includes the two-story front (right, or south) portion of the building, a broad one-story portion at the middle, and several additions of varying one-to-two story height at the rear (left, or north) (**Figure 22**). The front (right) portion of the west façade is two stories, clad partially in the same tile that is at the primary façade and partially in stucco at the first story. This stucco cladding is contemporary and was applied over the existing tile as part of a seismic retrofit. This portion of the façade includes two three-lite metal-sash casement windows at the first story, deeply set within the stucco and with tile visible around their frames (**Figure 23**). At the second story there is an eight-lite metal-sash window grouping, containing fixed and casement windows.

The middle portion of the west façade includes no fenestration except for a metal entry door towards the rear (**Figure 24**).

The west façade of the building faces onto a narrow paved driveway, beyond which is the one-story facade of 8 West Spain Street (Mary's Pizza Shack). This driveway historically provided access to the utility yard at the rear of the building, it is now fenced about twenty feet from the curb cut. is the driveway is owned by the owners of 2 West Spain Street.



Figure 22: West facade, facing northeast.



Figure 23: West facade, front (right, or south) portion first story windows, facing east.



Figure 24: West facade, middle portion, metal entry door towards the rear (north), facing southeast.

The rear portion of the west facade includes the west and south facing facades of previously described additions, and are not visible from any public right of way. As previously described, these masses are of varying heights between one and two stories and have flat roofs. Façade details here include rough vertically scored stucco, vertical wood siding, and a pair of large wood leaf doors that formerly provided vehicular access to the building (**Figure 25**).



Figure 25: West facade, rear (north) portion, taken from the roof, facing north.

ROOF

The roof of the building is covered in a variety of roofing materials, and includes a variety of vents and ductwork, as well as several blind shed dormers, dome skylights, and a monitor skylight at the ridgeline of the roof (**Figure 26, 27**). At the front of the building, the north façade of the second story includes two three-lite metal sash casement windows flanked by three-lite sidelights (**Figure 28, 29**).



Figure 26: Roof, facing north.



Figure 27: Roof, including monitor skylight, facing west.



Figure 28: Roof, window at left side of north façade of second story, facing south.



Figure 29: Roof, window at right side of north façade of second story, facing south.

SURROUNDING NEIGHBORHOOD

2 West Spain Street is located within the boundaries of the Sonoma Plaza Historic District, which was placed on the National Register in 1976 and expanded in 1992. As described in the 1992 nomination,

The District is essentially a commercial and residential district with relatively few intrusions. Topographically, the area is very flat with a grid pattern of streets that extends out from the central plaza. The large square plaza contains many mature trees which gives the space a very bucolic atmosphere although the buildings facing the Plaza are primarily commercial. The tangential side streets, which are primarily residential, are also lined with tall mature trees furthering this atmosphere. The commercial buildings range in height from 1 to 4 stories. The residential buildings are primarily one story with some two story buildings scattered throughout the district... The district in its past had the look of a small country town center. It essentially still retains that character.⁵

⁵ "Sonoma Plaza Historic District: National Register Boundary Increase," *National Park Service*, NRIS Reference No: 92000293 (1992): 4, accessed online at <http://pdfhost.focus.nps.gov/docs/NRHP/Text/92000293.pdf>, on July 1, 2014.

2 West Spain Street is on the north side of Spain Street, directly across from Sonoma Plaza, which is also designated as a National Historic Landmark. The property is also directly adjacent to a portion of Sonoma State Historic Park. Unlike other state parks, Sonoma State Historic Park is not defined by a continuous border but rather is a collection of resources throughout the City of Sonoma. 2 West Spain Street is set among many of these resources, located directly west of the two story adobe known as the Servants Quarters, and the two story Victorian building known as the Blue Wing Inn. Other properties in the surrounding neighborhood include hotels, retail locations, restaurants, and businesses that cater to tourists, conveying Sonoma's role as a picturesque destination within the Sonoma County region. Many of the buildings that house these operations are one-to-two story commercial blocks that vary in architectural style from Spanish Colonial, Mission Revival, Monterey, Italianate, Romanesque, folk traditional, Beaux-Arts, and others.



Figure 30: Sonoma Plaza at left, Sonoma Cheese Factory at right, facing west.



Figure 31: Sonoma State Historic Park at right, Sonoma Cheese Factory at left, facing northwest.

IV. HISTORIC CONTEXT

CITY OF SONOMA HISTORY

Prehistory

Sonoma Valley was once occupied by Coast Miwok and Patwin peoples, and most authorities consider the Coast Miwok to have been the dominant tribe.⁶ The Coast Miwok territory was centered in Marin and Sonoma counties and encompassed an area spanning approximately 1,400 square miles.⁷ The modern City of Sonoma falls within the northeastern portion of Coast Miwok territory, and the area surrounding Sonoma's central plaza is near the location of the ancient Coast Miwok village of Huchi.⁸

Hispanic Period

In the mid-eighteenth century, Spanish explorers and missionaries arrived in Sonoma Valley. During the earliest years of Spanish control, Alta California was loosely administered by the Viceroy of New Spain in Mexico City. However, during the latter half of the eighteenth century and the early nineteenth century, Spain reinforced its claim to Alta California by encouraging the establishment of a chain of Franciscan missions along the coast and inland valleys from San Diego north to the Golden Gate. The first mission was established in San Diego in 1769. By 1776, Father Junipero Serra

⁶ Alfred L. Kroeber, "Some New Group Boundaries in Central California," *University of California Publications in American Archaeology and Ethnography*, Volume 47, Number 2 (Berkeley, California: 1957).

⁷ Isabel Kelly, "Coast Miwok," in *Handbook of the North American Indians*, Robert F. Heizer, editor, (Washington, D.C.: Smithsonian Institution, 1978).

⁸ Samuel A. Barrett, *The Ethnography of Pomo and Neighboring Indians*, (Berkeley: University of California Press, 1908).

had established Mission Dolores in Yerba Buena (now San Francisco). The Spanish Viceroy ultimately decided to build missions in the region north of the Golden Gate, provoked by the establishment of a Russian fur trading and farming settlement at Fort Ross, in present-day Sonoma County in 1812.⁹

In 1823, Father Jose Altimira devised a plan to found a new mission north of the Golden Gate. Altimira and his men sailed across San Pablo Bay and rowed up the Sonoma River to the site of the present-day City of Sonoma. Impressed with the fecund soil of the well-watered and oak-studded plain, Altimira selected this location for California's last mission—and the only one established during Mexican rule, which had begun in 1821. On 4 July 1823, Father Altimira officially founded Mission San Francisco Solano de Sonoma, naming it after St. Francis Solano, a missionary to the Peruvian Indians. Within a few years, approximately 1,300 Indians lived at the *rancheria* adjacent to the mission. In 1826, a bloody neophyte revolt broke out, which resulted in the complete destruction of the first mission complex and Father Altimira's departure from Sonoma.¹⁰

Although Mission San Francisco Solano de Sonoma was rebuilt in 1827, it did not survive for much longer. The missions of California, like the missions on all Spanish colonial frontiers, were intended to be temporary institutions. When the work of Christianization and acculturation was deemed to be finished, the missionaries were replaced by secular clergy and the mission lands distributed among the former neophytes. This process was known as secularization. The constitution of the Republic of Mexico endorsed the equality of all Mexicans regardless of race. Mexican liberals concluded that the missions—which denied basic liberties to the Indians—were unconstitutional. Meanwhile, native-born *Californios* saw the missions as an obstacle to the economic development of the province; they believed that the missions' control of prime agricultural lands and the indigenous labor force impeded the growth of private ranches and farms. In 1834, Governor José Figueroa issued a proclamation ordering the secularization of the California missions. Although enacted to benefit the Indians, the act was in actuality little more than a badly disguised land grab. After secularization, Figueroa appointed the young Commandante Mariano Guadalupe Vallejo as the *mayordomo* of Mission Sonoma. Although his responsibilities theoretically included overseeing the transfer of half of the mission lands to the former neophytes, Vallejo instead distributed the land among his friends.

In addition to disposing of mission lands, Vallejo was also charged with building a presidio, or military settlement, at Sonoma.¹¹ In 1835, with assistance from Captain William A. Richardson, he laid out the Pueblo de Sonoma according to the *Laws of the Indies*, a set of guidelines used to lay out most Spanish settlements in the New World. Vallejo centered the pueblo on an eight-acre plaza southwest of Mission Sonoma. He then laid out a grid of wide streets around the plaza. This street pattern was codified in the O'Farrell-Huspath survey of 1847 and survives today. Each block contained four lots, or *solares*. Each *solar* measured 100 x 100 *varas* (275' x 275') square. Vallejo also constructed a two-story adobe barracks, a three-story lookout tower on the north side of the Plaza, and a sumptuous adobe *palacio* for himself.¹² From 1835 to 1839, Sonoma grew quite slowly, populated almost exclusively by soldiers who had decided to stay after finishing their duty at the garrison. Vallejo worked hard to encourage Mexican settlers to come to the remote frontier settlement, convinced that the settlement would eventually become the center of Mexican power in Alta California.¹³

⁹ Robert A. Thompson, *Historical and Descriptive Sketch of Sonoma County, California* (San Francisco: 1877), 9.

¹⁰ *Ibid.*, 10.

¹¹ *Ibid.*, 191.

¹² Ernest L. Finley, *History of Sonoma County, California: Its People and Its Resources* (Santa Rosa, California: Press Democrat Publishing Company, 1937), 192.

¹³ *Ibid.*, 195.

American Period

Few Americans or other foreigners lived in Sonoma during the period of Mexican rule. This began to change quickly during the early 1840s, as Americans began making their way overland to California. Even heavily Mexican towns like Sonoma underwent a dramatic change in demographics as hundreds of American settlers began ranching and starting businesses in town. Several of the more prominent English-speaking settlers in Sonoma included Jacob P. Leese, John Fitch, James Cooper, John Wilson, and Mark West.¹⁴

Vallejo was sympathetic to the American settlers, but the Mexican government wanted the intruders expelled. Their suspicion of American intent to claim this land was well founded: beginning in 1845, Army Topographical Service lieutenant John C. Fremont, who was stationed in Sacramento on a mapmaking mission, began to encourage settlers to rebel against Mexican rule.¹⁵ Under Fremont's self-decreed instructions, a party of men rode from Sutter's Fort to Sonoma, seized the town, arrested Vallejo, and on June 14, 1846 declared a California Republic. This revolt ushered in the short-lived independent Bear Flag Republic and paved the way for California's accession to the United States less than a month later. Vallejo was released soon afterwards. The following week, Californians learned that the United States had declared war on Mexico. Two years later, when the Spanish-American War ended in the treaty of Guadalupe Hidalgo, California and the rest of the Southwest were ceded by Mexico to the United States.

The City of Sonoma was incorporated in 1883.¹⁶ The region attracted many visitors to resorts that touted the benefits of natural hot springs. California's wine industry, which was first established in the nineteenth century at Mission Sonoma, surged during the twentieth century, and the City of Sonoma has become well-known for its wine and picturesque setting.¹⁷ The City continues to be a popular destination for tourists from the Bay Area and around the world.

HISTORY OF 2 WEST SPAIN STREET

Located on the north side of West Spain Street across from Sonoma Plaza, the site of 2 West Spain Street is in the center of both historic and contemporary Sonoma. The earliest private residence in Sonoma, the adobe home of General Mariano Guadalupe Vallejo, was constructed here in 1835 and was known as Casa Grande.¹⁸ This building burned down in 1867, and the site included a blacksmith and wagon shop as early as 1888. According to the Sanborn Fire Insurance Map drawn that year, the blacksmith building had a rectangular footprint, was one story in height, and included a broad front awning, a shed at the rear, and a tank in the yard behind the building (**Figure 32**). The building was directly across the street from the rail depot of the Sonoma Valley Railroad, and during this time the adobe building east of the property, now known as the Servants Quarters, was described as tenement housing.

¹⁴ Thompson, 12.

¹⁵ "The Bear Flag Revolt", published online by the Sonoma Valley Visitors Bureau, accessed at <http://www.sonomavalley.com/sonoma-bear-flag-republic.html> on August 13, 2014.

¹⁶ "History," published online by the City of Sonoma, accessed at <http://www.sonomacity.org/default.aspx?PageId=3> on August 13, 2014.

¹⁷ "Recent History," published online by the Sonoma Valley Visitors Bureau, accessed at <http://www.sonomavalley.com/index.php/Table/Recent-history/> on August 13, 2014.

¹⁸ "Spain Street-Historical Establishment", published online by the Spain Street History Project, accessed at <http://spainstreet.com/historical-establishment> on August 13, 2014.

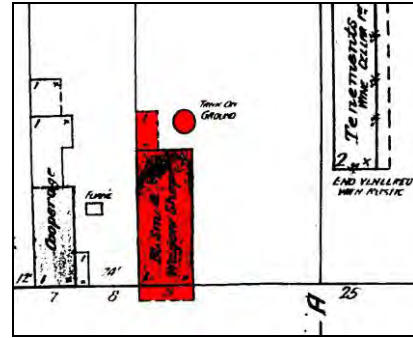
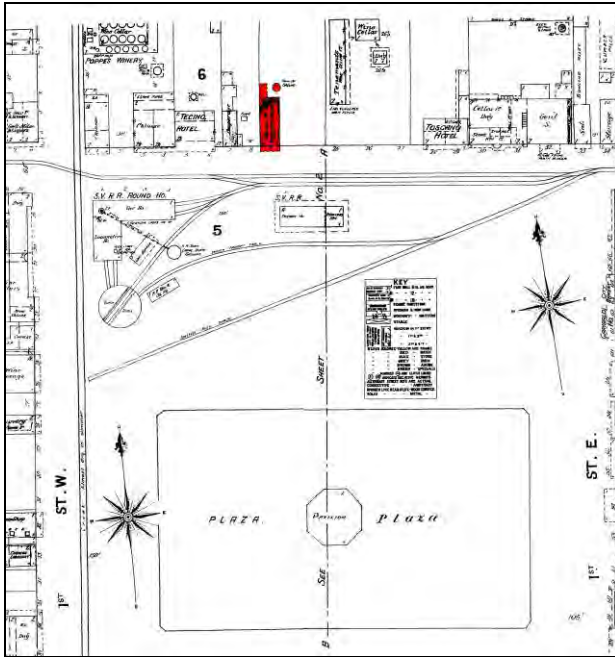


Figure 32: Sanborn Fire Insurance Map, 1888, edited by author. At left is a view of the area with the subject lot highlighted. Detail above.

By 1905, the building still housed a blacksmith, but was described as including a machine shop rather than a wagon shop (Figure 33). A new building of similar size had been constructed directly adjacent to the building's east wall used as a feed mill. The rail depot had been removed from the Plaza by this time, and the Servants Quarters building to the east was used for wine storage and lodging.

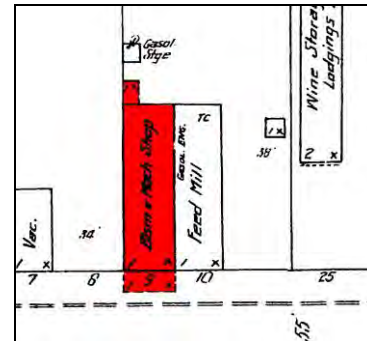
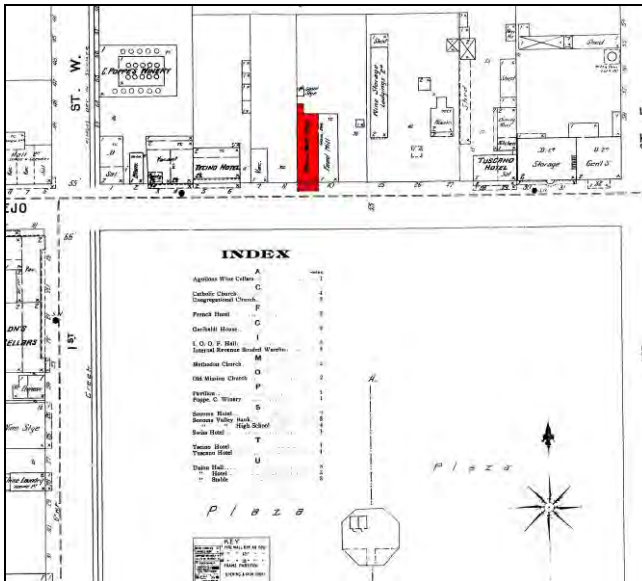


Figure 33: Sanborn Fire Insurance Map, 1905, edited by author. At left is a view of the area with the subject lot highlighted. Detail above.

The building's use remained the same at least through 1941, as recorded by the Sanborn Map from that year (Figure 34). The footprint of the building had expanded to include the former feed mill to the east. Buildings had been constructed by this time directly to the east and west of the property.

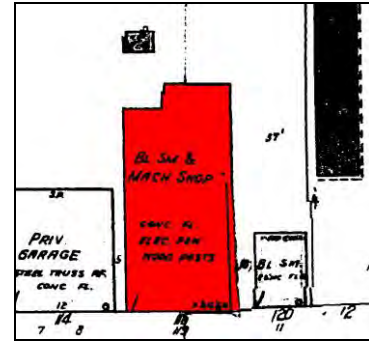
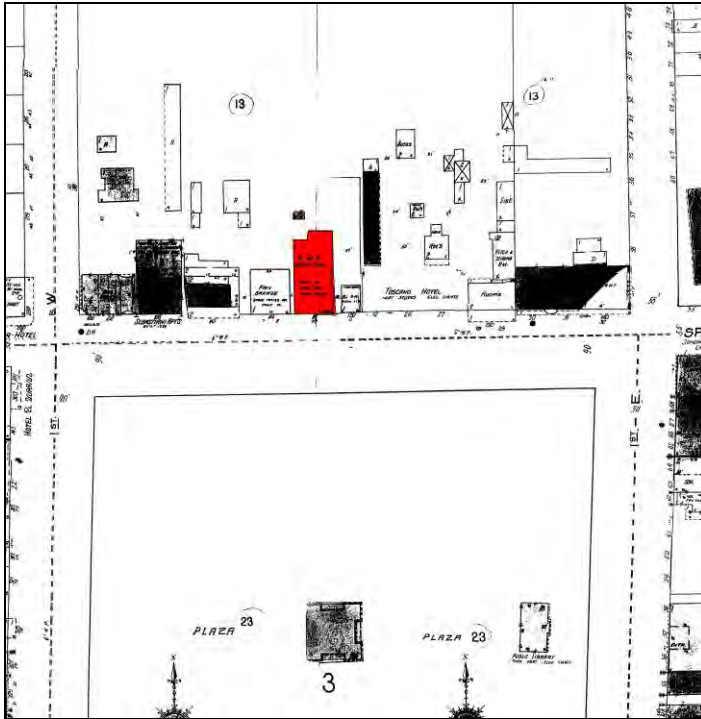


Figure 34: Sanborn Fire Insurance Map, updated to 1941, edited by author. At left is a view of the area with the subject lot highlighted. Detail above.

Although a demolition permit has not been recovered, it appears that the earlier building was razed sometime between 1941 and 1944. According to a published history of the Sonoma Cheese Factory and the plaque that is located on the front façade of the extant building at 2 West Spain Street, Italian immigrant Celso Viviani began construction of a factory for his cheese-making company here in 1944. The building has been attributed to Pero D. Canali, but was likely the work of architect Pietro G. Canali. (This discrepancy is described further in a later section of this report.) Construction was completed by 1945, and the Sonoma Cheese Factory opened that year.



Figure 35: The Sonoma Cheese Factory, circa 1945-1950. Lawrence “Pete” Viviani, son of Celso Viviani, is standing in front of the building; the awning bears the name “Sonoma Valley Cheese [either Company or Factory]” at this time. Source: Sonoma Cheese Factory.

In its appearance, the building has undergone very few changes since it was constructed in 1945. In 1974, the outdoor open-air eating porch was added to the east perimeter of the building. Several iterative changes have been made at the rear of the building to adapt to changes in the method of cheese production and distribution. Interior changes have been made as well to modernize and upgrade the retail space at the front of the building. Overall, however, the building largely conveys its appearance as it looked when it was constructed in 1945.

THE VIVIANI FAMILY AND THE SONOMA CHEESE FACTORY

2 West Spain Street was constructed for Celso Viviani in 1945 and has remained in the ownership of the Viviani family. Celso Viviani was born in 1886 in Stazzema, a small town in the province of Lucca in northern Italy.¹⁹ According to a published family history, the Viviani family traces its roots in Lucca from the 11th century; over time, many Vivianis were members of the consulate, and one was an assistant to Galileo.²⁰ Celso Viviani immigrated to the United States in 1910 at the age of 24 and traveled directly to Sonoma after landing in New York City. Described at this time as a laborer, Viviani's passage was paid by his brother, who was already living in Sonoma. Viviani left his wife Maria and two children (son Dino and daughter Clamila) behind, but sent for them to join him in Sonoma in 1912.

In Sonoma, Viviani worked an early morning shift in the foothill quarries north of town, in addition to spending full days running the distillery at the winery owned by fellow Italian immigrant Samuele Sebastiani.²¹ After Prohibition began in 1920, commercial winemaking was no longer possible, and Viviani learned to make cheese. His first job was at the Sonoma Mission Creamery, which had been established by Joseph Vella and John Iacono in 1915.²² While there, Viviani met Gaetano "Tom" Vella, younger brother of Joseph Vella, who was also learning to make cheese. In 1931, after several years of training, Viviani and Vella partnered to establish the Sonoma Valley Creamery, one of the earliest dedicated cheese-making companies in the Sonoma Valley. Their production facility was located in an old brewery on Second Street East that had gone out of business during Prohibition. Perhaps these men were following precedent in naming their new company a "creamery;" since they only produced cheese, the company name quickly evolved to the Sonoma Valley Cheese Factory, and then the Sonoma Cheese Factory.

During the 1930s, the company acquired two production plants in Oregon and one in Marin County. Viviani and Vella focused on harder, Italian-style cheeses, as well as more quickly produced soft cheese products like cream cheese and cottage cheese. During the years leading up to the start of World War II, the company ran production around the clock. In 1944, construction began on the company's new headquarters, located at 2 West Spain Street in Sonoma. The new building was designed by a fellow Italian immigrant, architect Pietro G. Canali, and included a large factory production space, a small retail area, and second-story office. The building was completed and opened in 1945. At this time, Viviani and Vella amicably dissolved their partnership, with Viviani retaining the new company headquarters on West Spain Street and the production plant in Marin. Tom Vella moved to several locations in Sonoma before 1969, when he purchased the old stone building and former brewery on Second Street East where the Sonoma Valley Creamery had gotten its start. As of 2014, the Vella Cheese Company continues to operate under family ownership at this location.

¹⁹ New York Passenger Lists, 1820-1957 for Celso Viviani, accessed at www.ancestry.com on August 13, 2014.

²⁰ No Author, *Sonoma Cheese Factory: A History* (no publisher information, no date, approx. 1982) unpaginated.

²¹ Ibid.

²² Hill, *Sonoma Valley: The Secret Wine Country*, 45.

After World War II, Celso Viviani's son Lawrence "Pete" Viviani returned from military service in the Pacific to work in the family business. Business remained brisk: for a decade after the close of the War, the company sold its entire output, mostly cottage cheese and cream cheese, to the Kraft Cheese Company. As dairy farming became more industrialized, however, the historically fluctuating pattern of milk availability changed. This change compelled the company to shift production to harder cheeses, including Sonoma Jack, for which they are still best known. By the end of the 1950s, further changes in milk availability and cheese production necessitated major mechanical additions to the factory, including new facilities to house an evaporator and milk dryer.

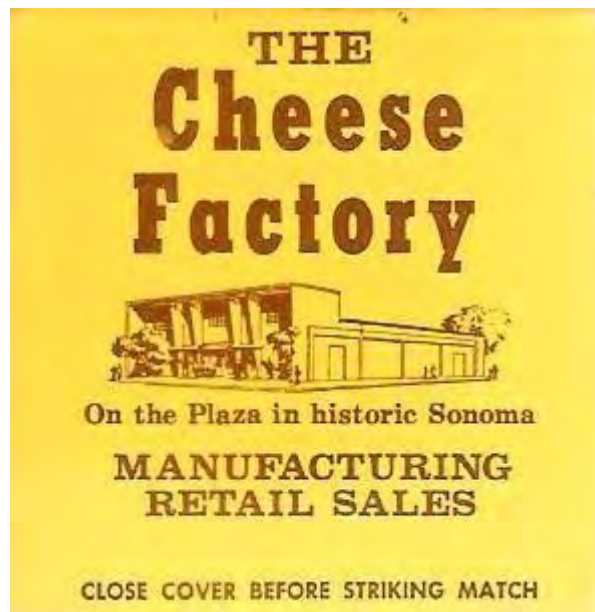


Figure 36: Sonoma Cheese Factory matchbook, no date, estimated between 1945 and 1959 (no rear additions). Source: Flickr user J. L Ordez.

When Celso Viviani died in 1955, Pete Viviani had been running operations at the Sonoma Cheese Factory already for several years. Navigating the changes in dairy production and supply patterns proved difficult through the 1960s, and the company nearly closed down. At the end of the 1960s, Pete relocated to the Yucatan Peninsula in Mexico with his wife Jackie and their two youngest children, and they spent two and a half years constructing a new dairy and cheese production plant. Under the auspices of Mexico's "Breakfast for Children" program, the factory produced powdered milk and cheese.

During these years, the Sonoma factory was operated by Pete Viviani's oldest son David. Along with business partner Fred Harland, David Viviani creatively reassessed his family's faltering business and made changes that eventually made the company profitable again. Viviani and Harland started a sandwich concession at Sonoma Valley High School using their cheese as a primary ingredient. After success there, they expanded to a county-wide route. The company ramped up its marketing efforts in order to aggressively promote the company's Sonoma Jack brand, as well as Sonoma Valley wines (Figures 37, 38).



Figure 37: Sandwich making at the Sonoma Cheese Factory, 1972. Source: Sonoma County Library Digital Image Collection.



Figure 38: Retail sales at the Sonoma Cheese Factory, 1972. Source: Sonoma County Library Digital Image Collection.

The company continued to grow after Pete Viviani returned from Mexico in 1971 and decided to increase cheese production. During the 1970s, the entire Sonoma Valley economy received a general boost, as the oil embargo led many Bay Area tourists to stay closer to home and “discover” nearby destinations, such as Sonoma. As the general notoriety of the Sonoma Valley’s wine region increased, the Sonoma Cheese Factory’s fortuitously-named Sonoma Jack cheese rose in popularity as well. As described by David Viviani, naming their cheese after their hometown “was a good move, because Sonoma became famous. We were lucky.”²³ During these decades, the Sonoma Cheese Factory had several dozen employees. In 1981, during a celebration of the company’s fiftieth year in business, the company became the first California producer of hot pepper Jack cheese, which remains one of their best selling products.

In 2001, production was permanently halted at the factory in Sonoma after a dangerous bacterium was found in a cheese sample. After this time, the majority of the company’s cheeses were produced at a factory site in Crescent City, California. In 2002, the company’s operations were split between Pete Viviani, who remained in charge of retail operations, and his son David Celso Viviani who headed up cheese production. In 2005, specialty food manufacturer Monterey Gourmet Foods purchased an 80 percent stake in the Sonoma Cheese Factory, although ownership of the building at 2 West Spain Street remained with the Viviani family. In the absence of the need for factory production space, the retail portion of the building underwent a major expansion in 2005. At this time, the Sonoma Cheese Factory employed 14 people, with annual sales of \$4 million, and the retail shop was a center of the Sonoma Plaza retail shopping area, with over 400,000 visitors a year.²⁴

Lawrence “Pete” Viviani died in Sonoma in June 2009, very shortly after the Native Sons of the Golden West placed a plaque on the front of the Sonoma Cheese Factory building at 2 West Spain

²³ “Pete’ Viviani of Sonoma Cheese Factory Dies at 85”, *The Sonoma Valley Sun*, June 5, 2009. Accessed online at <http://news.sonomaportal.com/2009/06/05/%E2%80%9Cpete%E2%80%9D-viviani-of-sonoma-cheese-factory-dies-at-85/> on August 17, 2014.

²⁴ Erin Allday, “Sonoma Cheese Factory Sold—Monterey Company Buys 80% Stake, Retail Store Not Part of Deal” *The Press Democrat* (Santa Rosa), July 1, 2005.

Street. The plaque dedicates the building to Celso Viviani, founder of the Sonoma Cheese Factory and patriarch of one of Sonoma's first and most enduring cheese-making families.

CONSTRUCTION HISTORY

Since it was constructed in 1945, the building has undergone a series of alterations, primarily at the rear of the building and in the interior, in order to adapt to changing needs of the cheese production process, as well as to improve and expand the retail use of the building. The table below lists all of the alterations to the building that are on file with the City of Sonoma Building Department.

Date	Owner	Scope of Alterations
29 September 1958	L.P. Viviani	A building permit was issued to cut a frame and fenestrated doorway for access to a refrigerator. The contractor listed is John S. Moll. (Building Permit Application #960)
29 June 1959	L.P. Viviani	A building permit was issued to remove an existing four-inch hollow tile wall. The contractor listed is John S. Moll. (Building Permit Application #1034)
26 October 1959	L.P. Viviani	A building permit was issued to "erect a basaltite block building adjacent to the existing boiler room for purposes of installing milk drying and storing equipment." The contractor listed is John S. Moll. (Building Permit Application #1064)
9 November 1959	L.P. Viviani	A plumbing permit was issued for the addition of floor drains and a house sewer. The work was completed by Sonoma Plumbing & Heating. (Plumbing Permit Application #62)
3 May 1960	L.P. Viviani	A building permit was issued to install shelving, acoustical tile wall paneling, and a new door. The additions were listed for use in an office space, and the work was completed by John S. Moll. (Building Permit Application #1114)
27 March 1961	L.P. Viviani	A building permit was issued to add approximately 1350 square feet of area to a dryer plant, for an evaporator, compression room, and tank storage. The contractor listed is John S. Moll. (Building Permit Application #1216)
27 March 1961	L.P. Viviani	A plumbing permit was issued for the addition of floor drains and a sink, to be completed by John S. Moll (Plumbing Permit Application # 90)
21 October 1963	L. Viviani	A building permit was issued for the construction of a "15M Gal. Milk Storage Tank." The contractor listed is C.M. Peterson. (Building Permit Application #1607)
10 October 1966	L. Viviani	A building permit was issued for interior alterations to the existing retail sales store. The contractor listed is John Lobsigner. (Building Permit Application #2286)
22 August 1974	Viviani	A building permit was issued for the addition of an outdoor eating area. The permit was approved with suggestion of altering the design for a trellis to be placed over the eating area. The contractor listed is Victor Pardini. (Building Permit Application #4095)
27 August 1976	Pete Viviani	A building permit was issued to replace existing roof timbers within the facility. (Building Permit Application #4369)
27 August 1976	Viviani	A building permit was issued for the alteration of sectional, tar and gravel built-up roofing at the rear of the building. (Building Permit Application #4400)
25 October 1976	Sonoma	A building permit was issued for unspecified construction

	Cheese Factory	work with an expense of \$8,000. (Building Permit Application #4640)
25 October 1976	Sonoma Cheese Factory	A building permit was issued for the addition of an air-conditioning unit. (Building Permit Application #4641)
26 October 1976	Sonoma Cheese Factory	A building permit was issued for electrical remodeling work including the addition of the new sub panel, new plugs and new lights. The contractor listed is Frontline Electric. (Building Permit Application #4646)
28 July 1977	Peter Viviani	A building permit was issued for unspecified remodeling work with a cost of \$18,800. (Building Permit Application #4650)
15 June 1981	Sonoma Cheese Factory	A building permit was issued to relocate an existing wall. The contractor listed is Victor Pardini. (Building Permit Application #7206)
10 November 1981	Sonoma Cheese Factory/Pete Viviani	A building permit was issued for an addition to the building and remodeling work. The contractor listed is Victor Pardini, and the permit lists the project cost at \$1,000. (Building Permit Application #7350)
18 January 1982	Sonoma Cheese Factory	A building permit was issued to tear off the existing roof and reroof with four-ply built-up roofing with a glazed surface. (Building Permit Application #7401)
2 July 1984	Pete Viviani	A building permit was issued to demolish and reconstruct the driveway, including the installation of sewer drains, presumably after a code violation which was recorded in April of 1984. The contractor listed is Victor Pardini. (Building Permit Application #8206)
21 September 1989	Sonoma Cheese Factory	A building permit was issued to add an awning over the front entrance. The work was completed by Redwood Empire Awning, and included drawings that specify retractable coverings with dimensions of 12'-6" by 6'. (Building Permit Application #9794)
19 May 2005	Sonoma Cheese Factory	A building permit was issued for tenant improvement and expansion of the existing store. The permit lists the cost of the project at \$70,000. A design for the expansion was completed by William L. Dimick, and the contractor listed is D. Prescott Construction. (Building Permit Application #17034)

PIETRO CANALI

Although 2 West Spain Street has been previously attributed to Pero D. Canali, extensive research has not revealed any record of a practicing architect, designer or builder in California or on the West Coast with this name. It appears likely that building has been misattributed and is actually the work of architect Pietro G. Canali, an Italian-American immigrant who lived in the Bay Area between 1924 and 1969 and practiced architecture between 1924 and the 1940s.

Pietro Giuseppe Canali (1897-1969)²⁵ was born in Chiari, in the Lucca region of Northern Italy and traveled to the United States with his wife Laura (nee Fillipi) in 1924. At the time of his immigration,

²⁵ Pietro Giuseppe Canali was referred to in print (City Directories, U. S. Federal Census, newspaper article, and U. S. Naturalization records) at various points during his life as Pietro G. Canali, Peter G. Canali, and Peter D. Canali.

Canali had been living in Nancy, France, and was already trained as an architect, perhaps at the Ecole des Beaux Arts campus located in Nancy. Both Canalis spoke Italian and French. After arrival in New York City, they traveled on to San Francisco, where, by 1925, Canali was employed as an architect with the firm Ashley & Evers. In 1930, the Canalis has two sons and were living on Union Street, and Pietro Canali was listed in the City Directory that year as an architect with no firm affiliation. In 1931 the Canalis lived in San Mateo, and they remained on the San Francisco Peninsula for the next ten years. Pietro Canali became a naturalized citizen of the United States in 1937; Laura was naturalized in 1942. In 1942, the Canalis were living in San Francisco again, and Pietro Canali, who was by this time referred to as Peter, was employed as a building contractor rather than an architect.

Shortly after the outbreak of World War II, President Roosevelt issued Executive Order 9066; while this order is most widely remembered for its call for internment of Japanese and Japanese-American “enemy aliens,” it also enabled the Wartime Civil Control Administration to order Italian and German immigrants and naturalized citizens of Italian and German heritage to leave the Pacific Coast Military Zone.²⁶ In October 1942, Pietro G. Canali, along with seventeen other Italians and Germans, was ordered to leave his home in San Francisco. Although it is not known where the Canalis moved during the years they were away from the Bay Area, in 1948 they returned and were listed in the San Francisco City Directory as living on El Camino Del Mar in the wealthy Sealcliff neighborhood. Pietro Canali’s occupation was not listed in city directories at any point after this time.

In 1962, Laura Canali died in San Francisco, and Pietro Canali appears to have moved to Sonoma sometime after her death. In 1967 in Sonoma, he remarried a woman named Vella Paris, and he died two years later in Sonoma at the age of 71.

Very little has been uncovered in the course of extensive research regarding Canali’s architectural practice. He was one of several productive but poorly remembered architects who designed homes in the newly developed Marina District of San Francisco in the second half of the 1920s.²⁷ This new neighborhood included a fairly high concentration of Italians, and Canali possibly worked with these clients. Presuming that Canali did leave his home when he was ordered to by the Wartime Civil Control Administration, he may not have been living in the Bay Area during the years when the building at 2 West Spain Street was designed and constructed. However, because no evidence indicates that any architect practicing in the Bay Area or on the West Coast had the name Pero D. Canali; because of the similarity between the name “Pero D. Canali” and Pietro G. Canali (who was also sometimes listed in city directories as Pietro D. Canali); because both Pietro G. Canali and Celso Vivani were Italians from nearby towns in the Lucca region of Northern Italy; and because Canali was known to have lived in Sonoma later in his life; it appears very likely that 2 West Spain Street was designed by Pietro G. Canali. As of the completion of this report, 2 West Spain Street is this architect’s only identified project.

CHEESE-MAKING IN SONOMA

The grassy hills of Sonoma and Marin counties have been used to graze herds of dairy cattle since the mid-19th century, when Swiss-Italian and Irish immigrants lured to the San Francisco Bay Area during the Gold Rush established dairies on the sparsely forested green hills around Petaluma, Marshall and Tomales. Cool, foggy weather and abundant water allowed grass to grow nearly year-round, and well-fed dairy cattle produced thousands of gallons of milk and tons of butter for the burgeoning city of San Francisco and the entire Northern California region. Even before the

²⁶ “Italian Americans in California”, published online by the Bancroft Library, accessed at http://bancroft.berkeley.edu/collections/italianamericans/exhibit_room04_03.html on August 11, 2014.

²⁷ Christopher VerPlanck, “After the Fair Was Over: Marina District Development Takes Off” *Heritage News*, Fall 2007, 5.

construction of the Golden Gate Bridge, Sonoma and Marin dairymen shipped milk and butter down the Petaluma River and out of Tomales and Drake's bays into nearby San Francisco harbors.

Although Spanish priests made small amounts of cheese from Mission livestock in the early 1800s, the first production cheese-maker in what would become Sonoma County was Petaluma's Marin French Cheese Company, which was established in 1865 and remains America's longest continually operating cheese company.²⁸ However, few other cheese-making companies were established in the area through the end of the nineteenth century, due largely to lack of demand: America was not a cheese eating country, and the small demand for cheese was met by imports from Europe.

Modern cheese-making in the city of Sonoma traces its origins to the Sonoma Mission Creamery, which was founded by Joseph Vella and John Iacono in 1915.²⁹ Vella and Iacono had already established cheese plants in nearby Tomales, Nicasio, and Half Moon Bay when they opened their Sonoma business on First Street West. Here, trucks delivered cream and milk from the area's farms, and the butter and cheese that was produced was then sold in San Francisco under the brand "Valley of the Moon." Celso Viviani began to learn to make cheese at this creamery in the early 1920s, after Prohibition drove him out of the commercial distillery where he had been working. In 1924, Tom Vella, younger brother of Joseph Vella, arrived in Sonoma from Italy and also began to make cheese at the Sonoma Mission Creamery. In 1931, Viviani and Tom Vella established the first dedicated cheese making company in Sonoma, inside a former brewery on Second Street East. They called their new company the Sonoma Valley Creamery, a name that quickly shifted to the Sonoma Valley Cheese Factory and later the Sonoma Cheese Factory.

Viviani and Vella made cheese together for over ten years before dividing their business in the late 1940s. During this time and in the decades after they separated their partnership, they trained a generation of cheese-makers, including family members as well as others that went on to establish cheese companies in Sonoma, the Sonoma Valley, and adjacent Marin County.³⁰ Both families continue to own and operate the cheese companies that were established by their forbearers. The Vella Cheese Company is located at the former brewery on Second Street East, where the company was first located. In 2006, Ignacio Vella, the son of Tom Vella, was honored with a lifetime achievement award from the American Cheese Society, and upon his death in 2009, he was referred to by cheese makers around the country as the "godfather of artisan cheese movement."³¹ Celso Viviani's grandson David Celso Viviani likewise received a Hall of Fame/Lifetime Achievement Award from the California Cheese and Butter Association for recognition of his family's contribution to the development of cheese making in California.³²

Over the last two decades, Sonoma and Marin counties have become a well-established premier cheese region; over two dozen cheese makers produce artisanal, hand-crafted cheeses, and the area hosts two cheese festivals.³³ From the wave of artisanal companies that were established in 1970s like

²⁸ "History", published at the Marin French Cheese website, accessed at <http://www.marinfrenchcheese.com/> on August 17, 2014.

²⁹ Hill, 83.

³⁰ Nicolas Grizzle, "Cheese Please Me", published at Bohemian.com, accessed online at <http://www.bohemian.com/northbay/festival-des-fromage/Content?oid=2568838&storyPage=3> on August 17, 2014.

³¹ Susie Rodriguez, "80 Years of Making Cheese", *The Sonoma Press Democrat*, March 17, 2012. Accessed online at <http://sonoma.towns.pressdemocrat.com/2012/03/news/80-years-of-making-cheese/> on August 17, 2014.

³² "David Celso Viviani, Recipient" California Cheese and Butter Association website, accessed at http://www.cacheseandbutter.org/index.php?page=past_conventions on August 17, 2014.

³³ Stett Hollbrook, "Praise Cheeses", published at Bohemian.com, accessed online at <http://www.bohemian.com/northbay/praise-cheeses/Content?oid=2281641> on August 17, 2014.

Matos Cheese Factory and Redwood Hill Farms, to more recently established favorites like Cowgirl Creamery and Achadinha Cheese Company, cheese-making runs a close second to wine making in the Sonoma Valley in terms of its tourism appeal and agricultural-related economic output. Many of the area's contemporary cheese-makers trace their education and training to the factories of the Vella Cheese Company and the Sonoma Cheese Factory.³⁴

V. EVALUATION

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria:

- *Criterion 1 (Events):* Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- *Criterion 2 (Persons):* Resources that are associated with the lives of persons important to local, California, or national history.
- *Criterion 3 (Architecture):* Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- *Criterion 4 (Information Potential):* Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

The following section examines the eligibility of 2 West Spain Street, Sonoma, California for listing in the California Register.

Criterion 1 (Event)

2 West Spain Street appears to be significant under Criterion 1 (Events) for its association with the emergence of the cheese-making industry in Sonoma, California. The building was constructed in 1945 to serve as the first purpose-built headquarters of the Sonoma Valley Creamery, which became the Sonoma Valley Cheese Factory, and then the Sonoma Cheese Factory. This company was established by Celso Viviani and Tom Vella, both Italian immigrants who learned the craft of cheese-making while employed at the Sonoma Mission Creamery, which was founded by Tom Vella's brother Joseph Vella and John Iacono in 1915. When Celso Viviani and Tom Vella established their business in 1931, it was the first dedicated cheese-making company in the town of Sonoma. When

³⁴ Nicolas Grizzle, "Cheese Please Me"

the company was established, it operated out of a converted brewery on Second Street East. After thirteen years, most of which were very busy in the lead-up to World War II, the company built a new headquarters building, located right on the Plaza. The new building included factory space as well as retail and office space. Although Viviani and Vella dissolved their business partnership shortly after the building was constructed, Viviani continued to operate the Sonoma Cheese Factory at this location. Lawrence “Pete” Viviani took over control of the business prior to Celso Viviani’s death in 1955, and the company is still operated by Pete Viviani’s son David Viviani.

A generation of cheese makers, including many Viviani and Vella family members as well as others, was trained in the craft of cheese making at the Sonoma Cheese Factory as well as at the Vella Cheese Company. Many of these cheese makers went on to establish cheese companies in Sonoma, the Sonoma Valley, and adjacent Marin County. Over the last two decades, Sonoma and Marin counties have become a well-established premier cheese region; over two dozen cheese makers produce artisanal, hand-crafted cheeses, and the area hosts two cheese festivals.³⁵ For its role as the first dedicated cheese-making company in Sonoma, and the influence the Sonoma Cheese Company has had on the emergence of cheese making as an industry in Sonoma and the Sonoma and Marin County region, 2 West Spain Street appears eligible for the California Register under Significance Criterion 1 (Events).

The period of significance for this Criterion begins in 1945 when the building was constructed and ends in 1968, when Pete Viviani moved to Mexico and the Sonoma Cheese Factory expanded its business model to include sandwich concession and a broader retail focus; however, the tradition of cheese making continued in this building until 2001.

Criterion 2 (Person)

2 West Spain Street does not appear to be significant under Criterion 2 (Persons) for its association with the lives of persons important to local, California or national history. The building can be said to be associated with Celso Viviani, who along with Tom Vella founded the Sonoma Valley Creamery and participated in the early development of the cheese making industry in Sonoma. However, Viviani’s significance is more accurately characterized as contributing to a pattern (the emergence of the cheese making industry), rather than specifically and individually important. The significance of Celso Viviani, as a person who contributed to the emergence of the cheese making industry in Sonoma, is discussed (and determined significant) under Criterion 1 (Events). For this reason, the building does not appear to be eligible for the California Register under Significance Criterion 2 (Persons).

Criterion 3 (Architecture)

West Spain Street does not appear to be significant under Criterion 2 (Architecture) as a building that embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values. The building was completed in 1945 and is designed in a transitional style that includes both Streamline Moderne and International design elements. Streamline Moderne style was prevalent from 1935 to 1950, and was an architectural expression of that era’s embrace of the speed and sleekness of machine technology.³⁶ The emergence of this style overlapped with the economic depression of the 1930s and the decline in construction during World War II: due to this, relatively few buildings were constructed in the Streamline Moderne style. The style was most common in the San Francisco Bay Area in residential construction

³⁵ Stett Hollbrook, “Praise Cheeses”

³⁶ Mary Brown, San Francisco Planning Department, “San Francisco Modern Architecture and Landscape Design Historic Context Statement” adopted by the San Francisco Preservation Commission, January 2011, accessed online at <http://commissions.sfplanning.org/hpcpackets/2011.0059U.pdf> on August 17, 2014.

and commercial storefront modernization. The primary character-defining features for this style include smooth stucco or concrete façade surfaces, rounded corners and curved surfaces, flat roof with coping at the roofline, and a horizontal orientation and asymmetrical façade.

2 West Spain Street includes some Streamline Moderne design elements such as a flat roof (or near-flat, at the front two-story portion of the building), and the stucco-clad rounded ribs at the primary façade. However, the building does not include such character defining features of the Streamline Moderne style including smooth stucco or concrete façade surfaces, rounded façade corners, horizontal orientation, or asymmetrical façade. Lacking these features, the building cannot be said to embody the distinctive characteristics of the Streamline Moderne style.

2 West Spain Street also includes some International design elements. International style architecture was prevalent from 1935 to 1965, and was an outgrowth of a movement in Europe that sought to establish a formal and functional theory of architecture for the modern age. As many of these architects came to the United States in the years directly before World War II, these ideas worked their way into the architecture of the American postwar building boom. 2 West Spain Street includes several influences of this style, including a rectangular massing with strong right angles and simple cubic form, lack of ornamentation, and cantilevered roof overhang. However, it does not include the style's character-defining features such as horizontal bands of windows, emphasis on horizontality, smooth stucco or concrete cladding, corner windows, and brightness, often achieved through white paint. The building cannot be said to embody the distinctive characteristics of the International style.

Although original building permits and plans for the building have not been recovered, 2 West Spain Street appears likely to have been designed by architect Pietro G. Canali, an Italian architect about whom little information has been uncovered. Canali appears to have practiced architecture in the Bay Area between 1924 and 1942, designing homes in the newly developed Marina District of San Francisco in the second half of the 1920s. As of the completion of this report, 2 West Spain Street is this architect's only attributed project, and he cannot be described as a master architect.

Overall, 2 West Spain Street includes some design elements of both Streamline Moderne and International style architecture, and cannot be described as embodying the distinctive characteristics of either of these styles. Likewise, it is not the work of a master architect, and it does not include façade detail or treatment that can be described as having high artistic value. For these reasons, the building does not appear to be eligible for the California Register under Significance Criterion 3 (Architecture).

Criterion 4 (Information Potential)

This property was not assessed for its potential to yield information important in prehistory or history, per National Register and California Register Criterion 4 (Information Potential). This Criterion is typically reserved for archeological resources. The analysis of 2 West Spain Street for eligibility under Criterion 4 (Information Potential) is beyond the scope of this report.

CHARACTER DEFINING FEATURES

For a property to be eligible for historical register designation, the essential physical features (or character-defining features) that enable the property to convey its historic identity must be evident. These distinctive character-defining features are the physical traits that commonly recur in property types or architectural styles. A property must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction, and these features must also retain a sufficient degree of integrity (discussed in the following section). Characteristics can be expressed in terms such as form, proportion, structure, plan, style, or materials.

The character defining features of 2 West Spain Street include:

- The building's generally rectangular footprint and massing, including two story portion at the south (front) and one high bay story at the center portion. These portions convey the building's historic factory, retail, and office use. Fenestration pattern and material at the first and second story of the primary (south) façade and at the front (south) portion of the east and west facades, including two doors, plate glass windows, glass block windows at the first story, and multi lite windows at the second story.
- Flat metal awnings with rounded corners above the two primary entrances of the building.
- Rectangular vertically-oriented glazed orange tile cladding at the primary (south) façade and front (south) portions of the east and west facades.
- Four full-height white stucco-clad metal ribs at the primary façade.
- Slightly up-pitched roof at the two-story front (south) portion of the building, including the curved white stucco-clad overhang.
- Projecting vertical perimeters of the primary (south) façade.

Features that are not considered character defining features of 2 West Spain Street include those that were added after the period of significance (1945-1968), as well as features that represent agglomerative utilitarian construction, and are no longer used for cheese production, including:

- Agglomerative additions to the north (rear) portion of the building that were constructed between 1959 and 1981. These agglomerative additions are utilitarian in design and construction, and are no longer used for cheese production, and are therefore not considered character defining features of the building at this time.
- Stucco cladding at the east and west facades.
- All material elements of the one-story open porch at the east façade.
- Full-height multi-lite windows with anodized aluminum sash at the east façade.

INTEGRITY

In addition to qualifying for listing under at least one of the California Register criteria for historic significance, a resource must also retain historic integrity. Integrity is defined as “the authenticity of an historical resource’s physical identity by the survival of certain characteristics that existed during the resource’s period of significance,” or more simply defined as “the ability of a property to convey its significance.”³⁷ A building or structure must stand up under seven variables, or aspects, which define integrity - location, design, setting, materials, workmanship, feeling and association. According to the National Park Service’s *National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation*, the aspects of integrity are defined as follows:

- *Location* is the place where the historic property was constructed.
- *Design* is the combination of elements that create the form, plan, space, structure and style of the property.
- *Setting* addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).

³⁷ California Office of Historic Preservation, *Technical Assistance Series No. 7: How to Nominate a Resource to the California Register of Historical Resources* (Sacramento, CA: California Office of State Publishing, 4 September 2001), p. 11

- *Materials* refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history.
- *Feeling* is the property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and an historic property.

To retain historic integrity, a property will often possess several, if not all of the aforementioned aspects. Specific aspects of integrity may also be more important, depending on the criteria for which it is significant.

2 West Spain Street retains integrity of location because it has not been moved and is still located at the site where it was constructed. It also retains integrity of setting; despite some updates to storefronts along the surrounding streetscape, the majority of the buildings on the block, including the Plaza on the southern side of the street, predate the construction of 2 West Spain Street and reflect the setting of the block from the building's period of significance (1945-1968). The building also retains integrity of association, because it was constructed to function as the cheese factory and retail location for Viviani's Sonoma Cheese Factory. It served that use for 56 years until cheese production stopped here in 2001, and it remains in operation as the retail location of the Sonoma Cheese Factory. The property retains integrity of feeling, because the combined lack of change at the property (of material, setting, and use) allows the building to continue to express the era in which it was constructed.

The building generally retains integrity of design, material, and workmanship, despite some changes that have taken place that postdate the period of significance (1945-1968). The primary façade expresses no notable changes since the building was constructed, and no permitted changes to the primary façade have been recorded. Several iterative changes have been made at the rear of the building to adapt to changes in the method of cheese production and distribution over the years. Interior changes have been made as well to modernize and upgrade the retail space at the front of the building. In 1974, the outdoor open-air eating porch was added to the east perimeter of the building, which would be removable without affecting the integrity of the building. New fenestration at the rear portion of the east façade is not reversible but affects a proportionally small portion of the building. Undated stucco cladding that has been added to the east and west facades does cover a fairly large percentage of the building's original cladding. However, it appears that the building's original tile cladding is extant under the stucco, and the stucco is located at the side facades beginning at a line several feet back from the front of the building. Overall, these changes have a minimal effect on the building's overall integrity of design, materials and workmanship. The building retains sufficient integrity to convey its associations with the significant history of cheese production in the Sonoma Valley.

VI. CONCLUSION

2 West Spain Street was built in 1945 for Celso Viviani to serve as the factory, retail space, and office for the Sonoma Cheese Factory, a company that, when it was established in 1931 by Viviani and Tom Vella, was the first dedicated cheese-making company in Sonoma. The building, which has previously been attributed to Pero D. Canali, is likely the work of architect Pietro G. Canali, an Italian architect who lived and worked in the Bay Area between 1925 and 1969. The building appears to be eligible for the California Register; this report finds the building to be significant under evaluative Criterion 1 (Events) for its association with the development of the cheese industry in Sonoma. Despite some alterations to the building that postdate the building's period of significance (1945-1968), the building retains sufficient integrity to convey its associations with the significant history of cheese production in the Sonoma Valley. Therefore, it is the finding of this report that 2 West Spain Street is eligible for listing on the California Register.

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MEMORANDUM

DATE June 19, 2017 PROJECT NO. 17193
TO David Goodison PROJECT Sonoma Cheese Factory
Planning Director
OF City of Sonoma City Hall FROM Christina Dikas, Senior
No. 1 The Plaza Architectural Historian
Sonoma, CA 95476
CC VIA Email

REGARDING: Sonoma Cheese Factory - Proposed Project Review Memorandum

INTRODUCTION

Page & Turnbull was contacted by Carlin and APPA Real Estate in June 2017 to complete a proposed project review memorandum for the project at the Sonoma Cheese Factory, addressed as 2 West Spain Street in Sonoma, California. This review discusses the proposed project in relation to the Sonoma Cheese Factory building, as well as the effect of the proposed project on the adjacent Sonoma State Historic Park.

Sonoma Cheese Factory Building

This review follows a Historic Resource Evaluation (HRE) that Page & Turnbull completed for the Sonoma Cheese Factory in November 2014. The purpose of the HRE was to determine if the Sonoma Cheese Factory would be eligible for listing in the California Register of Historical Resources (California Register) and would therefore qualify as a historic resource for the purposes of California Environmental Quality Act (CEQA) review.

The HRE found that the building appears to be eligible for listing in the California Register due to its historic significance under evaluative Criterion 1 (Events), for its association with the development of the cheese industry in Sonoma. Despite some alterations and additions to the building that postdate its identified period of significance (1945-1968), the building retains sufficient integrity to convey its historic appearance.

The character-defining features that enable the building to convey its historic appearance and significance were determined to include:

- The building's generally rectangular footprint and massing, which reflect the building's massing when it was originally constructed and convey the building's historic factory, retail, and office use.
- Fenestration pattern and material at the first and second story of the primary (south) façade and at the front (south) portion of the east and west facades, including two doors, plate glass windows, glass block windows at the first story, and multi-lite windows at the second story.
- Flat metal awnings with rounded corners above the two primary entrances of the building.
- Rectangular vertically-oriented glazed orange tile cladding at the primary (south) façade and front (south) portions of the east and west façades.
- Four full-height white stucco-clad metal ribs at the primary façade.
- Slightly up-pitched roof at the two-story front (south) portion of the building, including the curved white stucco-clad overhang.
- Projecting vertical perimeters of the primary (south) façade.

Alterations made to features that are not considered character-defining are generally not considered to have a negative impact on a building's eligibility for historic register listing. The HRE found that elements that are not considered character-defining features of the Sonoma Cheese Factory include those that were added after the period of significance (1945-1968), as well as features that represent agglomerative utilitarian construction and were no longer used for cheese production. These non-historic features specifically include:

- Agglomerative additions to the north (rear) portion of the building that were constructed between 1959 and 1981. These agglomerative additions are utilitarian in design and construction, and are no longer used for cheese production, and are therefore not considered character-defining features of the building at this time.
- Stucco cladding at the east and west façades.
- All material elements of the one-story open porch at the east façade.
- Full-height multi-lite windows with anodized aluminum sash at the east façade.¹

Sonoma State Historic Park

Sonoma State Historic Park is a California State Park located on the north side of Sonoma plaza. The park consists of six sites: the Mission San Francisco Solano, the Sonoma Barracks (sometimes called the Presidio of Sonoma), Toscano Hotel, the Blue Wing Inn, Casa Grande Servants' Quarters, and Lachryma Montis. The Casa Grande Servants' Quarters is located immediately to the east of the Sonoma Cheese Factory, while the other buildings in the park (aside from Lachryma Montis, the Vallejo Estate) are located farther east on West Spain Street.

¹ Page & Turnbull, "Sonoma Cheese Factory, 2 West Spain Street, Sonoma, California: Historic Resource Evaluation," November 6, 2014.

The park was founded in 1909 and originally contained only the Mission San Francisco Solano. The State of California has added additional historic locations to the park over the years. Many of the added venues were associated with the life of Mariano Guadalupe Vallejo who was central to secularization of the Mission; the founding and improvement of the Mexican pueblo of Sonoma; and the development of Sonoma as an American city.²

General Vallejo, who directed Sonoma's development until 1846, built his Casa Grande in 1840 next to the Sonoma Barracks. It was the location of the Bear Flag Revolt in 1846, wherein a group of 30 to 40 American settlers and frontiersmen known as the Bear Flag Party "arrested" General Vallejo and had him imprisoned at Sutter's Fort in a bid to take control of the Pueblo of Sonoma. They announced the establishment of a free and independent Republic of California and raised a new, homemade flag — the Bear Flag — in the plaza. The main wing of the house was destroyed by fire in 1867, and only the Servants' Quarters stands today.³ The character-defining features of the Casa Grande Servants' Quarters are:

- Rectangular plan
- Two stories in height
- Full-length second story gallery with wood beams, posts, and railings; accessed by two flights of wood stairs, located on the east side of the building
- Side gable roof with shed roof over the gallery
- Adobe brick; horizontal wood cladding at the end bays
- Six-over-six double-hung wood sash window
- Wood doors
- Open yard at the east and south

PROPOSED PROJECT REVIEW

Page & Turnbull reviewed the proposed project drawings, prepared by SMS Architects and dated May 31, 2017. The following review discusses the proposed project in relation to the character-defining features of the Sonoma Cheese Factory building, as outlined in the HRE, as well as the effect of the proposed project on the adjacent Sonoma State Historic Park. The discussion is based

² "Sonoma State Historic Park," Wikipedia. Website accessed 16 June 2017 from:

https://en.wikipedia.org/wiki/Sonoma_State_Historic_Park

³ California State Parks, "Sonoma State Historic Park" brochure. Website accessed 16 June 2017 from: <https://www.parks.ca.gov/pages/479/files/SonomaSHPFinalWebLayout051916.pdf>

on the principles of the *Secretary of the Interior's Standards for Rehabilitation*, though this memorandum does not include a standard by standard analysis.

Sonoma Cheese Factory Building

The project, as proposed, retains the front 15 feet or so of the existing building, thus preserving the following character-defining features: the fenestration pattern, flat metal awnings at the entrances, glazed orange tile cladding, stucco-clad metal ribs, pitched roof, and projecting vertical perimeters will all be retained.

The rear shed and non-historic additions will be demolished and replaced with a new building. As a result, the shed portion, which contributes to conveying the historic cheese-making use, will be removed. Offsetting this, however, a basement will be constructed under the new portion of building that will be used to demonstrate the art of cheese aging. Thus, despite the shed's removal, the proposed project will continue to associate the building with its historic use and convey its historic significance, per California Register criterion 1.

The new rear portion of the building will be slightly recessed from the east façade of the existing front portion of the building, while projecting farther to the west. The original front portion will be separated from the new portion of the building by a hyphen of lower height, which will feature recessed entrances on both the east and west sides. This will clearly differentiate new construction from historic, and will also allude to the existing condition whereby the front portion stands above the lower roof of the rear shed. The height of the new portion north of the hyphen will be approximately as tall as the original front portion; it will not dominate the site by being larger or taller than the front portion.

The design of the new portion will feature a curtain wall of anodized aluminum glazing that is capped by a painted plaster wall and fronted by a vertical wood screen element. The north and south facades will be clad in a stone veneer which matches the cladding on the low planters along the east side. While clearly modern in design and differentiated from the Modern aesthetic of the 1945 portion of the Sonoma Cheese Factory, the wood screen and stone cladding will create a relatively muted appearance of earth tones that will not visually compete with the glazed tile cladding of the original front portion. The warm interior lighting at night, as rendered, will also complement the orange tile glazing at the front.

Overall, the project appears sensitive to the primary character-defining features of the Sonoma Cheese Factory building, as well as to its locally significant historic use.

Sonoma State Historic Park

The design of the proposed project shifts a pedestrian walkway from a previously planned location on the west side of the Sonoma Cheese Factory building to the east. This brings the public circulation from the rear parking lot to the plaza by passing the west side of Sonoma State Historic Park's Casa Grande Servants' Quarters. This is accomplished by shifting the new construction at the Sonoma Cheese Factory building west, closing the gap between 8 West Spain Street (Mary's Pizza Shack) on the west and providing more space between the Sonoma Cheese Factory and the Casa Grande Servants' Quarters building. Not only does this improve the project compared to its earlier conception, but also from the current condition, where a shed-roofed outdoor seating area on the east side of the Sonoma Cheese Factory projects close to the west side of the Servants' Quarters. By shifting the development west and situating the walking path on the east side of the Sonoma Cheese Factory building, the Servants' Quarters is provided a wider berth while highlighting Sonoma's significant history for pedestrians.

Stone-clad planters will separate the Sonoma Cheese Factory's outdoor dining area from the pedestrian walkway. Based on the renderings, the vertical wood cladding and stone cladding used in the new design appear compatible with the adobe and wood cladding of the Servants' Quarters building. In addition to the design features mentioned above, a California bear and star will be incised into the vertical wood screen, alluding to the Bear Flag Revolt which occurred at the Casa Grande and was an important event in Sonoma's history.

While the new construction will be taller than the gable-roofed shed portion that currently exists at the Sonoma Cheese Factory, the height will be commensurate with the front portion of the building, the existing middle storage addition, or other two-story buildings in the area. The continuous two-story height is cleaner in appearance compared to the varying rooflines of the existing Sonoma Cheese Factory and additions. The height and massing do not appear to significantly affect the integrity of the Casa Grande Servants' Quarters or the larger Sonoma State Historic Park, which has already seen a number of changes to its setting.

Overall, the project appears sensitive and compatible with the Sonoma Cheese Factory as well as the historic resources in Sonoma State Historic Park.

Sincerely,



Christina Dikas
Senior Architectural Historian



**MILLER PACIFIC
ENGINEERING GROUP**

**GEOTECHNICAL INVESTIGATION
SONOMA SQUARE MARKET
2 W SPAIN STREET
SONOMA, CALIFORNIA**

June 9, 2017

Job No. 2404.001

Prepared For:
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CERTIFICATION

This document is an instrument of service, prepared by or under the direction of the undersigned professionals, in accordance with the current ordinary standard of care. The service specifically excludes the investigation of polychlorinated byphenols, radon, asbestos or any other hazardous materials. The document is for the sole use of the client and consultants on this project. No other use is authorized. If the project changes, or more than two years have passed since issuance of this report, the findings and recommendations must be updated.

MILLER PACIFIC ENGINEERING GROUP
(a California corporation)

REVIEWED BY



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GEOTECHNICAL INVESTIGATION
SONOMA SQUARE MARKET
2 W SPAIN STREET
SONOMA, CALIFORNIA

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GEOTECHNICAL INVESTIGATION
SONOMA SQUARE MARKET
2 W SPAIN STREET
SONOMA, CALIFORNIA

1.0 INTRODUCTION

This report presents the results of our Geotechnical Investigation for the proposed Sonoma Square Market development at 2 W Spain Street in Sonoma, California. The project site is located in downtown Sonoma just north of the Sonoma Plaza and west of the Mission San Francisco Solano State Historic Park, as shown on the Site Location Map, Figure 1.

Our Geotechnical Investigation was performed in accordance with Phase 1 of our Agreement for Professional Services dated December 28, 2016. The purpose of our Investigation was to explore soil and groundwater conditions within the proposed project area, and to provide geotechnical recommendations and criteria for use in the design and construction of the project. The scope of our services includes:

- Exploration of subsurface conditions with three borings located within the general vicinity of the planned improvements. One boring was converted to a monitoring well to document groundwater levels at the site.
- Laboratory testing to estimate pertinent engineering properties of the soil and bedrock materials encountered during our exploration.
- Evaluation of relevant geologic hazards, including seismic shaking, liquefaction, expansive soils, and other items.
- Preparing geotechnical recommendations and design criteria related to building foundations, site grading, retaining walls, seismic design, and other geotechnical-related items.
- Preparation of this report which summarizes our subsurface exploration and laboratory testing programs and presents our geotechnical recommendations and design criteria.

Issuance of this report completes our Phase 1 services. Additional services are expected to include periodic measurement of groundwater levels in the monitoring well established during our investigation, supplemental geotechnical consultation and plan review and observation and testing of geotechnical-related items during construction.

2.0 PROJECT DESCRIPTION

Based on our review of Preliminary Drawings (SMS Architects, 2015) and discussions with the project team, we understand the project will include construction of a new market facility on an approximately ½-acre site which is currently occupied by the Sonoma Cheese Factory. As shown

on the Preliminary Site Plan, Figure 2, the new market will be constructed in roughly the same footprint as the existing building and will cover most of the property.

The new building will include an underground basement, a ground floor for retail and restaurant space and an accessible roof level which will provide gathering space for customers. The basement will be constructed with a floor elevation approximately 10 feet below grade and pumps will likely be used to dewater wall and floor drains and prevent build-up of hydrostatic pressures. Temporary shoring will be required to facilitate basement construction due to existing adjacent structures, including the historically-significant Mission San Francisco Solano adobe building on the east side of the project area. Ancillary improvements will include new exterior flatwork and walkways, patio/breezeway areas and underground utilities.

3.0 SITE CONDITIONS

3.1 Regional Geology

The project site lies within the Coast Ranges geomorphic province of California. Regional topography within the Coast Ranges province is characterized by northwest-southeast trending mountain ridges and intervening valleys that parallel the major geologic structures, including the San Andreas Fault System. The province is also generally characterized by landsliding and erosion, owing in part to its typically high levels of precipitation and seismic activity.

The oldest rocks in Sonoma County are the sedimentary, igneous, and metamorphic rocks of the Mesozoic-age (225- to 65-million years old) Franciscan Assemblage. Within Sonoma County, Franciscan rocks are in fault contact with marine sedimentary rocks of the Great Valley Sequence, which are of similar age. Locally, a variety of sedimentary and volcanic rocks of Tertiary (1.8- to 65-million years old) and Quaternary (less than 1.8-million years old) age overlie the basement rocks of the Franciscan Assemblage and Great Valley Sequence. The late Miocene to Pliocene-age (approximately 2.6- to 11.6-million years old) Sonoma Volcanics comprise the majority of these rocks.

The project site is located within relatively flat terrain, approximately half a mile south of the base of Schocken Hill. Regional geologic mapping by the California Geological Survey (CGS, 2004) indicates that the project site is underlain by alluvial deposits of early to late Pleistocene age. These deposits generally consist of sandy gravel, silt and clay deposited by streams emanating from the nearby hills. A Regional Geologic Map and descriptions of the mapped geologic units are shown on Figure 3.

3.2 Seismicity

The project site is located within the seismically active San Francisco Bay Area and will therefore experience the effects of future earthquakes. Earthquakes are the product of the build-up and sudden release of strain along a "fault" or zone of weakness in the earth's crust. Stored energy may be released as soon as it is generated or it may be accumulated and stored for long periods of time. Individual releases may be so small that they are detected only by sensitive instruments, or they may be violent enough to cause destruction over vast areas.

Faults are seldom single cracks in the earth's crust but are typically comprised of localized shear zones which link together to form larger fault zones. Within the Bay Area, faults are concentrated along the San Andreas Fault zone. The movement between rock formations along either side of a fault may be horizontal, vertical, or a combination and is radiated outward in the form of energy waves. The amplitude and frequency of earthquake ground motions partially depends on the material through which it is moving. The earthquake force is transmitted through hard rock in short, rapid vibrations, while this energy becomes a long, high-amplitude motion when moving through soft ground materials, such as Bay Mud.

3.2.1 Regional Active Faults

An “active” fault is one that shows displacement within the last 11,000 years (i.e. Holocene) and has a reported average slip rate greater than 0.1 mm per year. The California Division of Mines and Geology (1998) has mapped various active and inactive faults in the region. These faults, defined as either California Building Code Source Type “A” or “B,” are shown in relation to the project site on the attached Active Fault Map, Figure 4. The nearest known active faults to the site are the Rodgers Creek and West Napa Faults. The Rodgers Creek Fault is located approximately 7.5 kilometers (4.7 miles) southwest of the site, while the West Napa Fault is located approximately 11.2 kilometers (7.0 miles) to the northeast.

3.2.2 Historic Fault Activity

Numerous earthquakes have occurred in the region within historic times. The results of our computer database search indicate that at least 8 earthquakes (Richter Magnitude 5.0 or larger) have occurred within 100 kilometers (62 miles) of the site between 1900 and 2017. These earthquakes are summarized in Table 1.

Table 1 – Significant Historic Earthquake Activity

Epicenter (Latitude, Longitude)	Historic Richter Magnitude	Year	Approximate Distance (km)
38.06°N, -122.40°W	7.7	1906	26
38.22°N, -122.31°W	6.0	2014	15
37.85°N, -121.82°W	5.8	1980	74
37.56°N, -122.72°W	5.7	1957	85
37.75°N, -121.71°W	5.4	1980	90
37.81°N, -121.78°W	5.1	1980	80
38.82°N, -122.84°W	5.0	2016	67
38.38°N, -122.41°W	5.0	2000	10

Reference: USGS Circular Area Earthquake Search Catalogue, accessed March 4, 2017.

3.2.3 Probability of Future Earthquakes

The site will likely experience moderate to strong ground shaking from future earthquakes originating on any of several active faults in the San Francisco Bay region. The historical records do not directly indicate either the maximum credible earthquake or the probability of such a future event. To evaluate earthquake probabilities in California, the USGS has assembled a group of researchers into the “Working Group on California Earthquake Probabilities” (2003, 2008, 2013) to estimate the probabilities of earthquakes on active faults. These studies have been published cooperatively by the USGS, CGS, and Southern California Earthquake Center (SCEC) as the Uniform California Earthquake Rupture Forecast, Versions 1, 2, and 3 (UCERF, UCERF2, and UCERF3, respectively). In these studies, potential seismic sources were analyzed considering fault geometry, geologic slip rates, geodetic strain rates, historic activity, micro-seismicity, and other factors to arrive at estimates of earthquakes of various magnitudes on a variety of faults in California.

The 2003 study UCERF specifically analyzed fault sources and earthquake probabilities for the seven major regional fault systems in the Bay Area region of northern California. The 2008 study UCERF2 applied many of the analyses used in the 2003 study to the entire state of California and updated some of the analytical methods and models. The most recent 2013 study UCERF3 further expanded the database of faults considered and allowed for consideration of multi-fault ruptures, among other improvements. As a result, the apparent over-prediction of moderate (magnitude 6.5 to 7.0) earthquakes generated by the UCERF2 model has been removed, and the UCERF3 model suggests an approximate 43% increase in the rate of all M>5.0 earthquakes statewide versus the UCERF2 predictions.

Conclusions from the most recent UCERF3 indicate the highest probability of an earthquake with a magnitude greater than 6.7 on any of the active faults in the San Francisco Bay region by 2045 is assigned to the San Andreas Fault, located approximately 40 kilometers (25 miles) southwest of the site, at 33%. Additional studies by the USGS regarding the probability of large earthquakes in the Bay Area are ongoing. These current evaluations include data from additional active faults and updated geological data.

3.3 Surface Conditions

The “L”-shaped project site encompasses two adjacent parcels (APN 018-162-004 and 018-162-022) on the north side of W Spain Street. The site is bordered to the east and north by the Mission San Francisco Solano State Historic Park, to the west by Mary’s Pizza Shack, and to the south by W Spain Street. The Servants’ Quarters, a historic, two-story adobe structure, is located within the State Park property immediately east of the project area. The Mary’s Pizza Shack building is located immediately west of the project area. The site is relatively flat with surface elevations ranging from about 88 to 90 feet.

The existing Sonoma Cheese Factory building occupies the majority of the site and is divided into a retail area (located on southern portion of the property) and storage and receiving areas (located on the northern portion of the property). An alleyway borders the western property boundary and provides access to the storage and receiving areas, while an exterior dining area is located adjacent to the retail shop on the east side of the building. An existing well and several storage

tanks are located within a gated, exterior storage area in the northwest corner of the property. The existing improvements are shown on the Preliminary Site Plan, Figure 2.

3.4 Field Exploration and Laboratory Testing

We explored subsurface conditions near the proposed improvements on February 10 and 28, 2017 with three borings at the approximate locations shown on Figure 2. The borings were excavated using truck- and track-mounted drilling equipment to approximate depths ranging from 26.5 to 35.5 feet below ground surface. The borings were logged by our Field Engineer and samples were obtained for classification and laboratory testing. We prepared boring logs based on soil descriptions in the field, as well as visual examination and testing of the soil and rock samples in our laboratory. The boring logs are presented in Appendix A.

Laboratory testing of soil samples from the exploratory borings included determination of moisture content, dry density, unconfined compressive strength, and Atterberg Limits (Plasticity Index). The results of our laboratory tests are presented on the boring logs, with the exception of the Atterberg Limits test results which are presented on Figure A-8. Our laboratory testing program is discussed in greater detail in Appendix A.

3.5 Subsurface Conditions and Groundwater

Our subsurface exploration generally confirms the mapped geologic conditions at the site (CGS, 2004). Based on our borings, the site is underlain by alluvial soils to the depths explored. The alluvial soils generally consist of stiff to hard clay containing variable amounts of silt, sand and gravel. However, a layer of loose clayey sand with gravel was encountered within the upper 5 feet at Boring 3.

Groundwater was encountered in Boring 2 at about 12.5 feet below ground surface and in Boring 3 at about 17 feet below ground surface. Groundwater was not observed while drilling Boring 1. Because Borings 1 and 2 were not left open for an extended period of time, a stabilized depth to groundwater may not have been observed at those locations. We installed a monitoring well at Boring 3 to allow for periodic monitoring of groundwater levels. Water levels were monitored over a period of several weeks and a summary of the readings is presented in Table 2 below. Additional monitoring will be performed in the coming months to further characterize seasonal fluctuations in groundwater levels.

Table 2 – Groundwater Level at Monitoring Well

Date	Groundwater Depth
2/10/2017	17 feet (after drilling is complete)
2/22/2017	5.7 feet
2/28/2017	7.0 feet

Groundwater elevations fluctuate seasonally and higher groundwater levels may be present during periods of intense rainfall. Perched water tables may also exist within the soil and bedrock materials.

4.0 GEOLOGIC HAZARDS

This section summarizes our review of commonly considered geologic hazards, discusses their potential impacts on the planned improvements, and identifies proposed mitigation options. The primary geologic hazard which could affect the proposed development is strong seismic ground shaking. Other geologic hazards are judged relatively insignificant with regard to the proposed project. Each geologic hazard considered is discussed in further detail in the following paragraph.

4.1 Fault Surface Rupture

Under the Alquist-Priolo Earthquake Fault Zoning Act, the California Division of Mines and Geology (now known as the California Geological Survey) produced 1:24,000 scale maps showing known active and potentially active faults and defining zones within which special fault studies are required. The nearest known active fault to the site is the Rodgers Creek Fault located approximately 7.5 kilometers (4.7 miles) to the southwest. The site is not located within an Alquist-Priolo Special Studies Zone. We therefore judge the potential for fault surface rupture in the development area to be low.

Evaluation: Less than significant.

Mitigation: No mitigation measures are required.

4.2 Seismic Shaking

The site will likely experience seismic ground shaking similar to other areas in the seismically active Bay Area. The intensity of ground shaking will depend on the characteristics of the causative fault, distance from the fault, the earthquake magnitude and duration, and site specific geologic conditions. Estimates of peak ground accelerations are based on either deterministic or probabilistic methods.

Deterministic methods use empirical attenuation relations that provide approximate estimates of median peak ground accelerations. A summary of the active faults that could most significantly affect the planning area, their maximum credible magnitude, closest distance to the center of the planning area, and probable peak ground accelerations are summarized in Table 3. The calculated accelerations should only be considered as reasonable estimates. Many factors (soil conditions, orientation to the fault, etc.) can influence the actual ground surface accelerations.

Table 3 – Estimated Peak Ground Accelerations for Principal Active Faults

Fault	Moment Magnitude for Characteristic Earthquake	Closest Estimated Distance (km)	Median Peak Ground Acceleration (g)
Rodgers Creek	7.3	7.5	0.35
West Napa	6.6	11	0.24
San Andreas	8.0	40	0.16
Maacama	7.4	32	0.15
Hayward	7.3	29	0.15

Reference: Caltrans ARS Online v2.3.08 accessed on March 4, 2017 using $V_{s30} = 270$ m/s.

The calculated bedrock accelerations should only be considered as reasonable estimates. Many factors (soil conditions, orientation to the fault, etc.) can influence the actual ground surface accelerations.

Ground shaking can result in structural failure and collapse of structures or cause non-structural building elements (such as light fixtures, shelves, cornices, etc.) to fall, presenting a hazard to building occupants and contents. Compliance with provisions of the most recent version of the California Building Code (2016 CBC) should result in structures that do not collapse in an earthquake. Damage may still occur and hazards associated with falling objects or non-structural building elements will remain.

The potential for strong seismic shaking at the project site is high. Due to their proximity and historic rates of activity, the Rodgers Creek and West Napa Faults present the highest potential for severe ground shaking. The significant adverse impact associated with strong seismic shaking is potential damage to structures and improvements.

Evaluation: Less than significant with mitigation.

Mitigation: Minimum mitigation includes design of new structures in accordance with the provisions of the 2016 California Building Code or subsequent codes in effect when final design occurs. Recommended seismic design coefficients and spectral accelerations are presented in Section 5.1 of this report.

4.3 Liquefaction and Related Effects

Liquefaction refers to the sudden, temporary loss of soil strength during strong ground shaking. The strength loss occurs as a result of the build-up of excess pore water pressures and subsequent reduction of effective stress. While liquefaction most commonly occurs in saturated, loose, granular deposits, recent studies indicate that it can also occur in materials with relatively high fines content provided the fines exhibit lower plasticity. The effects of liquefaction can vary from cyclic softening resulting in limited strain potential to flow failure which cause large settlements and lateral ground movements.

The results of our subsurface exploration indicate the project site is underlain by predominantly stiff to hard clayey soils. Therefore, we judge the likelihood of damage to the proposed improvements due to liquefaction is low.

Evaluation: Less than significant.

Mitigation: No mitigation measures are required.

4.4 Seismic Densification

Seismic ground shaking can induce settlement of unsaturated, loose, granular soils. Settlement occurs as the loose soil particles rearrange into a denser configuration when subjected to seismic ground shaking. Varying degrees of settlement can occur throughout a deposit, resulting in differential settlement of structures founded on such deposits. While a thin layer of loose, granular soils was encountered at Boring 3, the majority of the site is underlain by stiff to hard clay. Therefore, we judge the likelihood of seismically-induced settlement is low.

Evaluation: Less than significant.

Mitigation: No mitigation measures are required.

4.5 Expansive Soil

Expansive soils will shrink and swell with fluctuations in moisture content and are capable of exerting significant expansion pressures on building foundations, interior floor slabs and exterior flatwork. Distress from expansive soil movement can include cracking of brittle wall coverings (stucco, plaster, drywall, etc.), racked door and/or window frames, uneven floors, and cracked slabs. Flatwork, pavements, and concrete slabs-on-grade are particularly vulnerable to distress due to their low bearing pressures.

The near-surface soils in Boring 2 exhibit a Plasticity Index of 16 suggesting moderate expansion potential. Therefore, the risk of expansive soil affecting the proposed improvements is generally moderate.

Evaluation: Less than significant with mitigation.

Mitigation: Soils should be moisture conditioned to slightly above the optimum moisture content during site grading and maintained at this moisture content until imported aggregate base and/or surface flatwork is completed to “seal” in the higher moisture content and therefore reduce future expansive potential.

4.6 Settlement

Significant settlement can occur when new loads are placed over soft, compressible clays (e.g. Bay Mud) or loose soils. The clayey soils encountered in our borings are generally stiff to hard. Additionally, new structural loads will be offset to some extent by the planned basement excavation. Therefore, settlement is not considered a significant hazard provided that building foundations are designed in accordance with the recommendations presented in Section 5.

Evaluation: Less than significant.

Mitigation: No mitigation measures are required.

4.7 Erosion

Sandy soils on most slopes or clayey soils on steep slopes are susceptible to erosion when exposed to concentrated surface water flow. The potential for erosion is increased when established vegetation is disturbed or removed during normal construction activity.

The work area is relatively level and the proposed improvements indicate that much of the site will be covered with new buildings, pavements, or concrete flatwork. Therefore, erosion is not considered to be a significant long-term geologic hazard. However, care should be taken during construction to prevent excess erosion when the soils are exposed.

Evaluation: Less than significant with mitigation.

Mitigation: Mitigation measures include designing a site drainage system to collect surface water and discharging it into an established storm drainage system. The project Civil Engineer or Architect is responsible for designing the site drainage system and, an erosion control plan could be developed prior to construction per the current guidelines of the California Stormwater Quality Association's Best Management Practice Handbook (2003).

4.8 Flooding

The project site is located at elevations ranging from about 88 to 90 feet above sea level and is not mapped within a FEMA 100-year flood zone (Federal Emergency Management Agency, 2016). Therefore, large scale flooding is not considered a significant hazard at the project site. The project Civil Engineer or Architect is responsible for site drainage and should evaluate localized flooding potential and provide appropriate mitigation.

Evaluation: Less than significant.

Mitigation: No mitigation measures are required.

4.9 Slope Stability

The site is flat and not prone to traditional hillside instability; however, cut slopes will be required to construct the basement. Preliminary plans indicate the basement will be immediately adjacent to the Mary's Pizza Shack building on the west side of the site and within about 15 feet of the historic adobe building to the east. Temporary cut slopes will therefore be necessary and will require shoring to avoid damage to surrounding improvements.

Evaluation: Less than significant with mitigation.

Mitigation: Mitigation measures include installing temporary shoring to support cut slopes required for the basement excavation. The shoring system should be selected by the Contractor and designed to minimize deflections and provide continuous support to temporary cut slopes. Additional discussion of temporary shoring is provided in Section 5.2.

5.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of our investigation, we conclude that the site is suitable for the planned development from a geotechnical standpoint. Primary geotechnical considerations relative to site development include: ensuring that the structure is designed to account for waterproofing and buoyant loads related to elevated groundwater levels unless a “fail-safe” pumping and dewatering system is provided; implementing proper design and construction of temporary shoring to support the basement excavation and to protect adjacent structures; providing suitable foundation design for the new structure; and designing the structure to resist strong seismic ground shaking. Additional discussion and recommendations addressing these and other considerations are presented in the following sections.

5.1 Seismic Design

Minimum mitigation of ground shaking includes seismic design of new structures in conformance with the provisions of the most recent edition (2016) of the California Building Code. The magnitude and character of these ground motions will depend on the particular earthquake and the site response characteristics. Based on the interpreted subsurface conditions and close proximity of several nearby faults, we recommend the CBC coefficients and site values shown in Table 4 be used to calculate the design base shear of the new construction.

Table 4 – 2016 California Building Code Seismic Design Criteria

Parameter	Design Value
Site Class	C
Site Latitude	38.294°N
Site Longitude	-122.458°W
Spectral Response (short), S_s	1.500 g
Spectral Response (1-sec), S_1	0.600 g
Site Coefficient, F_a	1.0
Site Coefficient, F_v	1.5

Reference: USGS US Seismic Design Maps accessed on March 5, 2017.

5.2 Site Grading and Earthwork

Site grading and earthwork should be performed in accordance with the recommendations and criteria outlined in the following sections.

5.2.1 Site Preparation

Clear pavements, old foundations, over-sized debris, and organic material from areas to be graded. Debris, rocks larger than six inches, and vegetation are not suitable for structural fill and should be removed from the site. Trees that are located within the building areas should be removed and the root systems larger than about 2 inches excavated. Existing foundations and utilities which are to be abandoned as part of the work should be removed from structural areas.

In non-structural areas, utilities could be abandoned in place in many cases provided cement grout completely fills any void in the utility.

Where fills or other structural improvements are planned, the subgrade surface should be scarified to a depth of 8 inches, moisture conditioned to above the optimum moisture content, and compacted to at least 90 percent relative compaction. Relative compaction refers to the in-place dry density of soil expressed as a percentage of the maximum dry density, as determined by ASTM D1557. Subgrade preparation should extend a minimum of 5-feet beyond the planned building envelope in all directions or, in the basement area, to the edge of the excavation. The subgrade should be firm and unyielding when proof-rolled with heavy, rubber-tired construction equipment. If soft, wet or otherwise unsuitable materials are encountered at subgrade elevation during construction, we will provide supplemental recommendations to address the specific condition.

5.2.2 Excavations

Based on our subsurface exploration, site excavations will generally encounter stiff to hard sandy clay and loose clayey sand near the ground surface, and stiff to hard sandy clay with depth. The loose sandy soils generally classify as OSHA Type C soils and will exhibit running behavior above the groundwater table and flowing behavior below the groundwater table when exposed in unsupported excavations. The stiff to hard clayey soils generally classify as OSHA Type B soils and will exhibit firm behavior when exposed in unsupported excavations. Definitions of these ground behaviors are presented in the Tunnelman's Ground Classification for Soils, Figure 5.

Temporary support of excavations will be required to ensure the safety of workers and to reduce the potential for failure of the excavation sidewalls and damage to surrounding improvements. Shoring types may include soldier piles, secant piles, drilled piers or soil nails with shotcrete facing, or other systems. Sheet piles are likely not a feasible alternative given the stiff on-site soils and potential for vibration damage to the nearby historic structure. While a variety of systems are available, shoring that applies positive pressure and immediate support to the side walls of the excavation will be more effective in controlling ground movements and reducing the risk of damage to nearby utilities and structures. Excavation stability and the structural design of temporary shoring should be made the sole responsibility of the Contractor, and the ultimate selection should be based on final locations of basement or setbacks to property lines, ability to install tiebacks or soil nails under adjacent properties, cost, and other factors.

Groundwater monitoring performed as part of our investigation suggests that groundwater is within a few feet of the ground surface during the winter months. Additional monitoring will be performed in the coming months to characterize seasonal fluctuations in groundwater levels. Seasonal changes in groundwater levels should be carefully considered in project planning as scheduling the basement excavation during a dry period when groundwater levels are relatively low can substantially reduce risk and cost associated with the basement construction. Excavations that do extend below the groundwater table will require dewatering or the installation of "water-tight" shoring systems. The design of temporary dewatering systems should be made the sole responsibility of the Contractor.

Prior to beginning the basement excavation, a preconstruction survey should be performed to document the condition of the historic adobe structure and other nearby existing improvements. The survey should include video documentation of the buildings and surrounding areas and establishing survey control points on the ground surface and nearby structures and improvements. The baseline elevations of the monitoring points should be compared with survey readings taken during construction to determine if any ground movements occur.

5.2.3 Fill Materials, Placement and Compaction

Fill materials should consist of non-expansive materials that are free of organic matter, have a Liquid Limit of less than 40 (ASTM D 4318), a Plasticity Index of less than 20 (ASTM D 4318), and a minimum R-value of 20 (California Test 301). The fill material should contain no more than 50 percent of particles passing a No. 200 sieve and should have a maximum particle size of 4 inches. Onsite soils may be suitable for use as fill provided they meet the criteria specified above. Any imported fill material needs to be tested to determine its suitability.

Fill materials should be moisture conditioned to above the optimum moisture content prior to compaction. Properly moisture conditioned fill materials should subsequently be placed in loose, horizontal lifts of 8 inches-thick or less and uniformly compacted to at least 90 percent relative compaction. Where fill thicknesses are greater than 5 feet, fill materials should be compacted to at least 92 percent relative compaction. In pavement areas, the upper 12 inches of fill should be compacted to at least 95 percent relative compaction. The maximum dry density and optimum moisture content of fill materials should be determined in accordance with ASTM D1557.

5.3 Foundation Design

Based on our investigation, we recommend that portions of the building that include an underground basement be supported on a concrete mat slab that is designed using the criteria presented in Table 5.

Table 5 – Mat Slab Design Criteria

Parameter	Design Value
Allowable Bearing Pressure ¹	2,500 psf
Ultimate Base Friction Coefficient	0.30
Ultimate Passive Resistance ²	300 pcf
Modulus of Subgrade Reaction	150 psi per inch

1. May increase design values by 1/3 for total design loads including wind and seismic.
2. Equivalent fluid pressure, not to exceed 3,000 psf

The Preliminary Drawings show the building will extend beyond the basement in the southern and northwest portions of the footprint. Supporting a portion of the building on shallow foundations that are near the ground surface and other portions on a basement with deeper foundations could lead to differential settlements and related distress. Therefore, we recommend drilled piers or other deep foundation system be used for portions of the building that are not supported by the

basement slab so that relatively uniform support is provided throughout the entire building area. Drilled piers should be designed using the criteria presented in Table 6.

Table 6 – Drilled Pier Design Criteria

Parameter	Design Value
Allowable Skin Friction ¹	500 psf
Minimum Diameter	18 inches
Minimum Embedment	5 feet below bottom of basement
Ultimate Passive Resistance ^{2,3}	300 pcf

1. Neglect end bearing and upper 3 feet of skin friction in calculating vertical capacity.
2. Equivalent fluid pressure, not to exceed 3,000 psf.
3. Apply over 2 pier diameters. Neglect upper 3 feet of passive resistance in calculating lateral resistance.

5.4 Basement Design

High groundwater and associated buoyant loading conditions must be considered for design of the basement area or else a “fail-safe” pumping system should be included in the project design. Based on our monitoring, groundwater was within about five feet of the ground surface this winter, and will likely be at or very near the existing ground surface at some point during the 50+ year design life of the building. Regardless of whether the basement is pumped/dewatered or designed to resist uplift forces, waterproofing will be critical to prevent seepage and moisture intrusion through the basement walls and floor slab. A waterproofing consultant or the project Architect should determine an appropriate waterproofing system for the underground basement.

From discussions with the project team, we understand a pumped system consisting of wall and sub-slab drains will likely be designed to prevent build-up of hydrostatic pressures. While this approach is technically feasible, it does carry some risk in that it is difficult to ensure that a “fail-safe” pumped system will remain operational over the life of the building. Power or mechanical failures, blockages in pump inlets or outlets, undersized pumps or other problems can occur resulting in inadequate dewatering and significant building damage. Continued pumping can also cause localized lowering of the groundwater table and may present challenges with respect to procuring appropriate discharge locations.

If a pumped system is pursued, we recommend incorporating back-up pumps and generators to provide redundancy. Additionally, the system components should be routinely inspected and maintained to reduce the risk of system failure and resultant building damage. The sump pit should also be open in the basement so that in the event of a pump failure, basement flooding occurs rather than building heave.

As an alternative to a pumped system, the structure may be designed to resist full hydrostatic pressures. This would generally include using a combination of building dead weight, a thickened concrete foundation slab, structural hold-downs, a structural “heel” around the perimeter of the building, or other measures to resist uplift. Since a waterproofing membrane will be used, we

generally recommend that any skin friction on the vertical basement walls be neglected in calculating uplift resistance. A variety of structural hold-downs could be used; however helical anchors would likely be relatively cost-effective given the shallow groundwater and stiff clayey soils. If structural hold-downs are used, we can coordinate with the design team to provide supplemental criteria for their design.

The basement walls should be designed to resist lateral pressures from earth, hydrostatic and surcharge loads as shown on the Retaining Wall Loading Diagram, Figure 6. Hydrostatic loading may be neglected if wall drainage is incorporated into the design. Wall drainage should consist of either Caltrans Class 1B permeable material within filter fabric or Caltrans Class 2 permeable material can be used for wall drainage. A composite drainage panel such as Miradrain 6000 (or approved equivalent) could also be used. The drainage should be collected in a 4-inch perforated PVC drain line at the base of the wall. The permeable material should extend at least 12 inches from the back of the wall and be continuous from the bottom of the wall to within 12 inches of the ground surface. A typical wall backdrain detail is presented on Figure 7.

In areas of the project where temporary construction (cut) slopes are possible, relatively deep fill thicknesses will be required to restore grades around the basement area. In these areas, we recommend increasing the compaction of basement wall backfill to a minimum of 92 percent relative compaction (ASTM D1557) where surface improvements sensitive to settlements will be over the new fill. We also suggest “stiffening” slabs or other structural elements that are constructed in areas that overlay wall backfill, as the fill placed under the building in this area could settle some small amounts relative to adjacent in-place soils, even when compacted to 92 percent relative compaction.

If a pumped system is used, we recommend a 12-inch-thick layer of $\frac{3}{4}$ -inch crushed rock be placed between the excavated pad surface and bottom of the basement mat slab. A geotextile filter fabric should be placed between the crushed rock and excavated pad surface and a waterproofing membrane should be placed over the crushed rock to reduce moisture intrusion through the floor slab. Collector trenches should be installed to convey sub-slab drainage to the sump pit location. A schematic underdrain detail for a pumped system is provided on Figure 8. If the basement is designed to resist uplift pressures, the sub-slab drainage can be omitted and the waterproofing membrane should be placed on the excavated pad surface or thin rat slab. While a hydrogeologic evaluation was not included as part of our investigation, we anticipate pumps will need to be sized to handle pumping quantities on the order of several hundreds of gallons per minute based on our experience with similar projects. As design advances, we should discuss alternatives to reduce pumping with the project Structural Engineer.

5.5 Concrete Slabs-On-Grade

Reinforced concrete slab-on-grade floors are judged to be appropriate for portions of the building that are supported at ground level. The concrete slabs-on-grade may be poured monolithically or separated with a cold joint at the Structural Engineer’s discretion. We recommend that interior concrete slabs have a minimum thickness of 5 inches and be reinforced with steel reinforcing bars (not mesh). Slabs should be placed on a moist subgrade to reduce potential for future expansive

behavior. The project Structural Engineer should specifically design the concrete slabs, including locations of crack control joints.

To reduce the potential for moisture to move upward through the slab, a 4-inch layer of clean, free draining, $\frac{3}{4}$ -inch angular gravel should be placed beneath interior concrete slabs to form a capillary moisture break. The gravel must be placed on a properly moisture conditioned and compacted subgrade that has been approved by the Geotechnical Engineer. A plastic membrane vapor barrier, 15 mils or thicker, should be placed over the free draining gravel. The vapor barrier shall meet the ASTM E1745 Class A requirements and be installed per ASTM E1643. Eliminating the capillary moisture break and/or plastic vapor barrier may result in excess moisture intrusion through the floor slabs resulting in poor performance of floor coverings, mold growth, or other adverse conditions.

We note that over time, placing sand between the vapor barrier and concrete is becoming less common because of elevated interior moisture contents. If sand is used, it should be dry, and if it is not used, the slab should be carefully designed with a lower water-cement ratio since eliminating the sand can cause cracking or “curling” of the new concrete. For slabs that are not sensitive to moisture vapor, we recommend at least four inches of Class 2 Aggregate Base (Caltrans, 2015) compacted to at least 95 percent relative compaction.

5.6 Exterior Flatwork

Exterior concrete walkway slabs not subjected to vehicle loads should be a minimum 4 inches thick and underlain with 4 inches or more of Class 2 Aggregate Base. The aggregate base should be moisture conditioned to near optimum and compacted to at least 95 percent relative compaction. The upper 8 inches of subgrade on which aggregate base is placed should be prepared as previously discussed under Section 5.2.

Where improved performance is desired (i.e., reduced risks of cracking or small movements), exterior slabs can be thickened to 5 inches and reinforced with steel reinforcing bars (not welded wire mesh). We recommend crack control joints no farther than 6 feet apart in both directions and that the reinforcing bars extend through the control joints. Some movement or offset at sidewalk joints should be expected as the underlying soils expand and shrink from seasonal moisture changes.

5.7 Site Drainage

New grading could result in adverse drainage patterns causing water to pond around the residence. Careful consideration should be given to design of finished grades at the site. We recommend that the building areas be raised slightly and that the adjoining landscaped areas be sloped downward at least 0.25 feet for 5 feet (5 percent) from the perimeter of building foundations. Where hard surfaces, such as concrete or asphalt adjoin foundations, slope these surfaces at least 0.10 feet in the first 5 feet (2 percent).

Roof gutter downspouts may discharge onto the pavements, but should not discharge onto landscaped areas immediately adjacent to the home. Provide area drains for landscape planters adjacent to buildings and collect downspout discharges into a tight pipe collection system that

discharges well away from the building foundations. Site drainage should be discharged away from the building area and outlets should be designed to reduce erosion. Site drainage improvements should be connected into an established storm drainage system.

5.8 New Utilities

Excavations for utilities will be in medium stiff to stiff clayey soils and may encounter groundwater at shallow depths if wintertime or early spring work is performed. Trench excavations having a depth of 5 feet or more must be excavated and shored in accordance with OSHA regulations. Bedding materials for utility pipes should be poorly graded sand with 90 to 100 percent of particles passing the No. 4 sieve and no more than 5 percent finer than the No. 200 sieve. Crushed rock or pea gravel may also be considered for pipe bedding. Provide the minimum bedding beneath the pipe in accordance with the manufacturer's recommendation, typically 3 to 6 inches. Trench backfill may consist of on-site soils, moisture conditioned and placed in thin lifts and compacted to at least 90 percent. Use equipment and methods that are suitable for work in confined areas without damaging utility conduits.

6.0 SUPPLEMENTAL GEOTECHNICAL SERVICES

We must review the plans and specifications for site development and foundation design when they are nearing completion to confirm that the intent of our recommendations has been incorporated and to provide supplemental recommendations as needed. During construction, we must inspect geotechnical items relating to site grading, retaining walls and construction of new foundations. We should observe foundation excavations, subgrade preparation and compaction, retaining wall drainage and backfill and other geotechnical-related work items.

7.0 LIST OF REFERENCES

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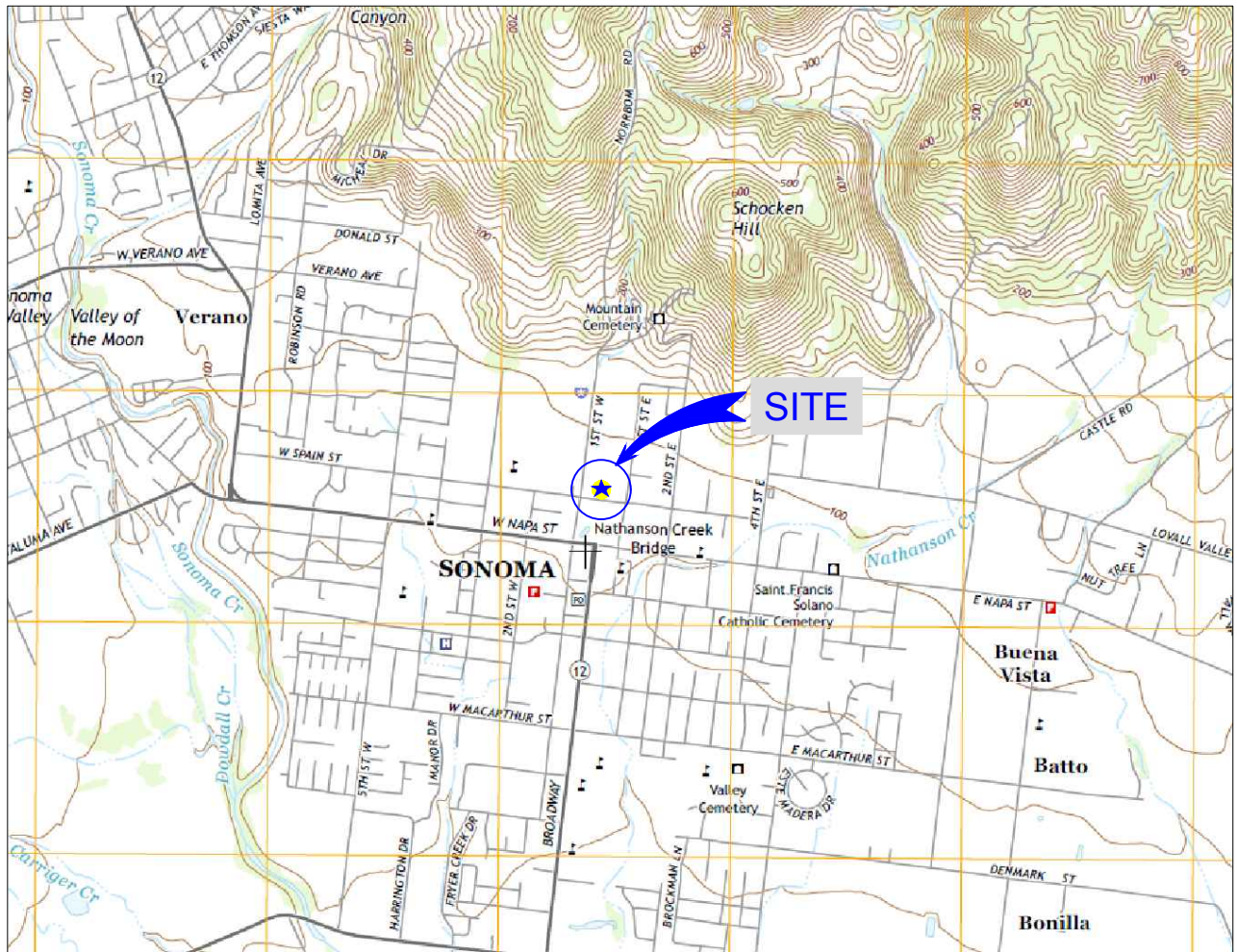
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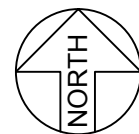
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SITE LOCATION MAP
(NO SCALE)



REFERENCE: USGS Topographic Maps, Sonoma Quadrangle, 2015



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SITE LOCATION MAP

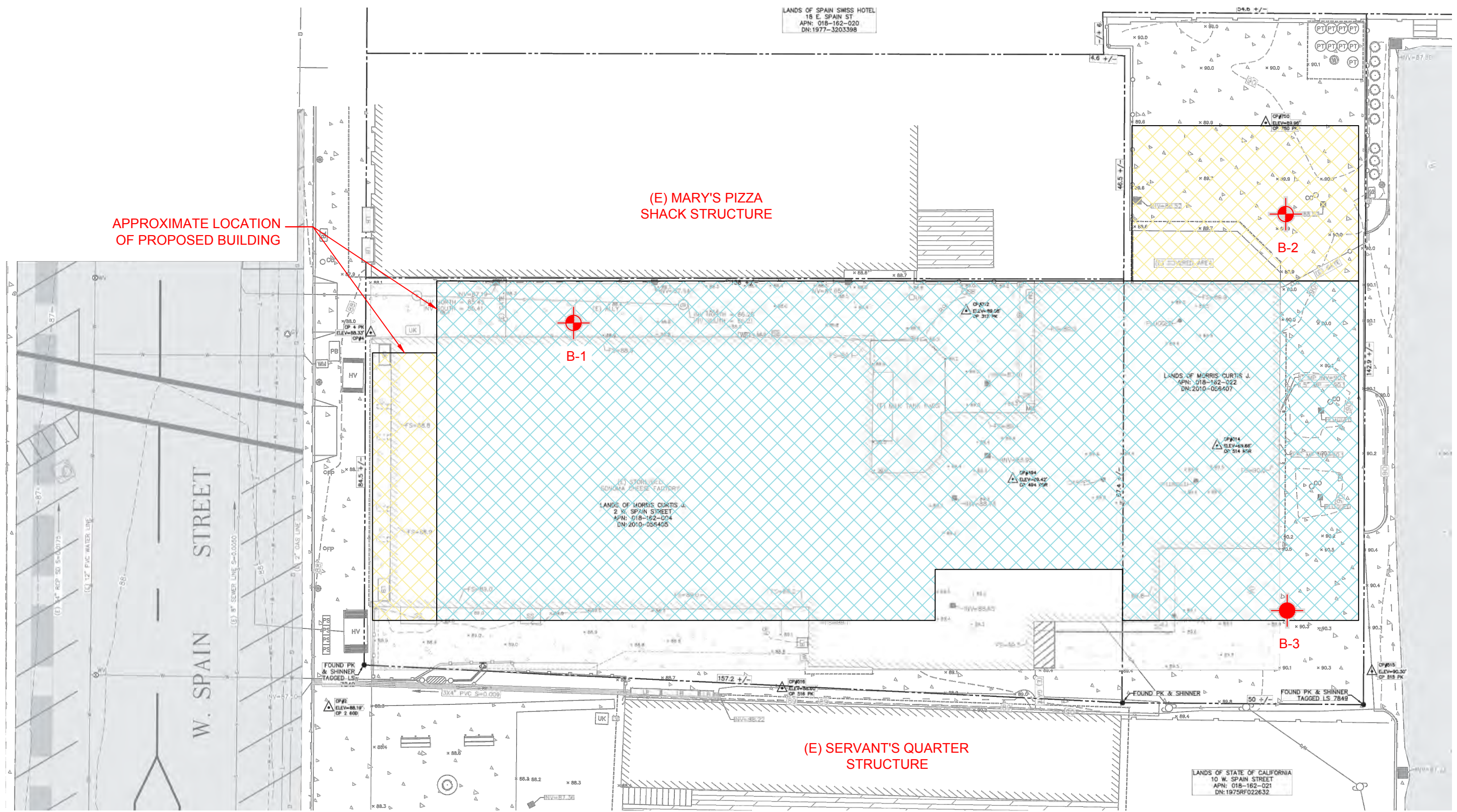
Sonoma Square Market
Sonoma, California

Drawn RCA
Checked

1
FIGURE

Project No. 2404.001

Date: 3/4/2017



APPROXIMATE LOCATION OF PROPOSED BUILDING

(E) MARY'S PIZZA SHACK STRUCTURE

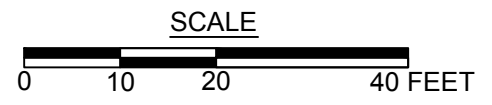
B-1

B-2

B-3

(E) SERVANT'S QUARTER STRUCTURE

PRELIMINARY SITE PLAN
(APPROXIMATE SCALE: 1" = 20'-0")



- Legend:**
- Approximate location of boring by Miller Pacific, 2017
 - Approximate location of boring with monitoring well by Miller Pacific, 2017
 - Approximate building footprint with basement level
 - Approximate building footprint with ground level only

REFERENCE: Site Map by Huffman Engineering & Surveying dated 8/5/14 (for Base Map) and Floor Plan by SMS Architects dated 11/20/15 (for Building Location)

MPEG
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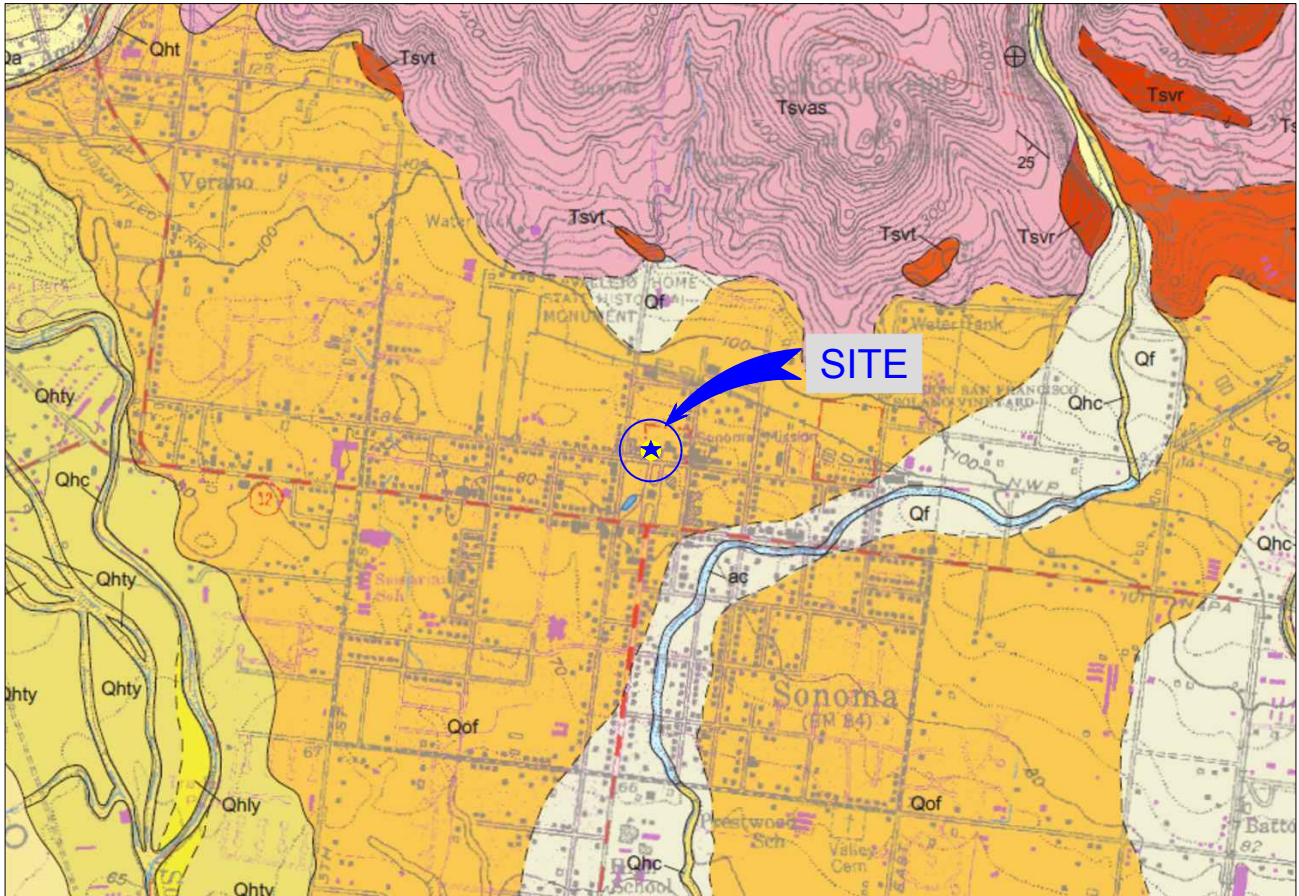
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PRELIMINARY SITE PLAN

Sonoma Square Market
Sonoma, California

Project No. 2404.001 Date: 3/7/2017

Drawn RCA	2 FIGURE
Checked MPM	



REGIONAL GEOLOGIC MAP
(NOT TO SCALE)



LEGEND


- Qof - ALLUVIAL DEPOSITS (early to late Pleistocene)
Sandy gravel, silt and clay.

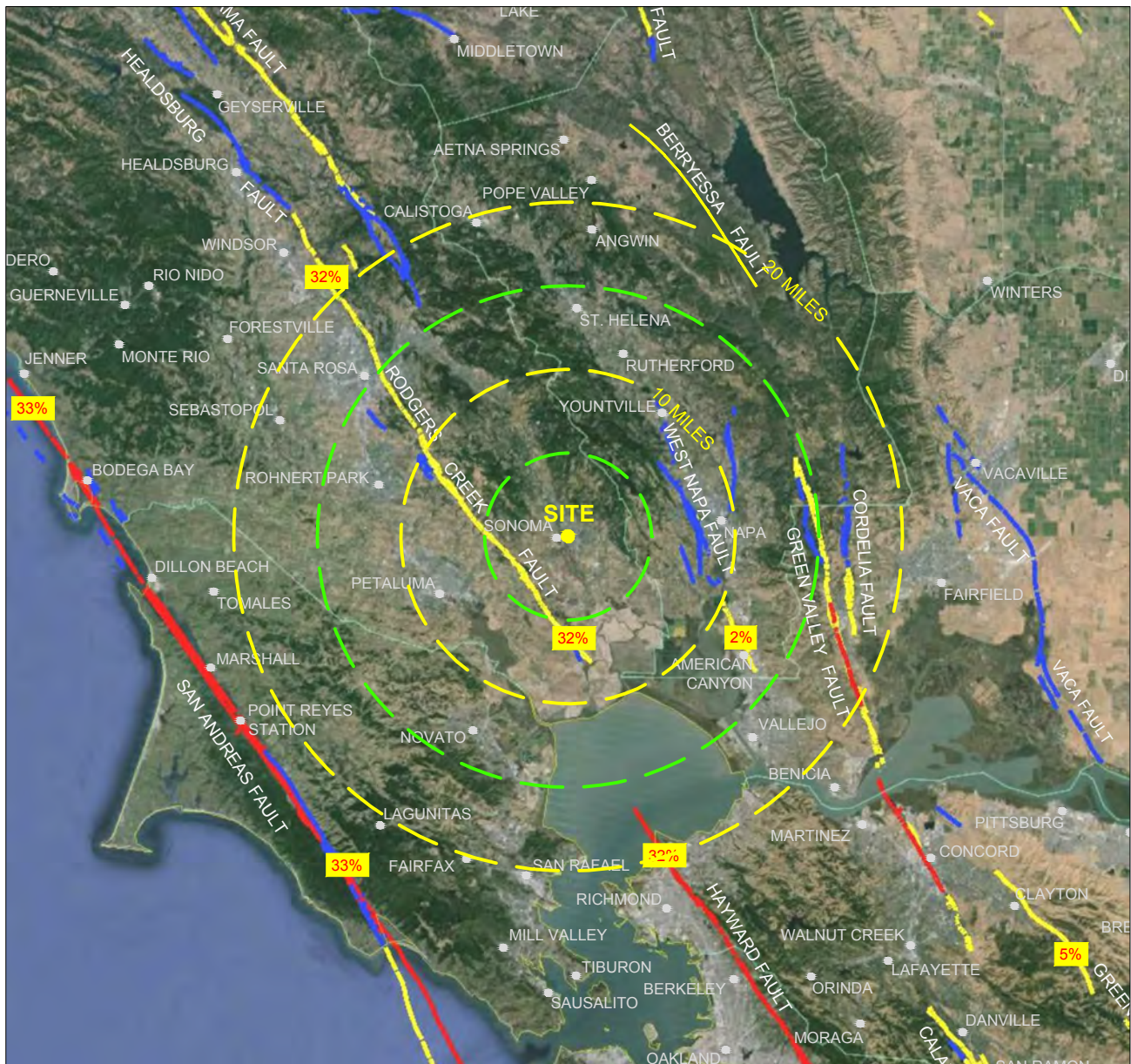
- Qf - ALLUVIAL FAN DEPOSITS (latest Pleistocene <~30,000 years to Holocene)
Sand, gravel, silt and clay mapped on gently sloping, fan-shaped, relatively undissected alluvial surfaces.

- Tsvas - SONOMA VOLCANICS, ANDESITE OF SCHOCKEN HILL
Gray, aphyric andesite lava flows; interbedded with tuff.

- Tsvft- SONOMA VOLCANICS, TUFF
Light colored tuff, lithic rich in places. Locally includes tuffaceous, diatomaceous lacustrine sediments.

Reference: California Geologic Survey, Geologic Map of the Sonoma 7.5' Quadrangle, 2004.

 MILLER PACIFIC ENGINEERING GROUP	504 Redwood Blvd. Suite 220 Novato, CA 94947 T 415 / 382-3444 F 415 / 382-3450 www.millerpac.com	REGIONAL GEOLOGIC MAP	
	Sonoma Square Market Sonoma, California	Drawn <u> </u> Checked <u>RCA</u>	3 FIGURE
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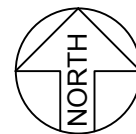


LEGEND

(COLOR INDICATES AGE OF MOST RECENT KNOWN MOVEMENT)


- HISTORIC (<150 YEARS)
- HOLOCENE (<11,000 YEARS)
- LATE QUATERNARY (<1.0M YEARS)

32% PROBABILITY OF AT LEAST ONE M>6.7 EARTHQUAKE BETWEEN 2015 AND 2045 FOR FAULTS SHOWN



DATA SOURCE:

1) Working Group on California Earthquake Probabilities (WGCEP)(2014), "Long-Term Time-Dependent Probabilities for the Third Uniform California Earthquake Rupture Forecast (UCERF3), Bulletin of the Seismological Society of America (BSSA), Volume 105, No. 2A, 33pp, April 2015.

 <small>A CALIFORNIA CORPORATION, © 2017, ALL RIGHTS RESERVED FILE: 2404.001Figures.dwg</small>	504 Redwood Blvd. Suite 220 Novato, CA 94947 T 415 / 382-3444 F 415 / 382-3450 www.millerpac.com	ACTIVE FAULT MAP Sonoma Square Market Sonoma, California		Drawn <u>RCA</u> Checked	<div style="font-size: 2em; font-weight: bold; margin: 0;">4</div> <div style="font-weight: bold; margin: 0;">FIGURE</div>
	Project No. 2404.001 Date: 3/4/2017				

Tunnelman's Ground Classification for Soils¹

Classification		Behavior	Typical Soil Types
Firm		Heading can be advanced without initial support, and final lining can be constructed before ground starts to move.	Loess above water table; hard clay, marl, cemented sand and gravel when not highly overstressed.
Raveling	Slow raveling ----- Fast raveling	Chunks or flakes of material begin to drop out of the arch or walls sometime after the ground has been exposed, due to loosening or to overstress and "brittle" fracture (ground separates or breaks along distinct surfaces, opposed to squeezing ground). In fast raveling ground, the process starts within a few minutes, otherwise the ground is slow raveling.	Residual soils or sand with small amounts of binder may be fast raveling below the water table, slow raveling above. Stiff fissured clays may be slow or fast raveling depending upon degree of overstress.
Squeezing		Ground squeezes or extrudes plastically into tunnel, without visible fracturing or loss of continuity, and without perceptible increase in water content. Ductile, plastic yield and flow due to overstress.	Ground with low frictional strength. Rate of squeeze depends on degree of overstress. Occurs at shallow to medium depth in clay of very soft to medium consistency. Stiff to hard clay under high cover may move in combination of raveling at excavation surface and squeezing at depth behind surface.
Running	Cohesive-running ----- Running	Granular materials without cohesion are unstable at a slope greater than their angle of repose (+/- 30° – 35°). When exposed at steeper slopes they run like granulated sugar or dune sand until the slope flattens to the angle of repose.	Clean, dry granular materials. Apparent cohesion in moist sand, or weak cementation in any granular soil, may allow the material to stand for a brief period of raveling before it breaks down and runs. Such behavior is cohesive-running.
Flowing		A mixture of soil and water flows into the tunnel like a viscous fluid. The material can enter the tunnel from the invert as well as from the face, crown, and walls, and can flow for great distances, completely filling the tunnel in some cases.	Below the water table in silt, sand, or gravel without enough clay content to give significant cohesion and plasticity. May also occur in highly sensitive clay when such material is disturbed.
Swelling		Ground absorbs water, increases in volume, and expands slowly into the tunnel.	Highly preconsolidated clay with plasticity index in excess of about 30, generally containing significant percentages of montmorillonite.

¹ Modified by Heuer (1974) from Terzaghi (1950)



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TUNNELMAN'S GROUND CLASSIFICATION FOR SOILS

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Sonoma, California

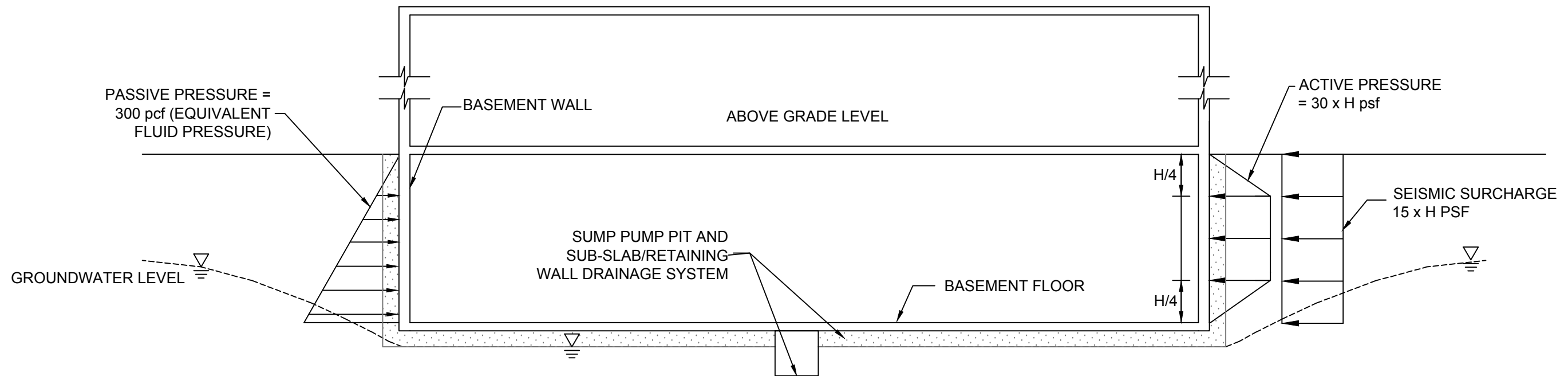
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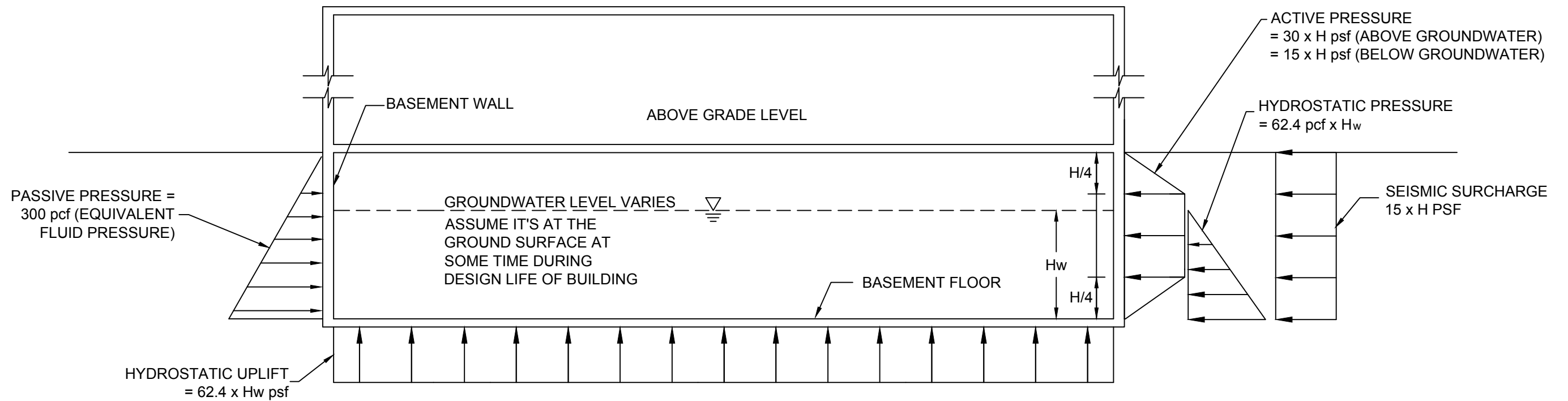
FIGURE

Project No. 2404.001

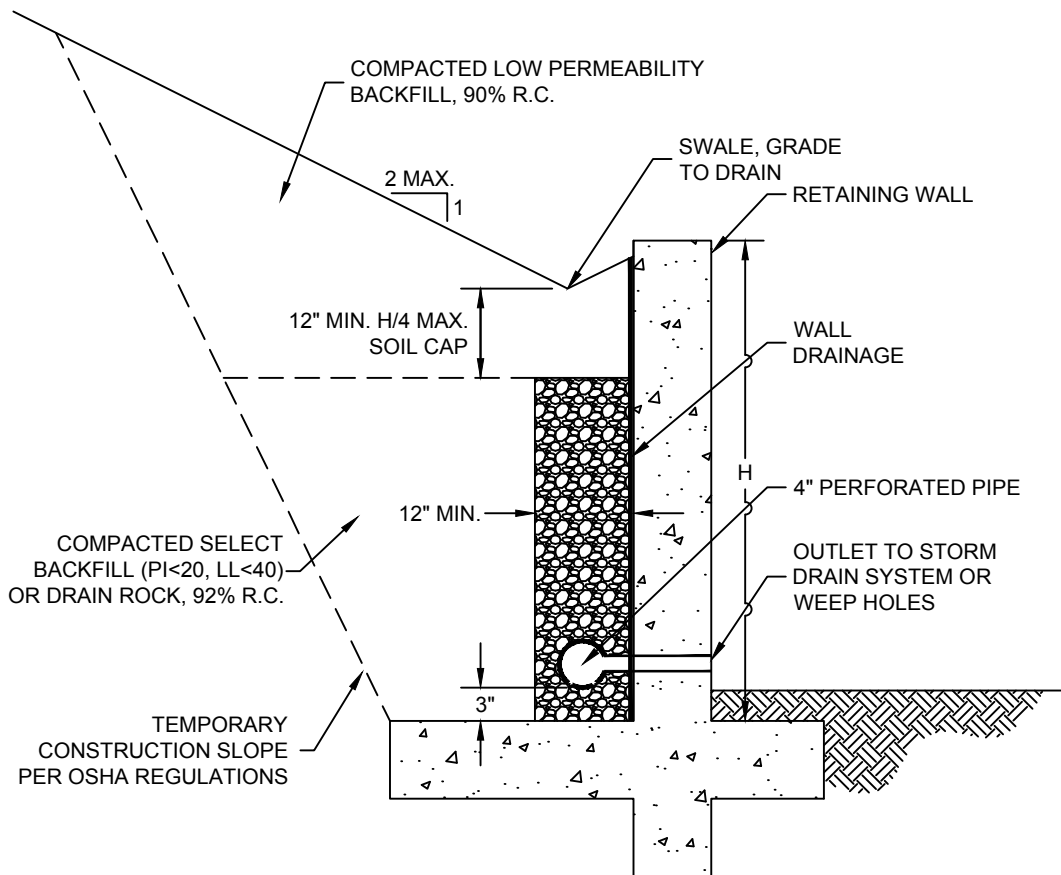
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SCHEMATIC FOUNDATION / RETAINING WALL LOADS - DRAINED CONDITION
(NO SCALE)



SCHEMATIC FOUNDATION / RETAINING WALL LOADS - UNDRAINED CONDITION
(NO SCALE)



NOTES:

1. Wall drainage should consist of clean, free draining 3/4 inch crushed rock (Class 1B Permeable Material) wrapped in filter fabric (Mirafi 140N or equivalent) or Class 2 Permeable Material. Alternatively, pre-fabricated drainage panels (Miradrain G100N or equivalent), installed per the manufacturers recommendations, may be used in lieu of drain rock and fabric.
2. All retaining walls adjacent to interior living spaces shall be water/vapor proofed as specified by the project architect or structural engineer.
3. Perforated pipe shall be SCH 40 or SDR 35 for depths less than 20 feet. Use SCH 80 or SDR 23.5 perforated pipe for depths greater than 20 feet. Place pipe perforations down and slope at 1% to a gravity outlet. Alternatively, drainage can be outlet through 3" diameter weep holes spaced approximately 20' apart.
4. Clean outs should be installed at the upslope end and at significant direction changes of the perforated pipe. Additionally, all angled connectors shall be long bend sweep connections.
5. During compaction, the contractor should use appropriate methods (such as temporary bracing and/or light compaction equipment) to avoid over-stressing the walls. Walls shall be completely backfilled prior to construction in front of or above the retaining wall.
6. Refer to the geotechnical report for lateral soil pressures.
7. All work and materials shall conform with Section 68, of the latest edition of the Caltrans Standard Specifications.



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RETAINING WALL BACKDRAIN DETAIL

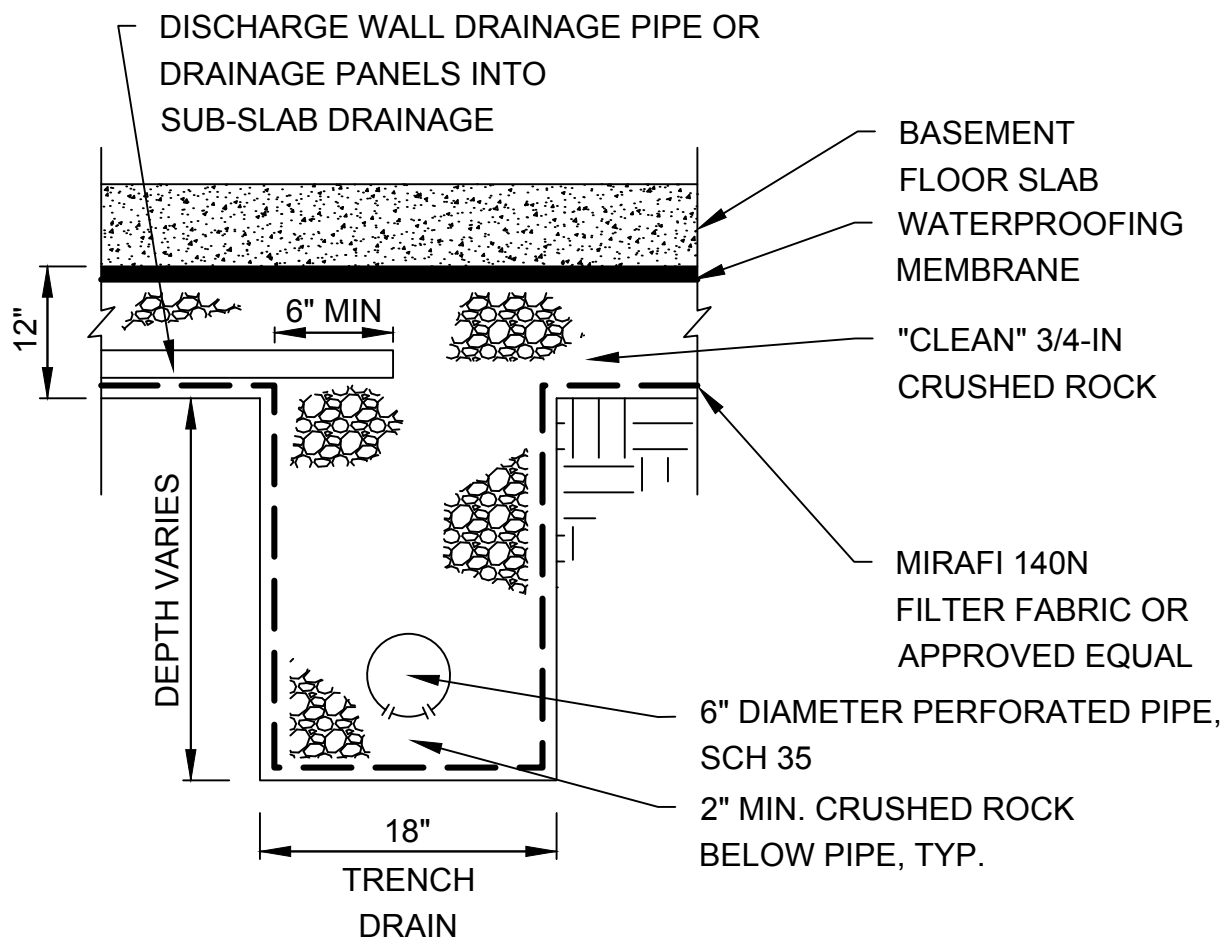
Sonoma Square Market
 Sonoma, California

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7
 FIGURE

Project No. 2404.001

Date: 3/7/2017



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SCHEMATIC MAT SLAB UNDERDRAIN

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 Sonoma, California

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8

FIGURE

Project No. 2404.001 Date: 3/4/2017

APPENDIX A SUBSURFACE EXPLORATION AND LABORATORY TESTING

A. SUBSURFACE EXPLORATION

We explored subsurface conditions with three exploratory borings drilled with truck- and track-mounted drilling equipment on February 10 and 28, 2017 at the approximate locations shown on the Preliminary Site Plan, Figure 2. The exploration was conducted under the technical supervision of our Field Engineer who examined and logged the soil materials encountered and obtained samples. The subsurface conditions encountered in the test borings are summarized and presented on the boring logs, Figures A-1 through A-7. The depth to groundwater was noted during the drilling and measured before backfilling two of the borings; one boring was converted into a monitoring well.

“Undisturbed” samples were obtained using a 3-inch diameter, split-barrel Modified California Sampler with 2.5 by 6-inch tube liners or a Standard Penetration Test (SPT) Sampler. The samplers were driven by a 140-pound hammer at a 30-inch drop. The number of blows required to drive the samplers 18 inches was recorded and is reported on the boring logs as blows per foot for the last 12 inches of driving. The samples obtained were examined in the field, sealed to prevent moisture loss, and transported to our laboratory.

A monitoring well was installed at Boring 3 to allow for future monitoring of groundwater levels. The well was installed with 25 feet of 2-inch slotted pipe (from 10 to 35 feet below ground surface) and 10 feet of 2-inch solid riser pipe. The well was backfilled with clean, granular material in the “slotted zone” and bentonite and cement in the upper 10 feet. A metal protective box was installed over the well at the ground surface.

B. LABORATORY TESTING

We conducted laboratory tests on selected intact samples to classify soils and to estimate engineering properties. The following laboratory tests were conducted in general accordance with the ASTM standard test method cited:

- Laboratory Determination of Water (Moisture Content) of Soil, Rock, and Soil-Aggregate Mixtures, ASTM D 2216
- Density of Soil in Place by the Drive-Cylinder Method, ASTM D 2937
- Unconfined Compressive Strength of Cohesive Soil, ASTM D 2166
- Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index, ASTM D 4318

The moisture content, dry density and unconfined compression test results are shown on the exploratory boring logs, whereas the Atterberg Limits test results are shown on Figure A-8.

The exploratory boring logs, description of soils encountered and the laboratory test data reflect conditions only at the location of the boring at the time they were excavated or retrieved. Conditions may differ at other locations and may change with the passage of time due to a variety of causes including natural weathering, climate and changes in surface and subsurface drainage.

MAJOR DIVISIONS		SYMBOL	DESCRIPTION
COARSE GRAINED SOILS over 50% sand and gravel	CLEAN GRAVEL	GW	Well-graded gravels or gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels or gravel-sand mixtures, little or no fines
	GRAVEL with fines	GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
	CLEAN SAND	SW	Well-graded sands or gravelly sands, little or no fines
		SP	Poorly-graded sands or gravelly sands, little or no fines
	SAND with fines	SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
FINE GRAINED SOILS over 50% silt and clay	SILT AND CLAY liquid limit <50%	ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		OL	Organic silts and organic silt-clays of low plasticity
	SILT AND CLAY liquid limit >50%	MH	Inorganic silts, micaceous or diatomaceous fine sands or silts, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of medium to high plasticity
HIGHLY ORGANIC SOILS	PT	Peat, muck, and other highly organic soils	
ROCK		Undifferentiated as to type or composition	

KEY TO BORING AND TEST PIT SYMBOLS

CLASSIFICATION TESTS

PI	PLASTICITY INDEX
LL	LIQUID LIMIT
SA	SIEVE ANALYSIS
HYD	HYDROMETER ANALYSIS
P200	PERCENT PASSING NO. 200 SIEVE
P4	PERCENT PASSING NO. 4 SIEVE

STRENGTH TESTS

TV	FIELD TORVANE (UNDRAINED SHEAR)
UC	LABORATORY UNCONFINED COMPRESSION
TXCU	CONSOLIDATED UNDRAINED TRIAXIAL
TXUU	UNCONSOLIDATED UNDRAINED TRIAXIAL
	UC, CU, UU = 1/2 Deviator Stress

SAMPLER TYPE

	MODIFIED CALIFORNIA		HAND SAMPLER
	STANDARD PENETRATION TEST		ROCK CORE
	THIN-WALLED / FIXED PISTON		DISTURBED OR BULK SAMPLE

SAMPLER DRIVING RESISTANCE

Modified California and Standard Penetration Test samplers are driven 18 inches with a 140-pound hammer falling 30 inches per blow. Blows for the initial 6-inch drive seat the sampler. Blows for the final 12-inch drive are recorded onto the logs. Sampler refusal is defined as 50 blows during a 6-inch drive. Examples of blow records are as follows:

25 sampler driven 12 inches with 25 blows after initial 6-inch drive

85/7" sampler driven 7 inches with 85 blows after initial 6-inch drive

50/3" sampler driven 3 inches with 50 blows during initial 6-inch drive or beginning of final 12-inch drive

NOTE: Test boring and test pit logs are an interpretation of conditions encountered at the excavation location during the time of exploration. Subsurface rock, soil or water conditions may vary in different locations within the project site and with the passage of time. Boundaries between differing soil or rock descriptions are approximate and may indicate a gradual transition.

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	Sonoma Square Market Sonoma, California Project No. 2404.001 Date: 3/4/2017	Drawn _____ Checked <u>RCA</u>	A-1	
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DEPTH		BORING 1		BLOWS / FOOT (1)	DRY UNIT WEIGHT pcf (2)	MOISTURE CONTENT (%)	SHEAR STRENGTH psf (3)	OTHER TEST DATA	OTHER TEST DATA
meters	feet	SAMPLE	SYMBOL (4)						
		EQUIPMENT: Simco 6000 Track-Mounted Drill Rig with 4-inch Solid Flight Auger							
		DATE: February 28, 2017							
		ELEVATION: 90-feet*							
		*REFERENCE: Site Map by Huffman Engineering & Surveying, dated 8/5/14							
0	0								
			6 inches of concrete over 6 inches of aggregate base						
		X	Sandy CLAY with Gravel (CL) dark red-brown, moist, stiff, low to medium to plasticity, fine to medium sand, subrounded gravel						
1									
			Sandy CLAY (CL) light brown, moist, very stiff, low to medium plasticity, fine sand	32	84	35.7	900 UC		
2									
			grades very stiff to hard	58	102	24.9	2900 UC		
3	10								
4									
5	15								
6	20								

NOTES: (1) UNCORRECTED FIELD BLOW COUNTS
(2) METRIC EQUIVALENT DRY UNIT WEIGHT $\text{kN/m}^3 = 0.1571 \times \text{DRY UNIT WEIGHT (pcf)}$
(3) METRIC EQUIVALENT STRENGTH $(\text{kPa}) = 0.0479 \times \text{STRENGTH (psf)}$
(4) GRAPHIC SYMBOLS ARE ILLUSTRATIVE ONLY



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BORING LOG

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Sonoma, California

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A-2
FIGURE

Project No. 2404.001

Date: 3/4/2017

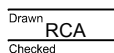
DEPTH meters feet	SAMPLE	SYMBOL (4)	BORING 1 (CONTINUED)			BLOWS / FOOT (1)	DRY UNIT WEIGHT pcf (2)	MOISTURE CONTENT (%)	SHEAR STRENGTH psf (3)	OTHER TEST DATA	OTHER TEST DATA
20			Sandy CLAY (CL) light brown, moist, very stiff, low to medium plasticity, fine sand	47	90	31.9					
7											
25											
8			Bottom of boring at 26.5 feet No groundwater encountered during drilling	17	74	43.1					
9											
30											
10											
35											
11											
12											
40											

NOTES: (1) UNCORRECTED FIELD BLOW COUNTS
(2) METRIC EQUIVALENT DRY UNIT WEIGHT $\text{kN/m}^3 = 0.1571 \times \text{DRY UNIT WEIGHT (pcf)}$
(3) METRIC EQUIVALENT STRENGTH $(\text{kPa}) = 0.0479 \times \text{STRENGTH (psf)}$
(4) GRAPHIC SYMBOLS ARE ILLUSTRATIVE ONLY





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BORING LOG		 <small>Drawn</small> RCA <small>Checked</small>	<h1 style="margin: 0;">A-3</h1> <p style="margin: 0;">FIGURE</p>
Sonoma Square Market Sonoma, California			
Project No. 2404.001	Date: 3/4/2017		

DEPTH		BORING 2		BLOWS / FOOT (1)	DRY UNIT WEIGHT pcf (2)	MOISTURE CONTENT (%)	SHEAR STRENGTH psf (3)	OTHER TEST DATA	OTHER TEST DATA
meters	feet	SAMPLE	SYMBOL (4)						
0		EQUIPMENT: Mobile B53 Truck-Mounted Drill Rig with 6-inch Hollow Stem Auger DATE: February 10, 2017 ELEVATION: 90-feet* *REFERENCE: Site Map by Huffman Engineering & Surveying, dated 8/5/14							
0		9 inches of concrete over 12 inches of aggregate base							
1		X	Sandy CLAY (CL) dark red-brown, moist, very stiff to hard, low to medium plasticity, fine to coarse sand	62	89	30.8	1750 UC	34 LL PI 16	
5			grades light brown, fine sand						
2				65	85	36.8			
3									
10									
4				47	95	29.5	2850 UC		
15									
5									
6									
20									

NOTES: (1) UNCORRECTED FIELD BLOW COUNTS
(2) METRIC EQUIVALENT DRY UNIT WEIGHT $\text{kN/m}^3 = 0.1571 \times \text{DRY UNIT WEIGHT (pcf)}$
(3) METRIC EQUIVALENT STRENGTH $(\text{kPa}) = 0.0479 \times \text{STRENGTH (psf)}$
(4) GRAPHIC SYMBOLS ARE ILLUSTRATIVE ONLY

 <p>A CALIFORNIA CORPORATION, © 2016, ALL RIGHTS RESERVED FILE: 2404.001 BL.dwg</p>	504 Redwood Blvd. Suite 220 Novato, CA 94947 T 415 / 382-3444 F 415 / 382-3450 www.millerpac.com	BORING LOG Sonoma Square Market Sonoma, California		Drawn: _____ Checked: <u>RCA</u>	
	Project No. 2404.001	Date: 3/4/2017			

DEPTH		BORING 2 (CONTINUED)		BLOWS / FOOT (1)	DRY UNIT WEIGHT pcf (2)	MOISTURE CONTENT (%)	SHEAR STRENGTH psf (3)	OTHER TEST DATA	OTHER TEST DATA
meters	feet	SAMPLE	SYMBOL (4)						
20									
	7								
	25								
	8								
	9								
	30								
	10								
	35								
	11								
	12								
	40								

Sandy CLAY (CL)
 light brown, moist, very stiff, low to medium plasticity, fine sand
 grades olive gray

Bottom of boring at 26.5 feet
 Groundwater measured at 12.5 feet upon completion

NOTES: (1) UNCORRECTED FIELD BLOW COUNTS
 (2) METRIC EQUIVALENT DRY UNIT WEIGHT $kN/m^3 = 0.1571 \times$ DRY UNIT WEIGHT (pcf)
 (3) METRIC EQUIVALENT STRENGTH (kPa) = 0.0479 x STRENGTH (psf)
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BORING LOG		Drawn <u> </u> RCA Checked <u> </u>	A-5 FIGURE
Sonoma Square Market Sonoma, California			
Project No. 2404.001	Date: 3/4/2017		

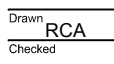

DEPTH		BORING 3		BLOWS / FOOT (1)	DRY UNIT WEIGHT pcf (2)	MOISTURE CONTENT (%)	SHEAR STRENGTH psf (3)	OTHER TEST DATA	OTHER TEST DATA
meters	feet	SAMPLE	SYMBOL (4)						
		EQUIPMENT: Mobile B53 Truck-Mounted Drill Rig with 6-inch Hollow Stem Auger							
		DATE: February 10, 2017							
		ELEVATION: 90-feet*							
		*REFERENCE: Site Map by Huffman Engineering & Surveying, dated 8/5/14							
0	0		6 inches of concrete over 6 inches of aggregate base						
1	1	X	Clayey SAND with Gravel (SC) red-brown, wet, loose, fine- to coarse-grained, low to medium plasticity clay, subrounded gravel	9	98	25.7			
2	2		Sandy CLAY (CL) light brown, moist, hard, low to medium plasticity, fine sand	55/9"	83	37.5	900 UC		
3	10			55	101	26.4	2600 UC		
4	15		grades brown mottled orange	62	95	29.2			
5			hard drilling						
6	20		grades stiff	11		43.1			

NOTES: (1) UNCORRECTED FIELD BLOW COUNTS
(2) METRIC EQUIVALENT DRY UNIT WEIGHT $kN/m^3 = 0.1571 \times$ DRY UNIT WEIGHT (pcf)
(3) METRIC EQUIVALENT STRENGTH (kPa) = 0.0479 x STRENGTH (psf)
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BORING LOG		 Drawn <u>RCA</u> Checked _____	
Sonoma Square Market Sonoma, California			
Project No. 2404.001	Date: 3/4/2017		

DEPTH		BORING 3 (CONTINUED)		BLOWS / FOOT (1)	DRY UNIT WEIGHT pcf (2)	MOISTURE CONTENT (%)	SHEAR STRENGTH psf (3)	OTHER TEST DATA	OTHER TEST DATA
meters	feet	SAMPLE	SYMBOL (4)						
20									
			Sandy CLAY (CL) brown mottled orange, moist, stiff, low to medium plasticity, fine sand						
7									
	25		grades light gray	25	88	34.6			
8									
	30								
9				16		39.8			
10									
	35		grades, hard blue gray	63	102	26.0			
11			Bottom of boring at 35.5 feet Groundwater measured at 17 feet upon completion						
			2-inch slotted pipe installed from 10 feet to 35 feet below ground surface with 2-inch solid riser to allow for monitoring of groundwater levels						
12									
	40								

NOTES: (1) UNCORRECTED FIELD BLOW COUNTS
(2) METRIC EQUIVALENT DRY UNIT WEIGHT $kN/m^3 = 0.1571 \times$ DRY UNIT WEIGHT (pcf)
(3) METRIC EQUIVALENT STRENGTH (kPa) = $0.0479 \times$ STRENGTH (psf)
(4) GRAPHIC SYMBOLS ARE ILLUSTRATIVE ONLY



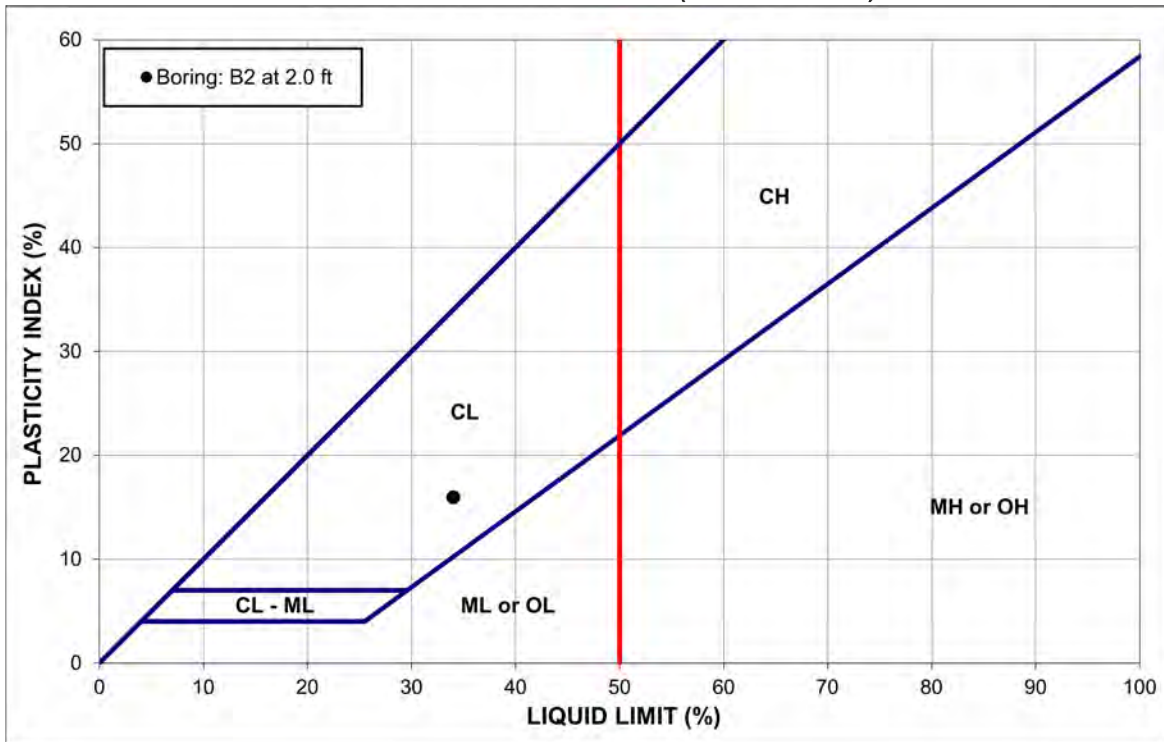
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BORING LOG		<small>Drawn</small> <u> </u> <small>Checked</small> <u>RCA</u>	A-7
Sonoma Square Market Sonoma, California			
Project No. 2404.001	Date: 3/4/2017	FIGURE	

MILLER PACIFIC ENGINEERING GROUP

ATTERBERG LIMITS TEST (ASTM D 4318)



Sample	Classification	Liquid Limit (%)	Plastic Limit (%)	Plasticity Index (%)
Boring: B2 at 2.0 ft	Sandy CLAY (CL) medium red brown	34	18	16

PI = 0-3: Non-Plastic
 PI = 3-15: Slightly Plastic
 PI = 15-30: Medium Plasticity
 PI = >30: High Plasticity



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ATTERBERG LIMITS TEST RESULTS

Sonoma Square Market
 Sonoma, California

Drawn
 Checked RCA

A-8
 FIGURE

Project No. 2404.001 Date: 3/7/2017

Tom Origer & Associates

Archaeology / Historical Research

December 4, 2017

Wendy Atkins
City of Sonoma
1 The Plaza
Sonoma, California 95476

RE: Archival review results for the Sonoma Square Public Market Project, 2 West Spain Street, Sonoma, Sonoma County.

Dear Ms. Atkins:

At your request, we completed a search of the archaeological base maps, site records, and survey reports on file at the Northwest Information Center (NWIC), Sonoma State University, for the Sonoma Square Public Market Project, Sonoma, Sonoma County. In addition, we reviewed documents and maps pertinent to this project that are on file at our offices, and the local Native American community was contacted.

Environmental Setting

The study area is located at 2 West Spain Street, Sonoma, Sonoma County, and it consists of 0.465 acres situated on generally level land. The study area is at the center of the Sonoma Valley. The closest water source is Nathanson Creek located approximately 370 meters southeast of the southeastern corner of the study area.

The geology of the study area consists of alluvial deposits that were formed during the Pleistocene epoch (2.588 to 1.28 million years ago) (Wagner *et al.* 2004).

The soils for the study area belong to the Huichica series (Miller 1972:Sheet 108). Huichica soils range from poorly draining to moderately well-draining, loams found on hummocky plains and terraces. In a natural state these soils support the growth of grasses, forbs, and scattered oaks. Historically, parcels containing these soils were used for pasture, vineyards, and some prune orchards (Miller 1972:48 and 49).

Ethnographic Review

At the time of European settlement, the study area was included in the territory controlled by the Coast Miwok (Barrett 1908; Kelly 1978). The Coast Miwok were hunter-gatherers who lived in rich environments that allowed for dense populations with complex social structures (Barrett 1908; Kroeber 1925). They settled in large, permanent villages about which were distributed seasonal camps and task-specific sites. Primary village sites were occupied continually throughout the year and other sites were visited to procure particular resources that were especially abundant or available only during certain seasons. Sites often were situated near sources of fresh water and in ecotones where plant life and animal life were diverse and abundant.

The village of *hū'tci* is reportedly located 'near the plaza' (Barrett 1908:312). The Plaza is located just south of the study area.

Native American Contact

A request was sent to the State of California's Native American Heritage Commission seeking information from the sacred lands files and the names of Native American individuals and groups that would be appropriate to contact regarding this project. Letters were also sent to the Federated Indians of Graton Rancheria, the Kashia Band of Pomo Indians of the Stewarts Point, Lytton Rancheria of California, Middletown Rancheria of Pomo Indians, and the Mishewal-Wappo Tribe of Alexander Valley.

The Native American Heritage Commission responded on November 9, 2017 stating that a search of the Sacred Lands Files had negative results. A list of additional contacts was provided.

Buffy McQuillen, Tribal Historic Preservation Officer for the Federated Indians of Graton Rancheria responded stating that the study area is within their ancestral territory. They requested that they be provided with the results of our research efforts and recommendations. Stephanie Reyes, Tribal Historic Preservation Officer for Middletown Rancheria of Pomo Indians responded on November 9, 2017, stating that the tribe had no specific comments at this time. They asked that if evidence of human habitation is found, work cease, and they be contacted immediately. Brenda Tomaras, representative for Lytton Rancheria responded stating that the tribe believes the project area is within Pomo territory, and that they believe there is the potential for finding tribal cultural resources at the project site. Ms. Tomaras further stated that the tribe will consult with the lead agency regarding this project. Lorin Smith, Tribal Historic Preservation Officer for the Kashia Band of Pomo Indians of the Stewarts Point Rancheria responded on November 27, 2017 stating that the study area is outside their aboriginal territory and they have no concerns or comments at this time.

No other responses have been received as of the date of this report.

Archival Review

Historically, the study area is situated on lands once claimed by the Mission San Francisco Solano de Sonoma (hereafter, the Sonoma Mission) (GLO 1880). The Sonoma Mission was the last of 21 missions established in California by Franciscan missionaries between 1769 and 1823. In 1833, the Mexican government began secularizing California mission lands. After futile starts in the Petaluma and Santa Rosa areas, Governor José Figueroa commissioned General Mariano Vallejo, former *Commandante* of the San Francisco Presidio and *Comissionado* of the Mission San Francisco de Solano, to establish a presidio and pueblo at Sonoma. About 6,064 acres of mission lands were set aside for the pueblo in 1834, excluding a two-acre parcel containing the mission buildings and the 12-acre mission vineyard.

Governor Figueroa directed Vallejo to establish a pueblo that would meet the Spanish government's requirements. This led to the gridded layout the city has today. Once the pueblo was laid out, construction of Vallejo's house, Casa Grande, began. Casa Grande was located on what is now known as Spain Street. Although construction of the adobe began in 1835, it took several years to complete (Alexander 1986:22-23). In 1843, Vallejo constructed a tower adjacent to his Casa Grande on what is now the study area parcel. This tower was reportedly three stories tall (Alexander 1986:23, 25, and 27). Vallejo's house and this tower burned in 1867 (Munro-Fraser 1880:446). Luckily, by the time these buildings burned, Vallejo had moved his family into *Lachryma Montis*, to the northwest.

The 1867 Bowers map depicts a building within the study area that was likely the tower, though the configuration differs from the sketch produced by George Gibbs [see Alexander 1986:25 for reproduction

of sketch]) (Bowers 1867). The Sanborn fire insurance maps show buildings on the property as early as 1888 (Sanborn Map and Publishing Company 1888, 1891, 1897, 1905, 1911, 1923, and 1941). County records indicate that that at least one of the buildings currently within the study area was constructed in 1943.

Research was completed at the Northwest Information Center of the California Historical Information System (NWIC file number 17-1260). Our record search showed that the study area had not been previously subjected to an archaeological survey. However, a trench had been excavated along the east side of the property in 1990. Within this trench a stone footing was discovered and archaeologists Mary and Adrian Praetzellis were asked by the City to investigate this feature (later given the designation of P-49-002366). The feature was determined to be a portion of the footing from the large tower constructed by Mariano Vallejo in 1843. They made recommendations that the footing be covered with yellow sand to protect it from the pipeline installation project that had uncovered it (Praetzellis and Praetzellis 1990b:3).

Dozens of studies have been conducted within ¼-mile of the study area. With the exception of the feature investigation by Praetzellis and Praetzellis (1990b), the closest and most pertinent studies for this review were those conducted within the parking lots immediately behind and to the west of the study area, the studies conducted on the Sonoma State Historic Park property, and the work conducted to create the National Register district within which the study area lies (Clemmer 1961; Crowe 1992; Dawson 2013d; Koenig 2003; Koenig *et al.* 2002; McIlroy 1993; Origer 1984; Porter 1987; Praetzellis 1987a, 1987b, 1988, 1992). These studies have uncovered various historic-era features in the area surrounding the study area.

The building at 2 West Spain Street is located within the Sonoma Plaza Historic District. When the district was created, the property at 2 West Spain Street was found to not be a contributor to the district as it was constructed after the period of significance (Crowe 1992). Page & Turnbull conducted an evaluation of the buildings within the study area that was provided to us by City staff. The study found that the Sonoma Cheese Factory met criteria for inclusion on the California Register of Historical Resources under Criterion 1 for its association with the development of the cheese industry (Page & Turnbull 2014).

Buried Site Potential

In determining the potential for buried deposits, factors include landform age, distance to water, slope of the study area, and archaeological data (Meyer and Kajankoski 2017). The study area was essentially level but is well away from a fresh water source. The geology of the study area is made up of Pleistocene alluvial deposits formed between 2.588 and 1.28 million years ago. Buried prehistoric archaeological sites are found in or beneath Holocene-age depositional landforms (Meyer and Kajankoski 2017). The geologic formation upon which the study area lies predates generally accepted dates for human occupation in California; therefore, there is a less than 1% chance of there being buried prehistoric archaeological sites within the study area. However, as previously mentioned, it appears that at least a portion of Vallejo's tower was within the study area, and Sanborn fire insurance maps depict buildings and structures that were constructed after the Mexican period that are no longer present within the study area, and utility trenching has revealed the presence of subsurface features within the study area (Praetzellis and Praetzellis 1990b).

Recommendations

Archival review of historical maps and documents, and the presence of P-49-002366 within the study area, show that the area is archaeologically sensitive and has the potential to contain additional archaeological features. Because of this, it is our recommendation that an archaeologist who meets the

Secretary of the Interior's Standards be contracted to develop a research design. This research design should outline the appropriate historical themes that would be associated with potential archaeological resources within the study area, identify locations that have the highest potential to contain archaeological features, and outlines the appropriate investigation methods for potential features that could be discovered within the study area. A subsurface investigation of the study area should be carried out based on the methods outlined in the research design so that potential archaeological features can be identified, evaluated, and mitigated (if necessary) appropriately prior to construction.

The buildings within the study area have been evaluated by Page & Turnbull and found to be eligible for inclusion on the California Register of Historical Resources under Criterion 1 for the buildings association with the development of the cheese industry in Sonoma County. In addition, the building lies within the Sonoma Plaza National Register District, and is immediately adjacent to California Historical Landmark Sonoma State Historic Park.

A letter from Christina Dikas of Page & Turnbull, dated June 19, 2017 outline recommendations relating to the buildings within and adjacent to the study area (Dikas 2017). Ms. Dikas states that she reviewed project plans that were dated May 31, 2017. She further states that the changes to the property will not detract from the importance of the buildings at 2 West Spain Street, nor from the adjacent Sonoma State Historic Park.

Accidental Discovery

In keeping with the CEQA guidelines, if archaeological remains are uncovered, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds (§15064.5 [f]). Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire-affected stones. Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).

The following actions are promulgated in the CEQA Guidelines Section 15064.5(d) and pertain to the discovery of human remains. If human remains are encountered, excavation or disturbance of the location must be halted in the vicinity of the find, and the county coroner contacted. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission. The Native American Heritage Commission will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent makes recommendations regarding the treatment of the remains with appropriate dignity.

Summary

This record search included review and analysis of various environmental and cultural factors, including soil surveys, geological data, and the locations of known archaeological sites. The study area lies within the town of Sonoma, and the presence of historic-era buildings and features suggests that there is a high potential for finding buried archaeological features as a result of this project. Recommendations have been provided.

After reviewing the evaluation of the buildings conducted by Page & Turnbull, and project plans dated June 14, 2017, we agree with their findings that this project will not detract from the eligibility of the

Wendy Atkins
Page 5
December 4, 2017

buildings at 2 West Spain Street themselves, nor detract from the historical importance of the adjacent Sonoma State Historic Park, nor the Sonoma Plaza National Register District in which the buildings lie.

Please contact us if we can be of further assistance or if you have questions.

Sincerely,



Eileen Barrow
Senior Associate

MATERIALS CONSULTED

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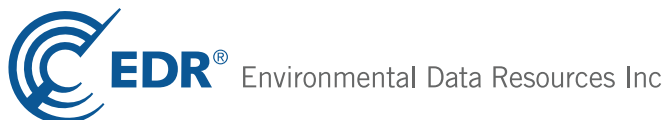
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2 SPAIN ST
2 SPAIN ST
SONOMA, CA 95476

Inquiry Number: 3659530.2s
July 09, 2013

The EDR Radius Map™ Report



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GEOCHECK ADDENDUM

GeoCheck - Not Requested

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

2 SPAIN ST
SONOMA, CA 95476

COORDINATES

Latitude (North): 38.2938000 - 38° 17' 37.68"
Longitude (West): 122.4585000 - 122° 27' 30.60"
Universal Transverse Mercator: Zone 10
UTM X (Meters): 547353.3
UTM Y (Meters): 4238346.0
Elevation: 88 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 38122-C4 SONOMA, CA
Most Recent Revision: 1980

AERIAL PHOTOGRAPHY IN THIS REPORT

Photo Year: 2012
Source: USDA

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL..... National Priority List

EXECUTIVE SUMMARY

Proposed NPL..... Proposed National Priority List Sites
NPL LIENS..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL..... National Priority List Deletions

Federal CERCLIS list

CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System
FEDERAL FACILITY..... Federal Facility Site Information listing

Federal CERCLIS NFRAP site List

CERC-NFRAP..... CERCLIS No Further Remedial Action Planned

Federal RCRA CORRACTS facilities list

CORRACTS..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

US ENG CONTROLS..... Engineering Controls Sites List
US INST CONTROL..... Sites with Institutional Controls
LUCIS..... Land Use Control Information System

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE..... State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF..... Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

AST..... Aboveground Petroleum Storage Tank Facilities
INDIAN UST..... Underground Storage Tanks on Indian Land
FEMA UST..... Underground Storage Tank Listing

EXECUTIVE SUMMARY

State and tribal voluntary cleanup sites

VCP..... Voluntary Cleanup Program Properties
INDIAN VCP..... Voluntary Cleanup Priority Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

ODI..... Open Dump Inventory
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
WMUDS/SWAT..... Waste Management Unit Database
HAULERS..... Registered Waste Tire Haulers Listing
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands

Local Lists of Hazardous waste / Contaminated Sites

US CDL..... Clandestine Drug Labs
HIST Cal-Sites..... Historical Calsites Database
SCH..... School Property Evaluation Program
Toxic Pits..... Toxic Pits Cleanup Act Sites
CDL..... Clandestine Drug Labs
US HIST CDL..... National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

CA FID UST..... Facility Inventory Database

Local Land Records

LIENS 2..... CERCLA Lien Information
LIENS..... Environmental Liens Listing
DEED..... Deed Restriction Listing

Records of Emergency Release Reports

HMIRS..... Hazardous Materials Information Reporting System
CHMIRS..... California Hazardous Material Incident Report System
LDS..... Land Disposal Sites Listing
MCS..... Military Cleanup Sites Listing
SPILLS 90..... SPILLS 90 data from FirstSearch

Other Ascertainable Records

DOT OPS..... Incident and Accident Data
DOD..... Department of Defense Sites
FUDS..... Formerly Used Defense Sites
CONSENT..... Superfund (CERCLA) Consent Decrees
ROD..... Records Of Decision

EXECUTIVE SUMMARY

UMTRA.....	Uranium Mill Tailings Sites
US MINES.....	Mines Master Index File
TRIS.....	Toxic Chemical Release Inventory System
TSCA.....	Toxic Substances Control Act
FTTS.....	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS.....	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS.....	Section 7 Tracking Systems
ICIS.....	Integrated Compliance Information System
PADS.....	PCB Activity Database System
MLTS.....	Material Licensing Tracking System
RADINFO.....	Radiation Information Database
FINDS.....	Facility Index System/Facility Registry System
RAATS.....	RCRA Administrative Action Tracking System
RMP.....	Risk Management Plans
CA BOND EXP. PLAN.....	Bond Expenditure Plan
UIC.....	UIC Listing
NPDES.....	NPDES Permits Listing
Cortese.....	"Cortese" Hazardous Waste & Substances Sites List
Notify 65.....	Proposition 65 Records
DRYCLEANERS.....	Cleaner Facilities
WIP.....	Well Investigation Program Case List
ENF.....	Enforcement Action Listing
HAZNET.....	Facility and Manifest Data
EML.....	Emissions Inventory Data
INDIAN RESERV.....	Indian Reservations
SCRD DRYCLEANERS.....	State Coalition for Remediation of Drycleaners Listing
COAL ASH DOE.....	Steam-Electric Plant Operation Data
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List
HWT.....	Registered Hazardous Waste Transporter Database
HWP.....	EnviroStor Permitted Facilities Listing
Financial Assurance.....	Financial Assurance Information Listing
LEAD SMELTERS.....	Lead Smelter Sites
2020 COR ACTION.....	2020 Corrective Action Program List
US AIRS.....	Aerometric Information Retrieval System Facility Subsystem
PRP.....	Potentially Responsible Parties
WDS.....	Waste Discharge System
EPA WATCH LIST.....	EPA WATCH LIST
US FIN ASSUR.....	Financial Assurance Information
PCB TRANSFORMER.....	PCB Transformer Registration Database
PROC.....	Certified Processors Database
MWMP.....	Medical Waste Management Program Listing

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP..... EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 02/12/2013 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CVS PHARMACY NO 9152	201 W NAPA ST	SW 1/8 - 1/4 (0.187 mi.)	C22	33

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 02/12/2013 has revealed that there are 3 RCRA-SQG sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SONOMA DISTRICT STATE PARKS</i>	<i>20 E SPAIN ST</i>	<i>E 0 - 1/8 (0.020 mi.)</i>	<i>1</i>	<i>8</i>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SONOMA INDEX TRIBUNE</i>	<i>117 W NAPA ST</i>	<i>SSW 1/8 - 1/4 (0.128 mi.)</i>	<i>A2</i>	<i>9</i>
<i>PG & E SONOMA SVC CTR</i>	<i>555 1ST ST W</i>	<i>S 1/8 - 1/4 (0.185 mi.)</i>	<i>D17</i>	<i>30</i>

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal

EXECUTIVE SUMMARY

Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 05/06/2013 has revealed that there is 1 ENVIROSTOR site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
BROADWAY CLEANERS Status: Refer: RWQCB	568 BROADWAY	S 1/8 - 1/4 (0.204 mi.)	E23	35

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 06/17/2013 has revealed that there are 20 LUST sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SEBASTIANI VINEYARDS #0378	389 4TH ST E	E 1/4 - 1/2 (0.485 mi.)	J42	75
SEBASTIANI VINEYARDS	389 4TH ST E	E 1/4 - 1/2 (0.485 mi.)	J43	75
SEBASTIANI VINEYARDS-WINERY Status: Completed - Case Closed	389 4TH ST E	E 1/4 - 1/2 (0.485 mi.)	J45	76
SEBASTIANI VINEYARDS Status: Completed - Case Closed	389 4TH ST E	E 1/4 - 1/2 (0.489 mi.)	46	78

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CHEVRON #9-0509 Status: Open - Site Assessment	135 NAPA ST W	SSW 1/8 - 1/4 (0.137 mi.)	A5	13
CALTRANS Status: Completed - Case Closed	159 NAPA	SW 1/8 - 1/4 (0.150 mi.)	10	21
UNOCAL #5994 Status: Completed - Case Closed	195 NAPA ST W	SW 1/8 - 1/4 (0.180 mi.)	C16	27
MAYO FAMILY PROPERTY Status: Completed - Case Closed	591 BROADWAY	S 1/8 - 1/4 (0.228 mi.)	26	40
SONOMA AUTO PARTS Status: Completed - Case Closed	248 NAPA	WSW 1/8 - 1/4 (0.231 mi.)	27	42
SONOMA FIRE DEPARTMENT, AL MAZ Status: Completed - Case Closed	32 PATTEN ST	SSE 1/4 - 1/2 (0.270 mi.)	28	44
BROADWAY SHELL OF SONOMA Status: Completed - Case Closed	616 BROADWAY	S 1/4 - 1/2 (0.273 mi.)	F29	50
CHEVRON Status: Completed - Case Closed	289 NAPA	WSW 1/4 - 1/2 (0.274 mi.)	G32	57
FREIBERG PROPERTY Status: Completed - Case Closed	635 BROADWAY	S 1/4 - 1/2 (0.289 mi.)	F34	59

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
KNORRE STANLEY ESTATE OF Status: Completed - Case Closed	563 2ND	SE 1/4 - 1/2 (0.316 mi.)	35	61
LES'S AUTO PARTS Status: Completed - Case Closed	677 1ST	S 1/4 - 1/2 (0.329 mi.)	36	63
PG & E CORPORATION YARD Status: Completed - Case Closed	630 2ND ST W	SSW 1/4 - 1/2 (0.336 mi.)	H37	65
PG & E CORPORATION YARD DESERT PETROLEUM #70 Status: Completed - Case Closed	630 2ND 711 BROADWAY	SSW 1/4 - 1/2 (0.336 mi.) S 1/4 - 1/2 (0.392 mi.)	H38 39	66 67
SONOMA AUTOMOTIVE, NORTH Status: Open - Site Assessment Status: Completed - Case Closed	455 NAPA ST W	W 1/4 - 1/2 (0.468 mi.)	I40	69
SONOMA AUTOMOTIVE	455 NAPA	W 1/4 - 1/2 (0.468 mi.)	I41	74

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 06/17/2013 has revealed that there are 4 SLIC sites within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
BROADWAY CLEANERS Facility Status: Open - Site Assessment	568 BROADWAY	S 1/8 - 1/4 (0.204 mi.)	E23	35
DRADY CONSTRUCTION CHEVRON Facility Status: Open - Inactive	289 NAPA ST W 289 NAPA	WSW 1/4 - 1/2 (0.274 mi.) WSW 1/4 - 1/2 (0.274 mi.)	G31 G32	56 57
PG&E - CORP YARD SONOMA Facility Status: Completed - Case Closed	630 SECOND ST	SSW 1/4 - 1/2 (0.283 mi.)	33	59

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 06/17/2013 has revealed that there is 1 UST site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CONOCO PHILLIPS COMPANY #25599	195 W NAPA ST	SW 1/8 - 1/4 (0.178 mi.)	C15	26

EXECUTIVE SUMMARY

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 03/18/2013 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
NEXCYCLE	477 W NAPA ST	W 1/4 - 1/2 (0.494 mi.)	47	84

Local Lists of Registered Storage Tanks

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 4 HIST UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
PETERSON MECHANICAL, INC.	254 1ST ST E	NE 1/8 - 1/4 (0.212 mi.)	25	40
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
90509	135 NAPA ST	SSW 1/8 - 1/4 (0.137 mi.)	A8	20
UNOCAL SS #5994	195 W NAPA ST	SW 1/8 - 1/4 (0.178 mi.)	C13	23
SONOMA SERVICE CENTER	555 1ST ST W	S 1/8 - 1/4 (0.185 mi.)	D18	31

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 3 SWEEPS UST sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
LAMBERT'S CHEVRON SERVICE, STU	135 W NAPA ST	SSW 1/8 - 1/4 (0.137 mi.)	A4	12
CHEVRON #0509	135 W NAPA ST	SSW 1/8 - 1/4 (0.137 mi.)	A7	18
UNOCAL SS #5994	195 W NAPA ST	SW 1/8 - 1/4 (0.178 mi.)	C13	23

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or

EXECUTIVE SUMMARY

dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 02/12/2013 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
STU LAMBERT CHEVRON	135 W NAPA ST	SSW 1/8 - 1/4 (0.137 mi.)	A6	17

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSTITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 12 HIST CORTESE sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SEBASTIANI VINEYARDS INC	389 4TH STREET EAST	E 1/4 - 1/2 (0.485 mi.)	J44	76
SEBASTIANI VINEYARDS	389 4TH ST E	E 1/4 - 1/2 (0.489 mi.)	46	78

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CHEVRON	135 NAPA	SSW 1/8 - 1/4 (0.137 mi.)	A3	12
CALTRANS	159 NAPA	SW 1/8 - 1/4 (0.150 mi.)	10	21
SONOMA AUTO PARTS	248 NAPA	WSW 1/8 - 1/4 (0.231 mi.)	27	42
SHELL OIL CO	616 BROADWAY	S 1/4 - 1/2 (0.273 mi.)	F30	53
CHEVRON	289 NAPA	WSW 1/4 - 1/2 (0.274 mi.)	G32	57
KNORRE STANLEY ESTATE OF	563 2ND	SE 1/4 - 1/2 (0.316 mi.)	35	61
LES'S AUTO PARTS	677 1ST	S 1/4 - 1/2 (0.329 mi.)	36	63
PG & E CORPORATION YARD	630 2ND	SSW 1/4 - 1/2 (0.336 mi.)	H38	66
DESERT PETROLEUM #70	711 BROADWAY	S 1/4 - 1/2 (0.392 mi.)	39	67
SONOMA AUTOMOTIVE	455 NAPA	W 1/4 - 1/2 (0.468 mi.)	I41	74

CUPA Listings: A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 5 CUPA Listings sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MURPHY'S IRISH PUB	464 FIRST ST EAST	SE 1/8 - 1/4 (0.138 mi.)	B9	21
THE TOWN SQUARE	482 FIRST ST EAST	SE 1/8 - 1/4 (0.151 mi.)	B11	23
7-11 #16268 G	184 WEST NAPA ST	SW 1/8 - 1/4 (0.168 mi.)	C12	23
ROUND TABLE PIZZA	201 WEST NAPA ST	SW 1/8 - 1/4 (0.187 mi.)	C19	32
BLACK BEAR DINER	201 WEST NAPA ST	SW 1/8 - 1/4 (0.187 mi.)	C21	33

EXECUTIVE SUMMARY

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR US Hist Auto Stat: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Auto Stat list, as provided by EDR, has revealed that there is 1 EDR US Hist Auto Stat site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
Not reported	195 W NAPA ST	SW 1/8 - 1/4 (0.178 mi.)	C14	26

EDR US Hist Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Cleaners list, as provided by EDR, has revealed that there are 2 EDR US Hist Cleaners sites within approximately 0.25 miles of the target property.

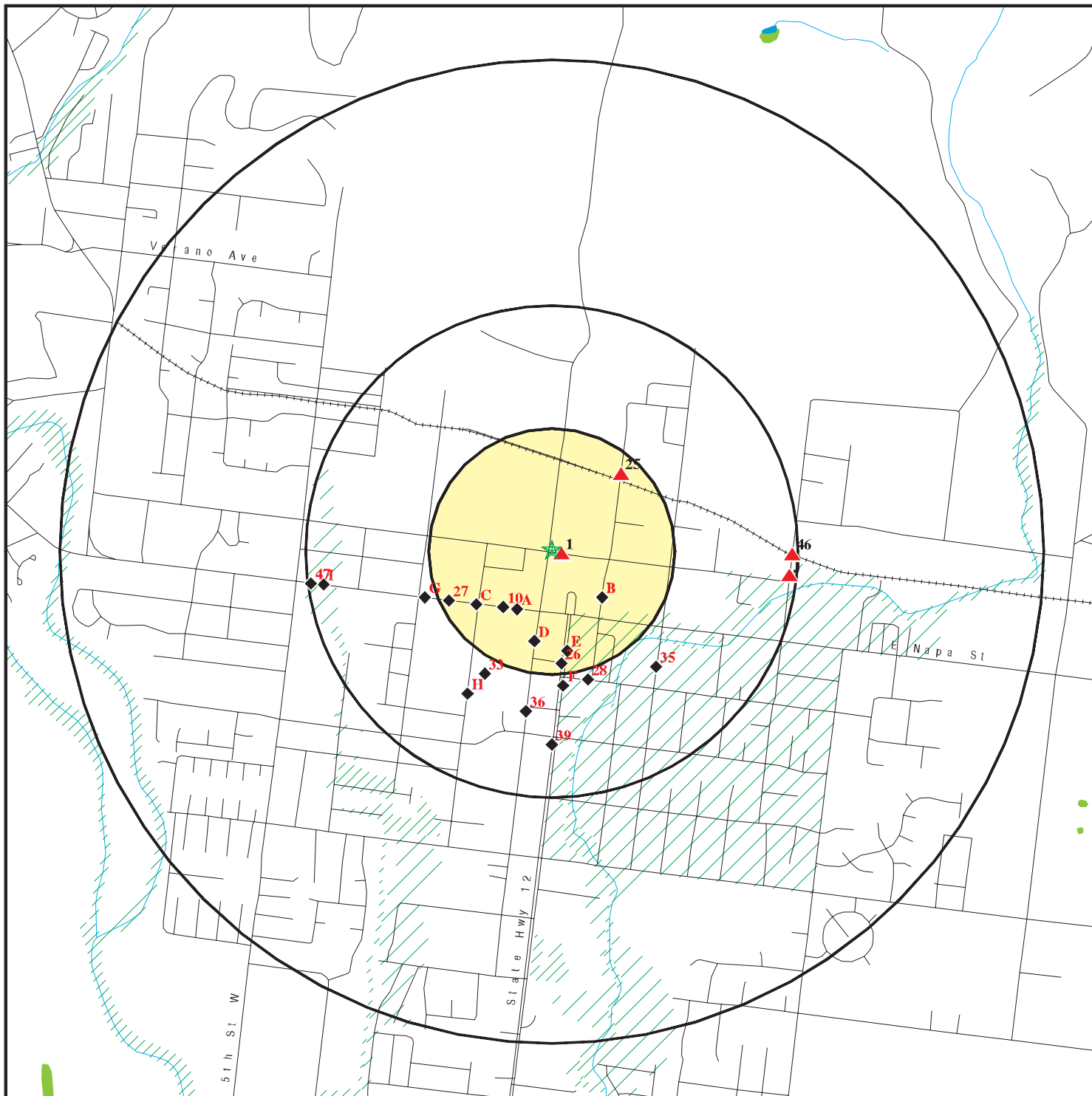
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
Not reported	201 W NAPA ST	SW 1/8 - 1/4 (0.187 mi.)	C20	32
Not reported	568 BROADWAY	S 1/8 - 1/4 (0.204 mi.)	E24	39

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 11 records.

<u>Site Name</u>	<u>Database(s)</u>
SKAGGS ISLAND NSGA - SKAGGS ISLAND	MCS
SKAGGS ISLAND NSGA - SKAGGS ISLAND	MCS
TUBBS ISLAND GUNNERY RANGE (J09CA7	RESPONSE, ENVIROSTOR
MARY'S PIZZA SHACK	CUPA Listings
SPRINT/NEXTEL - #FN03XC274	CUPA Listings
BUCKEYE MINE	CERCLIS
ROBLAR QUARRY	CERC-NFRAP
USNAVY NAVSECGRUACT SKAGGS ISLAND	CERC-NFRAP, RCRA-SQG, FINDS, EMI
SANTA ROSA GEOTHERMAL CO. L.P.	SWF/LF
SEARS POINT RACEWAY	RCRA-SQG, FINDS, SLIC, WDS
SONOMA ROCK CO.	US MINES

OVERVIEW MAP - 3659530.2s



★ Target Property

▲ Sites at elevations higher than or equal to the target property

◆ Sites at elevations lower than the target property

▲ Manufactured Gas Plants

■ National Priority List Sites

■ Dept. Defense Sites

■ Indian Reservations BIA

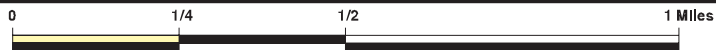
▲ Oil & Gas pipelines from USGS

■ 100-year flood zone

■ 500-year flood zone

■ National Wetland Inventory

■ Areas of Concern

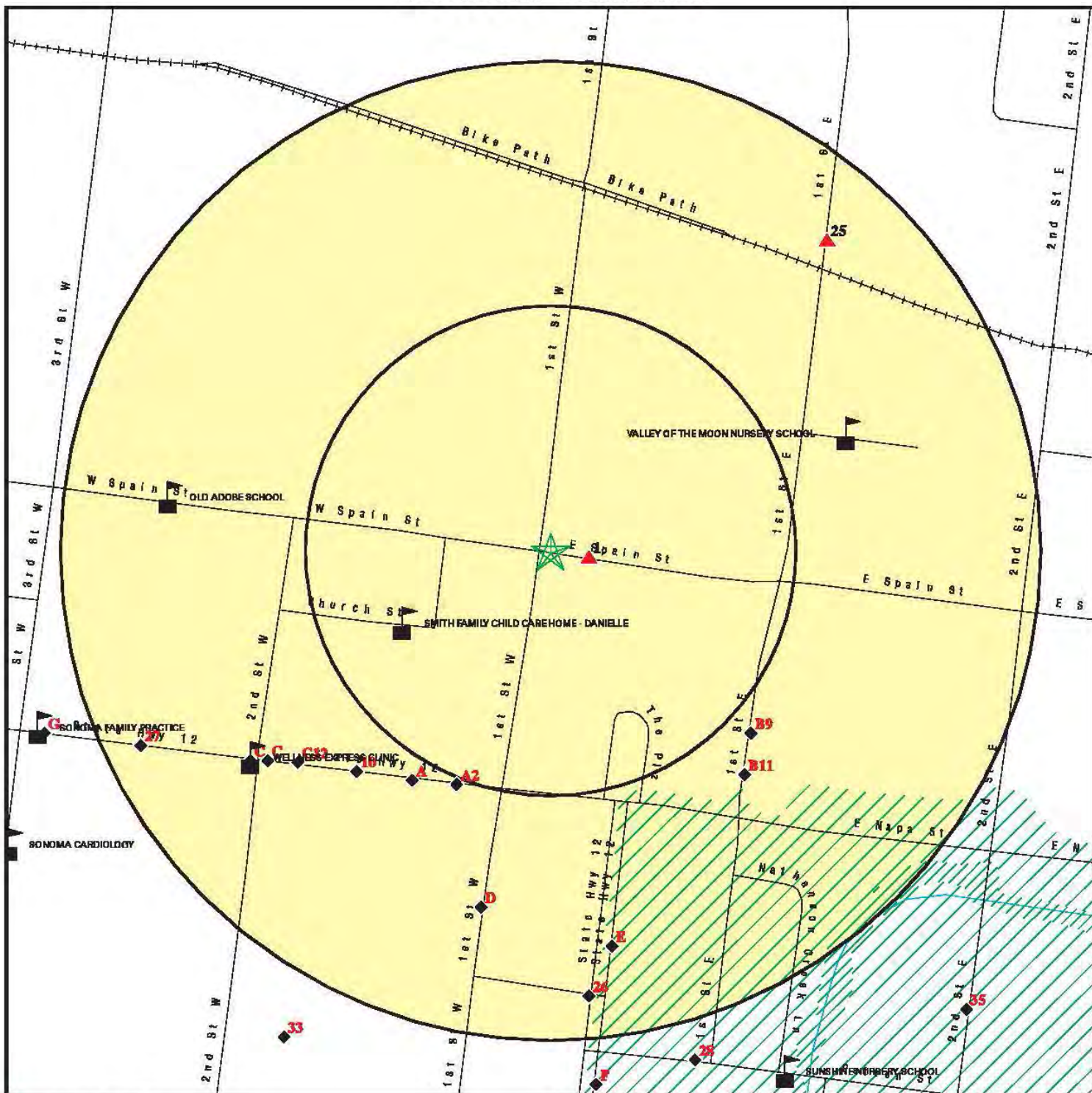


This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 2 SPAIN ST
 ADDRESS: 2 SPAIN ST
 SONOMA CA 95476
 LAT/LONG: 38.2938 / 122.4585

CLIENT: Comerica Bank - Detroit
 CONTACT: DENISE DAY
 INQUIRY #: 3659530.2s
 DATE: July 09, 2013 4:27 pm

DETAIL MAP - 3659530.2s



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites

- Indian Reservations BIA
- Oil & Gas pipelines from USGS
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

<p>SITE NAME: 2 SPAIN ST ADDRESS: 2 SPAIN ST SONOMA CA 95476 LAT/LONG: 38.2938 / 122.4585</p>	<p>CLIENT: Comerica Bank - Detroit CONTACT: DENISE DAY INQUIRY #: 3659530.2s DATE: July 09, 2013 4:33 pm</p>
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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
<i>Federal NPL site list</i>								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
<i>Federal Delisted NPL site list</i>								
Delisted NPL	1.000		0	0	0	0	NR	0
<i>Federal CERCLIS list</i>								
CERCLIS	0.500		0	0	0	NR	NR	0
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
<i>Federal CERCLIS NFRAP site List</i>								
CERC-NFRAP	0.500		0	0	0	NR	NR	0
<i>Federal RCRA CORRACTS facilities list</i>								
CORRACTS	1.000		0	0	0	0	NR	0
<i>Federal RCRA non-CORRACTS TSD facilities list</i>								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
<i>Federal RCRA generators list</i>								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		1	2	NR	NR	NR	3
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
<i>Federal institutional controls / engineering controls registries</i>								
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
LUCIS	0.500		0	0	0	NR	NR	0
<i>Federal ERNS list</i>								
ERNS	TP		NR	NR	NR	NR	NR	0
<i>State- and tribal - equivalent NPL RESPONSE</i>								
RESPONSE	1.000		0	0	0	0	NR	0
<i>State- and tribal - equivalent CERCLIS ENVIROSTOR</i>								
ENVIROSTOR	1.000		0	1	0	0	NR	1
<i>State and tribal landfill and/or solid waste disposal site lists</i>								
SWF/LF	0.500		0	0	0	NR	NR	0
<i>State and tribal leaking storage tank lists</i>								
LUST	0.500		0	5	15	NR	NR	20

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SLIC	0.500		0	1	3	NR	NR	4
INDIAN LUST	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST	0.250		0	1	NR	NR	NR	1
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
FEMA UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	1	NR	NR	1
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST	0.250		0	0	NR	NR	NR	0
HIST UST	0.250		0	4	NR	NR	NR	4
SWEEPS UST	0.250		0	3	NR	NR	NR	3
Local Land Records								
LIENS 2	TP		NR	NR	NR	NR	NR	0
LIENS	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	1	NR	NR	NR	1
DOT OPS	TP		NR	NR	NR	NR	NR	0
DOD	1.000		0	0	0	0	NR	0
FUDS	1.000		0	0	0	0	NR	0
CONSENT	1.000		0	0	0	0	NR	0
ROD	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
Cortese	0.500		0	0	0	NR	NR	0
HIST CORTESE	0.500		0	3	9	NR	NR	12
CUPA Listings	0.250		0	5	NR	NR	NR	5
Notify 65	1.000		0	0	0	0	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
EMI	TP		NR	NR	NR	NR	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
HWT	0.250		0	0	NR	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PROC	0.500		0	0	0	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	1.000		0	0	0	0	NR	0
EDR US Hist Auto Stat	0.250		0	1	NR	NR	NR	1
EDR US Hist Cleaners	0.250		0	2	NR	NR	NR	2

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

1
East
< 1/8
0.020 mi.
104 ft.

SONOMA DISTRICT STATE PARKS
20 E SPAIN ST
SONOMA, CA 95476

RCRA-SQG 1000334204
FINDS CAD982513525

Relative:
Higher

RCRA-SQG:

Date form received by agency: 11/09/1988
Facility name: SONOMA DISTRICT STATE PARKS
Facility address: 20 E SPAIN ST
SONOMA, CA 95476
EPA ID: CAD982513525
Mailing address: E SPAIN ST
SONOMA, CA 95476
Contact: ENVIRONMENTAL MANAGER
Contact address: 20 E SPAIN ST
SONOMA, CA 95476
Contact country: US
Contact telephone: (707) 938-1519
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Actual:
88 ft.

Owner/Operator Summary:

Owner/operator name: STATE OF CALIF
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

SONOMA DISTRICT STATE PARKS (Continued)

1000334204

Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002838314

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

A2
SSW
1/8-1/4
0.128 mi.
678 ft.

SONOMA INDEX TRIBUNE
117 W NAPA ST
SONOMA, CA 95476

RCRA-SQG 1000857752
FINDS CAD983671983
HAZNET

Site 1 of 7 in cluster A

Relative:
Lower

RCRA-SQG:

Date form received by agency: 07/21/1993
 Facility name: SONOMA INDEX TRIBUNE
 Facility address: 117 W NAPA ST
 SONOMA, CA 95476

Actual:
82 ft.

EPA ID: CAD983671983
 Mailing address: P O BOX C
 SONOMA, CA 95476
 Contact: IVAN MCCULLIGH
 Contact address: 117 W NAPA ST
 SONOMA, CA 95476

Contact country: US
 Contact telephone: (707) 938-2111
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: WILLIAM LYNCH

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA INDEX TRIBUNE (Continued)

1000857752

Owner/operator address: 117 W NAPA ST
SONOMA, CA 95476
Owner/operator country: Not reported
Owner/operator telephone: (707) 938-2111
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002901913

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year: 2009
Gepaid: CAD983671983
Contact: BUD MCCULLIGH/PROD MGR
Telephone: 7079382111
Mailing Name: Not reported
Mailing Address: PO BOX C
Mailing City,St,Zip: SONOMA, CA 954760209
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA INDEX TRIBUNE (Continued)

1000857752

Waste Category: Waste oil and mixed oil
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Sonoma

Year: 2009
Gepaid: CAD983671983
Contact: BUD MCCULLIGH/PROD MGR
Telephone: 7079382111
Mailing Name: Not reported
Mailing Address: PO BOX C
Mailing City,St,Zip: SONOMA, CA 954760209
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.9
Facility County: Sonoma

Year: 2008
Gepaid: CAD983671983
Contact: BUD MCCULLIGH/PROD MGR
Telephone: 7079382111
Mailing Name: Not reported
Mailing Address: PO BOX C
Mailing City,St,Zip: SONOMA, CA 954760209
Gen County: Not reported
TSD EPA ID: CAD003963592
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons: 2.2935
Facility County: Sonoma

Year: 2008
Gepaid: CAD983671983
Contact: BUD MCCULLIGH/PROD MGR
Telephone: 7079382111
Mailing Name: Not reported
Mailing Address: PO BOX C
Mailing City,St,Zip: SONOMA, CA 954760209
Gen County: Not reported
TSD EPA ID: CAD097030993
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 3.5
Facility County: Sonoma

Year: 2008
Gepaid: CAD983671983
Contact: BUD MCCULLIGH/PROD MGR
Telephone: 7079382111

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

SONOMA INDEX TRIBUNE (Continued)

1000857752

Mailing Name: Not reported
 Mailing Address: PO BOX C
 Mailing City,St,Zip: SONOMA, CA 954760209
 Gen County: Not reported
 TSD EPA ID: CAD097030993
 TSD County: Not reported
 Waste Category: Aqueous solution with total organic residues less than 10 percent
 Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
 Tons: 0.924
 Facility County: Sonoma

[Click this hyperlink](#) while viewing on your computer to access 53 additional CA_HAZNET: record(s) in the EDR Site Report.

A3
SSW
 1/8-1/4
 0.137 mi.
 723 ft.

CHEVRON
135 NAPA
SONOMA, CA 95476
 Site 2 of 7 in cluster A

HIST CORTESE **S110060451**
N/A

Relative:
Lower

CORTESE:
 Region: CORTESE
 Facility County Code: 49
 Reg By: LTNKA
 Reg Id: 49-0027

Actual:
82 ft.

A4
SSW
 1/8-1/4
 0.137 mi.
 723 ft.

LAMBERT'S CHEVRON SERVICE, STU LAMBERT
135 W NAPA ST
SONOMA, CA 95476
 Site 3 of 7 in cluster A

SWEEPS UST **S106928502**
N/A

Relative:
Lower

SWEEPS UST:
 Status: Active
 Comp Number: 61835
 Number: 1
 Board Of Equalization: 44-028135
 Referral Date: 11-01-89
 Action Date: 11-01-89
 Created Date: 02-29-88
 Tank Status: A
 Owner Tank Id: 1
 Swrcb Tank Id: 49-006-061835-000001
 Actv Date: 11-01-89
 Capacity: 10000
 Tank Use: M.V. FUEL
 Stg: P
 Content: REG UNLEADED
 Number Of Tanks: 4

Actual:
82 ft.

Status: Active
 Comp Number: 61835
 Number: 1
 Board Of Equalization: 44-028135
 Referral Date: 11-01-89

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LAMBERT'S CHEVRON SERVICE, STU LAMBERT (Continued)

S106928502

Action Date: 11-01-89
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 2
Swrcb Tank Id: 49-006-061835-000002
Actv Date: 11-01-89
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: LEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 61835
Number: 1
Board Of Equalization: 44-028135
Referral Date: 11-01-89
Action Date: 11-01-89
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 3
Swrcb Tank Id: 49-006-061835-000003
Actv Date: 11-01-89
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

Status: Active
Comp Number: 61835
Number: 1
Board Of Equalization: 44-028135
Referral Date: 11-01-89
Action Date: 11-01-89
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 4
Swrcb Tank Id: 49-006-061835-000004
Actv Date: 11-01-89
Capacity: 1000
Tank Use: OIL
Stg: W
Content: Not reported
Number Of Tanks: Not reported

A5
SSW
1/8-1/4
0.137 mi.
723 ft.
CHEVRON #9-0509
135 NAPA ST W
SONOMA, CA 95476
Site 4 of 7 in cluster A

LUST **S105030290**
N/A

Relative: LUST:
Lower Region: STATE
Global Id: T0609700797
Actual: Latitude: 38.291866117
82 ft. Longitude: -122.460018505
Case Type: LUST Cleanup Site

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON #9-0509 (Continued)

S105030290

Status: Open - Site Assessment
Status Date: 08/20/2007
Lead Agency: SONOMA COUNTY LOP
Case Worker: DB
Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0027
LOC Case Number: 00002731
File Location: Local Agency
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Stoddard solvent / Mineral Spruits / Distillates, Gasoline
Site History: Excerpts of site history from file reports: Three underground storage tanks (USTs) were removed in 1998. Approximately 4,400 cubic yards of contaminated soil was excavated from the site in 2000. Additional remedial activities are pending.

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id: T0609700797
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0609700797
Contact Type: Local Agency Caseworker
Contact Name: BECKY VERMEER
Organization Name: SONOMA COUNTY LOP
Address: 625 FIFTH STREET
City: SANTA ROSA
Email: becky.vermeer@sonoma-county.org
Phone Number: 7075656549

Regulatory Activities:

Global Id: T0609700797
Action Type: RESPONSE
Date: 09/07/2010
Action: Other Report / Document

Global Id: T0609700797
Action Type: RESPONSE
Date: 08/27/2009
Action: Corrective Action Plan / Remedial Action Plan - Addendum

Global Id: T0609700797
Action Type: ENFORCEMENT
Date: 01/05/2010
Action: Staff Letter

Global Id: T0609700797
Action Type: RESPONSE
Date: 12/16/2005
Action: CAP/RAP - Feasibility Study Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON #9-0509 (Continued)

S105030290

Global Id:	T0609700797
Action Type:	RESPONSE
Date:	10/14/2007
Action:	Other Report / Document
Global Id:	T0609700797
Action Type:	ENFORCEMENT
Date:	06/16/2005
Action:	* Historical Enforcement
Global Id:	T0609700797
Action Type:	ENFORCEMENT
Date:	03/28/2007
Action:	Staff Letter
Global Id:	T0609700797
Action Type:	ENFORCEMENT
Date:	10/16/2003
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0609700797
Action Type:	ENFORCEMENT
Date:	10/07/2009
Action:	Staff Letter
Global Id:	T0609700797
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped
Global Id:	T0609700797
Action Type:	RESPONSE
Date:	12/30/2011
Action:	CAP/RAP - Other Report
Global Id:	T0609700797
Action Type:	ENFORCEMENT
Date:	10/20/2003
Action:	* Verbal Communication
Global Id:	T0609700797
Action Type:	ENFORCEMENT
Date:	09/11/2007
Action:	Staff Letter
Global Id:	T0609700797
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0609700797
Action Type:	ENFORCEMENT
Date:	06/30/2009
Action:	Staff Letter
Global Id:	T0609700797
Action Type:	ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON #9-0509 (Continued)

S105030290

Date: 02/22/2011
Action: Staff Letter

Global Id: T0609700797
Action Type: ENFORCEMENT
Date: 05/25/2011
Action: Notification - Public Notice of ROD/RAP/CAP

Global Id: T0609700797
Action Type: RESPONSE
Date: 08/24/2007
Action: Soil and Water Investigation Workplan

Global Id: T0609700797
Action Type: ENFORCEMENT
Date: 06/20/2007
Action: Staff Letter

Global Id: T0609700797
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609700797
Action Type: RESPONSE
Date: 05/31/2007
Action: Final Remedial Action Report / Corrective Action Report

Global Id: T0609700797
Action Type: ENFORCEMENT
Date: 09/23/2010
Action: Staff Letter

Global Id: T0609700797
Action Type: ENFORCEMENT
Date: 02/18/2009
Action: Staff Letter

Global Id: T0609700797
Action Type: ENFORCEMENT
Date: 05/25/2011
Action: Staff Letter

Global Id: T0609700797
Action Type: ENFORCEMENT
Date: 03/19/2009
Action: Staff Letter

Global Id: T0609700797
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

LUST REG 2:
Region: 2
Facility Id: 49-0027

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON #9-0509 (Continued)

S105030290

Facility Status: Remedial action (cleanup) Underway
Case Number: 00002731
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 1/1/1965
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: 8/15/1991
Date Post Remedial Action Monitoring Began: Not reported

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0027
Closed or Referred: Not reported
Date: Not reported
LOP Number: 00002731
Staff: BV
Global ID: T0609700797

A6
SSW
1/8-1/4
0.137 mi.
723 ft.

STU LAMBERT CHEVRON
135 W NAPA ST
SONOMA, CA 95476
Site 5 of 7 in cluster A

RCRA NonGen / NLR 1000594642
FINDS CAD983584897

Relative:
Lower

RCRA NonGen / NLR:

Date form received by agency: 01/19/1998
Facility name: STU LAMBERT CHEVRON
Facility address: 135 W NAPA ST
SONOMA, CA 95476
EPA ID: CAD983584897
Contact: FLO LAIRD
Contact address: 899 BROADWAY
SONOMA, CA 95476
Contact country: US
Contact telephone: (707) 996-3555
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Actual:
82 ft.

Owner/Operator Summary:

Owner/operator name: STUART H LAMBERT JR
Owner/operator address: 135 W NAPA ST
SONOMA, CA 95476
Owner/operator country: Not reported
Owner/operator telephone: (707) 996-3555
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

STU LAMBERT CHEVRON (Continued)

1000594642

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 06/07/1991
Facility name: STU LAMBERT CHEVRON
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110008281091

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

A7
SSW
1/8-1/4
0.137 mi.
723 ft.

CHEVRON #0509
135 W NAPA ST
SONOMA, CA 95476
Site 6 of 7 in cluster A

SWEEPS UST **S106924290**
N/A

Relative:
Lower

SWEEPS UST:
Status: Active
Comp Number: 61835
Number: 2
Board Of Equalization: 44-031913
Referral Date: 12-22-92
Action Date: 04-27-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 1
Swrcb Tank Id: 49-000-061835-000001
Actv Date: 12-22-92
Capacity: 10000
Tank Use: M.V. FUEL

Actual:
82 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON #0509 (Continued)

S106924290

Stg: P
Content: REG UNLEADED
Number Of Tanks: 5

Status: Active
Comp Number: 61835
Number: 2
Board Of Equalization: 44-031913
Referral Date: 12-22-92
Action Date: 04-27-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 2
Swrcb Tank Id: 49-000-061835-000002
Actv Date: 12-22-92
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: PLUS UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 61835
Number: 2
Board Of Equalization: 44-031913
Referral Date: 12-22-92
Action Date: 04-27-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 3
Swrcb Tank Id: 49-000-061835-000003
Actv Date: 12-22-92
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 61835
Number: 2
Board Of Equalization: 44-031913
Referral Date: 12-22-92
Action Date: 04-27-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: WC5661
Swrcb Tank Id: 49-000-061835-000004
Actv Date: 03-21-90
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

Status: Active
Comp Number: 61835

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON #0509 (Continued)

S106924290

Number: 2
Board Of Equalization: 44-031913
Referral Date: 12-22-92
Action Date: 04-27-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: WC5661
Swrcb Tank Id: 49-000-061835-000005
Actv Date: 03-21-90
Capacity: 1000
Tank Use: OIL
Stg: W
Content: Not reported
Number Of Tanks: Not reported

A8
SSW
1/8-1/4
0.137 mi.
723 ft.

90509
135 NAPA ST
SONOMA, CA 95476
Site 7 of 7 in cluster A

HIST UST **U001610801**
N/A

Relative:
Lower

HIST UST:
Region: STATE
Facility ID: 00000061835
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0005
Contact Name: LAMBERT, STUART H JR
Telephone: 7079963556
Owner Name: CHEVRON U.S.A. INC.
Owner Address: 575 MARKET
Owner City,St,Zip: SAN FRANCISCO, CA 94105

Actual:
82 ft.

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0000370 unknown
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000370 unknown
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000370 unknown

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

90509 (Continued)

U001610801

Leak Detection: Stock Inventor

Tank Num: 004
 Container Num: 4
 Year Installed: Not reported
 Tank Capacity: 00010000
 Tank Used for: PRODUCT
 Type of Fuel: Not reported
 Tank Construction: 0000370 unknown
 Leak Detection: Stock Inventor

Tank Num: 005
 Container Num: 5
 Year Installed: Not reported
 Tank Capacity: 00010000
 Tank Used for: PRODUCT
 Type of Fuel: Not reported
 Tank Construction: 0000370 unknown
 Leak Detection: Stock Inventor

B9
SE
 1/8-1/4
 0.138 mi.
 730 ft.

MURPHY'S IRISH PUB
464 FIRST ST EAST
SONOMA, CA 95476

CUPA Listings **S112445183**
N/A

Site 1 of 2 in cluster B

Relative:
Lower

CUPA SONOMA:
 Permit: 8086
 Type: HMBP

Actual:
87 ft.

10
SW
 1/8-1/4
 0.150 mi.
 791 ft.

CALTRANS
159 NAPA
SONOMA, CA 95476

HIST CORTESE **S103695938**
LUST **N/A**

Relative:
Lower

CORTESE:
 Region: CORTESE
 Facility County Code: 49
 Reg By: LTNKA
 Reg Id: 49-0023

Actual:
82 ft.

LUST:

Region: STATE
 Global Id: T0609700793
 Latitude: 38.291854
 Longitude: -122.460386
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 05/16/1997
 Lead Agency: SONOMA COUNTY LOP
 Case Worker: LCW
 Local Agency: SONOMA COUNTY LOP
 RB Case Number: 49-0023
 LOC Case Number: 00011760
 File Location: Stored electronically as an E-file

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CALTRANS (Continued)

S103695938

Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0609700793
Contact Type: Local Agency Caseworker
Contact Name: LOP CLOSED IN RB02
Organization Name: SONOMA COUNTY LOP
Address: 625 FIFTH STREET
City: SANTA ROSA
Email: Not reported
Phone Number: Not reported

Global Id: T0609700793
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609700793
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609700793
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609700793
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

LUST REG 2:

Region: 2
Facility Id: 49-0023
Facility Status: Case Closed
Case Number: 00011760
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 6/29/1992
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: 1/3/1965

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CALTRANS (Continued)

S103695938

Date Post Remedial Action Monitoring Began: Not reported

SONOMA CO. LUST:

Region: SONOMA
 Regional Board: 49-0023
 Closed or Referred: Y
 Date: 05/16/1997
 LOP Number: 00011760
 Staff: Not reported
 Global ID: T0609700793

B11	THE TOWN SQUARE	CUPA Listings	S112445182
SE	482 FIRST ST EAST		N/A
1/8-1/4	SONOMA, CA 95476		
0.151 mi.			
798 ft.	Site 2 of 2 in cluster B		
Relative:	CUPA SONOMA:		
Lower	Permit: 8085		
	Type: HMBP		
Actual:			
85 ft.			

C12	7-11 #16268 G	CUPA Listings	S113407713
SW	184 WEST NAPA ST		N/A
1/8-1/4	SONOMA, CA 95476		
0.168 mi.			
888 ft.	Site 1 of 9 in cluster C		
Relative:	CUPA SONOMA:		
Lower	Permit: 8110		
	Type: HMBP		
Actual:			
81 ft.			

C13	UNOCAL SS #5994	HIST UST	1000167306
SW	195 W NAPA ST	SWEEPS UST	N/A
1/8-1/4	SONOMA, CA 95476		
0.178 mi.			
940 ft.	Site 2 of 9 in cluster C		
Relative:	HIST UST:		
Lower	Region: STATE		
	Facility ID: 00000054269		
Actual:	Facility Type: Gas Station		
81 ft.	Other Type: Not reported		
	Total Tanks: 0005		
	Contact Name: ROBERT D. LEEDY		
	Telephone: 7079963744		
	Owner Name: UNION OIL CO.		
	Owner Address: 1 CALIFORNIA ST., SUITE 2700		
	Owner City,St,Zip: SAN FRANCISCO, CA 94111		
	Tank Num: 001		
	Container Num: 1		
	Year Installed: 1968		
	Tank Capacity: 00010000		
	Tank Used for: PRODUCT		

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL SS #5994 (Continued)

1000167306

Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Not reported

Tank Num: 002
Container Num: 2
Year Installed: 1968
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Not reported

Tank Num: 003
Container Num: 3
Year Installed: 1968
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: 1968
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 6 inches
Leak Detection: Visual

Tank Num: 005
Container Num: 5994-10-1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 6 inches
Leak Detection: Visual

SWEEPS UST:

Status: Active
Comp Number: 54269
Number: 1
Board Of Equalization: 44-001057
Referral Date: 04-30-92
Action Date: 06-02-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 5994-11
Swrcb Tank Id: 49-000-054269-000001
Actv Date: 04-30-92
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 3

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL SS #5994 (Continued)

1000167306

Status: Active
Comp Number: 54269
Number: 1
Board Of Equalization: 44-001057
Referral Date: 04-30-92
Action Date: 06-02-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 5994-22
Swrcb Tank Id: 49-000-054269-000002
Actv Date: 04-30-92
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 54269
Number: 1
Board Of Equalization: 44-001057
Referral Date: 04-30-92
Action Date: 06-02-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 5994-34
Swrcb Tank Id: 49-000-054269-000003
Actv Date: 04-30-92
Capacity: 500
Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Active
Comp Number: 54269
Number: 1
Board Of Equalization: 44-000051
Referral Date: 11-01-89
Action Date: 11-01-89
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 1
Swrcb Tank Id: 49-006-054269-000001
Actv Date: 11-01-89
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 3

Status: Active
Comp Number: 54269
Number: 1
Board Of Equalization: 44-000051
Referral Date: 11-01-89
Action Date: 11-01-89

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL SS #5994 (Continued)

1000167306

Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 2
Swrcb Tank Id: 49-006-054269-000002
Actv Date: 11-01-89
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 54269
Number: 1
Board Of Equalization: 44-000051
Referral Date: 11-01-89
Action Date: 11-01-89
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 3
Swrcb Tank Id: 49-006-054269-000003
Actv Date: 11-01-89
Capacity: 550
Tank Use: OIL
Stg: W
Content: Not reported
Number Of Tanks: Not reported

**C14
SW
1/8-1/4
0.178 mi.
940 ft.**

**195 W NAPA ST
SONOMA, CA 95476
Site 3 of 9 in cluster C**

**EDR US Hist Auto Stat 1015295619
N/A**

**Relative:
Lower
Actual:
81 ft.**

EDR Historical Auto Stations:
Name: G & M AUTOREPAIR
Year: 2008
Address: 195 W NAPA ST

Name: SONOMA 76 AUTOMOTIVE
Year: 2009
Address: 195 W NAPA ST

**C15
SW
1/8-1/4
0.178 mi.
940 ft.**

**CONOCO PHILLIPS COMPANY #255994
195 W NAPA ST
SONOMA, CA 95476
Site 4 of 9 in cluster C**

**UST U003971076
N/A**

**Relative:
Lower
Actual:
81 ft.**

UST:
Facility ID: 49-000-000467
Latitude: 38.29221
Longitude: -122.46095

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

C16 **UNOCAL #5994**
SW **195 NAPA ST W**
1/8-1/4 **SONOMA, CA 95476**
0.180 mi.
948 ft. **Site 5 of 9 in cluster C**

LUST **S104405069**
 N/A

Relative:
Lower

LUST:

Actual:
81 ft.

<p>Region: STATE Global Id: T0609700959 Latitude: 38.291841556 Longitude: -122.460962159 Case Type: LUST Cleanup Site Status: Completed - Case Closed Status Date: 10/17/2012 Lead Agency: SONOMA COUNTY LOP Case Worker: LCW Local Agency: SONOMA COUNTY LOP RB Case Number: 49-0198 LOC Case Number: 00000139 File Location: Local Agency Potential Media Affect: Aquifer used for drinking water supply Potential Contaminants of Concern: Gasoline Site History: Excerpts of site history from file reports: In 1989 two gasoline underground storage tanks (USTs) were removed from the site. Approximately 8,500 gallons of groundwater was pumped from a new excavation and 1,200 gallons was pumped from the old excavation. Approximately 1,800 cubic yards of impacted soil was overexcavated from the site. In 1990 six monitoring wells were installed at the site. In 1993, three additional monitoring wells were installed. In 2000, three offsite monitoring wells were installed. A Corrective Action Plan was submitted in 2004. Trend analyses are being completed. 10/17/12 site closed by State Regional Water Control Board via a granted petition.</p>

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0609700959
Contact Type:	Regional Board Caseworker
Contact Name:	JOHN JANG
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	jjang@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0609700959
Action Type:	ENFORCEMENT
Date:	11/09/2010
Action:	Notice of Responsibility
Global Id:	T0609700959
Action Type:	ENFORCEMENT
Date:	11/09/2010
Action:	Staff Letter
Global Id:	T0609700959
Action Type:	ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #5994 (Continued)

S104405069

Date: 09/19/2012
Action: Closure/No Further Action Letter

Global Id: T0609700959
Action Type: ENFORCEMENT
Date: 07/22/2004
Action: * Historical Enforcement

Global Id: T0609700959
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609700959
Action Type: ENFORCEMENT
Date: 07/12/2010
Action: Petition Submitted for Review

Global Id: T0609700959
Action Type: ENFORCEMENT
Date: 03/05/2009
Action: Staff Letter

Global Id: T0609700959
Action Type: ENFORCEMENT
Date: 10/17/2012
Action: Closure/No Further Action Letter

Global Id: T0609700959
Action Type: ENFORCEMENT
Date: 10/18/2012
Action: Staff Letter

Global Id: T0609700959
Action Type: ENFORCEMENT
Date: 10/18/2012
Action: Staff Letter

Global Id: T0609700959
Action Type: ENFORCEMENT
Date: 03/02/2010
Action: Staff Letter

Global Id: T0609700959
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609700959
Action Type: RESPONSE
Date: 01/05/2007
Action: Other Report / Document

Global Id: T0609700959
Action Type: ENFORCEMENT
Date: 08/10/2010
Action: Staff Letter

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #5994 (Continued)

S104405069

Global Id: T0609700959
Action Type: ENFORCEMENT
Date: 02/08/2007
Action: Staff Letter

Global Id: T0609700959
Action Type: ENFORCEMENT
Date: 12/05/2006
Action: Staff Letter

Global Id: T0609700959
Action Type: RESPONSE
Date: 11/30/2004
Action: CAP/RAP - Feasibility Study Report

Global Id: T0609700959
Action Type: RESPONSE
Date: 11/08/2010
Action: Respond to Petition

Global Id: T0609700959
Action Type: RESPONSE
Date: 11/16/2010
Action: Respond to Petition

Global Id: T0609700959
Action Type: RESPONSE
Date: 10/29/2010
Action: Respond to Petition

Global Id: T0609700959
Action Type: REMEDIATION
Date: 01/01/1950
Action: Monitored Natural Attenuation

LUST REG 2:

Region: 2
Facility Id: 49-0198
Facility Status: Preliminary site assessment underway
Case Number: 00000139
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 3/13/1990
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0198

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #5994 (Continued)

S104405069

Closed or Referred: Y
Date: 10/17/2012
LOP Number: 00000139
Staff: Not reported
Global ID: T0609700959

D17
South
1/8-1/4
0.185 mi.
977 ft.

PG & E SONOMA SVC CTR
555 1ST ST W
SONOMA, CA 95476

RCRA-SQG 1000137179
FINDS CAD981372402

Site 1 of 2 in cluster D

Relative:
Lower

RCRA-SQG:

Date form received by agency: 09/01/1996
Facility name: PG & E SONOMA SVC CTR
Facility address: 555 1ST ST W
SONOMA, CA 95476

Actual:
81 ft.

EPA ID: CAD981372402
Contact: Not reported
Contact address: Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: PG & E
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

PG & E SONOMA SVC CTR (Continued)

1000137179

Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Historical Generators:

Date form received by agency: 02/04/1986
 Facility name: PG & E SONOMA SVC CTR
 Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110006469534

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

D18
South
1/8-1/4
0.185 mi.
977 ft.

SONOMA SERVICE CENTER
555 1ST ST W
SONOMA, CA 95476
Site 2 of 2 in cluster D

HIST UST **U001610876**
N/A

Relative:
Lower

HIST UST:
 Region: STATE
 Facility ID: 00000028789
 Facility Type: Other
 Other Type: COMPANY FUEL STA
 Total Tanks: 0001
 Contact Name: MR. AL LEE
 Telephone: 7077627761
 Owner Name: PACIFIC GAS AND ELECTRIC CO.
 Owner Address: P.O. BOX 2669
 Owner City,St,Zip: SAN RAFAEL, CA 94912

Actual:
81 ft.

Tank Num: 001
 Container Num: 39
 Year Installed: Not reported
 Tank Capacity: 00001000
 Tank Used for: PRODUCT
 Type of Fuel: UNLEADED
 Tank Construction: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

SONOMA SERVICE CENTER (Continued)

U001610876

Leak Detection: None

Tank Num: 001
 Container Num: 1
 Year Installed: 1986
 Tank Capacity: 00001000
 Tank Used for: WASTE
 Type of Fuel: 1
 Tank Construction: 25 2 inches
 Leak Detection: Sensor Instrument

Tank Num: 002
 Container Num: 2
 Year Installed: 1986
 Tank Capacity: 00001000
 Tank Used for: PRODUCT
 Type of Fuel: DIESEL
 Tank Construction: .25 inches
 Leak Detection: Sensor Instrument

C19
SW
 1/8-1/4
 0.187 mi.
 987 ft.

ROUND TABLE PIZZA
201 WEST NAPA ST
SONOMA, CA 95476

CUPA Listings **S113407714**
N/A

Site 6 of 9 in cluster C

Relative:
Lower

Actual:
81 ft.

CUPA SONOMA:
 Permit: 8111
 Type: HMBP

C20
SW
 1/8-1/4
 0.187 mi.
 987 ft.

201 W NAPA ST
SONOMA, CA 95476

EDR US Hist Cleaners **1015013378**
N/A

Site 7 of 9 in cluster C

Relative:
Lower

Actual:
81 ft.

EDR Historical Cleaners:

Name: TIP TOP CLEANERS
 Year: 2002
 Address: 201 W NAPA ST

Name: TIP TOP CLEANERS
 Year: 2003
 Address: 201 W NAPA ST

Name: TIP TOP CLEANERS
 Year: 2004
 Address: 201 W NAPA ST

Name: TIP TOP CLEANERS
 Year: 2005
 Address: 201 W NAPA ST

Name: TIP TOP CLEANERS
 Year: 2006
 Address: 201 W NAPA ST

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

(Continued)

1015013378

Name: TIP TOP CLEANERS
 Year: 2007
 Address: 201 W NAPA ST

Name: TIP TOP CLEANERS
 Year: 2008
 Address: 201 W NAPA ST

Name: TIP TOP CLEANERS
 Year: 2010
 Address: 201 W NAPA ST

Name: TIP TOP CLEANERS
 Year: 2011
 Address: 201 W NAPA ST

Name: TIP TOP CLEANER
 Year: 2012
 Address: 201 W NAPA ST

C21
SW
 1/8-1/4
 0.187 mi.
 987 ft.

BLACK BEAR DINER
201 WEST NAPA ST
SONOMA, CA 95476
 Site 8 of 9 in cluster C

CUPA Listings **S113407715**
N/A

Relative:
Lower

CUPA SONOMA:
 Permit: 8112
 Type: HMBP

Actual:
81 ft.

C22
SW
 1/8-1/4
 0.187 mi.
 987 ft.

CVS PHARMACY NO 9152
201 W NAPA ST
SONOMA, CA 95476
 Site 9 of 9 in cluster C

RCRA-LQG **1015753124**
CAR000234625

Relative:
Lower

RCRA-LQG:
 Date form received by agency: 01/03/2013
 Facility name: CVS PHARMACY NO 9152
 Facility address: 201 W NAPA ST
 NO 35
 SONOMA, CA 95476
 EPA ID: CAR000234625
 Mailing address: ONE CVS DR
 WOONSOCKET, RI 02895
 Contact: WENDY L BRANT
 Contact address: ONE CVS DR
 WOONSOCKET, RI 02895
 Contact country: US
 Contact telephone: 401-765-1500
 Contact email: WENDY.BRANT@CVSCAREMARK.COM
 EPA Region: 09
 Classification: Large Quantity Generator
 Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any

Actual:
81 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CVS PHARMACY NO 9152 (Continued)

1015753124

residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: LONGS DRUG STORES CALIFORNIA LLC
Owner/operator address: ONE CVS DR
WOONSOCKET, RI 02895
Owner/operator country: US
Owner/operator telephone: 401-765-1500
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/24/1980
Owner/Op end date: Not reported

Owner/operator name: LONGS DRUG STORES CALIFORNIA LLC
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/24/1980
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CVS PHARMACY NO 9152 (Continued)

1015753124

WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
 Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: P001
 Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Waste code: P042
 Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)-

Waste code: P075
 Waste name: NICOTINE, & SALTS

Waste code: P081
 Waste name: NITROGLYCERINE (R)

Violation Status: No violations found

E23
South
1/8-1/4
0.204 mi.
1078 ft.

BROADWAY CLEANERS
568 BROADWAY
SONOMA, CA 95476
Site 1 of 2 in cluster E

SLIC S101482561
ENF N/A
ENVIROSTOR

Relative:
Lower

SLIC:
 Region: STATE
Facility Status: Open - Site Assessment

Actual:
83 ft.

Status Date: 03/08/2001
 Global Id: SLT2O316207
 Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
 Lead Agency Case Number: Not reported
 Latitude: 38.2906439505689
 Longitude: -122.457722425461
 Case Type: Cleanup Program Site
 Case Worker: RL
 Local Agency: Not reported
 RB Case Number: 49S0003
 File Location: Regional Board
 Potential Media Affected: Aquifer used for drinking water supply, Other Groundwater (uses other than drinking water), Soil, Soil Vapor
 Potential Contaminants of Concern: Tetrachloroethylene (PCE), Trichloroethylene (TCE), Vinyl chloride
 Site History: This site reportedly has been used by various dry cleaners for at least 50 years. Tetrachloroethylene (PCE), a dry cleaning chemical commonly used at dry cleaners, has been released from the subject site and contaminated soil, groundwater, and soil vapor in the vicinity of the site. Soil samples taken on June 8, 1987, at 568 Broadway detected up to 140 mg/kg of PCE at one foot below ground surface. On November 24, 2003, two monitoring wells in the immediate vicinity of the subject site detected PCE; 27,000 ppb from MW-6 and 120 ppb from MW-5. In October 2004, a groundwater sample from private water well located on the 100 block of Malet Street (located about

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY CLEANERS (Continued)

S101482561

0.25 miles downgradient of 568 Broadway) detected 5.3 ppb of PCE. The groundwater concentrations of PCE in many of the monitoring wells are significantly higher than the California Maximum Contaminant Levels (MCLs) of 5.0 ppb for drinking water. There are three leaking underground storage tank (UST) sites with monitoring wells immediately downgradient and crossgradient of the subject site. These three UST sites are being regulated by the Sonoma County Dept. of Health Services (SCDHS). The most recent investigation at the subject site in May 2008, detected up to 14 mg/kg of PCE in soil samples, 68,000 ug/L of PCE, 2,000 ug/L of TCE, 1,200 ug/L of cis-1,2-DCE, and 13 ug/L of vinyl chloride in groundwater samples taken from temporarily-screened boreholes, and up to 20,000 ug/L of PCE, 160 ug/L of TCE, 260 ug/L of cis-1,2-DCE, and 21 ug/L of vinyl chloride from groundwater samples taken from monitoring wells associated with the UST sites.

[Click here to access the California GeoTracker records for this facility:](#)

SLIC REG 2:

Region: 2
Facility ID: 49S0003
Facility Status: Leak being confirmed
Date Closed: Not reported
Local Case #: Not reported
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Confirmed: Not reported
Date Prelim Site Assmnt Workplan Submitted: Not reported
Date Preliminary Site Assessment Began: Not reported
Date Pollution Characterization Began: Not reported
Date Remediation Plan Submitted: Not reported
Date Remedial Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

ENF:

Region: 2
Facility Id: 254707
Agency Name: Royal Crown Cleaners
Place Type: Facility
Place Subtype: Not reported
Facility Type: Industrial
Agency Type: Privately-Owned Business
Of Agencies: 1
Place Latitude: 38.2908929
Place Longitude: -122.45801
SIC Code 1: Not reported
SIC Desc 1: Not reported
SIC Code 2: Not reported
SIC Desc 2: Not reported
SIC Code 3: Not reported
SIC Desc 3: Not reported
NAICS Code 1: Not reported
NAICS Desc 1: Not reported
NAICS Code 2: Not reported
NAICS Desc 2: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY CLEANERS (Continued)

S101482561

NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UNREGS
# Of Programs:	1
WDID:	2 49S0003
Reg Measure Id:	170118
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/21/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	240681
Region:	2
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	13267 Letter
Effective Date:	03/06/2002
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Active
Title:	Enforcement - 2 49S0003
Description:	Requirement for Technical Report
Program:	UNREGS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY CLEANERS (Continued)

S101482561

Total Assessment Amount: 0
Initial Assessed Amount: 0
Liability \$ Amount: 0
Project \$ Amount: 0
Liability \$ Paid: 0
Project \$ Completed: 0
Total \$ Paid/Completed Amount: 0

ENVIROSTOR:

Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0.5
NPL: NO
Regulatory Agencies: SMBRP, RWQCB 2 - San Francisco Bay
Lead Agency: RWQCB 2 - San Francisco Bay
Program Manager: Not reported
Supervisor: Denise Tsuji
Division Branch: Cleanup Berkeley
Facility ID: 49280010
Site Code: Not reported
Assembly: 10
Senate: 03
Special Program: EPA - PASI
Status: Refer: RWQCB
Status Date: 05/01/2009
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported
Latitude: 38.29062
Longitude: -122.4576
APN: 018-212-018
Past Use: DRY CLEANING
Potential COC: 10002, 10003, 30022, 30027, 30028, 30195, 30196
Confirmed COC: 30022,30195,30196,30027,30028,10002-NO,10003-NO
Potential Description: AQUI, SOIL
Alias Name: MARILYN GALLAGHER SITE
Alias Type: Alternate Name
Alias Name: OFF-BROADWAY CLEANERS
Alias Type: Alternate Name
Alias Name: ROYAL CROWN CLEANERS (RAJ KANAK, OPER)
Alias Type: Alternate Name
Alias Name: 018-212-018
Alias Type: APN
Alias Name: 110002408957
Alias Type: EPA (FRS #)
Alias Name: SLT2O316207
Alias Type: GeoTracker Global ID
Alias Name: 49280010
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: PA/SI Discovery
Completed Date: 04/30/2009
Comments: Final and Signed by EPA on April 30, 2009.

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

BROADWAY CLEANERS (Continued)

S101482561

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Screening
 Completed Date: 02/16/1990
 Comments: ON CORTESE LIST SITE SCREENING DONE SOIL SAMPLES TAKEN IN JULY, 1987, FROM 568 BROADWAY REVEALED LEVELS OF ORGANO- HALIDES. RECOMMEND PRELIMINARY ENDANGER- MENT ASSESMENT (MEDIUM PRIORITY) WITH GROUNDWATER SAMPLING.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Screening
 Completed Date: 06/21/1988
 Comments: SITE SCREENING DONE SITE IS A CLEANERS AND THERE WAS A REPORT OF AN UNDERGROUND TANK LEAK. COUNTY IS LEAD AGENCY; CONTAMINANTS: TRANS-1, 2-DCE, PCE, TCE AND CHLOROFORM

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Screening
 Completed Date: 04/26/1988
 Comments: SITE SCREENING DONE ONSITE CONTAM

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: * Discovery
 Completed Date: 03/17/1988
 Comments: FACILITY IDENTIFIED SONOMA CNTY EH - SOIL CONTAM WITH CHLOROFORM, TETRACHLROETHENE, DICHLOROETHANE, TRICHLOROETHENE BROADWAY CLEANERS HAS MOVED OUT AND IS PRESENTLY NAMED OFF BROADWAY CLEANERS; CONTAMINATION DISCOVERED (CHLOROFORM, TEHACHLOROETHANE, TRICHLOROETHENE, TRANS 1, 2-DICHLOROETHENE).

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

E24
South
1/8-1/4
0.204 mi.
1078 ft.

568 BROADWAY
SONOMA, CA 95476
Site 2 of 2 in cluster E

EDR US Hist Cleaners 1015076165
N/A

Relative:
Lower

EDR Historical Cleaners:
 Name: CROWN CLEANERS
 Year: 2003
 Address: 568 BROADWAY

Actual:
83 ft.

Name: CROWN CLEANERS
 Year: 2005
 Address: 568 BROADWAY

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

(Continued)

1015076165

Name: CROWN CLEANERS
Year: 2011
Address: 568 BROADWAY

Name: CROWN CLEANERS
Year: 2012
Address: 568 BROADWAY

25
NE
1/8-1/4
0.212 mi.
1121 ft.

PETERSON MECHANICAL, INC.
254 1ST ST E
SONOMA, CA 95476

HIST UST U001610857
N/A

Relative:
Higher

HIST UST:
Region: STATE
Facility ID: 00000038714
Facility Type: Not reported
Other Type: Not reported
Total Tanks: 0001
Contact Name: Not reported
Telephone: 7079383592
Owner Name: PETERSON MECHANICAL, INC.
Owner Address: 254 FIRST STREET EAST
Owner City,St,Zip: SONOMA, CA 95476

Actual:
100 ft.

Tank Num: 001
Container Num: #1
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: 10 gauge
Leak Detection: None

26
South
1/8-1/4
0.228 mi.
1204 ft.

MAYO FAMILY PROPERTY
591 BROADWAY
SONOMA, CA 95476

LUST S107863240
N/A

Relative:
Lower

LUST:
Region: STATE
Global Id: T0609704633
Latitude: 38.290410971
Longitude: -122.45841478
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 09/03/2009
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW
Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0333
LOC Case Number: 00027334
File Location: Local Agency Warehouse
Potential Media Affect: Aquifer used for drinking water supply

Actual:
82 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MAYO FAMILY PROPERTY (Continued)

S107863240

Potential Contaminants of Concern: Gasoline, Diesel
Site History: Site closed 9/3/09. Monitoring wells MW-2 and MW-3 are reassigned to the SFBRWQCB site at 568 Broadway.

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0609704633
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609704633
Action Type: ENFORCEMENT
Date: 05/12/2009
Action: Staff Letter

Global Id: T0609704633
Action Type: ENFORCEMENT
Date: 03/24/2009
Action: Notification - Public Notice of Case Closure

Global Id: T0609704633
Action Type: ENFORCEMENT
Date: 03/24/2009
Action: LOP Case Closure Summary to RB

Global Id: T0609704633
Action Type: ENFORCEMENT
Date: 07/14/2009
Action: Staff Letter

Global Id: T0609704633
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609704633
Action Type: ENFORCEMENT
Date: 03/24/2009
Action: Staff Letter

Global Id: T0609704633
Action Type: ENFORCEMENT
Date: 05/14/2008
Action: Staff Letter

Global Id: T0609704633
Action Type: RESPONSE
Date: 06/17/2008
Action: Monitoring Report - Quarterly

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MAYO FAMILY PROPERTY (Continued)

S107863240

Global Id: T0609704633
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609704633
Action Type: ENFORCEMENT
Date: 05/30/2006
Action: Staff Letter - #non

Global Id: T0609704633
Action Type: ENFORCEMENT
Date: 09/03/2009
Action: Closure/No Further Action Letter

Global Id: T0609704633
Action Type: RESPONSE
Date: 08/01/2006
Action: Preliminary Site Assessment Workplan

Global Id: T0609704633
Action Type: REMEDIATION
Date: 01/01/1950
Action: Monitored Natural Attenuation

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0333
Closed or Referred: Y
Date: 09/03/2009
LOP Number: 00027334
Staff: Not reported
Global ID: T0609704633

27
WSW
1/8-1/4
0.231 mi.
1222 ft.

SONOMA AUTO PARTS
248 NAPA
SONOMA, CA 95476

HIST CORTESE **S104405085**
LUST **N/A**

Relative:
Lower

Actual:
81 ft.

CORTESE:
Region: CORTESE
Facility County Code: 49
Reg By: LTNKA
Reg Id: 49-0164

LUST:

Region: STATE
Global Id: T0609700927
Latitude: 38.292712048
Longitude: -122.462325
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 10/29/1993
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA AUTO PARTS (Continued)

S104405085

Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0164
LOC Case Number: 00011909
File Location: Stored electronically as an E-file
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0609700927
Contact Type: Local Agency Caseworker
Contact Name: LOP CLOSED IN RB02
Organization Name: SONOMA COUNTY LOP
Address: 625 FIFTH STREET
City: SANTA ROSA
Email: Not reported
Phone Number: Not reported

Global Id: T0609700927
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609700927
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609700927
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 2:

Region: 2
Facility Id: 49-0164
Facility Status: Case Closed
Case Number: 00011909
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 2/27/1992
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA AUTO PARTS (Continued)

S104405085

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0164
Closed or Referred: Y
Date: 10/29/1993
LOP Number: 00011909
Staff: Not reported
Global ID: T0609700927

28
SSE
1/4-1/2
0.270 mi.
1426 ft.

**SONOMA FIRE DEPARTMENT, AL MAZZA, CHIEF
32 PATTEN ST
SONOMA, CA 95476**

**LUST U001610871
HIST UST N/A
SWEEPS UST**

Relative:
Lower

LUST:

Actual:
80 ft.

Region: STATE
Global Id: T0609745754
Latitude: 38.290279869
Longitude: -122.457675566
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 03/29/2013
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW
Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0295
LOC Case Number: 00023763
File Location: Local Agency Warehouse
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline, Diesel
Site History: Excerpts of site history from file reports: In 1999, two underground storage tanks (USTs) were removed from the site. Site investigation occurred from 2000 through 2006. The site was overexcavated in 2009. A soil management plan has been uploaded to Geotracker for potential future development. Monitoring wells 3R, 5 and 6 were transferred to SFRWQCB site, Royal Crown Cleaners #49S0003). Agreement has been uploaded to Geotracker. Site closed 3/29/2013.

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id: T0609745754
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609745754
Action Type: ENFORCEMENT
Date: 05/24/2011
Action: Staff Letter

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA FIRE DEPARTMENT, AL MAZZA, CHIEF (Continued)

U001610871

Global Id:	T0609745754
Action Type:	RESPONSE
Date:	02/09/2007
Action:	Soil and Water Investigation Report
Global Id:	T0609745754
Action Type:	ENFORCEMENT
Date:	05/08/2012
Action:	Staff Letter
Global Id:	T0609745754
Action Type:	ENFORCEMENT
Date:	07/26/2006
Action:	Staff Letter
Global Id:	T0609745754
Action Type:	ENFORCEMENT
Date:	02/16/2012
Action:	LOP Case Closure Summary to RB
Global Id:	T0609745754
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped
Global Id:	T0609745754
Action Type:	ENFORCEMENT
Date:	01/12/2010
Action:	Staff Letter
Global Id:	T0609745754
Action Type:	RESPONSE
Date:	12/11/2009
Action:	Remedial Progress Report
Global Id:	T0609745754
Action Type:	RESPONSE
Date:	04/26/2011
Action:	Risk Assessment Report
Global Id:	T0609745754
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0609745754
Action Type:	ENFORCEMENT
Date:	03/15/2013
Action:	Staff Letter
Global Id:	T0609745754
Action Type:	ENFORCEMENT
Date:	03/29/2013
Action:	Closure/No Further Action Letter
Global Id:	T0609745754
Action Type:	ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA FIRE DEPARTMENT, AL MAZZA, CHIEF (Continued)

U001610871

Date: 01/26/2011
Action: Staff Letter

Global Id: T0609745754
Action Type: ENFORCEMENT
Date: 02/16/2012
Action: Staff Letter

Global Id: T0609745754
Action Type: ENFORCEMENT
Date: 02/16/2012
Action: Notification - Public Notice of Case Closure

Global Id: T0609745754
Action Type: ENFORCEMENT
Date: 02/16/2012
Action: Staff Letter

Global Id: T0609745754
Action Type: ENFORCEMENT
Date: 04/12/2012
Action: Staff Letter

Global Id: T0609745754
Action Type: ENFORCEMENT
Date: 06/24/2009
Action: Staff Letter

Global Id: T0609745754
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609745754
Action Type: RESPONSE
Date: 01/07/2011
Action: Soil and Water Investigation Report

Global Id: T0609745754
Action Type: RESPONSE
Date: 03/26/2013
Action: Other Report / Document

Global Id: T0609745754
Action Type: ENFORCEMENT
Date: 04/01/2008
Action: Staff Letter

Global Id: T0609745754
Action Type: ENFORCEMENT
Date: 10/15/2008
Action: Staff Letter

Global Id: T0609745754
Action Type: REMEDIATION
Date: 01/01/1950
Action: Pump & Treat (P&T) Groundwater

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA FIRE DEPARTMENT, AL MAZZA, CHIEF (Continued)

U001610871

Global Id: T0609745754
Action Type: RESPONSE
Date: 08/13/2010
Action: Clean Up Fund - 5-Year Review Summary - Regulator Responded

Global Id: T0609745754
Action Type: RESPONSE
Date: 07/29/2010
Action: Clean Up Fund - 5-Year Review Summary - Regulator Responded

Global Id: T0609745754
Action Type: RESPONSE
Date: 09/27/2011
Action: Clean Up Fund - 5-Year Review Summary - Regulator Responded

Global Id: T0609745754
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0609745754
Action Type: ENFORCEMENT
Date: 05/12/2010
Action: Staff Letter

Global Id: T0609745754
Action Type: ENFORCEMENT
Date: 08/09/2011
Action: Staff Letter

Global Id: T0609745754
Action Type: REMEDIATION
Date: 01/01/1950
Action: Monitored Natural Attenuation

LUST REG 2:

Region: 2
Facility Id: 49-0295
Facility Status: Pollution Characterization
Case Number: 00023763
How Discovered: Tank Closure
Leak Cause: UNK
Leak Source: UNK
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 7/6/1999
Pollution Characterization Began: 5/1/2001
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0295

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA FIRE DEPARTMENT, AL MAZZA, CHIEF (Continued)

U001610871

Closed or Referred: Y
Date: 03/29/2013
LOP Number: 00023763
Staff: Not reported
Global ID: T0609745754

HIST UST:

Region: STATE
Facility ID: 00000065433
Facility Type: Other
Other Type: CITY
Total Tanks: 0002
Contact Name: AL MAZZA
Telephone: 7079962102
Owner Name: CITY OF SONOMA FIRE DEPARTMENT
Owner Address: 32 PATTEN STREET
Owner City,St,Zip: SONOMA, CA 95476

Tank Num: 001
Container Num: UL2M-11586
Year Installed: 1983
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: UL550-1299
Year Installed: 1983
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

SWEEPS UST:

Status: Active
Comp Number: 65433
Number: 4
Board Of Equalization: 44-028137
Referral Date: 11-01-89
Action Date: 11-01-89
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: UL2M-11586
Swrcb Tank Id: 49-000-065433-000001
Actv Date: 11-01-89
Capacity: 2000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 2

Status: Active
Comp Number: 65433

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA FIRE DEPARTMENT, AL MAZZA, CHIEF (Continued)

U001610871

Number: 4
Board Of Equalization: 44-028137
Referral Date: 11-01-89
Action Date: 11-01-89
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: UL550-1299
Swrcb Tank Id: 49-000-065433-000002
Actv Date: 11-01-89
Capacity: 550
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

Status: Active
Comp Number: 65433
Number: 4
Board Of Equalization: 44-028137
Referral Date: 11-01-89
Action Date: 11-01-89
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: UL2M-11586
Swrcb Tank Id: 49-006-065433-000001
Actv Date: 11-01-89
Capacity: 2000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 2

Status: Active
Comp Number: 65433
Number: 4
Board Of Equalization: 44-028137
Referral Date: 11-01-89
Action Date: 11-01-89
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: UL550-1299
Swrcb Tank Id: 49-006-065433-000002
Actv Date: 11-01-89
Capacity: 550
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

F29 **BROADWAY SHELL OF SONOMA**
South **616 BROADWAY**
1/4-1/2 **SONOMA, CA 95476**
0.273 mi.
1443 ft. **Site 1 of 3 in cluster F**

LUST **S105035842**
N/A

Relative:
Lower

LUST:

Actual:
80 ft.

Region: STATE
Global Id: T0609700917
Latitude: 38.289901227
Longitude: -122.457759926
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 02/15/2013
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW
Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0154
LOC Case Number: 00002736
File Location: Local Agency Warehouse
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Excerpts of site history from file reports: In 1990, the site was entered into the Local Oversight Program due to an Unauthorized Release noted during fuel dispenser replacement. Monitoring wells were installed in 1991. Three 10,000 gallon underground storage tanks (UST) were removed in September 1998. Additional monitoring wells were installed from 2001 through 2005. Site closed 2/15/13.

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0609700917
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 07/11/2012
Action: Staff Letter

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 07/11/2012
Action: Staff Letter

Global Id: T0609700917
Action Type: RESPONSE
Date: 05/31/2012
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0609700917
Action Type: RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY SHELL OF SONOMA (Continued)

S105035842

Date: 02/18/2006
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 06/27/2012
Action: Notice of Responsibility

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 10/26/2005
Action: Staff Letter

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 03/02/2012
Action: Staff Letter

Global Id: T0609700917
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0609700917
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 04/30/2009
Action: Staff Letter

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 09/28/2012
Action: Staff Letter

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 05/09/2012
Action: Staff Letter

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 07/11/2012
Action: Staff Letter

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 07/31/2008
Action: Staff Letter - #none

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 07/31/2008
Action: Staff Letter - #none

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY SHELL OF SONOMA (Continued)

S105035842

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 09/29/2010
Action: Technical Correspondence / Assistance / Other

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 02/15/2013
Action: Closure/No Further Action Letter - #None

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 08/21/2012
Action: Staff Letter

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 08/11/2009
Action: Staff Letter

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 06/19/2009
Action: Staff Letter

Global Id: T0609700917
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 07/11/2012
Action: Notification - Public Notice of Case Closure

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 12/18/2008
Action: Staff Letter

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 07/11/2012
Action: LOP Case Closure Summary to RB

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 06/27/2012
Action: Notice of Responsibility

Global Id: T0609700917
Action Type: ENFORCEMENT
Date: 06/27/2012
Action: Notice of Responsibility

Global Id: T0609700917
Action Type: ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BROADWAY SHELL OF SONOMA (Continued)

S105035842

Date: 06/27/2012
Action: Staff Letter

Global Id: T0609700917
Action Type: REMEDIATION
Date: 01/01/1950
Action: Pump & Treat (P&T) Groundwater

Global Id: T0609700917
Action Type: RESPONSE
Date: 01/15/2013
Action: Well Destruction Report

LUST REG 2:

Region: 2
Facility Id: 49-0154
Facility Status: Pollution Characterization
Case Number: 00002736
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 6/1/1990
Pollution Characterization Began: 10/22/2001
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0154
Closed or Referred: Y
Date: 02/15/2013
LOP Number: 00002736
Staff: Not reported
Global ID: T0609700917

F30
South
1/4-1/2
0.273 mi.
1443 ft.

SHELL OIL CO
616 BROADWAY
SONOMA, CA 95476
Site 2 of 3 in cluster F

RCRA-SQG 1000288552
HIST CORTESE CAD981400476
SWEEPS UST

Relative:
Lower

RCRA-SQG:
Date form received by agency: 07/01/1998
Facility name: SHELL OIL CO
Facility address: 616 BROADWAY
SONOMA, CA 95476
EPA ID: CAD981400476
Mailing address: P O BOX 4453
HOUSTON, TX 772104453
Contact: SONDRA BIENVENU
Contact address: P O BOX 4453
HOUSTON, TX 772104453

Actual:
80 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL OIL CO (Continued)

1000288552

Contact country: US
Contact telephone: (713) 241-2258
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: EQUILON ENTERPRISES LLC
Owner/operator address: P O BOX 4453
HOUSTON, TX 77210
Owner/operator country: Not reported
Owner/operator telephone: (713) 241-2258
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 09/01/1996
Facility name: SHELL OIL CO
Classification: Small Quantity Generator

Hazardous Waste Summary:

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL OIL CO (Continued)

1000288552

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Violation Status: No violations found

CORTESE:

Region: CORTESE
Facility County Code: 49
Reg By: LTNKA
Reg Id: 49-0154

SWEEPS UST:

Status: Active
Comp Number: 10797
Number: 2
Board Of Equalization: 44-000074
Referral Date: 08-31-93
Action Date: 04-27-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 1
Swrcb Tank Id: 49-000-010797-000001
Actv Date: 08-31-93
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: FORMULA SHEL
Number Of Tanks: 4

Status: Active
Comp Number: 10797
Number: 2
Board Of Equalization: 44-000074
Referral Date: 08-31-93
Action Date: 04-27-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 2
Swrcb Tank Id: 49-000-010797-000002
Actv Date: 08-31-93
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 10797

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL OIL CO (Continued)

1000288552

Number: 2
Board Of Equalization: 44-000074
Referral Date: 08-31-93
Action Date: 04-27-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 3
Swrcb Tank Id: 49-000-010797-000003
Actv Date: 08-31-93
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 10797
Number: 2
Board Of Equalization: 44-000074
Referral Date: 08-31-93
Action Date: 04-27-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 4
Swrcb Tank Id: 49-000-010797-000004
Actv Date: 08-31-93
Capacity: 550
Tank Use: OIL
Stg: W
Content: DIESEL
Number Of Tanks: Not reported

G31
WSW
1/4-1/2
0.274 mi.
1449 ft.

DRADY CONSTRUCTION
289 NAPA ST W
SONOMA, CA 95476
Site 1 of 2 in cluster G

SLIC S101641916
N/A

Relative:
Lower

SLIC REG 2:
Region: 2
Facility ID: 49S0005
Facility Status: Preliminary site assessment workplan submitted
Date Closed: Not reported
Local Case #: Not reported
How Discovered: Tank Closure
Leak Cause: UNK
Leak Source: UNK
Date Confirmed: 6/10/1985
Date Prelim Site Assmnt Workplan Submitted: 3/16/1987
Date Preliminary Site Assessment Began: Not reported
Date Pollution Characterization Began: Not reported
Date Remediation Plan Submitted: Not reported
Date Remedial Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

Actual:
81 ft.

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

G32
WSW
1/4-1/2
0.274 mi.
1449 ft.

CHEVRON
289 NAPA
SONOMA, CA 91209

Site 2 of 2 in cluster G

HIST CORTESE
LUST
SLIC

S105027774
N/A

Relative:
Lower

CORTESE:
Region: CORTESE
Facility County Code: 49
Reg By: LTNKA
Reg Id: 49-0031

Actual:
81 ft.

LUST:
Region: STATE
Global Id: T0609700801
Latitude: 38.292281602
Longitude: -122.463383
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 10/15/1991
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW
Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0031
LOC Case Number: 00002732
File Location: Stored electronically as an E-file
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0609700801
Contact Type: Local Agency Caseworker
Contact Name: LOP CLOSED IN RB02
Organization Name: SONOMA COUNTY LOP
Address: 625 FIFTH STREET
City: SANTA ROSA
Email: Not reported
Phone Number: Not reported

Global Id: T0609700801
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609700801
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609700801
Action Type: Other

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON (Continued)

S105027774

Date: 01/01/1950
Action: Leak Reported

LUST REG 2:

Region: 2
Facility Id: 49-0031
Facility Status: Case Closed
Case Number: 00002732
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 9/20/1987
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0031
Closed or Referred: Closed
Date: 10/15/1991
LOP Number: 00002732
Staff: Not reported
Global ID: T0609700801

SLIC:

Region: STATE
Facility Status: **Open - Inactive**
Status Date: 05/11/2009
Global Id: T0609791718
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number: Not reported
Latitude: 38.292231
Longitude: -122.463058
Case Type: Cleanup Program Site
Case Worker: UUU
Local Agency: Not reported
RB Case Number: 49S0005
File Location: Not reported
Potential Media Affected: Soil
Potential Contaminants of Concern: Stoddard solvent / Mineral Spirits / Distillates
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

33
SSW
1/4-1/2
0.283 mi.
1494 ft.

PG&E - CORP YARD SONOMA
630 SECOND ST
SONOMA, CA

SLIC **S106235094**
N/A

Relative:
Lower

SLIC:

Region: STATE
Facility Status: Completed - Case Closed
Status Date: 05/09/2000
Global Id: SL1822K637
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number: Not reported
Latitude: 38.28914
Longitude: -122.460745
Case Type: Cleanup Program Site
Case Worker: JMJ
Local Agency: Not reported
RB Case Number: 49S0021
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

Actual:
77 ft.

[Click here to access the California GeoTracker records for this facility:](#)

SLIC REG 2:

Region: 2
Facility ID: 49S0021
Facility Status: Not reported
Date Closed: Not reported
Local Case #: Not reported
How Discovered: RPR
Leak Cause: Not reported
Leak Source: Not reported
Date Confirmed: Not reported
Date Prelim Site Assmnt Workplan Submitted: Not reported
Date Preliminary Site Assessment Began: Not reported
Date Pollution Characterization Began: Not reported
Date Remediation Plan Submitted: Not reported
Date Remedial Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

F34
South
1/4-1/2
0.289 mi.
1528 ft.

FREIBERG PROPERTY
635 BROADWAY
SONOMA, CA 95476
Site 3 of 3 in cluster F

LUST **S108430859**
N/A

Relative:
Lower

LUST:

Region: STATE
Global Id: T0609725911
Latitude: 38.289266575
Longitude: -122.45895039
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 12/28/2007
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW

Actual:
80 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FREIBERG PROPERTY (Continued)

S108430859

Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0336
LOC Case Number: 00027538
File Location: Local Agency Warehouse
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Diesel, Gasoline, Waste Oil / Motor / Hydraulic / Lubricating
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0609725911
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609725911
Action Type: ENFORCEMENT
Date: 04/20/2007
Action: Notification - Proposition 65

Global Id: T0609725911
Action Type: ENFORCEMENT
Date: 04/20/2007
Action: * Historical Enforcement

Global Id: T0609725911
Action Type: ENFORCEMENT
Date: 08/24/2007
Action: File review

Global Id: T0609725911
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0609725911
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609725911
Action Type: ENFORCEMENT
Date: 04/06/2007
Action: Notice of Responsibility

Global Id: T0609725911
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609725911

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FREIBERG PROPERTY (Continued)

S108430859

Action Type: ENFORCEMENT
Date: 10/19/2007
Action: Notification - Public Notice of Case Closure

Global Id: T0609725911
Action Type: ENFORCEMENT
Date: 11/01/2007
Action: LOP Case Closure Summary to RB

Global Id: T0609725911
Action Type: RESPONSE
Date: 05/28/2007
Action: Preliminary Site Assessment Workplan

Global Id: T0609725911
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0609725911
Action Type: ENFORCEMENT
Date: 12/28/2007
Action: Closure/No Further Action Letter

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0336
Closed or Referred: Y
Date: 12/28/2007
LOP Number: 00027538
Staff: Not reported
Global ID: T0609725911

**35
SE
1/4-1/2
0.316 mi.
1668 ft.**

**KNORRE STANLEY ESTATE OF
563 2ND
SONOMA, CA**

**HIST CORTESE
LUST S103879529
N/A**

**Relative:
Lower**

CORTESE:
Region: CORTESE
Facility County Code: 49
Reg By: LTNKA
Reg Id: 49-0226

**Actual:
84 ft.**

LUST:

Region: STATE
Global Id: T0609700987
Latitude: 38.290466
Longitude: -122.455248
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 11/14/1995
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW
Local Agency: SONOMA COUNTY LOP

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KNORRE STANLEY ESTATE OF (Continued)

S103879529

RB Case Number: 49-0226
LOC Case Number: 00017119
File Location: Stored electronically as an E-file
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Diesel
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0609700987
Contact Type: Local Agency Caseworker
Contact Name: LOP CLOSED IN RB02
Organization Name: SONOMA COUNTY LOP
Address: 625 FIFTH STREET
City: SANTA ROSA
Email: Not reported
Phone Number: Not reported

Global Id: T0609700987
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609700987
Action Type: Other
Date: 01/01/1950
Action: Leak Began

Global Id: T0609700987
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0609700987
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609700987
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609700987
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

LUST REG 2:

Region: 2

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

KNORRE STANLEY ESTATE OF (Continued)

S103879529

Facility Id: 49-0226
Facility Status: Case Closed
Case Number: 00017119
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Wokplan Submitted: Not reported
Preliminary Site Assessment Began: 7/8/1993
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: 1/3/1965
Date Post Remedial Action Monitoring Began: Not reported

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0226
Closed or Referred: Y
Date: 11/15/1995
LOP Number: 00017119
Staff: Not reported
Global ID: T0609700987

36
South
1/4-1/2
0.329 mi.
1737 ft.

LES'S AUTO PARTS
677 1ST
SONOMA, CA 95476

HIST CORTESE **S101305069**
LUST **N/A**

Relative:
Lower

CORTESE:
Region: CORTESE
Facility County Code: 49
Reg By: LTNKA
Reg Id: 49-0092

Actual:
78 ft.

LUST:

Region: STATE
Global Id: T0609700859
Latitude: 38.288936647
Longitude: -122.45977712
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 03/24/2004
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW
Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0092
LOC Case Number: 00009163
File Location: Local Agency
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LES'S AUTO PARTS (Continued)

S101305069

Global Id: T0609700859
Contact Type: Local Agency Caseworker
Contact Name: LOP CLOSED IN RB02
Organization Name: SONOMA COUNTY LOP
Address: 625 FIFTH STREET
City: SANTA ROSA
Email: Not reported
Phone Number: Not reported

Global Id: T0609700859
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609700859
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0609700859
Action Type: ENFORCEMENT
Date: 12/05/2003
Action: Notification - Public Notice of Case Closure

Global Id: T0609700859
Action Type: ENFORCEMENT
Date: 12/05/2003
Action: LOP Case Closure Summary to RB

Global Id: T0609700859
Action Type: ENFORCEMENT
Date: 03/24/2004
Action: Closure/No Further Action Letter

Global Id: T0609700859
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609700859
Action Type: ENFORCEMENT
Date: 03/14/1991
Action: Notification - Proposition 65

Global Id: T0609700859
Action Type: ENFORCEMENT
Date: 09/23/2002
Action: * Historical Enforcement

Global Id: T0609700859
Action Type: Other
Date: 01/01/1950

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

LES'S AUTO PARTS (Continued)

S101305069

Action: Leak Reported

Global Id: T0609700859
 Action Type: ENFORCEMENT
 Date: 02/27/2004
 Action: Technical Correspondence / Assistance / Other

Global Id: T0609700859
 Action Type: RESPONSE
 Date: 11/23/2002
 Action: Preliminary Site Assessment Workplan

LUST REG 2:

Region: 2
 Facility Id: 49-0092
 Facility Status: Case Closed
 Case Number: 00009163
 How Discovered: Tank Closure
 Leak Cause: UNK
 Leak Source: UNK
 Date Leak Confirmed: 5/7/1986
 Oversight Program: LUST
 Prelim. Site Assessment Workplan Submitted: 11/7/2002
 Preliminary Site Assessment Began: 3/12/2003
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Post Remedial Action Monitoring Began: Not reported

SONOMA CO. LUST:

Region: SONOMA
 Regional Board: 49-0092
 Closed or Referred: Y
 Date: 03/24/2004
 LOP Number: 00009163
 Staff: Not reported
 Global ID: T0609700859

H37
SSW
1/4-1/2
0.336 mi.
1773 ft.

PG & E CORPORATION YARD
630 2ND ST W
SONOMA, CA 95476
Site 1 of 2 in cluster H

LUST S106247463
N/A

Relative:
Lower

LUST:

Region: STATE
 Global Id: T0609701040
 Latitude: 38.290114
 Longitude: -122.460981
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 05/09/2000
 Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
 Case Worker: JMJ
 Local Agency: SONOMA COUNTY LOP
 RB Case Number: 49-0298

Actual:
74 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PG & E CORPORATION YARD (Continued)

S106247463

LOC Case Number: 00011966
File Location: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Diesel
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id: T0609701040
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609701040
Action Type: ENFORCEMENT
Date: 05/09/2000
Action: Closure/No Further Action Letter

Global Id: T0609701040
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609701040
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0298
Closed or Referred: Referred
Date: 12/15/1999
LOP Number: 00011966
Staff: Not reported
Global ID: T0609701040

H38
SSW
1/4-1/2
0.336 mi.
1773 ft.

PG & E CORPORATION YARD
630 2ND
SONOMA, CA 95476
Site 2 of 2 in cluster H

HIST CORTESE **S104242016**
LUST **N/A**

Relative:
Lower

CORTESE:
Region: CORTESE
Facility County Code: 49
Reg By: LTNKA
Reg Id: 49-0298

Actual:
74 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PG & E CORPORATION YARD (Continued)

S104242016

LUST REG 2:

Region: 2
Facility Id: 49-0298
Facility Status: Case Closed
Case Number: 00011966
How Discovered: OM
Leak Cause: UNK
Leak Source: UNK
Date Leak Confirmed: 1/6/2000
Oversight Program: LUST
Prelim. Site Assessment Wokplan Submitted: 3/16/2000
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

39
South
1/4-1/2
0.392 mi.
2071 ft.

DESERT PETROLEUM #70
711 BROADWAY
SONOMA, CA 95476

HIST CORTESE **S103473272**
LUST **N/A**

Relative:
Lower

CORTESE:
Region: CORTESE
Facility County Code: 49
Reg By: LTNKA
Reg Id: 49-0094

Actual:
77 ft.

LUST:

Region: STATE
Global Id: T0609700861
Latitude: 38.2881587
Longitude: -122.45846
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 11/06/1996
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW
Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0094
LOC Case Number: 00009062
File Location: Stored electronically as an E-file
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id: T0609700861
Contact Type: Local Agency Caseworker
Contact Name: LOP CLOSED IN RB02
Organization Name: SONOMA COUNTY LOP
Address: 625 FIFTH STREET
City: SANTA ROSA
Email: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DESERT PETROLEUM #70 (Continued)

S103473272

Phone Number: Not reported
Global Id: T0609700861
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609700861
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609700861
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609700861
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

LUST REG 2:

Region: 2
Facility Id: 49-0094
Facility Status: Case Closed
Case Number: 00009062
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 7/1/1991
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0094
Closed or Referred: Y
Date: 11/06/1996
LOP Number: 00009062
Staff: Not reported
Global ID: T0609700861

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

I40
West
1/4-1/2
0.468 mi.
2473 ft.

SONOMA AUTOMOTIVE, NORTH
455 NAPA ST W
SONOMA, CA 95476
Site 1 of 2 in cluster I

LUST **S106859310**
N/A

Relative:
Lower

LUST:

Actual:
79 ft.

Region: STATE
 Global Id: T0609794477
 Latitude: 38.292710235
 Longitude: -122.466970537
 Case Type: LUST Cleanup Site
 Status: Open - Site Assessment
 Status Date: 07/24/2007
 Lead Agency: SONOMA COUNTY LOP
 Case Worker: DB
 Local Agency: SONOMA COUNTY LOP
 RB Case Number: 49-0324
 LOC Case Number: 00026744
 File Location: Local Agency
 Potential Media Affect: Aquifer used for drinking water supply
 Potential Contaminants of Concern: Gasoline, Diesel
 Site History: Excerpts of site history from file reports: Three underground storage tanks (USTs) were removed from the site in 2004. A total of seven monitoring wells have been installed at the site.

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0609794477
 Contact Type: Local Agency Caseworker
 Contact Name: DARCY BERING
 Organization Name: SONOMA COUNTY LOP
 Address: 625 FIFTH STREET
 City: SANTA ROSA
 Email: darcy.bering@sonoma-county.org
 Phone Number: Not reported

Global Id: T0609794477
 Contact Type: Regional Board Caseworker
 Contact Name: JOHN JANG
 Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
 Address: 1515 CLAY STREET, SUITE 1400
 City: OAKLAND
 Email: jjang@waterboards.ca.gov
 Phone Number: Not reported

Regulatory Activities:

Global Id: T0609794477
 Action Type: ENFORCEMENT
 Date: 05/26/2011
 Action: Staff Letter

Global Id: T0609794477
 Action Type: RESPONSE
 Date: 09/01/2006
 Action: Interim Remedial Action Report

Global Id: T0609794477

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA AUTOMOTIVE, NORTH (Continued)

S106859310

Action Type: RESPONSE
Date: 09/05/2012
Action: Soil and Water Investigation Workplan

Global Id: T0609794477
Action Type: RESPONSE
Date: 07/31/2006
Action: Other Report / Document

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 09/21/2006
Action: Staff Letter

Global Id: T0609794477
Action Type: RESPONSE
Date: 03/15/2011
Action: Soil and Water Investigation Report

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 05/28/2013
Action: Staff Letter

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 10/14/2010
Action: Staff Letter

Global Id: T0609794477
Action Type: RESPONSE
Date: 09/19/2012
Action: Soil and Water Investigation Workplan

Global Id: T0609794477
Action Type: RESPONSE
Date: 03/15/2011
Action: Soil and Water Investigation Report

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 03/28/2007
Action: Staff Letter

Global Id: T0609794477
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 02/15/2007
Action: Site Visit / Inspection / Sampling

Global Id: T0609794477
Action Type: Other
Date: 01/01/1950

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA AUTOMOTIVE, NORTH (Continued)

S106859310

Action: Leak Discovery

Global Id: T0609794477
Action Type: RESPONSE
Date: 01/22/2007
Action: Other Report / Document

Global Id: T0609794477
Action Type: RESPONSE
Date: 10/05/2006
Action: Interim Remedial Action Report

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 01/27/2012
Action: Staff Letter

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 11/02/2012
Action: Staff Letter

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 12/28/2004
Action: * Historical Enforcement

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 06/30/2009
Action: Staff Letter

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 03/03/2010
Action: Staff Letter

Global Id: T0609794477
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609794477
Action Type: RESPONSE
Date: 02/09/2006
Action: Soil and Water Investigation Workplan

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 11/13/2006
Action: Staff Letter

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 08/17/2006
Action: Staff Letter

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA AUTOMOTIVE, NORTH (Continued)

S106859310

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 12/05/2006
Action: Staff Letter

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 12/02/2008
Action: Staff Letter

Global Id: T0609794477
Action Type: RESPONSE
Date: 07/18/2011
Action: Clean Up Fund - 5-Year Review Summary - Regulator Responded

Global Id: T0609794477
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 01/17/2007
Action: Staff Letter

Global Id: T0609794477
Action Type: ENFORCEMENT
Date: 07/05/2012
Action: Warning Letter

Global Id: T0609794477
Action Type: RESPONSE
Date: 02/02/2013
Action: Well Installation Report - Regulator Responded

Global Id: T0609794477
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0609794477
Action Type: RESPONSE
Date: 06/20/2007
Action: Preliminary Site Assessment Report

Region: STATE
Global Id: T0609701037
Latitude: 38.292530864
Longitude: -122.467030114
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/08/2008
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW
Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0291

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA AUTOMOTIVE, NORTH (Continued)

S106859310

LOC Case Number: 00023721
File Location: Local Agency Warehouse
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0609701037
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609701037
Action Type: ENFORCEMENT
Date: 05/08/2008
Action: Closure/No Further Action Letter

Global Id: T0609701037
Action Type: RESPONSE
Date: 05/24/2004
Action: Request for Closure

Global Id: T0609701037
Action Type: ENFORCEMENT
Date: 04/23/2004
Action: LOP Case Closure Summary to RB

Global Id: T0609701037
Action Type: ENFORCEMENT
Date: 10/14/2003
Action: Staff Letter

Global Id: T0609701037
Action Type: RESPONSE
Date: 05/23/2004
Action: Request for Closure

Global Id: T0609701037
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609701037
Action Type: ENFORCEMENT
Date: 06/03/2004
Action: Technical Correspondence / Assistance / Other

Global Id: T0609701037
Action Type: Other
Date: 01/01/1950

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA AUTOMOTIVE, NORTH (Continued)

S106859310

Action: Leak Reported
Global Id: T0609701037
Action Type: ENFORCEMENT
Date: 06/02/2004
Action: Technical Correspondence / Assistance / Other

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0324
Closed or Referred: Not reported
Date: Not reported
LOP Number: 00026744
Staff: DB
Global ID: T0609794477

I41
West
1/4-1/2
0.468 mi.
2473 ft.

SONOMA AUTOMOTIVE
455 NAPA
SONOMA, CA 95476
Site 2 of 2 in cluster I

HIST CORTESE **S104405107**
LUST **N/A**

Relative:
Lower

CORTESE:
Region: CORTESE
Facility County Code: 49
Reg By: LTNKA
Reg Id: 49-0291

Actual:
79 ft.

LUST REG 2:

Region: 2
Facility Id: 49-0291
Facility Status: Post remedial action monitoring
Case Number: 00023721
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 5/24/1999
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: 2/2/2003

Region: 2
Facility Id: 49-0324
Facility Status: Leak being confirmed
Case Number: 00026744
How Discovered: Tank Closure
Leak Cause: UNK
Leak Source: UNK
Date Leak Confirmed: 6/17/2004
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SONOMA AUTOMOTIVE (Continued)

S104405107

Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0291
Closed or Referred: Y
Date: 05/08/2008
LOP Number: 00023721
Staff: Not reported
Global ID: T0609701037

J42
East
1/4-1/2
0.485 mi.
2562 ft.

SEBASTIANI VINEYARDS #0378
389 4TH ST E
SONOMA, CA 95476
Site 1 of 4 in cluster J

LUST S106229921
N/A

Relative:
Higher

LUST REG 2:

Region: 2
Facility Id: 49-0304
Facility Status: Case Closed
Case Number: 00024027
How Discovered: OM
Leak Cause: UNK
Leak Source: Tank
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 7/25/2000
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

Actual:
97 ft.

J43
East
1/4-1/2
0.485 mi.
2562 ft.

SEBASTIANI VINEYARDS
389 4TH ST E
SONOMA, CA
Site 2 of 4 in cluster J

LUST S107677851
N/A

Relative:
Higher

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0304
Closed or Referred: Y
Date: 06/28/2004
LOP Number: 00024027
Staff: Not reported
Global ID: T0609710616

Actual:
97 ft.

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

J44
East
1/4-1/2
0.485 mi.
2562 ft.

SEBASTIANI VINEYARDS INC
389 4TH STREET EAST
SONOMA, CA 95476

HIST CORTESE **S110060851**
CUPA Listings **N/A**

Site 3 of 4 in cluster J

Relative:
Higher

CORTESE:
Region: CORTESE
Facility County Code: 49
Reg By: LTNKA
Reg Id: 49-0146

Actual:
97 ft.

CUPA SONOMA:
Permit: 5682
Type: HMBP

Permit: 5682
Type: HWG

J45
East
1/4-1/2
0.485 mi.
2562 ft.

SEBASTIANI VINEYARDS-WINERY
389 4TH ST E
SONOMA, CA 95476

NPDES **U001610867**
LUST **N/A**
HIST UST

Site 4 of 4 in cluster J

Relative:
Higher

NPDES:
Npdes Number: CAS000001
Facility Status: Active
Agency Id: 0
Region: 2
Regulatory Measure Id: 184840
Order No: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place Id: Not reported
WDID: 2 49I002435
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 04/01/1992
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Sebastiani Vineyards
Discharge Address: 389 4th St E
Discharge City: Sonoma
Discharge State: California
Discharge Zip: 95476

Actual:
97 ft.

LUST:
Region: STATE
Global Id: T0609710616
Latitude: 38.293293935
Longitude: -122.448771771
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 06/28/2004
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW
Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0304
LOC Case Number: 00024027

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEBASTIANI VINEYARDS-WINERY (Continued)

U001610867

File Location: Local Agency
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Diesel
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0609710616
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609710616
Action Type: ENFORCEMENT
Date: 02/19/2003
Action: LOP Case Closure Summary to RB

Global Id: T0609710616
Action Type: RESPONSE
Date: 03/19/2003
Action: Request for Closure

Global Id: T0609710616
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609710616
Action Type: ENFORCEMENT
Date: 06/28/2004
Action: Closure/No Further Action Letter

Global Id: T0609710616
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609710616
Action Type: REMEDIATION
Date: 01/01/1950
Action: Monitored Natural Attenuation

HIST UST:

Region: STATE
Facility ID: 00000014726
Facility Type: Other
Other Type: WINERY
Total Tanks: 0002
Contact Name: ERIC HANSEN
Telephone: 7079385532

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEBASTIANI VINEYARDS-WINERY (Continued)

U001610867

Owner Name: SEBASTIANI VINEYARDS, INC.
Owner Address: 389 4TH STREET EAST
Owner City,St,Zip: SONOMA, CA 95476

Tank Num: 001
Container Num: 0307005
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 002
Container Num: 0307007
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

46
East
1/4-1/2
0.489 mi.
2580 ft.

SEBASTIANI VINEYARDS
389 4TH ST E
SONOMA, CA 95476

RCRA-SQG 1000594073
FINDS CAD983577032
HIST CORTESE
LUST
HAZNET
WDS

Relative:
Higher

RCRA-SQG:

Date form received by agency: 09/03/1999
Facility name: SEBASTIANI VINEYARDS
Facility address: 389 4TH ST E
SONOMA, CA 95476
EPA ID: CAD983577032
Contact: ERIC HANSEN
Contact address: 389 4TH ST E
SONOMA, CA 95476
Contact country: US
Contact telephone: (707) 933-3274
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: SEBASTIANI VINEYARDS INC
Owner/operator address: 389 4TH ST E
SONOMA, CA 95476
Owner/operator country: Not reported
Owner/operator telephone: (707) 938-5532
Legal status: Private
Owner/Operator Type: Owner

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEBASTIANI VINEYARDS (Continued)

1000594073

Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
Used oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: U002
Waste name: ACETONE (I)

Waste code: U122
Waste name: FORMALDEHYDE

Waste code: U151
Waste name: MERCURY

Violation Status: No violations found

FINDS:

Registry ID: 110000771004

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART)
provides California with information on hazardous waste shipments for

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEBASTIANI VINEYARDS (Continued)

1000594073

generators, transporters, and treatment, storage, and disposal facilities.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CORTESE:

Region: CORTESE
Facility County Code: 49
Reg By: LTNKA
Reg Id: 49-0276

LUST:

Region: STATE
Global Id: T0609701022
Latitude: 38.29352351
Longitude: -122.44979922
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 04/07/2009
Lead Agency: SONOMA COUNTY LOP
Case Worker: LCW
Local Agency: SONOMA COUNTY LOP
RB Case Number: 49-0276
LOC Case Number: 00018579
File Location: Local Agency Warehouse
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0609701022
Contact Type: Regional Board Caseworker
Contact Name: JOHN JANG
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: jjang@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0609701022
Action Type: ENFORCEMENT
Date: 11/05/2008

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEBASTIANI VINEYARDS (Continued)

1000594073

Action: Staff Letter

Global Id: T0609701022
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0609701022
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0609701022
Action Type: ENFORCEMENT
Date: 04/07/2009
Action: Closure/No Further Action Letter

Global Id: T0609701022
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0609701022
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: LOP Case Closure Summary to RB

Global Id: T0609701022
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0609701022
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0609701022
Action Type: ENFORCEMENT
Date: 12/24/2008
Action: Staff Letter

LUST REG 2:

Region: 2
Facility Id: 49-0276
Facility Status: Preliminary site assessment underway
Case Number: 00018579
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 1/10/1992
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEBASTIANI VINEYARDS (Continued)

1000594073

Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

SONOMA CO. LUST:

Region: SONOMA
Regional Board: 49-0276
Closed or Referred: Y
Date: 04/07/2009
LOP Number: 00018579
Staff: Not reported
Global ID: T0609701022

HAZNET:

Year: 2011
Gepaid: CAD983577032
Contact: P BERGNA, EXEC VP WINERY OPTNS
Telephone: 7079385532
Mailing Name: Not reported
Mailing Address: 389 4TH ST E
Mailing City,St,Zip: SONOMA, CA 954760000
Gen County: Not reported
TSD EPA ID: CA0000084517
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.2688
Facility County: Sonoma

Year: 2011
Gepaid: CAD983577032
Contact: P BERGNA, EXEC VP WINERY OPTNS
Telephone: 7079385532
Mailing Name: Not reported
Mailing Address: 389 4TH ST E
Mailing City,St,Zip: SONOMA, CA 954760000
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Liquids with pH <= 2
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.04
Facility County: Sonoma

Year: 2010
Gepaid: CAD983577032
Contact: P BERGNA, EXEC VP WINERY OPTNS
Telephone: 7079385532
Mailing Name: Not reported
Mailing Address: 389 4TH ST E
Mailing City,St,Zip: SONOMA, CA 954760000
Gen County: Not reported
TSD EPA ID: CA0000084517
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEBASTIANI VINEYARDS (Continued)

1000594073

Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery
(H010-H129) Or (H131-H135)
Tons: 0.2436
Facility County: Sonoma

Year: 2010
Gepaid: CAD983577032
Contact: P BERGNA, EXEC VP WINERY OPTNS
Telephone: 7079385532
Mailing Name: Not reported
Mailing Address: 389 4TH ST E
Mailing City,St,Zip: SONOMA, CA 954760000
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.06
Facility County: Sonoma

Year: 2009
Gepaid: CAD983577032
Contact: P BERGNA, EXEC VP WINERY OPTNS
Telephone: 7079385532
Mailing Name: Not reported
Mailing Address: 389 4TH ST E
Mailing City,St,Zip: SONOMA, CA 954760000
Gen County: Not reported
TSD EPA ID: CA0000084517
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery
(H010-H129) Or (H131-H135)
Tons: 0.4032
Facility County: Sonoma

[Click this hyperlink](#) while viewing on your computer to access
14 additional CA_HAZNET: record(s) in the EDR Site Report.

CA WDS:

Facility ID: San Francisco Bay 49I002435
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 2
Facility Telephone: 7079385532
Facility Contact: BILL HOUSTON
Agency Name: SEBASTIANI VINEYARDS
Agency Address: 389 4th St E
Agency City,St,Zip: Sonoma 954765790

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

SEBASTIANI VINEYARDS (Continued)

1000594073

Agency Contact: BILLHOUSTON
 Agency Telephone: 7079385532
 Agency Type: Private
 SIC Code: 0
 SIC Code 2: Not reported
 Primary Waste: Not reported
 Primary Waste Type: Not reported
 Secondary Waste: Not reported
 Secondary Waste Type: Not reported
 Design Flow: 0
 Baseline Flow: 0
 Reclamation: Not reported
 POTW: Not reported
 Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
 Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

47
West
1/4-1/2
0.494 mi.
2607 ft.

NEXCYCLE
477 W NAPA ST
SONOMA, CA 95476

SWRCY S107137460
N/A

Relative:
Lower

Actual:
79 ft.

SWRCY:
 Reg Id: 23786
 Cert Id: RC11874
 Org Or Agency Reg Id: 18826
 Organization Or Agency Name: Contain-A-Way Inc
 Mailing Address: 25837 Business Center Dr Ste F
 Mailing City: Redlands
 Mailing State: CA
 Mailing Zip Code: 92374
 Website: Not reported
 Email: Not reported
 Phone Number: (909) 796-2210
 Grand Father: N
 Rural: Y
 Operation Begin Date: 11/11/2003
 Aluminium: Y
 Glass: Y
 Plastic: Y
 Bimetal: Y
 Agency: N/A
 Monday Hours Of Operation: 9:30 am - 4:00 pm; Closed 12:30 pm - 1:00 pm
 Tuesday Hours Of Operation: 9:30 am - 4:00 pm; Closed 12:30 pm - 1:00 pm
 Wednesday Hours Of Operation: CLOSED
 Thursday Hours Of Operation: CLOSED
 Friday Hours Of Operation: 9:30 am - 4:00 pm; Closed 12:30 pm - 1:00 pm
 Saturday Hours Of Operation: 9:30 am - 4:00 pm; Closed 12:30 pm - 1:00 pm

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

NEXCYCLE (Continued)

S107137460

Sunday Hours Of Operation: 9:30 am - 4:00 pm; Closed 12:30 pm - 1:00 pm

Count: 11 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
PETALUMA	S107737474	TUBBS ISLAND GUNNERY RANGE (J09CA7	SOUTHERN TIP OF SONOMA ON THE	95476	RESPONSE, ENVIROSTOR
SONOMA	1001481013	SEARS POINT RACEWAY	HWY 37 AND 121		RCRA-SQG, FINDS, SLIC, WDS
SONOMA	S102362767	SANTA ROSA GEOTHERMAL CO. L.P.	CASTLE ROCK SPRINGS AREA	95476	SWF/LF
SONOMA	1003877952	ROBLAR QUARRY	ROBLAR RD	95476	CERC-NFRAP
SONOMA	S109289808	SKAGGS ISLAND NSGA - SKAGGS ISLAND	18 SKAGGS AVE	95476	MCS
SONOMA	S111346661	SKAGGS ISLAND NSGA - SKAGGS ISLAND	1 SKAGGS ISLAND RD	95476	MCS
SONOMA	1000379286	USNAVY NAVSECGRUACT SKAGGS ISLAND	SKAGGS IS	95476	CERC-NFRAP, RCRA-SQG, FINDS, E
SONOMA	S112445165	MARY'S PIZZA SHACK	8 SPAIN ST	95476	CUPA Listings
SONOMA	S112445020	SPRINT/NEXTEL - #FN03XC274	ZERO & HWY 121	95476	CUPA Listings
SONOMA COUNTY	1015730680	BUCKEYE MINE	APN 117-140-002; 117-140-003;		CERCLIS
SONOMA COUNTY	M300006444	SONOMA ROCK CO.	SONOMA ROCK QUARRY		US MINES

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 02/01/2013	Source: EPA
Date Data Arrived at EDR: 03/01/2013	Telephone: N/A
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 05/09/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 07/22/2013
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 02/01/2013	Source: EPA
Date Data Arrived at EDR: 03/01/2013	Telephone: N/A
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 05/09/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 07/22/2013
	Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/15/2011
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 02/01/2013	Source: EPA
Date Data Arrived at EDR: 03/01/2013	Telephone: N/A
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 05/09/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 07/22/2013
	Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 02/04/2013	Source: EPA
Date Data Arrived at EDR: 03/01/2013	Telephone: 703-412-9810
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 05/29/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 09/09/2013
	Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 07/31/2012	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/09/2012	Telephone: 703-603-8704
Date Made Active in Reports: 12/20/2012	Last EDR Contact: 07/08/2013
Number of Days to Update: 72	Next Scheduled EDR Contact: 10/21/2013
	Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 02/05/2013	Source: EPA
Date Data Arrived at EDR: 03/01/2013	Telephone: 703-412-9810
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 05/29/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 05/09/2013
	Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/12/2013
Date Data Arrived at EDR: 02/21/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 6

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 02/12/2013
Date Data Arrived at EDR: 02/15/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/12/2013
Date Data Arrived at EDR: 02/15/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 02/12/2013
Date Data Arrived at EDR: 02/15/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/12/2013
Date Data Arrived at EDR: 02/15/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 03/14/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/29/2013	Telephone: 703-603-0695
Date Made Active in Reports: 05/10/2013	Last EDR Contact: 06/10/2013
Number of Days to Update: 42	Next Scheduled EDR Contact: 09/23/2013
	Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 03/14/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/29/2013	Telephone: 703-603-0695
Date Made Active in Reports: 05/10/2013	Last EDR Contact: 06/10/2013
Number of Days to Update: 42	Next Scheduled EDR Contact: 09/23/2013
	Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005	Source: Department of the Navy
Date Data Arrived at EDR: 12/11/2006	Telephone: 843-820-7326
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 05/20/2013
Number of Days to Update: 31	Next Scheduled EDR Contact: 09/02/2013
	Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2012	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 01/17/2013	Telephone: 202-267-2180
Date Made Active in Reports: 02/15/2013	Last EDR Contact: 07/01/2013
Number of Days to Update: 29	Next Scheduled EDR Contact: 10/14/2013
	Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 05/06/2013	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 05/07/2013	Telephone: 916-323-3400
Date Made Active in Reports: 06/25/2013	Last EDR Contact: 05/07/2013
Number of Days to Update: 49	Next Scheduled EDR Contact: 08/19/2013
	Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 05/06/2013	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 05/07/2013	Telephone: 916-323-3400
Date Made Active in Reports: 06/25/2013	Last EDR Contact: 05/07/2013
Number of Days to Update: 49	Next Scheduled EDR Contact: 08/19/2013
	Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/20/2013	Source: Department of Resources Recycling and Recovery
Date Data Arrived at EDR: 05/21/2013	Telephone: 916-341-6320
Date Made Active in Reports: 06/25/2013	Last EDR Contact: 05/21/2013
Number of Days to Update: 35	Next Scheduled EDR Contact: 09/02/2013
	Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005	Source: California Regional Water Quality Control Board Santa Ana Region (8)
Date Data Arrived at EDR: 02/15/2005	Telephone: 909-782-4496
Date Made Active in Reports: 03/28/2005	Last EDR Contact: 08/15/2011
Number of Days to Update: 41	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: Varies

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004	Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Date Data Arrived at EDR: 02/26/2004	Telephone: 760-776-8943
Date Made Active in Reports: 03/24/2004	Last EDR Contact: 08/01/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005	Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Date Data Arrived at EDR: 06/07/2005	Telephone: 760-241-7365
Date Made Active in Reports: 06/29/2005	Last EDR Contact: 09/12/2011
Number of Days to Update: 22	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003	Source: California Regional Water Quality Control Board Lahontan Region (6)
Date Data Arrived at EDR: 09/10/2003	Telephone: 530-542-5572
Date Made Active in Reports: 10/07/2003	Last EDR Contact: 09/12/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008	Source: California Regional Water Quality Control Board Central Valley Region (5)
Date Data Arrived at EDR: 07/22/2008	Telephone: 916-464-4834
Date Made Active in Reports: 07/31/2008	Last EDR Contact: 07/01/2011
Number of Days to Update: 9	Next Scheduled EDR Contact: 10/17/2011
	Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004	Source: California Regional Water Quality Control Board Los Angeles Region (4)
Date Data Arrived at EDR: 09/07/2004	Telephone: 213-576-6710
Date Made Active in Reports: 10/12/2004	Last EDR Contact: 09/06/2011
Number of Days to Update: 35	Next Scheduled EDR Contact: 12/19/2011
	Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003	Source: California Regional Water Quality Control Board Central Coast Region (3)
Date Data Arrived at EDR: 05/19/2003	Telephone: 805-542-4786
Date Made Active in Reports: 06/02/2003	Last EDR Contact: 07/18/2011
Number of Days to Update: 14	Next Scheduled EDR Contact: 10/31/2011
	Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004	Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Date Data Arrived at EDR: 10/20/2004	Telephone: 510-622-2433
Date Made Active in Reports: 11/19/2004	Last EDR Contact: 09/19/2011
Number of Days to Update: 30	Next Scheduled EDR Contact: 01/02/2012
	Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001	Source: California Regional Water Quality Control Board North Coast (1)
Date Data Arrived at EDR: 02/28/2001	Telephone: 707-570-3769
Date Made Active in Reports: 03/29/2001	Last EDR Contact: 08/01/2011
Number of Days to Update: 29	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 06/17/2013	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/17/2013	Telephone: see region list
Date Made Active in Reports: 06/27/2013	Last EDR Contact: 06/17/2013
Number of Days to Update: 10	Next Scheduled EDR Contact: 09/30/2013
	Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001	Source: California Regional Water Quality Control Board San Diego Region (9)
Date Data Arrived at EDR: 04/23/2001	Telephone: 858-637-5595
Date Made Active in Reports: 05/21/2001	Last EDR Contact: 09/26/2011
Number of Days to Update: 28	Next Scheduled EDR Contact: 01/09/2012
	Data Release Frequency: No Update Planned

SLIC: Statewide SLIC Cases

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 06/17/2013	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/17/2013	Telephone: 866-480-1028
Date Made Active in Reports: 06/27/2013	Last EDR Contact: 06/17/2013
Number of Days to Update: 10	Next Scheduled EDR Contact: 09/30/2013
	Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003	Source: California Regional Water Quality Control Board, North Coast Region (1)
Date Data Arrived at EDR: 04/07/2003	Telephone: 707-576-2220
Date Made Active in Reports: 04/25/2003	Last EDR Contact: 08/01/2011
Number of Days to Update: 18	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004	Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Date Data Arrived at EDR: 10/20/2004	Telephone: 510-286-0457
Date Made Active in Reports: 11/19/2004	Last EDR Contact: 09/19/2011
Number of Days to Update: 30	Next Scheduled EDR Contact: 01/02/2012
	Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006	Source: California Regional Water Quality Control Board Central Coast Region (3)
Date Data Arrived at EDR: 05/18/2006	Telephone: 805-549-3147
Date Made Active in Reports: 06/15/2006	Last EDR Contact: 07/18/2011
Number of Days to Update: 28	Next Scheduled EDR Contact: 10/31/2011
	Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007	Source: California Regional Water Quality Control Board San Diego Region (9)
Date Data Arrived at EDR: 09/11/2007	Telephone: 858-467-2980
Date Made Active in Reports: 09/28/2007	Last EDR Contact: 08/08/2011
Number of Days to Update: 17	Next Scheduled EDR Contact: 11/21/2011
	Data Release Frequency: Annually

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 02/05/2013	Source: EPA Region 10
Date Data Arrived at EDR: 02/06/2013	Telephone: 206-553-2857
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 65	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 09/28/2012	Source: EPA Region 1
Date Data Arrived at EDR: 11/01/2012	Telephone: 617-918-1313
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 05/01/2013
Number of Days to Update: 162	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/27/2012	Source: EPA Region 8
Date Data Arrived at EDR: 08/28/2012	Telephone: 303-312-6271
Date Made Active in Reports: 10/16/2012	Last EDR Contact: 04/29/2013
Number of Days to Update: 49	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 09/12/2011	Source: EPA Region 6
Date Data Arrived at EDR: 09/13/2011	Telephone: 214-665-6597
Date Made Active in Reports: 11/11/2011	Last EDR Contact: 04/29/2013
Number of Days to Update: 59	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 02/06/2013	Source: EPA Region 4
Date Data Arrived at EDR: 02/08/2013	Telephone: 404-562-8677
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 63	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Semi-Annually

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 12/31/2012	Source: EPA Region 7
Date Data Arrived at EDR: 02/28/2013	Telephone: 913-551-7003
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 43	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 03/01/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2013	Telephone: 415-972-3372
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 42	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

State and tribal registered storage tank lists

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/17/2013	Source: SWRCB
Date Data Arrived at EDR: 06/17/2013	Telephone: 916-341-5851
Date Made Active in Reports: 06/27/2013	Last EDR Contact: 06/17/2013
Number of Days to Update: 10	Next Scheduled EDR Contact: 09/30/2013
	Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
Registered Aboveground Storage Tanks.

Date of Government Version: 08/01/2009	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/10/2009	Telephone: 916-327-5092
Date Made Active in Reports: 10/01/2009	Last EDR Contact: 07/03/2013
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/21/2013
	Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 02/05/2013	Source: EPA Region 10
Date Data Arrived at EDR: 02/06/2013	Telephone: 206-553-2857
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 65	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 02/21/2013	Source: EPA Region 9
Date Data Arrived at EDR: 02/26/2013	Telephone: 415-972-3368
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 45	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 08/27/2012	Source: EPA Region 8
Date Data Arrived at EDR: 08/28/2012	Telephone: 303-312-6137
Date Made Active in Reports: 10/16/2012	Last EDR Contact: 04/29/2013
Number of Days to Update: 49	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 12/31/2012	Source: EPA Region 7
Date Data Arrived at EDR: 02/28/2013	Telephone: 913-551-7003
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 43	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/10/2011	Source: EPA Region 6
Date Data Arrived at EDR: 05/11/2011	Telephone: 214-665-7591
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 04/29/2013
Number of Days to Update: 34	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 08/02/2012	Source: EPA Region 5
Date Data Arrived at EDR: 08/03/2012	Telephone: 312-886-6136
Date Made Active in Reports: 11/05/2012	Last EDR Contact: 04/29/2013
Number of Days to Update: 94	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 02/06/2013	Source: EPA Region 4
Date Data Arrived at EDR: 02/08/2013	Telephone: 404-562-9424
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 63	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Semi-Annually

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 09/28/2012	Source: EPA, Region 1
Date Data Arrived at EDR: 11/07/2012	Telephone: 617-918-1313
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 156	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010	Source: FEMA
Date Data Arrived at EDR: 02/16/2010	Telephone: 202-646-5797
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 04/18/2013
Number of Days to Update: 55	Next Scheduled EDR Contact: 07/29/2013
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008	Source: EPA, Region 7
Date Data Arrived at EDR: 04/22/2008	Telephone: 913-551-7365
Date Made Active in Reports: 05/19/2008	Last EDR Contact: 04/20/2009
Number of Days to Update: 27	Next Scheduled EDR Contact: 07/20/2009
	Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 05/06/2013	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 05/07/2013	Telephone: 916-323-3400
Date Made Active in Reports: 06/25/2013	Last EDR Contact: 05/07/2013
Number of Days to Update: 49	Next Scheduled EDR Contact: 08/19/2013
	Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 09/28/2012	Source: EPA, Region 1
Date Data Arrived at EDR: 10/02/2012	Telephone: 617-918-1102
Date Made Active in Reports: 10/16/2012	Last EDR Contact: 07/02/2013
Number of Days to Update: 14	Next Scheduled EDR Contact: 10/14/2013
	Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 12/10/2012	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/11/2012	Telephone: 202-566-2777
Date Made Active in Reports: 12/20/2012	Last EDR Contact: 06/25/2013
Number of Days to Update: 9	Next Scheduled EDR Contact: 10/07/2013
	Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/09/2004	Telephone: 800-424-9346
Date Made Active in Reports: 09/17/2004	Last EDR Contact: 06/09/2004
Number of Days to Update: 39	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 04/29/2013
Next Scheduled EDR Contact: 08/12/2013
Data Release Frequency: No Update Planned

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 05/10/2013
Next Scheduled EDR Contact: 08/26/2013
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 03/18/2013
Date Data Arrived at EDR: 03/19/2013
Date Made Active in Reports: 03/27/2013
Number of Days to Update: 8

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/17/2013
Next Scheduled EDR Contact: 09/30/2013
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 04/26/2013
Date Made Active in Reports: 05/16/2013
Number of Days to Update: 20

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 06/25/2013
Next Scheduled EDR Contact: 09/02/2013
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 05/03/2013
Next Scheduled EDR Contact: 08/19/2013
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/04/2013
Date Data Arrived at EDR: 03/12/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 59

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 06/03/2013
Next Scheduled EDR Contact: 09/16/2013
Data Release Frequency: Quarterly

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 05/06/2013
Date Data Arrived at EDR: 05/07/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 49

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/07/2013
Next Scheduled EDR Contact: 08/19/2013
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 04/03/2013
Date Made Active in Reports: 05/14/2013
Number of Days to Update: 41

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 06/25/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007
Date Data Arrived at EDR: 11/19/2008
Date Made Active in Reports: 03/30/2009
Number of Days to Update: 131

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Local Lists of Registered Storage Tanks

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 09/05/1995	Telephone: 916-341-5851
Date Made Active in Reports: 09/29/1995	Last EDR Contact: 12/28/1998
Number of Days to Update: 24	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009	Source: Department of Public Health
Date Data Arrived at EDR: 09/23/2009	Telephone: 707-463-4466
Date Made Active in Reports: 10/01/2009	Last EDR Contact: 06/03/2013
Number of Days to Update: 8	Next Scheduled EDR Contact: 09/16/2013
	Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990	Source: State Water Resources Control Board
Date Data Arrived at EDR: 01/25/1991	Telephone: 916-341-5851
Date Made Active in Reports: 02/12/1991	Last EDR Contact: 07/26/2001
Number of Days to Update: 18	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994	Source: State Water Resources Control Board
Date Data Arrived at EDR: 07/07/2005	Telephone: N/A
Date Made Active in Reports: 08/11/2005	Last EDR Contact: 06/03/2005
Number of Days to Update: 35	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/06/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/25/2013	Telephone: 202-564-6023
Date Made Active in Reports: 05/10/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 15	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 03/15/2013	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 03/15/2013	Telephone: 916-323-3400
Date Made Active in Reports: 03/27/2013	Last EDR Contact: 06/10/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 09/23/2013
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 03/11/2013
Date Data Arrived at EDR: 03/12/2013
Date Made Active in Reports: 03/25/2013
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/11/2013
Next Scheduled EDR Contact: 09/23/2013
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 55

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 03/12/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 55

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 05/01/2013
Next Scheduled EDR Contact: 08/12/2013
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 06/17/2013
Date Data Arrived at EDR: 06/17/2013
Date Made Active in Reports: 06/27/2013
Number of Days to Update: 10

Source: State Water Quality Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/17/2013
Next Scheduled EDR Contact: 09/30/2013
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 06/17/2013
Date Data Arrived at EDR: 06/17/2013
Date Made Active in Reports: 06/27/2013
Number of Days to Update: 10

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/17/2013
Next Scheduled EDR Contact: 09/30/2013
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012	Source: FirstSearch
Date Data Arrived at EDR: 01/03/2013	Telephone: N/A
Date Made Active in Reports: 02/22/2013	Last EDR Contact: 01/03/2013
Number of Days to Update: 50	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 02/12/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/15/2013	Telephone: (415) 495-8895
Date Made Active in Reports: 02/27/2013	Last EDR Contact: 07/01/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 10/14/2013
	Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 08/07/2012	Telephone: 202-366-4595
Date Made Active in Reports: 09/18/2012	Last EDR Contact: 05/07/2013
Number of Days to Update: 42	Next Scheduled EDR Contact: 08/19/2013
	Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 11/10/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 04/19/2013
Number of Days to Update: 62	Next Scheduled EDR Contact: 07/29/2013
	Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2011	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 02/26/2013	Telephone: 202-528-4285
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 06/10/2013
Number of Days to Update: 15	Next Scheduled EDR Contact: 09/23/2013
	Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 01/15/2013
Date Made Active in Reports: 03/13/2013
Number of Days to Update: 57

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 06/25/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/18/2012
Date Data Arrived at EDR: 03/13/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 30

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 06/11/2013
Next Scheduled EDR Contact: 09/23/2013
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/28/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Varies

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/05/2013
Date Data Arrived at EDR: 04/18/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 22

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 06/04/2013
Next Scheduled EDR Contact: 09/16/2013
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 09/01/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 131

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/29/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 09/29/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 64

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/25/2013
Next Scheduled EDR Contact: 10/07/2013
Data Release Frequency: Every 4 Years

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 05/28/2013
Number of Days to Update: 25	Next Scheduled EDR Contact: 09/09/2013
	Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 05/28/2013
Number of Days to Update: 25	Next Scheduled EDR Contact: 09/09/2013
	Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009	Source: EPA
Date Data Arrived at EDR: 12/10/2010	Telephone: 202-564-4203
Date Made Active in Reports: 02/25/2011	Last EDR Contact: 04/29/2013
Number of Days to Update: 77	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 07/20/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/10/2011	Telephone: 202-564-5088
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 04/15/2013
Number of Days to Update: 61	Next Scheduled EDR Contact: 07/29/2013
	Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/01/2012	Source: EPA
Date Data Arrived at EDR: 01/16/2013	Telephone: 202-566-0500
Date Made Active in Reports: 05/10/2013	Last EDR Contact: 04/19/2013
Number of Days to Update: 114	Next Scheduled EDR Contact: 07/29/2013
	Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/21/2011	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 07/15/2011	Telephone: 301-415-7169
Date Made Active in Reports: 09/13/2011	Last EDR Contact: 06/10/2013
Number of Days to Update: 60	Next Scheduled EDR Contact: 09/23/2013
	Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 04/09/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/11/2013	Telephone: 202-343-9775
Date Made Active in Reports: 05/10/2013	Last EDR Contact: 04/11/2013
Number of Days to Update: 29	Next Scheduled EDR Contact: 07/22/2013
	Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 10/23/2011	Source: EPA
Date Data Arrived at EDR: 12/13/2011	Telephone: (415) 947-8000
Date Made Active in Reports: 03/01/2012	Last EDR Contact: 06/13/2013
Number of Days to Update: 79	Next Scheduled EDR Contact: 09/23/2013
	Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 05/08/2012
Date Data Arrived at EDR: 05/25/2012
Date Made Active in Reports: 07/10/2012
Number of Days to Update: 46

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 04/29/2013
Next Scheduled EDR Contact: 08/12/2013
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 04/19/2013
Number of Days to Update: 52

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/30/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Biennially

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/20/2013
Date Data Arrived at EDR: 05/21/2013
Date Made Active in Reports: 06/12/2013
Number of Days to Update: 22

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/21/2013
Next Scheduled EDR Contact: 09/02/2013
Data Release Frequency: Quarterly

UIC: UIC Listing

A listing of underground control injection wells.

Date of Government Version: 03/05/2013
Date Data Arrived at EDR: 03/19/2013
Date Made Active in Reports: 03/27/2013
Number of Days to Update: 8

Source: Department of Conservation
Telephone: 916-445-2408
Last EDR Contact: 06/21/2013
Next Scheduled EDR Contact: 12/31/2012
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 04/01/2013	Source: CAL EPA/Office of Emergency Information
Date Data Arrived at EDR: 04/02/2013	Telephone: 916-323-3400
Date Made Active in Reports: 05/14/2013	Last EDR Contact: 07/05/2013
Number of Days to Update: 42	Next Scheduled EDR Contact: 10/14/2013
	Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CAL SITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 01/22/2009	Telephone: 916-323-3400
Date Made Active in Reports: 04/08/2009	Last EDR Contact: 01/22/2009
Number of Days to Update: 76	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 10/21/1993	Source: State Water Resources Control Board
Date Data Arrived at EDR: 11/01/1993	Telephone: 916-445-3846
Date Made Active in Reports: 11/19/1993	Last EDR Contact: 06/18/2013
Number of Days to Update: 18	Next Scheduled EDR Contact: 10/07/2013
	Data Release Frequency: No Update Planned

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 12/11/2012	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 12/12/2012	Telephone: 916-327-4498
Date Made Active in Reports: 01/04/2013	Last EDR Contact: 06/18/2013
Number of Days to Update: 23	Next Scheduled EDR Contact: 12/24/2012
	Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009	Source: Los Angeles Water Quality Control Board
Date Data Arrived at EDR: 07/21/2009	Telephone: 213-576-6726
Date Made Active in Reports: 08/03/2009	Last EDR Contact: 06/25/2013
Number of Days to Update: 13	Next Scheduled EDR Contact: 10/14/2013
	Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 04/26/2013	Source: State Water Resources Control Board
Date Data Arrived at EDR: 04/29/2013	Telephone: 916-445-9379
Date Made Active in Reports: 05/16/2013	Last EDR Contact: 04/26/2013
Number of Days to Update: 17	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2011	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 06/22/2012	Telephone: 916-255-1136
Date Made Active in Reports: 07/06/2012	Last EDR Contact: 04/19/2013
Number of Days to Update: 14	Next Scheduled EDR Contact: 07/29/2013
	Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2008	Source: California Air Resources Board
Date Data Arrived at EDR: 09/29/2010	Telephone: 916-322-2990
Date Made Active in Reports: 10/18/2010	Last EDR Contact: 06/25/2013
Number of Days to Update: 19	Next Scheduled EDR Contact: 10/07/2013
	Data Release Frequency: Varies

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 12/08/2006	Telephone: 202-208-3710
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 04/19/2013
Number of Days to Update: 34	Next Scheduled EDR Contact: 07/29/2013
	Data Release Frequency: Semi-Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/09/2011	Telephone: 615-532-8599
Date Made Active in Reports: 05/02/2011	Last EDR Contact: 05/06/2013
Number of Days to Update: 54	Next Scheduled EDR Contact: 08/05/2013
	Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/04/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/15/2013	Telephone: 202-566-1917
Date Made Active in Reports: 05/10/2013	Last EDR Contact: 05/20/2013
Number of Days to Update: 56	Next Scheduled EDR Contact: 09/02/2013
	Data Release Frequency: Quarterly

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/19/2011	Telephone: 202-566-0517
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 05/03/2013
Number of Days to Update: 83	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 03/18/2013
Date Data Arrived at EDR: 03/19/2013
Date Made Active in Reports: 03/27/2013
Number of Days to Update: 8

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/17/2013
Next Scheduled EDR Contact: 09/30/2013
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 03/06/2013
Date Data Arrived at EDR: 03/12/2013
Date Made Active in Reports: 03/25/2013
Number of Days to Update: 13

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/10/2013
Next Scheduled EDR Contact: 09/23/2013
Data Release Frequency: Varies

COAL ASH DOE: Sleam-Electric Plan Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 04/18/2013
Next Scheduled EDR Contact: 07/29/2013
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 08/17/2010
Date Data Arrived at EDR: 01/03/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 77

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/14/2013
Next Scheduled EDR Contact: 09/23/2013
Data Release Frequency: Varies

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 04/16/2013
Date Made Active in Reports: 05/17/2013
Number of Days to Update: 31

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 04/16/2013
Next Scheduled EDR Contact: 07/29/2013
Data Release Frequency: Quarterly

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/28/2013
Date Data Arrived at EDR: 05/29/2013
Date Made Active in Reports: 06/27/2013
Number of Days to Update: 29

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/29/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Quarterly

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/21/2013
Date Data Arrived at EDR: 05/22/2013
Date Made Active in Reports: 06/27/2013
Number of Days to Update: 36

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/20/2013
Next Scheduled EDR Contact: 09/02/2013
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing Financial Assurance information

Date of Government Version: 03/01/2007
Date Data Arrived at EDR: 06/01/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 05/03/2013
Next Scheduled EDR Contact: 08/12/2013
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 01/29/2013
Date Data Arrived at EDR: 02/14/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 07/03/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 11/11/2011
Date Data Arrived at EDR: 05/18/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/17/2013
Next Scheduled EDR Contact: 08/26/2013
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 04/19/2013
Next Scheduled EDR Contact: 07/29/2013
Data Release Frequency: N/A

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 12/02/2012	Source: EPA
Date Data Arrived at EDR: 01/03/2013	Telephone: 202-564-6023
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 07/03/2013
Number of Days to Update: 69	Next Scheduled EDR Contact: 10/14/2013
	Data Release Frequency: Quarterly

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/20/2007	Telephone: 916-341-5227
Date Made Active in Reports: 06/29/2007	Last EDR Contact: 05/28/2013
Number of Days to Update: 9	Next Scheduled EDR Contact: 09/09/2013
	Data Release Frequency: Quarterly

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 01/23/2013	Source: EPA
Date Data Arrived at EDR: 01/30/2013	Telephone: 202-564-5962
Date Made Active in Reports: 05/10/2013	Last EDR Contact: 06/25/2013
Number of Days to Update: 100	Next Scheduled EDR Contact: 10/14/2013
	Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 01/23/2013	Source: EPA
Date Data Arrived at EDR: 01/30/2013	Telephone: 202-564-5962
Date Made Active in Reports: 05/10/2013	Last EDR Contact: 06/25/2013
Number of Days to Update: 100	Next Scheduled EDR Contact: 10/14/2013
	Data Release Frequency: Annually

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 12/31/2012	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/18/2013	Telephone: 617-520-3000
Date Made Active in Reports: 05/10/2013	Last EDR Contact: 05/10/2013
Number of Days to Update: 81	Next Scheduled EDR Contact: 08/26/2013
	Data Release Frequency: Quarterly

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR US Hist Auto Stat: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Proprietary Historic Dry Cleaners - Cole

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Auto Stat: EDR Proprietary Historic Gas Stations - Cole

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 04/16/2013
Date Made Active in Reports: 05/16/2013
Number of Days to Update: 30

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/28/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 04/16/2013
Date Made Active in Reports: 05/16/2013
Number of Days to Update: 30

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/28/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 03/13/2013
Date Data Arrived at EDR: 03/14/2013
Date Made Active in Reports: 04/04/2013
Number of Days to Update: 21

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 06/18/2013
Next Scheduled EDR Contact: 09/23/2013
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 10/16/2012
Date Data Arrived at EDR: 10/17/2012
Date Made Active in Reports: 11/13/2012
Number of Days to Update: 27

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 04/26/2013
Next Scheduled EDR Contact: 04/29/2013
Data Release Frequency: Varies

CALVERAS COUNTY:

CUPA Facility Listing

Cupa Facility Listing

Date of Government Version: 04/16/2013
Date Data Arrived at EDR: 04/17/2013
Date Made Active in Reports: 05/16/2013
Number of Days to Update: 29

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 06/25/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

COLUSA COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

Cupa facility list.

Date of Government Version: 01/04/2013
Date Data Arrived at EDR: 01/14/2013
Date Made Active in Reports: 03/01/2013
Number of Days to Update: 46

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 06/13/2013
Next Scheduled EDR Contact: 08/26/2013
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 04/09/2013
Date Data Arrived at EDR: 04/10/2013
Date Made Active in Reports: 05/14/2013
Number of Days to Update: 34

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 05/06/2013
Next Scheduled EDR Contact: 08/19/2013
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List

Cupa Facility list

Date of Government Version: 01/09/2013
Date Data Arrived at EDR: 01/10/2013
Date Made Active in Reports: 02/25/2013
Number of Days to Update: 46

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 05/06/2013
Next Scheduled EDR Contact: 08/19/2013
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 05/20/2013
Date Data Arrived at EDR: 05/21/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 35

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 05/06/2013
Next Scheduled EDR Contact: 08/19/2013
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/31/2013
Date Data Arrived at EDR: 04/16/2013
Date Made Active in Reports: 05/16/2013
Number of Days to Update: 30

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 04/15/2013
Next Scheduled EDR Contact: 07/29/2013
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

CUPA facility list.

Date of Government Version: 03/15/2013
Date Data Arrived at EDR: 03/19/2013
Date Made Active in Reports: 03/27/2013
Number of Days to Update: 8

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/28/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 05/01/2012
Date Data Arrived at EDR: 05/02/2012
Date Made Active in Reports: 06/11/2012
Number of Days to Update: 40

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 04/29/2013
Next Scheduled EDR Contact: 08/12/2013
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 06/26/2012
Date Data Arrived at EDR: 06/27/2012
Date Made Active in Reports: 08/17/2012
Number of Days to Update: 51

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 05/28/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 08/31/2010
Date Data Arrived at EDR: 09/01/2010
Date Made Active in Reports: 09/30/2010
Number of Days to Update: 29

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 05/10/2013
Next Scheduled EDR Contact: 08/26/2013
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 02/12/2013
Date Data Arrived at EDR: 02/13/2013
Date Made Active in Reports: 03/21/2013
Number of Days to Update: 36

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 06/10/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Varies

LAKE COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

Cupa facility list

Date of Government Version: 01/23/2013
Date Data Arrived at EDR: 01/25/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 33

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 04/19/2013
Next Scheduled EDR Contact: 08/05/2013
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 07/08/2013
Next Scheduled EDR Contact: 10/07/2013
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 10/31/2012
Date Data Arrived at EDR: 12/28/2012
Date Made Active in Reports: 01/25/2013
Number of Days to Update: 28

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 04/15/2013
Next Scheduled EDR Contact: 07/29/2013
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/24/2013
Date Data Arrived at EDR: 04/24/2013
Date Made Active in Reports: 05/17/2013
Number of Days to Update: 23

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 04/24/2013
Next Scheduled EDR Contact: 08/05/2013
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 05/20/2013
Next Scheduled EDR Contact: 09/02/2013
Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/30/2013
Date Data Arrived at EDR: 02/21/2013
Date Made Active in Reports: 03/25/2013
Number of Days to Update: 32

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 04/19/2013
Next Scheduled EDR Contact: 08/05/2013
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 04/29/2013
Date Made Active in Reports: 05/17/2013
Number of Days to Update: 18

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 04/19/2013
Next Scheduled EDR Contact: 08/05/2013
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/28/2003
Date Data Arrived at EDR: 10/23/2003
Date Made Active in Reports: 11/26/2003
Number of Days to Update: 34

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 04/26/2013
Next Scheduled EDR Contact: 08/12/2013
Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 04/16/2013
Date Made Active in Reports: 05/17/2013
Number of Days to Update: 31

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 04/15/2013
Next Scheduled EDR Contact: 07/29/2013
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 04/16/2013
Date Made Active in Reports: 05/17/2013
Number of Days to Update: 31

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/28/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 11/26/2012
Date Data Arrived at EDR: 11/28/2012
Date Made Active in Reports: 01/21/2013
Number of Days to Update: 54

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 07/03/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 05/28/2013
Date Data Arrived at EDR: 05/29/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 27

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 02/25/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Varies

MONO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

CUPA Facility List

Date of Government Version: 03/04/2013
Date Data Arrived at EDR: 03/08/2013
Date Made Active in Reports: 03/25/2013
Number of Days to Update: 17

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 06/03/2013
Next Scheduled EDR Contact: 09/16/2013
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 03/14/2013
Date Data Arrived at EDR: 03/15/2013
Date Made Active in Reports: 03/27/2013
Number of Days to Update: 12

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 05/28/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 06/03/2013
Next Scheduled EDR Contact: 09/16/2013
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 06/03/2013
Next Scheduled EDR Contact: 09/16/2013
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 03/08/2013
Date Data Arrived at EDR: 03/08/2013
Date Made Active in Reports: 03/25/2013
Number of Days to Update: 17

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 05/17/2013
Next Scheduled EDR Contact: 08/19/2013
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/01/2013
Date Data Arrived at EDR: 05/15/2013
Date Made Active in Reports: 06/12/2013
Number of Days to Update: 28

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/10/2013
Next Scheduled EDR Contact: 08/26/2013
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/01/2013
Date Data Arrived at EDR: 05/15/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 41

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/10/2013
Next Scheduled EDR Contact: 08/26/2013
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/01/2013
Date Data Arrived at EDR: 05/15/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 41

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/10/2013
Next Scheduled EDR Contact: 08/26/2013
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 03/12/2013
Date Data Arrived at EDR: 03/13/2013
Date Made Active in Reports: 03/27/2013
Number of Days to Update: 14

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 06/10/2013
Next Scheduled EDR Contact: 09/23/2013
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/23/2013
Date Data Arrived at EDR: 04/24/2013
Date Made Active in Reports: 05/17/2013
Number of Days to Update: 23

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2013
Next Scheduled EDR Contact: 10/07/2013
Data Release Frequency: Quarterly

Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 04/23/2013
Date Data Arrived at EDR: 04/24/2013
Date Made Active in Reports: 05/16/2013
Number of Days to Update: 22

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2013
Next Scheduled EDR Contact: 10/07/2013
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 02/04/2013
Date Data Arrived at EDR: 04/11/2013
Date Made Active in Reports: 05/14/2013
Number of Days to Update: 33

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/05/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 02/04/2013
Date Data Arrived at EDR: 04/12/2013
Date Made Active in Reports: 05/16/2013
Number of Days to Update: 34

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/05/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 03/04/2013
Date Data Arrived at EDR: 03/05/2013
Date Made Active in Reports: 03/25/2013
Number of Days to Update: 20

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 05/13/2013
Next Scheduled EDR Contact: 08/26/2013
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 08/17/2012
Date Data Arrived at EDR: 08/20/2012
Date Made Active in Reports: 10/03/2012
Number of Days to Update: 44

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/10/2013
Next Scheduled EDR Contact: 09/23/2013
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2012
Date Data Arrived at EDR: 11/06/2012
Date Made Active in Reports: 11/30/2012
Number of Days to Update: 24

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 04/26/2013
Next Scheduled EDR Contact: 08/12/2013
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010	Source: San Diego County Department of Environmental Health
Date Data Arrived at EDR: 06/15/2010	Telephone: 619-338-2371
Date Made Active in Reports: 07/09/2010	Last EDR Contact: 06/10/2013
Number of Days to Update: 24	Next Scheduled EDR Contact: 09/23/2013
	Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008	Source: Department Of Public Health San Francisco County
Date Data Arrived at EDR: 09/19/2008	Telephone: 415-252-3920
Date Made Active in Reports: 09/29/2008	Last EDR Contact: 05/10/2013
Number of Days to Update: 10	Next Scheduled EDR Contact: 08/26/2013
	Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010	Source: Department of Public Health
Date Data Arrived at EDR: 03/10/2011	Telephone: 415-252-3920
Date Made Active in Reports: 03/15/2011	Last EDR Contact: 05/10/2013
Number of Days to Update: 5	Next Scheduled EDR Contact: 08/26/2013
	Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 03/25/2013	Source: Environmental Health Department
Date Data Arrived at EDR: 03/25/2013	Telephone: N/A
Date Made Active in Reports: 04/18/2013	Last EDR Contact: 06/18/2013
Number of Days to Update: 24	Next Scheduled EDR Contact: 10/07/2013
	Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 02/26/2013	Source: San Luis Obispo County Public Health Department
Date Data Arrived at EDR: 02/26/2013	Telephone: 805-781-5596
Date Made Active in Reports: 03/25/2013	Last EDR Contact: 05/28/2013
Number of Days to Update: 27	Next Scheduled EDR Contact: 09/09/2013
	Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/09/2013
Date Data Arrived at EDR: 04/10/2013
Date Made Active in Reports: 05/14/2013
Number of Days to Update: 34

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/13/2013
Next Scheduled EDR Contact: 09/30/2013
Data Release Frequency: Annually

Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/18/2013
Date Data Arrived at EDR: 03/19/2013
Date Made Active in Reports: 03/27/2013
Number of Days to Update: 8

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/17/2013
Next Scheduled EDR Contact: 09/30/2013
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/20/2013
Next Scheduled EDR Contact: 06/10/2013
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List

Cupa facility list

Date of Government Version: 03/04/2013
Date Data Arrived at EDR: 03/05/2013
Date Made Active in Reports: 03/25/2013
Number of Days to Update: 20

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 06/03/2013
Next Scheduled EDR Contact: 09/16/2013
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/04/2013
Date Data Arrived at EDR: 03/06/2013
Date Made Active in Reports: 03/25/2013
Number of Days to Update: 19

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 06/03/2013
Next Scheduled EDR Contact: 09/16/2013
Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/16/2013
Date Data Arrived at EDR: 05/17/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 39

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 05/13/2013
Next Scheduled EDR Contact: 08/26/2013
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List
CUPA facility listing.

Date of Government Version: 05/28/2013
Date Data Arrived at EDR: 05/29/2013
Date Made Active in Reports: 06/27/2013
Number of Days to Update: 29

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/28/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 03/15/2013
Date Data Arrived at EDR: 03/15/2013
Date Made Active in Reports: 03/27/2013
Number of Days to Update: 12

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/28/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 03/20/2013
Date Data Arrived at EDR: 03/28/2013
Date Made Active in Reports: 05/14/2013
Number of Days to Update: 47

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/12/2013
Next Scheduled EDR Contact: 09/30/2013
Data Release Frequency: Quarterly

Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 03/20/2013
Date Data Arrived at EDR: 03/28/2013
Date Made Active in Reports: 05/13/2013
Number of Days to Update: 46

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/12/2013
Next Scheduled EDR Contact: 09/30/2013
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 04/01/2013
Date Data Arrived at EDR: 04/03/2013
Date Made Active in Reports: 05/14/2013
Number of Days to Update: 41

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 06/25/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/02/2013	Source: Department of Health Services
Date Data Arrived at EDR: 04/03/2013	Telephone: 707-565-6565
Date Made Active in Reports: 05/14/2013	Last EDR Contact: 06/25/2013
Number of Days to Update: 41	Next Scheduled EDR Contact: 10/14/2013
	Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 03/13/2013	Source: Sutter County Department of Agriculture
Date Data Arrived at EDR: 03/14/2013	Telephone: 530-822-7500
Date Made Active in Reports: 03/27/2013	Last EDR Contact: 06/10/2013
Number of Days to Update: 13	Next Scheduled EDR Contact: 09/23/2013
	Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 01/14/2013	Source: Division of Environmental Health
Date Data Arrived at EDR: 01/16/2013	Telephone: 209-533-5633
Date Made Active in Reports: 02/27/2013	Last EDR Contact: 05/15/2013
Number of Days to Update: 42	Next Scheduled EDR Contact: 07/29/2013
	Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 04/26/2013	Source: Ventura County Environmental Health Division
Date Data Arrived at EDR: 05/22/2013	Telephone: 805-654-2813
Date Made Active in Reports: 06/25/2013	Last EDR Contact: 05/20/2013
Number of Days to Update: 34	Next Scheduled EDR Contact: 09/02/2013
	Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011	Source: Environmental Health Division
Date Data Arrived at EDR: 12/01/2011	Telephone: 805-654-2813
Date Made Active in Reports: 01/19/2012	Last EDR Contact: 07/03/2013
Number of Days to Update: 49	Next Scheduled EDR Contact: 10/21/2013
	Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008	Source: Environmental Health Division
Date Data Arrived at EDR: 06/24/2008	Telephone: 805-654-2813
Date Made Active in Reports: 07/31/2008	Last EDR Contact: 02/18/2013
Number of Days to Update: 37	Next Scheduled EDR Contact: 06/03/2013
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 01/28/2013	Source: Ventura County Resource Management Agency
Date Data Arrived at EDR: 02/01/2013	Telephone: 805-654-2813
Date Made Active in Reports: 03/20/2013	Last EDR Contact: 06/11/2013
Number of Days to Update: 47	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 03/01/2013	Source: Environmental Health Division
Date Data Arrived at EDR: 03/28/2013	Telephone: 805-654-2813
Date Made Active in Reports: 05/13/2013	Last EDR Contact: 06/12/2013
Number of Days to Update: 46	Next Scheduled EDR Contact: 09/30/2013
	Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 03/25/2013	Source: Yolo County Department of Health
Date Data Arrived at EDR: 03/29/2013	Telephone: 530-666-8646
Date Made Active in Reports: 05/13/2013	Last EDR Contact: 06/07/2013
Number of Days to Update: 45	Next Scheduled EDR Contact: 10/07/2013
	Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 05/24/2013	Source: Yuba County Environmental Health Department
Date Data Arrived at EDR: 05/24/2013	Telephone: 530-749-7523
Date Made Active in Reports: 06/27/2013	Last EDR Contact: 05/20/2013
Number of Days to Update: 34	Next Scheduled EDR Contact: 08/19/2013
	Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/20/2013	Source: Department of Energy & Environmental Protection
Date Data Arrived at EDR: 05/21/2013	Telephone: 860-424-3375
Date Made Active in Reports: 06/27/2013	Last EDR Contact: 05/21/2013
Number of Days to Update: 37	Next Scheduled EDR Contact: 09/02/2013
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/19/2012
Date Made Active in Reports: 08/28/2012
Number of Days to Update: 40

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 04/19/2013
Next Scheduled EDR Contact: 07/29/2013
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 02/07/2013
Date Made Active in Reports: 03/15/2013
Number of Days to Update: 36

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 05/09/2013
Next Scheduled EDR Contact: 08/19/2013
Data Release Frequency: Annually

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/23/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 57

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 04/23/2013
Next Scheduled EDR Contact: 08/05/2013
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 06/22/2012
Date Made Active in Reports: 07/31/2012
Number of Days to Update: 39

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/28/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/19/2012
Date Made Active in Reports: 09/27/2012
Number of Days to Update: 70

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/28/2013
Next Scheduled EDR Contact: 09/30/2013
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data

Source: Rextag Strategies Corp.
Telephone: (281) 769-2247

U.S. Electric Transmission and Power Plants Systems Digital GIS Data

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

STREET AND ADDRESS INFORMATION

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Source: <https://sonomaplaza.com/wp-content/uploads/sonoma-cheese-factory-sonoma-plaza.jpg>

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February 2018

Final
Transportation Impact Analysis Report

Sonoma Cheese Factory

Prepared for:
The City of Sonoma, California

Final

Sonoma Cheese Factory Transportation Impact Analysis Report

Prepared for:
The City of Sonoma, California

February 14, 2018

WC17-3452

FEHR  PEERS

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1.0 EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) for the proposed Sonoma Cheese Factory project located at 2 West Spain Street in downtown Sonoma, California. The project site is located at Sonoma Plaza; adjacent uses include retail, restaurants, Sonoma State Historic Park, City Hall and the Sonoma Plaza Park. As proposed, the project will remodel the existing Sonoma Cheese Factory, including an expansion of the site of the building on site from 11,397 square feet to 25,000 square feet. Access to the project site will be taken from the sidewalk system along Spain Street, an entrance from the State-owned Casa Grande parking lot, and a new paseo (enhanced pedestrian connection) along the east side of the project side. The existing and proposed project does not include its own parking supply; the project will use the on-street parking supply and other off-street lots to accommodate parking demand generated by the project.

1.1 PROJECT TRIP GENERATION

At full buildout the proposed project is estimated to generate 8 net new weekday afternoon (PM) peak hour trips (4 inbound and 4 outbound) and 95 net new weekend midday peak hour trips (44 inbound and 51 outbound). The project trips were distributed and assigned to the transportation network and added to the Existing and Cumulative (Year 2040) baseline traffic volumes to determine the “with Project” conditions.

1.2 INTERSECTION LEVEL OF SERVICE ANALYSIS

The impacts of the proposed project to the surrounding transportation system were evaluated using the Synchro software analysis package and methodologies from the *2010 Highway Capacity Manual*. City Circulation Element Policy 1.5 establishes a Level of Service (LOS) D policy for intersection operations throughout the City, except at the five intersections surrounding the Sonoma Plaza. While the City has exempted Sonoma Plaza intersections from the LOS D policy, the State Court of Appeal has established that, with respect to environmental review under the California Environmental Quality Act, a General Plan policy exemption from a LOS standard does not provide sufficient evidence that a project’s impact to intersection operations are less-than-significant.

The traffic operations at three key intersections (all three of which are Sonoma Plaza intersections) were evaluated during the weekday afternoon (PM) peak hour and weekend midday peak hour under the following scenarios:



- Existing Conditions
- Existing with Project Conditions
- Cumulative (Year 2040) without Project Conditions
- Cumulative with Project Conditions

Table ES-1 provides a summary of the project’s impacts to intersection operations.

TABLE ES-1: INTERSECTION IMPACT SUMMARY

Intersection		Intersection Impact Under Scenario?		Intersection Impact Less-than-Significant with Mitigation?
		Existing with Project	Cumulative with Project	
1	First Street West/ West Spain Street	No	No	N/A
2	First Street East/ East Spain Street	No	No	N/A
3	First Street East/ East Napa Street	No	Yes	Yes

Notes:

* indicates CMP intersection

Bold indicates a significant impact.

Source: Fehr & Peers, February 2018.

As indicated in **Table ES-1**, the project’s impacts to intersections are **less-than-significant with mitigation**. City Circulation Element Policy 1.6 notes that, for intersections exempt from the City’s LOS D policy, multimodal improvements may be considered in mitigating impacts to mobility:

Policy 1.6: Intersections may be exempted from the vehicle LOS standards established in Policy 1.5 in cases where the City Council finds that the infrastructure improvements needed to maintain LOS D operation (such as roadway or intersection widening) would be in conflict with goals of for improving multimodal circulation, or would lead to other potentially adverse environmental impacts. For those locations where the City allows a reduced motor vehicle LOS or queuing standard, additional multimodal improvements and/or transportation demand management (TDM) measures may be required in order to reduce impacts to mobility.

Two mitigation measure options were identified to mitigate the significant impact at First Street East/East Napa Street. The first mitigation measure option is to fund (on a fair share basis) construction of curb extensions at First Street East/East Napa Street. The second mitigation measure option is to fund or



implement upgrades to the tour bus loading zone in the Casa Grande parking lot, including a clear, ADA-compliant pedestrian connection linking the tour bus parking area to the Sonoma Plaza. The Project's fair-share cost contribution towards construction of the bus loading zone improvements is based on the fair share contribution amount for the curb extension mitigation option.

1.3 OTHER TRANSPORTATION ANALYSIS

The TIA also analyzed multimodal (pedestrian, bicycle, public transit and emergency access) impacts and included an analysis of the net additional parking demand generated by the project versus existing available parking supply.

1.3.1 MULTIMODAL IMPACT ANALYSIS

The project would not significantly degrade the pedestrian, bicycle or public transit network, nor would it preclude the construction of any planned or pending improvements to the pedestrian, bicycle or public transit network. Emergency vehicle access to the site would be adequate as multiple access points are provided. Off-site emergency vehicle access would not be hindered by the proposed project, both in terms of design elements and roadway operations. Therefore, the project's impacts to pedestrians, bicyclists, public transit and emergency vehicle access are ***less-than-significant***.

1.3.2 PARKING DEMAND ANALYSIS AND RECOMMENDATIONS

The project is anticipated to generate demand for five parking spaces during the weekday afternoon period (3:00 PM to 7:00 PM). On average, about 300 parking spaces are available within a two-block walk of the project site during the weekday afternoon period.

The project is anticipated to generate demand for between 20 and 40 parking spaces during the weekend midday period (10:00 AM to 4:00 PM). The parking supply within a two-block walk of the project site is over 85 percent occupied between 12:30 PM and 3:30 PM. Between 1:00 PM and 3:00 PM, the approximately 25 to 26 available parking spaces in the study area (out of 572 total spaces in the study area) would not be adequate to accommodate the additional estimated parking demand of 36 to 39 spaces during this time period (i.e. a parking supply shortfall of 11 to 13 parking spaces would exist). Recommendation measures to alleviate the projected parking shortfall are as follows:

- The project applicant shall contribute, as a parking in-lieu payment, to a redesign of the Casa Grande parking lot. Recommended improvements to be considered for the redesign include:



- Restriping/reconfiguration of existing parking spaces to increase parking capacity by a minimum of 13 spaces.
- Upgrade the overflow parking area at the northwest corner of the parking lot to allow for year-around use.



2.0 INTRODUCTION

This report presents the results of the transportation impact analysis (TIA) conducted by Fehr & Peers for the proposed Sonoma Cheese Factory project (the project) located at 2 West Spain Street in Sonoma, California. The purpose of this TIA is to identify potentially significant adverse impacts of the proposed project on the surrounding transportation system and to recommend mitigation measures, if needed. This TIA was conducted in accordance with the guidelines and standards of the City of Sonoma. This TIA follows the standards set in the most recent General Plan Circulation Element for the City of Sonoma, as well as other local plans and policies.

This chapter provides a detailed project description and describes the study area, analysis methodologies, analysis scenarios, and significance impact criteria.

2.1 PROJECT DESCRIPTION

The proposed project includes renovation and expansion of the existing Sonoma Cheese Factory building from an existing size of 11,397 square feet to 25,000 square feet. Existing uses on site include a mix of retail and food service. While some changes to the operating characteristics of the site are expected to occur after the renovation, the project would be primarily comprised of retail and food service uses.

The conceptual site plan is shown on **Figure 1**. The renovated building would have direct pedestrian access to Spain Street and the Casa Grande parking lot (located behind/to the north of the project site). Similar to the existing uses on site, the proposed project would rely on existing on-street parking spaces in the vicinity of the Sonoma Plaza and the off-street spaces at the State-owned Casa Grande parking lot.

The proposed project also includes construction of a paseo or enhanced pedestrian connection between the Casa Grande parking lot and West Spain Street. This connection currently exists as a walkway along the east side of the Sonoma Cheese Factory and forces users of the walkway to enter the Sonoma Cheese Factory building. While signage placed by the Sonoma Cheese Factory notes that this connection is possible, the lack of a clear sight line between the Casa Grande parking lot and West Spain Street does not make this connection visually apparent to most pedestrians. The project also proposes to enhance the pedestrian connection between the project site and the Sonoma Bike Path and Depot Park areas by improving the existing narrow, paved pathway between Depot Park and the Casa Grande parking lot. Additional enhancements to pedestrian flow are proposed for the Casa Grande parking lot.





Site Plan Source: SMS Architects, June 14, 2017.



Figure 1

Project Site Plan

2.2 PROJECT STUDY AREA

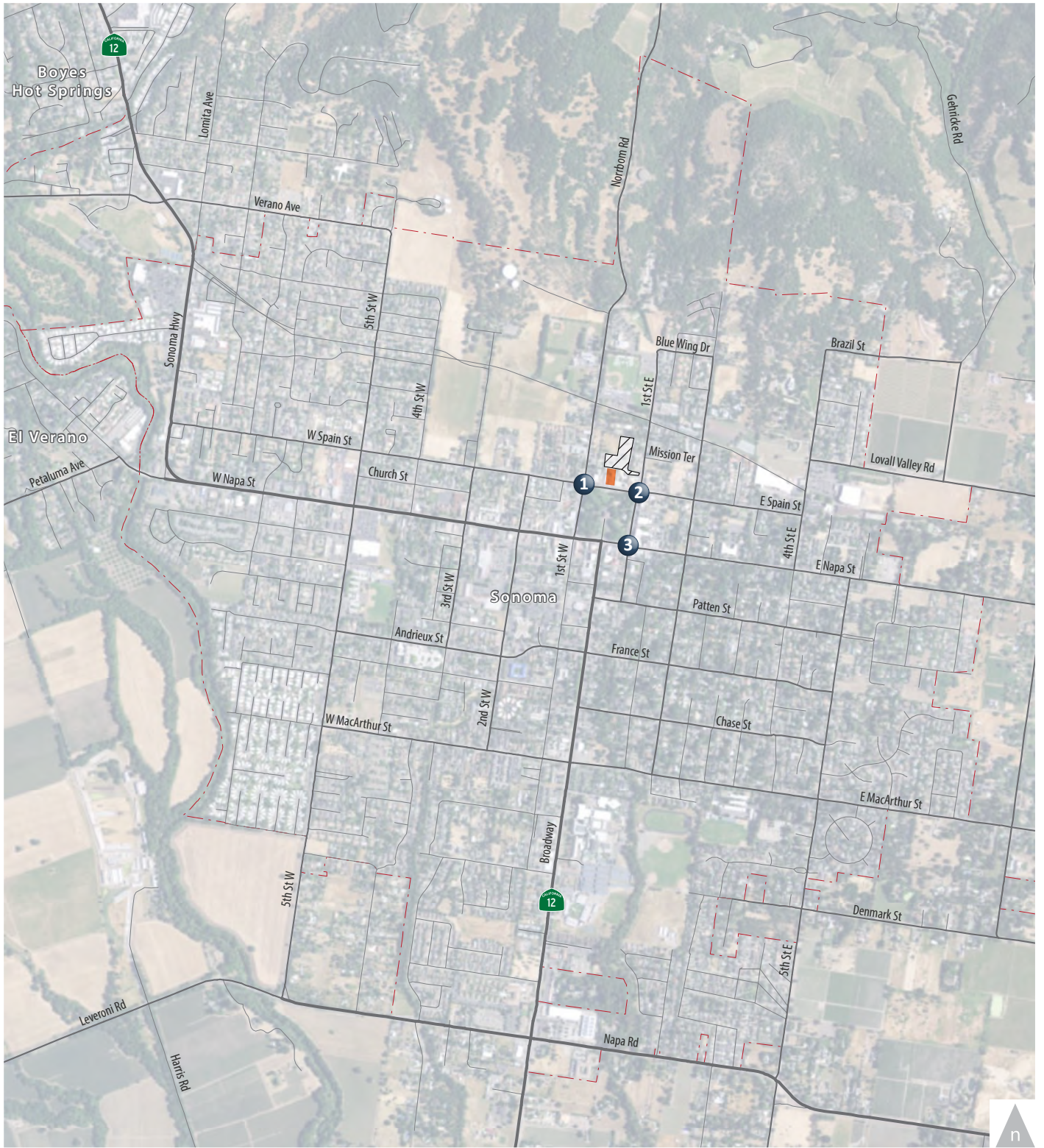
The study area is generally located along the north and east sides of the Sonoma Plaza. Roadway impacts are evaluated for the intersections discussed below and illustrated on **Figure 2**. The study intersections in **Table 1** were selected in consultation with City of Sonoma staff based on the expected number of trips generated by the proposed project and locations of on-street and off-street parking supply.

TABLE 1: STUDY INTERSECTIONS

Intersection ID	Intersection Name	Jurisdiction(s)
1	First Street West/West Spain Street	City of Sonoma
2	First Street East/East Spain Street	City of Sonoma
3	First Street East/East Napa Street	City of Sonoma

Source: Fehr & Peers, February 2018.





LEGEND

- Project Site
- Casa Grande Parking Lot
- # Study Intersection



Figure 2

Project Study Area

2.3 ANALYSIS SCENARIOS

Roadway system operations are evaluated during the weekday afternoon (PM) and weekend midday peak hours for the following scenarios shown in **Table 2**.

TABLE 2: ANALYSIS SCENARIOS

SCENARIO	DESCRIPTION
Existing Conditions	The analysis of existing conditions was based on traffic counts collected in November 2017. The existing conditions analysis also includes a description of key area roadways and an assessment of bicycle, pedestrian, public transit facilities and services near the site.
Existing with Project Conditions	This traffic scenario provides an assessment of operating conditions under Existing Conditions with the addition of project-generated traffic and transportation network infrastructure proposed by the project. The impacts of the proposed project on existing baseline traffic operating conditions were then identified.
Cumulative Conditions	Year 2040 traffic forecasts without the proposed project were developed for Cumulative Conditions by applying traffic volume growth rates derived from the Sonoma County Transportation Authority travel demand model and other data sources. The growth rates were applied to Existing Conditions volumes.
Cumulative with Project Conditions	This traffic scenario provides an assessment of operating conditions under Cumulative Conditions with the addition of project-generated traffic and transportation network infrastructure proposed by the project. The impacts of the proposed project on Year 2040 baseline traffic operating conditions were then identified.

Source: Fehr & Peers, February 2018.

2.4 ANALYSIS METHODS

The operations of roadway facilities are described with the term level of service (LOS), a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver). Six levels are defined from LOS A, as the best operating conditions, to LOS F, or the worst operating conditions. LOS E represents "at-capacity" operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result, and operations are designated as LOS F.

2.4.1 UNSIGNALIZED INTERSECTION OPERATIONS

The level of service method identified by the City of Sonoma for unsignalized intersections is the method described in Chapters 19 and 20 of the *2010 Highway Capacity Manual (2010 HCM)* (Transportation Research Board). This method bases unsignalized intersection operations on vehicular control delay.



Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay. The control delay for unsignalized intersections is calculated using the Synchro analysis software and is correlated to a LOS designation as shown in **Table 3**. For side-street stop controlled intersections, the delay of the worst movement is recorded as the result. For all-way stop-controlled intersections, the whole-intersection average delay is recorded as the result.

TABLE 3: UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Delay in Seconds
A	Little or no delay.	≤ 10.0
B	Short traffic delays.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: 2010 Highway Capacity Manual.

2.5 CEQA TRANSPORTATION IMPACT CRITERIA

The section describes the LOS standards and impact criteria applied to the roadway facility types analyzed for CEQA purposes. Overall, the determination of significance for project impacts is based on applicable guidelines defined by the City of Sonoma. The detailed standards and impact criteria presented below focuses on elements pertaining to roadway system operations.

2.5.1 UNSIGNALIZED INTERSECTIONS

Unsignalized intersection operations and impacts are evaluated based on the City of Sonoma’s LOS standards (i.e., minimum threshold for acceptable operations). The City of Sonoma’s 2016 Circulation Element Policy 1.5 and Policy 1.6 establish the following policies associated with intersection operations:

Policy 1.5: *Establish a motor vehicle Level of Service (LOS) standard of LOS D at intersections. The following shall be taken into consideration in applying this standard:*

- *Efforts to meet the vehicle LOS standard shall not result in diminished safety for other modes including walking, bicycling or transit (see Policy 1.6).*



- *The standard shall be applied to the overall intersection operation and not that of any individual approach or movement.*
- *Consideration shall be given to the operation of the intersection over time, rather than relying exclusively on peak period conditions.*
- *The five intersections surrounding the historic Sonoma Plaza shall be exempt from vehicle LOS standards in order to maintain the historic integrity of the Plaza and prioritize non-auto modes.*

Policy 1.6: *Intersections may be exempted from the vehicle LOS standards established in Policy 1.5 in cases where the City Council finds that the infrastructure improvements needed to maintain LOS D operation (such as roadway or intersection widening) would be in conflict with goals of for improving multimodal circulation, or would lead to other potentially adverse environmental impacts. For those locations where the City allows a reduced motor vehicle LOS or queuing standard, additional multimodal improvements and/or transportation demand management (TDM) measures may be required in order to reduce impacts to mobility.*

As noted in the Circulation Element, acceptable LOS for intersections is defined as LOS D or better. The three intersections studied in the analysis of the Sonoma Cheese Factory project are Sonoma Plaza intersections, and are therefore exempt from the LOS D policy.

The decision by the California Court of Appeal in *East Sacramento Partnership for a Livable City v. City of Sacramento, et al. (2016)* notes that “compliance with a general plan policy does not conclusively establish there is not a significant environmental impact.” Therefore, while the study intersections analyzed are exempt from the City’s LOS D policy, this exemption does not relieve the need for the determination of potential impacts to intersection operations at the study intersections. Given this context, the following CEQA transportation impact criteria were developed based on local state of the practice and applicable goals and policies in the City’s Circulation Element. These criteria were used to evaluate the project’s impacts to unsignalized intersection operations.

- For intersections operating at LOS D or better prior to the addition of project traffic:
 - The project results in operations at an intersection to deteriorate LOS D or better to LOS E or LOS F, and
 - One or both of the “Peak Hour Signal Warrants” (Warrants 3A and 3B) from Chapter 4C of the California Manual on Uniform Traffic Control Devices are met
- For intersections operating at LOS E or LOS F prior to the addition of project traffic:
 - The project exacerbates unacceptable operations by increasing average intersection delay more than 5.0 seconds, and
 - One or both of the “Peak Hour Signal Warrants” (Warrants 3A and 3B) from Chapter 4C of the California Manual on Uniform Traffic Control Devices are met



While Circulation Element Policy 1.6 suggests that signalization of an impacted study intersection around the Sonoma Plaza would not be considered as a mitigation measure, the Peak Hour Signal Warrants are typically applied to CEQA transportation analysis as a proxy to determine the overall level of congestion for all motorists at an unsignalized intersection.

2.5.2 PEDESTRIAN SYSTEM

The project would create a significant impact related to the pedestrian system if any of the following criteria are met:

- The project design would not provide or would eliminate pedestrian facilities to connect to the area circulation system, or
- The project design would create hazardous conditions for pedestrians, or
- The project conflicts with existing or planned pedestrian facilities.

2.5.3 BICYCLE SYSTEM

The project would create a significant impact related to the bicycle system if any of the following criteria are met:

- The project design would not provide or would eliminate bicycle facilities that connect to the area circulation system,
- The project conflicts with existing or planned bicycle facilities; or
- The project design would create hazardous conditions for bicyclists.

2.5.4 PUBLIC TRANSIT SYSTEM

The project would create a significant impact related to public transit service if either of the following criteria are met:

- The project generates a substantial increase in public transit riders that cannot be adequately served by existing public transit services; or,
- The project conflicts with existing or planned public transit facilities.

2.5.5 EMERGENCY ACCESS

Ease of access and travel time are critical for first responders traveling in emergency access vehicles. Obstructions in the roadway, detours, and congestion delay are among the factors that can affect



emergency response time. Using the *General Plan* as a guide, impacts would occur if a project or an element of a project:

- Conflicts with an existing or planned emergency response facility or route; or
- Provides inadequate access to accommodate emergency vehicles

2.6 REPORT ORGANIZATION

The remainder of the report is divided into the following chapters:

Chapter 3: Existing Conditions describes the transportation system near the project site, including the surrounding roadway network, existing bicycle, pedestrian, public transit, and private transit facilities, and current AM and PM peak hour operating conditions of the key intersections.

Chapter 4: Project Traffic Estimates describes the project trip generation, distribution and assignment methods used in the traffic impact analysis.

Chapter 5: Existing with Project Conditions presents the transportation operations with the project under Existing with Project Conditions.

Chapter 6: Cumulative (Year 2040) Conditions describes the forecasting process and presents the transportation operations with the project under Cumulative Conditions.

Chapter 7: Parking Evaluation and Recommendations presents an analysis of existing parking conditions and projected parking conditions after completion of the project. Recommendations to alleviate parking shortfalls are presented.



3.0 EXISTING CONDITIONS

A comprehensive multi-modal data collection effort was undertaken to identify existing transportation conditions in the vicinity of the proposed project. The assessment of Existing Conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. Existing public transit service, private transit service, and bicycle and pedestrian facilities in the project study area are also described.

3.1 EXISTING TRANSPORTATION FACILITIES

3.1.1 EXISTING STREET SYSTEM

Direct automobile access to the project site is provided by Spain Street. Regional access to the site is provided via Napa Street (designated SR 12 west of Broadway) and Broadway (designated SR 12). First Street West and First Street East serve as connections between Napa Street and Spain Street in the vicinity of the project site. These facilities are described below and are illustrated on **Figure 2** (presented earlier in **Section 2.2**).

Spain Street is a two-lane local street that connects the east and west sides of the City of Sonoma via the vicinity of the Sonoma Plaza and the project site. Running from Sonoma Highway (SR 12) in the west to Fourth Street East in the east, it is the northernmost continuous street in the City and serves as a parallel facility to the West Napa Street (SR 12) corridor. In the vicinity of the project site, Spain Street has a posted speed limit of 25 miles per hour, with angled parking provided on both sides of the street.

First Street West is a two-lane collector roadway that runs from Newcomb Street in the south to Norrbom Road in the north. First Street West primarily serves residential, recreational and commercial uses, and forms the west boundary of Sonoma Plaza. Through traffic along First Street West is prohibited at its intersection with West Napa Street (SR 12) through right turn-only restrictions. In the vicinity of the project site, First Street West has a posted speed limit of 25 miles per hour, with angled parking provided on both sides of the street.

First Street East is a two-lane local roadway that runs from Patten Street in the south to Blue Wing Drive in the north. The roadway serves residential, recreational and commercial uses, and forms the east boundary of the Sonoma Plaza. North of East Spain Street, a driveway connects First Street East of the State-owned Casa Grande parking lot. In the vicinity of the project site, First Street East has a posted speed limit of 25 miles per hour, with angled parking provided on both sides of the street.



East Napa Street is a two-lane local roadway that runs from Sonoma Highway (SR 12) in the west to a dead end at private property near the foothills in the east. Through a connection with Eight Street East, East Napa Street affords access to Napa Road, which, in turn, offers a connection to Napa County via the SR 12-SR 121 corridor. A portion of Napa Street between Sonoma Highway (SR 12) and Broadway (SR 12) is signed as SR 12 and maintained by Caltrans. The First Street East/East Napa Street intersection is maintained and controlled by the City. In the vicinity of the project site, East Napa Street has a posted speed limit of 25 miles per hour, with angled parking provided on both sides of the street.

3.1.2 EXISTING LOCAL AND REGIONAL PUBLIC TRANSIT SERVICES AND CONNECTIVITY

This section summarizes local and regional public transit connectivity in the study area. Public transit systems that serve the study area and surrounding areas are introduced below and described in more detail in **Table 5**.

- **Sonoma County Transit (SCT):** Sonoma County Transit provides local and regional bus service throughout Sonoma County with connections to Marin County and the Petaluma SMART station. A total of six SCT routes serve the City of Sonoma.

Public transit services within the project study area and that traverse through study intersections are detailed in **Table 4** and displayed on **Figure 3**. The project site is located approximately 500 feet north of the Sonoma Plaza transit hub. The Sonoma Plaza transit hub provides connections with all SCT public transit routes that serve the City. This stop includes a shelter and bench for waiting transit riders.

3.1.3 EXISTING PRIVATE TRANSIT SERVICES

Associated with its status as a major tourist destination, the Plaza area of the City of Sonoma is served by a number of private transit services, primarily tour buses. These private transit vehicles generally use the east side of the Sonoma Plaza horseshoe (near City Hall) to drop off and pick up passengers. Tour bus operations in the horseshoe impede the circulation of vehicles (including Sonoma County Transit buses), and the City is reviewing opportunities to provide alternate, dedicated tour bus parking at the Casa Grande parking lot.



TABLE 4: EXISTING PUBLIC TRANSIT SERVICES

Route	From	To	Weekdays			Weekends	
			Operating Hours ¹	Headway (Minutes) ²		Operating Hours ¹	Headway (Minutes) ²
				Peak	Midday		
SCT 30	Sonoma Plaza	Coddingtontown (Santa Rosa)	5:45 AM to 9:30 PM	65	90	9:00 AM to 8:15 PM	120
SCT 32	Temelec	Agua Caliente	7:45 AM to 4:45 PM	45	45	9:00 AM to 2:45 PM ³	75 ³
SCT 34	Sonoma Plaza	Santa Rosa Transit Mall	6:45 AM to 8:00 AM 3:45 PM to 5:00 PM	1 East Run (AM) 1 West Run (PM)	No Service	No Service	No Service
SCT 38	SR 12/Oakmont Drive	San Rafael Transit Center	5:45 AM to 7:15 AM 6:30 PM to 7:45 PM	1 South Run (AM) 1 North Run (PM)	No Service	No Service	No Service
SCT 40/53	Sonoma Plaza	Petaluma Transit Mall (SMART)	6:30 AM to 6:45 PM	40 – 80	No Service	No Service	No Service

Notes:

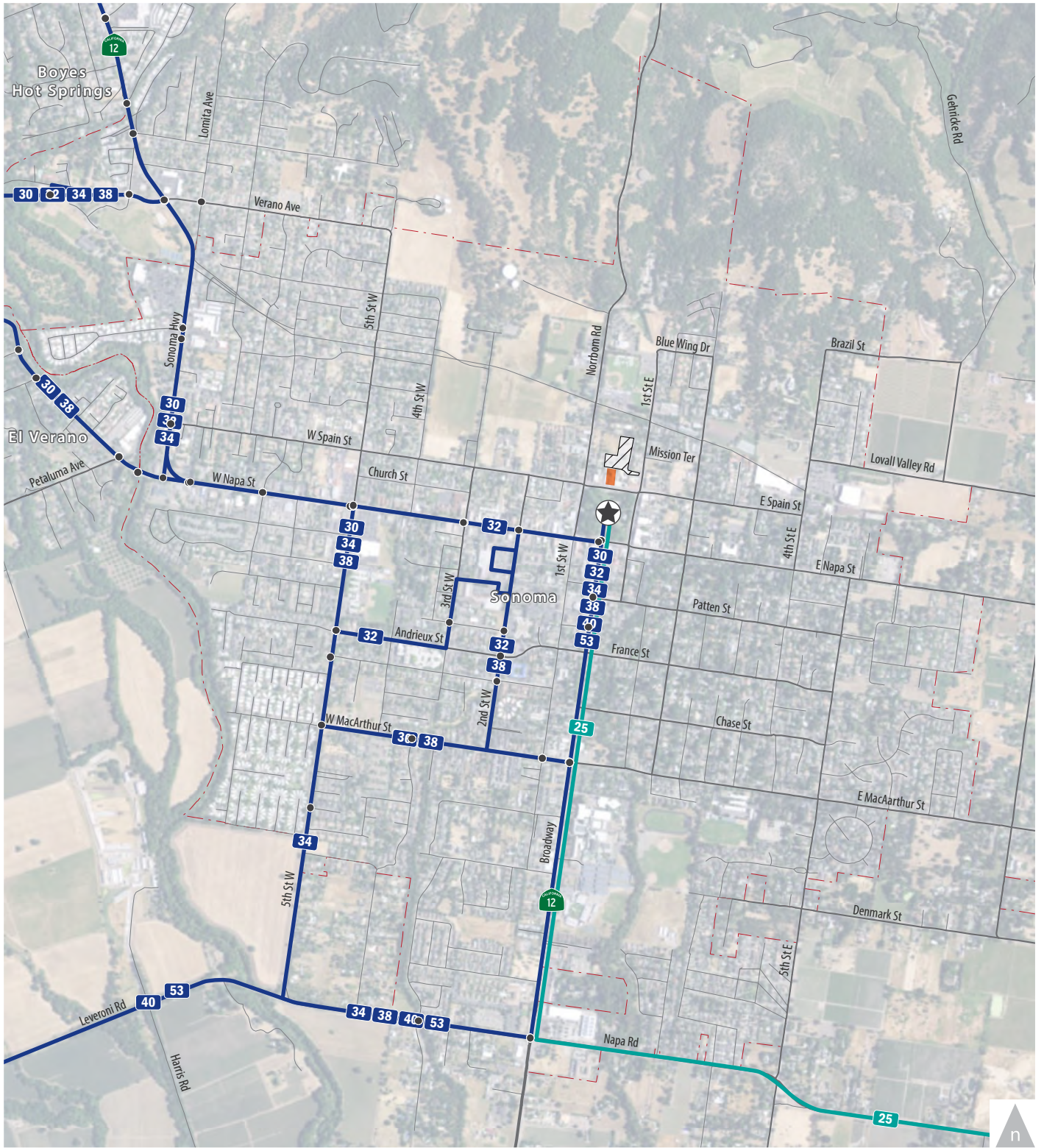
1. Operating hours rounded to the nearest 15 minutes

2. Headways are defined as the time between transit vehicles on the same route in the same direction (e.g., time between two Route 30 buses stopping at the Sonoma Plaza transit hub).

3. No Sunday service.

Source: Sonoma County Transit, February 2018.





LEGEND

- Project Site
- Casa Grande Parking Lot
- # Sonoma County Transit
- # Napa VINE Transit
- ★ Sonoma Plaza Transit Hub
- Bus Stop



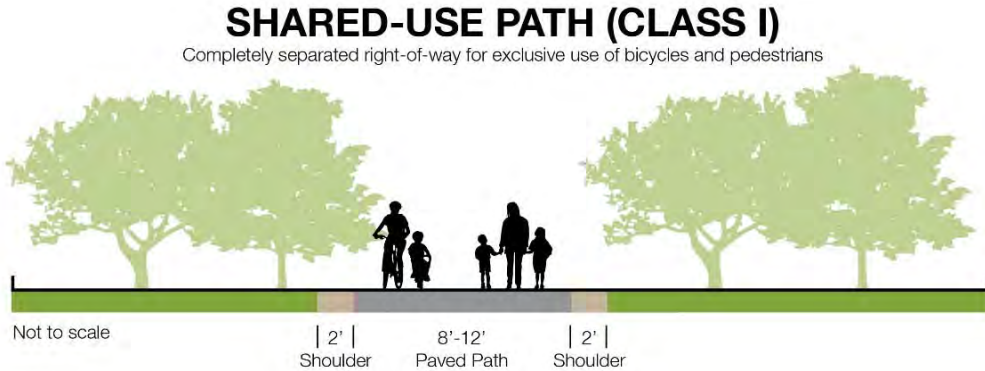
Figure 3

Existing Transit Routes

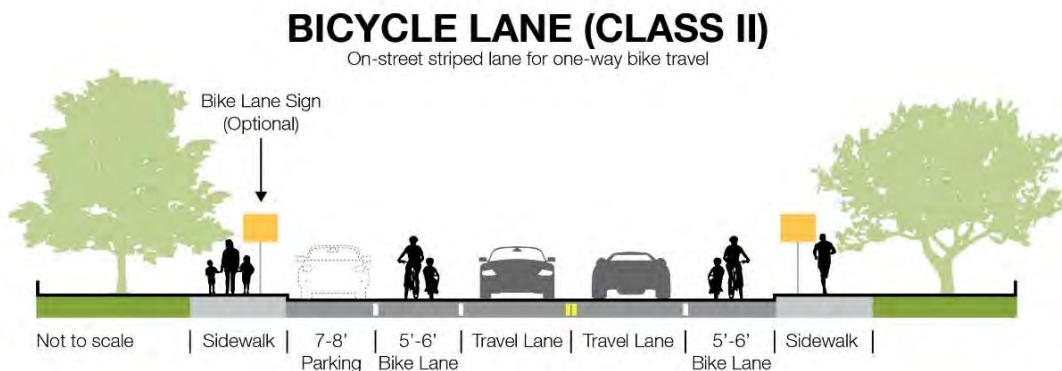
3.1.4 EXISTING BICYCLE FACILITIES

Bikeway planning and design in California typically relies on guidelines and design standards established by California Department of Transportation (Caltrans) in the Highway Design Manual (Chapter 1000: Bikeway Planning and Design). Caltrans provides for four distinct types of bikeway facilities, as described below and shown in the accompanying figures.

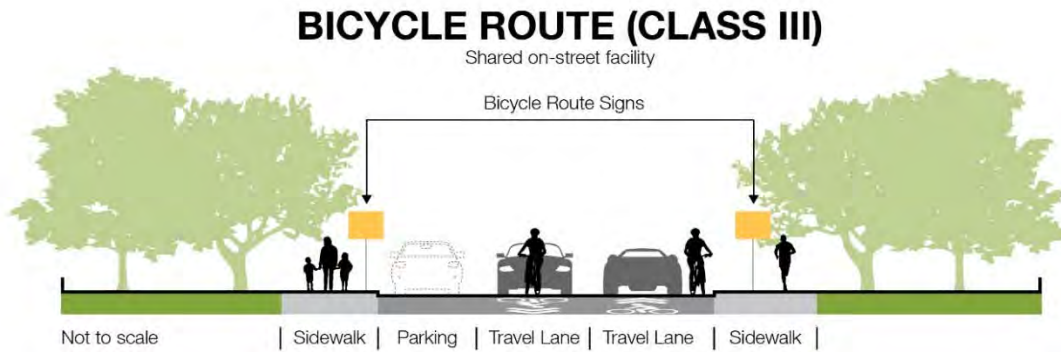
- ***Class I Bikeways (Shared-Use Path)*** provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors where on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.



- ***Class II Bikeways (Bicycle Lanes)*** are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.



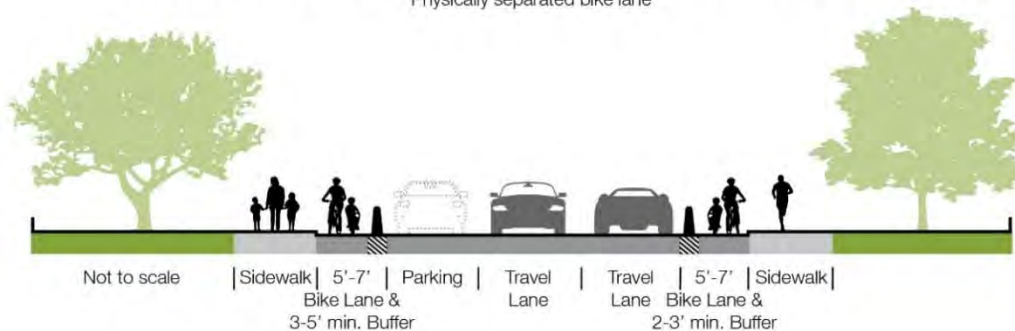
- Class III Bikeways (Bicycle Route) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated bike right-of-way or lane striping. Bike routes serve either to: a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.



- Class IV Bikeways (cycle tracks or "separated" bikeways) provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers, including, but not limited to, grade separation, flexible posts, inflexible vertical barriers such as raised curbs, or parked cars.

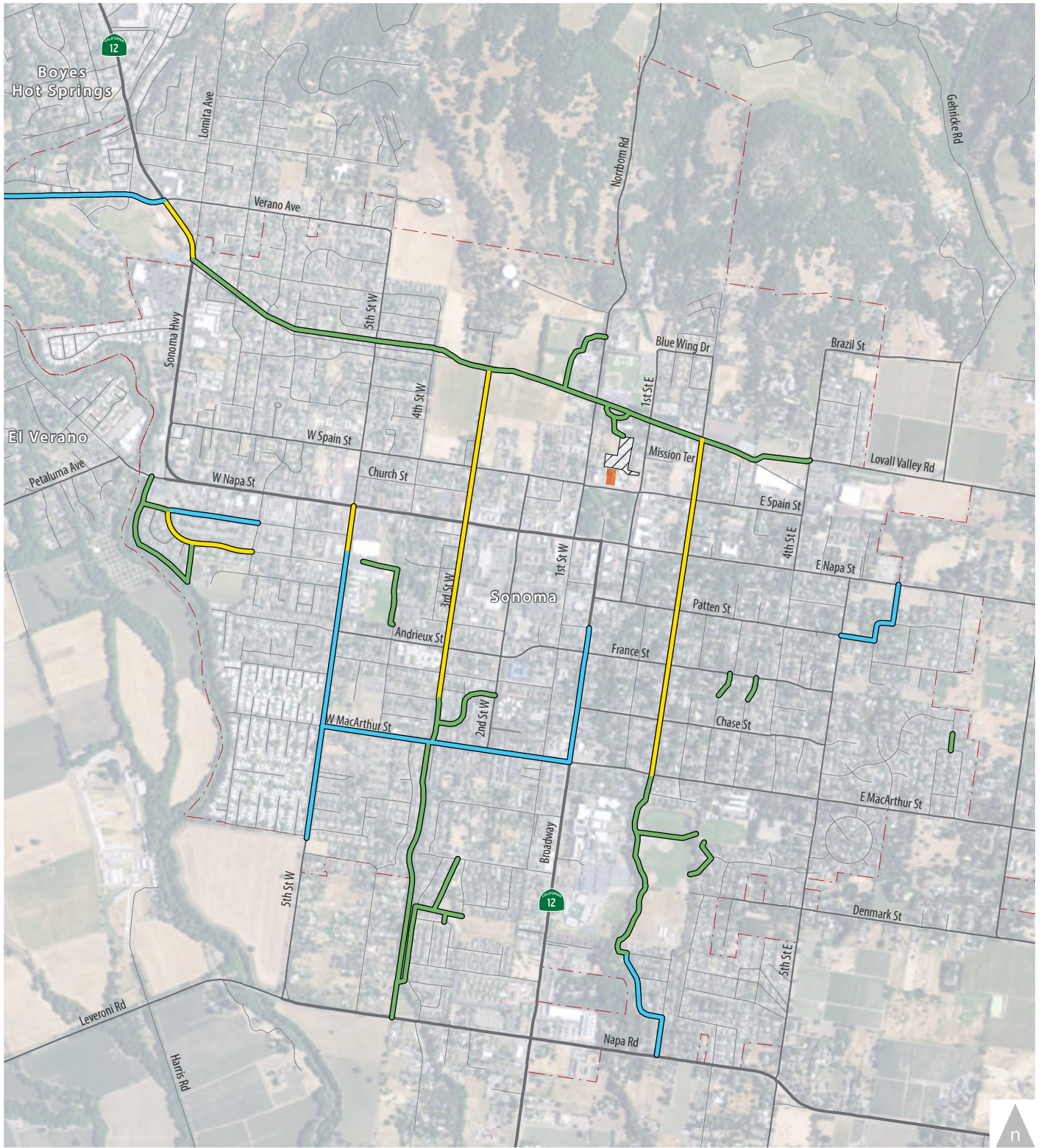
CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Physically separated bike lane



Existing bicycle facilities in the study area are displayed on **Figure 4**. An existing Class I shared-use path, the Sonoma Bike Path, is located approximately 0.15 miles north of the project site. Connections between the Sonoma Bike Path and the project site are provided through a narrow, paved pathway between Depot Park and the Casa Grande parking lot. Second Street East and Third Street West are designated as Class III bicycle routes, with connections to the project site afforded via East Spain Street and West Spain Street, respectively. However, due to narrow lane widths and high traffic volumes, the Spain Street corridor may not be an attractive bicycling route.





LEGEND

- Project Site
- Casa Grande Parking Lot
- Class 1 Bike Path
- Class 2 Bike Lane
- Class 3 Bike Route



Figure 4

Existing Bicycle Facilities

3.1.5 EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. The pedestrian environment was evaluated along the connecting roadways that directly serve the project site and adjacent roadways that connect to transit stations and/or nearby destinations in the greater study area.

Pedestrian connectivity in the vicinity of the project site is provided by a complete network of sidewalks and crosswalks that serve the Spain Street corridor between First Street West and First Street East. A marked midblock crosswalk is provided on Spain Street immediately in front of the Sonoma Cheese Factory. Sidewalks are provided on both sides of First Street West and First Street East in the vicinity of Spain Street and Sonoma Plaza.

Study intersections with pedestrian facilities are described below:

- Intersection 1: First Street West/West Spain Street
 - All-way stop-controlled intersection with marked crosswalks on all legs. South and east crosswalks are elongated and skewed due to intersection design.
- Intersection 2: First Street East/East Spain Street
 - All-way stop-controlled intersection with marked crosswalks on all legs. South and west crosswalks are elongated and skewed due to intersection design.
- Intersection 3: First Street East/East Napa Street
 - All-way stop-controlled intersection with marked crosswalks on all legs. North and west crosswalks are elongated and skewed due to intersection design.

3.2 EXISTING INTERSECTION VOLUMES AND LANE CONFIGURATIONS

The operations of the study intersections are evaluated for the highest one-hour volume during the weekday evening (4:00 PM to 6:00 PM) and weekend midday (11:00 AM to 2:00 PM) periods. To be conservative, and given the presence of on-street parking, the evaluation uses the peak hour at each individual intersection, rather than a network-wide peak hour. Existing peak hour intersection counts were conducted at the study intersections in November 2017 on clear days with area schools in-session. These counts formed the basis of the Existing Conditions intersection operations analysis (discussed further in **Section 3.3**). A summary of count data for this study can be found in **Appendix A**.

Existing lane configurations and types of intersection control devices were confirmed through field observations. To calibrate the Existing Conditions models to reflect observed operating conditions and to



account for field observed interactions between pedestrians and vehicles as the study intersections (further discussed in **Section 3.4**), the existing counts were adjusted higher on a per-movement basis using a rate of one vehicle per 200 conflicting pedestrians. **Figure 5** presents the adjusted existing weekday PM and weekend midday peak hour turning movement volumes, lane configurations, and traffic control devices used in the Existing Conditions analysis. **Figure 6** presents existing weekday PM and weekend midday peak hour bicycle and pedestrian volumes.

3.3 EXISTING INTERSECTION LEVELS OF SERVICE

Existing intersection lane configurations and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during the weekday PM and weekend midday (MD) peak hours for Existing Conditions. The results of the LOS analysis using the Synchro software program for signalized study intersections under Existing Conditions are presented in **Table 5** and the corresponding LOS calculation sheets are included in **Appendix B**.

TABLE 5: EXISTING INTERSECTION LEVELS OF SERVICE

	Intersection	Control Type	Count Date	Peak Hour ¹	Delay ²	LOS ³	LOS Standard
1	First Street West/ West Spain Street	All-Way Stop-Control	11/2017 11/2017	PM MD	12.1 14.3	B B	Exempt ⁴
2	First Street East/ East Spain Street	All-Way Stop-Control	11/2017 11/2017	PM MD	10.7 12.2	B B	Exempt ⁴
3	First Street East/ East Napa Street	All-Way Stop-Control	11/2017 11/2017	PM MD	11.4 15.0	B C	Exempt ⁴

Notes:

1. PM = Weekday evening peak hour, MD = Weekend midday peak hour

2. Whole intersection average delay reported for all-way stop-controlled intersections. Delay calculated per *HCM 2010* methodologies.

3. LOS designation per *HCM 2010*.

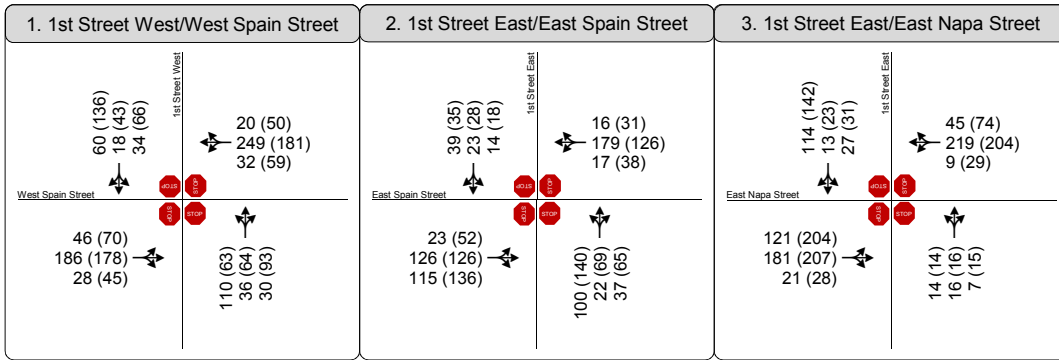
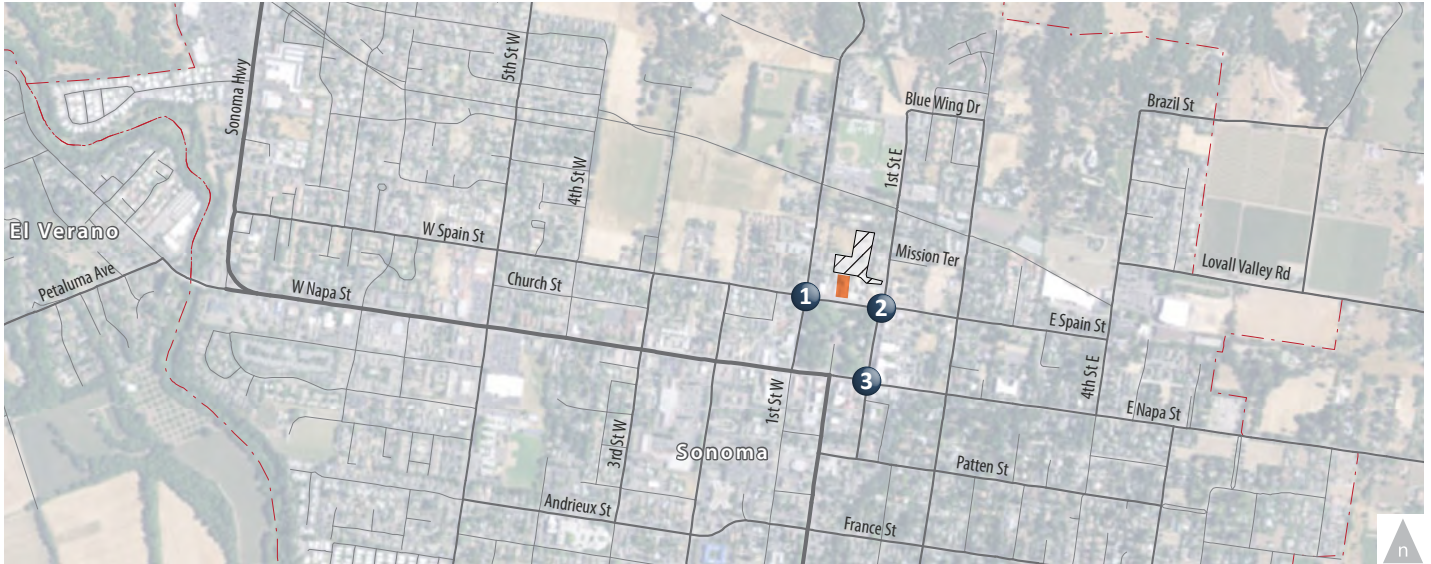
4. As noted in the City of Sonoma Circulation Element, intersections around Sonoma Plaza are exempt from the City's LOS standard or LOS D.

Bold indicates operations below LOS D.

Source: Fehr & Peers, February 2018.

The results of the LOS calculations indicate that all three study intersections operate at LOS B/C under Existing Conditions during both the weekday afternoon peak hour and weekend midday peak hour. This indicates that the intersections operate well from a volume-to-capacity standpoint. Field observations (described in **Section 3.4**) confirm that the Synchro model replicates actual operations at the study intersections.





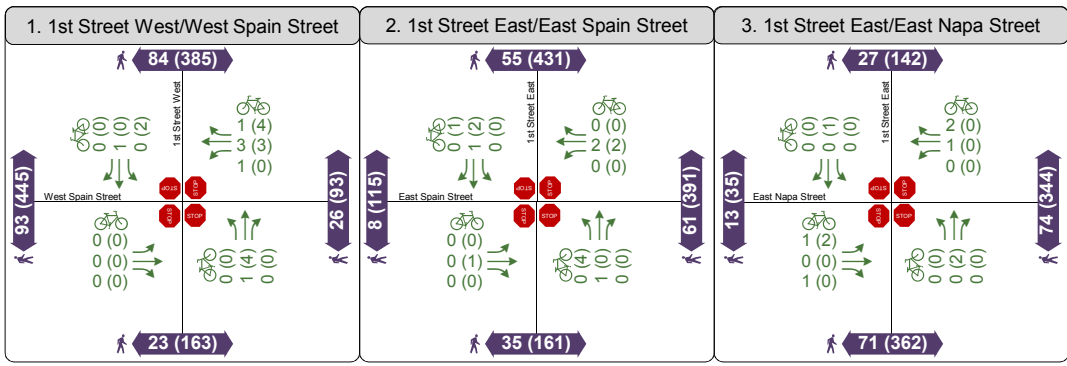
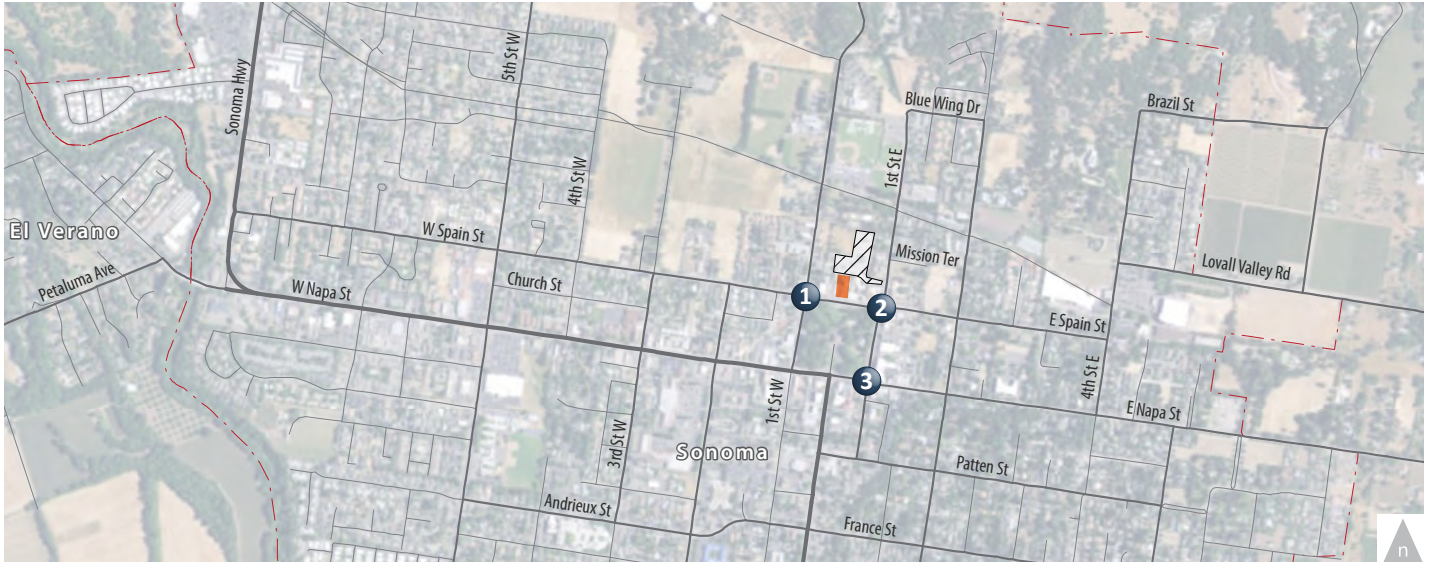
LEGEND

- Project Site
 - Casa Grande Parking Lot
 - Study Intersection
 - Stop Sign
- XX (YY) Weekday PM (Weekend Midday) Peak Hour Traffic Volumes



Figure 5

Existing Conditions Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls



LEGEND

- Project Site
- Casa Grande Parking Lot
- Study Intersection
- $x (y)$ Weekday PM (Weekend Midday) Peak Hour Pedestrian Volumes
- $x (y)$ Weekday PM (Weekend Midday) Peak Hour Bicycle Volumes
- Stop Sign



Figure 6
Existing Conditions
Peak Hour Bicycle and Pedestrian Volumes

3.4 FIELD OBSERVATIONS

Field observations of the study intersections were conducted in November 2017 at the time of the weekday afternoon peak period and weekend midday peak period turning movement counts. The purpose of these observations is to verify calculated delay and LOS, verify any existing traffic problems, and to observe overall transportation characteristics at the study facilities. In all cases, the intersections were observed to operate at the calculated levels of service for each peak hour. Below is a summary of the field observations.

3.4.1 WEEKDAY EVENING PEAK PERIOD OBSERVATIONS

Below is a summary of weekday evening (PM) peak period operations field observations.

- *Study intersection operations:* All three study intersections generally operated well. Delays were observed to be very short. Limited queues were observed.
- *Effects of parking maneuvers on roadway segment flow:* Parking was observed to generally be plentiful throughout the study area, thus limiting the amount of circulation required to find an available parking space. Traffic volumes on study roadways were generally low enough to allow for large gaps in the traffic stream. Vehicles entering and exiting parking spaces did not create much additional friction on roadways between intersections.
- *Multimodal interactions:* A moderate level of pedestrian activity was observed at each study intersection. Count data indicate that for each intersection during the peak hour approximately 150 to 250 total pedestrian crossing movements took place. Field observations indicate that vehicles generally yielded to pedestrians crossing at study intersections, but motorists behaved aggressively once opportunities to enter the intersection became available. A low number of bicyclists were observed to use the roadway system. Bicyclists generally traveled in the travel lanes. Some bicyclists rode on the right side of the travel lane, while a few decided to “take the lane” while in queue.

3.4.2 WEEKEND MIDDAY PEAK PERIOD OBSERVATIONS

Below is a summary of weekend midday peak period field observations.

- *Study intersection operations:* All three study intersections generally operated well over the course of the peak period. Delays and queues on some approaches were observed to occasionally grow and dissipate over the course of 15-minute periods. On the whole, the study intersections were able to reliably serve the vehicle demands approaching the intersection.
- *Effects of parking maneuvers on roadway segment flow:* On-street parking supply in the study area was observed to be functionally oversubscribed throughout the weekday midday peak period. This condition resulted in vehicles traveling below the speed limit on roadway segments while



looking for parking. Considerable friction was observed between the traffic stream and vehicles entering and exiting parking spaces.

- *Multimodal interactions:* A very high level of pedestrian activity was observed at each study intersection. Count data indicate that for each intersection during the peak hour approximately 800 to 1,100 total pedestrian crossing movements took place. Field observations indicate that many motorists behaved aggressively when entering study intersections, which, while promoting vehicle flow, resulted in pedestrians needing to stop mid-crossing due to a vehicle not yielding to crossing pedestrians. Many pedestrians were observed to voluntarily yield the right-of-way to vehicles at study intersections. A low number of bicyclists were observed to use the roadway system. Bicyclists generally traveled in the travel lanes. Some bicyclists rode on the right side of the travel lane, while a few decided to “take the lane” while in queue.



4.0 PROJECT TRAFFIC ESTIMATES

The amount of traffic expected to be generated on the study roadway system by the proposed project is estimated using a three-step process: (1) project trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of project-generated traffic will be added to the roadway network. The second step estimates the direction of travel to and from the project site. During the third step, the new trips are assigned to specific street segments and intersection turning movements. This process is described in more detail in the following sections.

4.1 TRIP GENERATION

4.1.1 DATA SOURCES

In estimating the number of new trips generated by the proposed project uses, a variety of trip generation data sources, including national data sources and locally obtained trip generation data were considered. Each of the data sources are described below.

4.1.1.1 Nationally Published Trip Generation Data

A commonly used data source for determining trip generation rates for a proposed project is the *Trip Generation Manual*, published by the Institute of Transportation Engineers. The *Trip Generation Manual, 10th Edition*, contains trip generation data for a variety of land uses, based on trip generation studies conducted throughout the United States.

The *Trip Generation Manual* notes that the data in the *Manual* primarily apply to freestanding sites with a high automobile mode share. The proposed Sonoma Cheese Factory project is located in a mixed-use area with a high number of tourist trips. Therefore, the data in the *Manual* may yield a trip generation estimate that results in a low confidence in the estimate. In cases like these, the *Trip Generation Manual* suggests that collecting local or site-specific trip generation data is a superior method versus using data from the *Trip Generation Manual*.

4.1.1.2 Site Specific Trip Generation Data

After consulting with City of Sonoma staff, it was determined that the more defensible method for estimating the number of trips generated by the proposed project would, in part, use site-specific trip generation data. Trip generation data for the existing Sonoma Cheese Factory was collected in November 2017 at the same time as the intersection turning movement counts. Since the existing building and



proposed project do not include on-site parking, the trip generation counts use a person-trip approach to develop trip generation rates. The following data were collected during the course of the counts:

- Number of persons entering and exiting the building
- Number of groups entering and exiting the building
- Number of persons in each group entering and exiting the building

The number of groups entering the building are a proxy for the number of vehicles generated by people wishing to visit the Sonoma Cheese Factory and other uses in the area surrounding the Sonoma Plaza. The number of persons and group size data are used to calculate average vehicle occupancy, which is a check to ensure that the trip generation set is reasonable given the high number of tourist trips generated by uses in the Sonoma Plaza area. For the purposes of converting the number of group trips to the number of trips generated by the Sonoma Cheese Factory, it was assumed that each visitor of the Sonoma Cheese Factory visits three other establishments in the Sonoma Plaza area. Given the diverse uses in the Sonoma Plaza area, including restaurants, retail, entertainment, museums and wine tasting, this factoring process is anticipated to be conservative. As noted in **Section 3.1.3**, a number of private transit operators operate tour bus service to the Sonoma Plaza area, so some groups of patrons may have arrived on a single bus. To be conservative, it was assumed that each group of patrons arriving or departing the project site represented a separate automobile trip.

Table 6 presents a summary of the peak hour (of Cheese Factory activity) trip generation data collected for the existing Sonoma Cheese Factory. **Appendix C** presents the raw trip generation counts.

TABLE 6: SONOMA CHEESE FACTORY EXISTING PEAK HOUR TRIP GENERATION

Data Counted	Size ¹	Weekday PM Peak Hour of Generator				Weekend Midday Peak Hour of Generator			
		In	Out	Total	Rate ²	In	Out	Total	Rate ²
Number of Persons	11.4 ksf	16	18	34	3.0	275	295	570	50.0
Number of Groups	11.4 ksf	11	12	23	2.0	145	166	311	27.3
Standalone Trip Generation Rate³		--	--	--	0.50	--	--	--	6.82
Inbound/Outbound Percentage		48%	52%	--	--	47%	53%	--	--

Notes:

1. 1 ksf = 1,000 square feet
2. Total trip generate rate expressed in total trips per 1,000 square feet
3. Standalone trip generation rate calculated by dividing group trip generation rate by a factor of 4.0 to reflect that a visitor of the Sonoma Cheese Factory will visit three other establishments in the Sonoma Plaza area.

Source: Fehr & Peers, February 2018.



Based on the data in **Table 6**, the average weekday PM peak hour of generator vehicle occupancy is about 1.5 persons per vehicle. For the weekend midday, the average vehicle occupancy is about 1.8. Over the course of the entire counted peak period, the weekday PM peak period average vehicle occupancy is 1.4 persons per vehicle. The weekend midday peak period average vehicle occupancy is 1.9 persons per vehicle. These average vehicle occupancies are consistent with the assumption that many visitors to the Sonoma Cheese Factory are from outside of the City of Sonoma (i.e. tourist trips where multiple people travel together in a single vehicle) and therefore would likely visit multiple destinations in the Sonoma Plaza area and not the Sonoma Cheese Factory alone.

4.1.2 TRIP GENERATION CALCULATIONS

The vehicle trip generation rates developed from the counts at the Sonoma Cheese Factory were used to estimate the number of net new trips generated by the proposed project. This calculation is summarized in **Table 7**. Based on the trip generation estimates, the project will generate an additional eight trips during the AM peak hour (four inbound/four outbound) and a total of 95 trips during the PM peak hour (44 inbound/51 outbound).

TABLE 7: PROJECT TRIP GENERATION

Land Use Scenario	Quantity	Weekday PM Peak Hour of Generator			Weekend Midday Peak Hour of Generator		
		In	Out	Total	In	Out	Total
Existing Uses	11.4 ksf ¹	3	3	6	37	42	79
Proposed Uses	25.0 ksf ²	7	7	14	81	93	174
Net New Project Trips		4	4	8	44	51	95

Notes:

1. 1 ksf = 1,000 square feet gross floor area

Source: Fehr & Peers, February 2018.

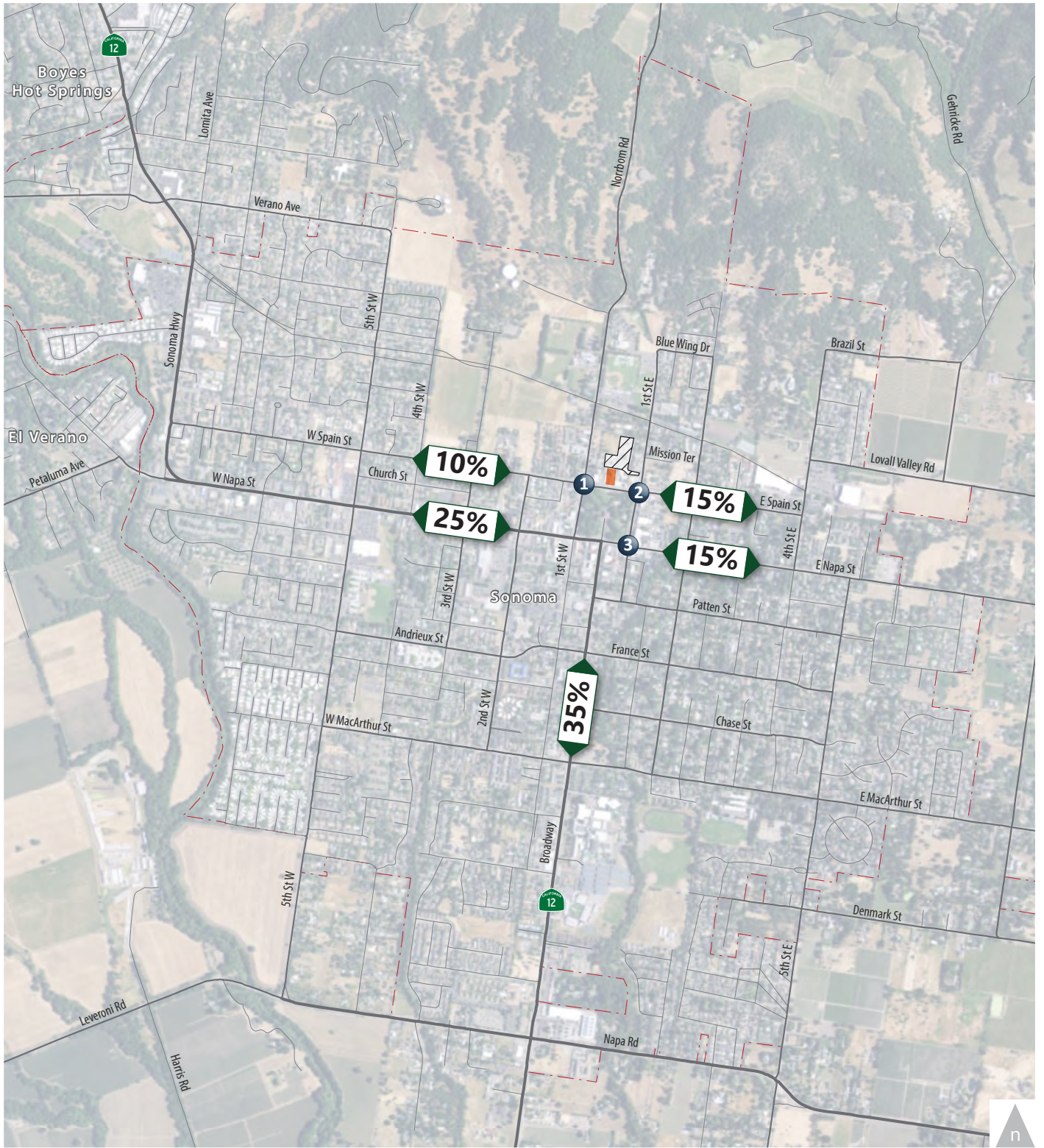
The net new project trips presented in **Table 7** are applied to the peak hour turning movement volumes to estimate volumes for With Project scenarios. Since the peak hour volumes used in the analysis represent the peak hour for each intersection, and the net new project trips presented in **Table 7** represent the peak hour of the project trip generation, adding the two data sets together results in a more conservative analysis (i.e. the calculation results in higher volumes).



4.2 PROJECT TRIP DISTRIBUTION & ASSIGNMENT

The geographical distribution of trips generated by the project is based on the locations of complementary land uses, the street system serving the project, and existing travel patterns in the area. The general directions of approach and departure assumed for the project trips are illustrated on **Figure 7**. Using this trip distribution pattern, the traffic generated by the project was assigned to the street network. **Figure 8** shows the project-generated peak hour traffic volumes at the study intersections and project driveways during the weekday AM and PM peak hours. For accounting purposes, it was assumed that all project trips use the Casa Grande Parking lot, thus maximizing the effects of project added traffic at the study intersections.





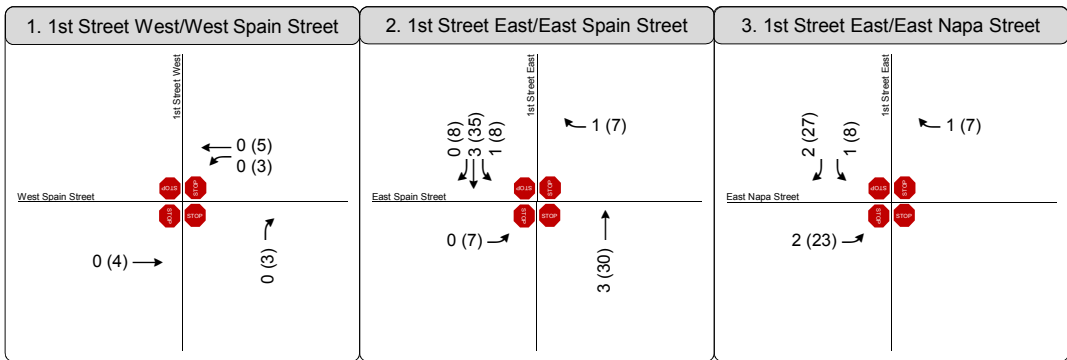
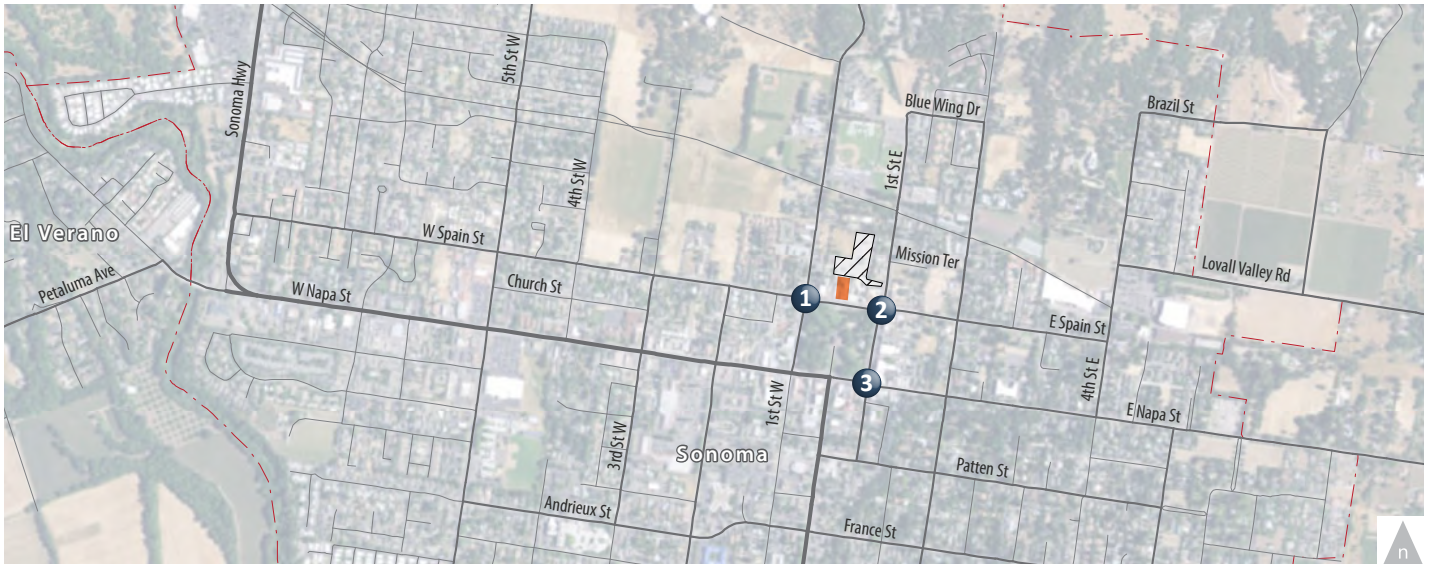
LEGEND

- Project Site
- Casa Grande Parking Lot
- # Study Intersection
- XX% Project Trip Distribution



Figure 7

Project Trip Distribution



LEGEND





-  Project Site
 -  Casa Grande Parking Lot
 -  Study Intersection
 -  Stop Sign
- XX (YY) Weekday PM (Weekend Midday) Peak Hour Traffic Volumes



Figure 8

5.0 EXISTING WITH PROJECT CONDITIONS

This chapter presents the results of the operations analysis under Existing with Project Conditions. Under Existing with Project Conditions, project traffic estimated and assigned to the study intersections and roadway segments were added to existing traffic volumes. This scenario isolates the potential impacts of the project by excluding the impacts from other proposed projects.

5.1 EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE

Intersection LOS was calculated with the new traffic added by the proposed project to evaluate the operating conditions of the intersections and identify potential impacts to the roadway system. Turning movement traffic volume and intersection lane configuration for the Existing with Project Conditions are illustrated on **Figure 9**.

Table 8 provides the results of the intersection LOS calculations for Existing with Project Conditions, while **Appendix B** contains the corresponding calculation sheets. The results for Existing Conditions are included for comparison purposes. The changes in delay and LOS between Existing and Existing with Project Conditions are used to identify significant impacts. Impact significance is discussed in **Section 5.2**.

The results of the LOS calculations indicate that the all three study intersections operate at LOS C or better.

TABLE 8: EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour ¹	Existing Conditions		Existing with Project Conditions		
		Delay ²	LOS ³	Delay ²	LOS ³	Δ Delay ⁴
1 First Street West/ West Spain Street	PM	12.1	B	12.1	B	+0.0
	MD	14.3	B	14.7	B	+0.4
2 First Street East/ East Spain Street	PM	10.7	B	10.8	B	+0.1
	MD	12.2	B	13.7	C	+1.5
3 First Street East/ East Napa Street	PM	11.4	B	11.6	B	+0.2
	MD	15.0	C	17.1	C	+2.1

Notes:

1. PM = Weekday evening peak hour, MD = Weekend midday peak hour

2. Whole intersection average delay reported for all-way stop-controlled intersections. Delay calculated per *HCM 2010* methodologies.

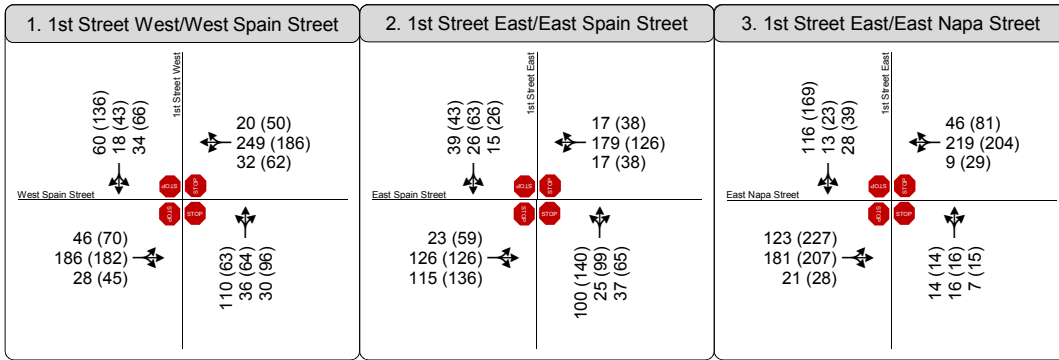
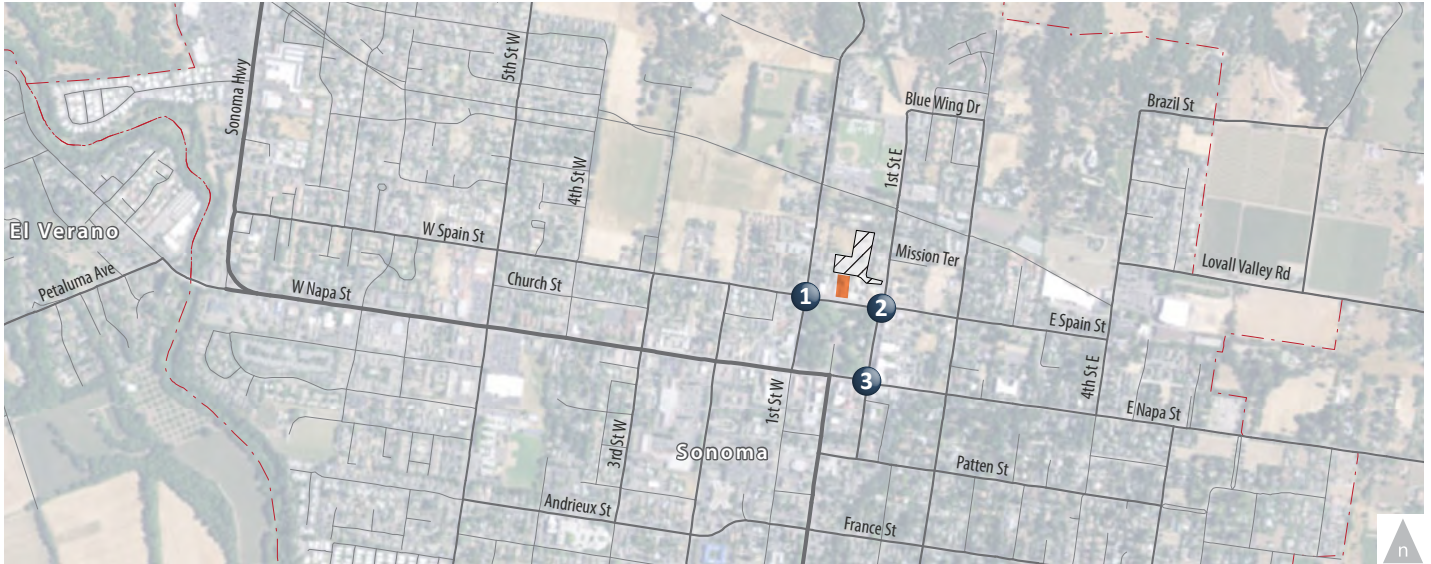
3. LOS designation per *HCM 2010*.

4. Change in delay between Existing Conditions and Existing with Project Conditions.

Bold indicates operations below LOS D.

Source: Fehr & Peers, February 2018.





LEGEND

- Project Site
 - Casa Grande Parking Lot
 - Study Intersection
 - Stop Sign
- XX (YY) Weekday PM (Weekend Midday) Peak Hour Traffic Volumes



Figure 9

Existing with Project Conditions Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls

5.2 EXISTING WITH PROJECT INTERSECTION IMPACTS

This section of the report evaluates the intersection LOS results presented in **Table 8** against the City of Sonoma criteria for significant intersection impacts and presents mitigation measures for identified impacts.

The results of the intersection operations analysis indicate that all three study intersections would operate at LOS C or better after the addition of project trips. Based on the impact criteria presented in **Section 2.5**, the project's impacts to study intersection operations under Existing with Project Conditions are **less-than-significant**.

5.3 MULTIMODAL TRANSPORTATION IMPACTS

This section of the report details the project's impacts to the multimodal transportation system, including impacts to pedestrians, bicyclists and the public transit system.

5.3.1 PEDESTRIAN AND BICYCLE IMPACTS

Pedestrian connections to the project site from the public roadway system are provided by the existing sidewalk system along Spain Street. A mid-block crosswalk along Spain Street is provided immediately in front of the building. As noted in **Section 2.1**, the proposed project would enhance the existing pedestrian connections between Depot Parking, the Casa Grande parking lot and West Spain Street. This improvement complies with Policy 2.3¹ in the City's General Plan Circulation Element. The public sidewalks in the vicinity of the project are not anticipated to be removed or substantially modified with the project. The project would not preclude any planned pedestrian improvements or substantially degrade the existing pedestrian environment. Therefore, the project's impacts to pedestrians are **less-than-significant**.

Bicycle connections to the site from the public roadway system are provided by East Spain Street, West Spain Street and the Class I Sonoma Bike Path. The proposed project would not substantially degrade existing bicycling infrastructure, nor would it preclude the installation of additional public bicycle infrastructure. Therefore, the impacts to bicyclists are **less-than-significant**.

¹ Policy 2.3: Preserve and establish short-cuts that give pedestrians and bicyclists alternatives to traveling along major streets.



5.3.2 PUBLIC TRANSIT IMPACTS

The project site is served by six Sonoma County Transit bus routes; the nearest public transit stop is located at the Sonoma Plaza transit hub. Connections between the Sonoma Plaza transit hub and the project site are made using the pathway system at the Sonoma Plaza Park and the existing midblock crossing of Spain Street located immediately in front of the project site.

While the project may result in an increase in public transit demand, the increase in public transit demand is not expected to result in over-capacity conditions on transit. The proposed project would not disrupt existing public transit services or preclude planned public transit facilities or services. Therefore, the project's impacts to the public transit system are ***less-than-significant***.

5.3.3 EMERGENCY ACCESS IMPACTS

The proposed project includes four primary access points: one on West Spain Street, two along the proposed pedestrian walkway along the east side of the building, and one at the Casa Grande parking lot. Parking is prohibited along a portion of the West Spain Street frontage of the project, and parking is prohibited along the Casa Grande parking lot frontage. The proposed project is not anticipated to degrade roadway operations to the point where emergency vehicles are impacted. Therefore, the project does not conflict with existing or planned emergency response routes, nor does it provide inadequate access to accommodate emergency vehicles. Therefore, the project's impacts to external and internal emergency access are ***less-than-significant***.

5.4 MULTIMODAL TRANSPORTATION RECOMMENDATIONS

As noted in **Section 5.3**, the project is not anticipated to result in significant CEQA impacts to pedestrians, bicyclists, public transit or emergency vehicles. There are opportunities, however, to enhance access to the project site and to promote the safe and efficient circulation of pedestrians and bicyclists between building entrances, locations of available parking supply, bicycle facilities and public/private transit stops. Based on a review of the site plan and the area surrounding the project site, the following recommendations have been developed:

- Consider enhancements to the existing midblock pedestrian crossing of West Spain Street located immediately adjacent to the project site. Enhancements could include installing additional signage or curb extensions to improve the visibility of pedestrians at the crossing.



- Consider installing ADA improvements on the curb ramp for the midblock crossing of West Spain Street and at the interface between the Casa Grande parking lot and the improved pedestrian path along the east side of the project.
- Provide wayfinding signage along the improved pedestrian path along the east side of the building to clearly indicate the connection between Depot Park, the Casa Grande parking lot and the Sonoma Plaza area.
- Provide bicycle parking to promote bicycling to the Sonoma Plaza area.

The effects of the project on available parking supply are discussed further in **Chapter 7**.



6.0 CUMULATIVE (YEAR 2040) CONDITIONS

The Cumulative Condition represents conditions at the buildout of the City's General Plan and other regional planning documents such as Plan Bay Area. Based on a review of previously-completed transportation analyses for projects in the City of Sonoma and throughout Sonoma County, City staff indicated that the Cumulative horizon year of study would be Year 2040. The Year 2040 horizon year is consistent with the horizon year of Plan Bay Area (the regional land use and transportation play for the nine-county Bay Area).

To evaluate the potential impact of traffic generated by the proposed project on the surrounding street system, volume estimates representing Cumulative (without Project) Conditions were prepared. Traffic conditions without the project under this future scenario reflect traffic increases due to nearby and regional development along with any background roadway network changes and street improvements. The forecasted Cumulative Conditions traffic volumes were then used as the baseline to identify impacts on the roadway system. This chapter presents the results of the level of service calculations under Background Conditions with and without the Project.

6.1 CUMULATIVE CONDITIONS TRAFFIC VOLUMES

Traffic volumes for Cumulative Conditions are comprised of Existing Conditions volumes plus traffic generated by anticipated local and regional land use growth. The following sources of data were considered when estimating future demand volumes:

- The currently adopted City of Sonoma General Plan (horizon year 2020)
- The recently updated Circulation Element of the General Plan, which includes traffic projections for the Year 2040
- Loaded Base Year (Year 2010) and Year 2040 networks from the Sonoma County Transportation Authority (SCTA) Travel Demand Model
- Plan Bay Area land use projections of estimated growth in employment and population for the City of Sonoma and the County of Sonoma as a whole
- Recently completed transportation impact analyses for other nearby developments in the City of Sonoma

The SCTA travel demand model incorporates most major roadways throughout the County of Sonoma, and is generally a reasonable tool for use in the analysis of City arterials (such as Napa Street and Broadway in the City of Sonoma) and other major regional roadways. After reviewing the structure of the model traffic



analysis zone (TAZ) system and roadway network detail in and around the project site and study intersections, it was determined that incorporating other data sources would be required to provide a reasonable basis for the forecasts.

Plan Bay Area includes Year 2010 and Year 2040 land use projections for jurisdictions throughout the Bay Area. Two key land use projections typically used in the development of growth rates for traffic volumes are the increase in number of households and increase of number of employees. **Table 9** presents the Plan Bay Area projected increases in households and employment for the City of Sonoma and the County of Sonoma as a whole.

TABLE 9: PLAN BAY AREA HOUSEHOLD AND EMPLOYMENT PROJECTIONS

Jurisdiction	Number of Households			Number of Jobs		
	Year 2010	Year 2040	Growth Rate ¹	Year 2010	Year 2040	Growth Rate ¹
City of Sonoma	5,000	5,300	0.2%	7,100	8,000	0.4%
County of Sonoma	185,800	219,100	0.6%	202,700	243,600	0.7%

Notes:

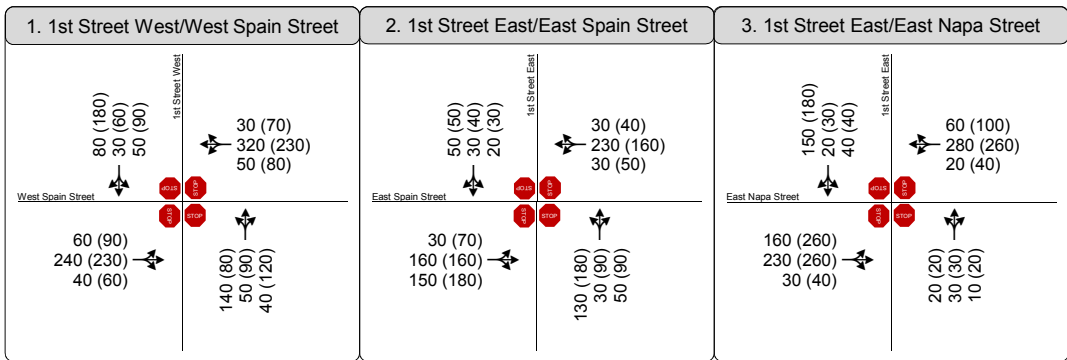
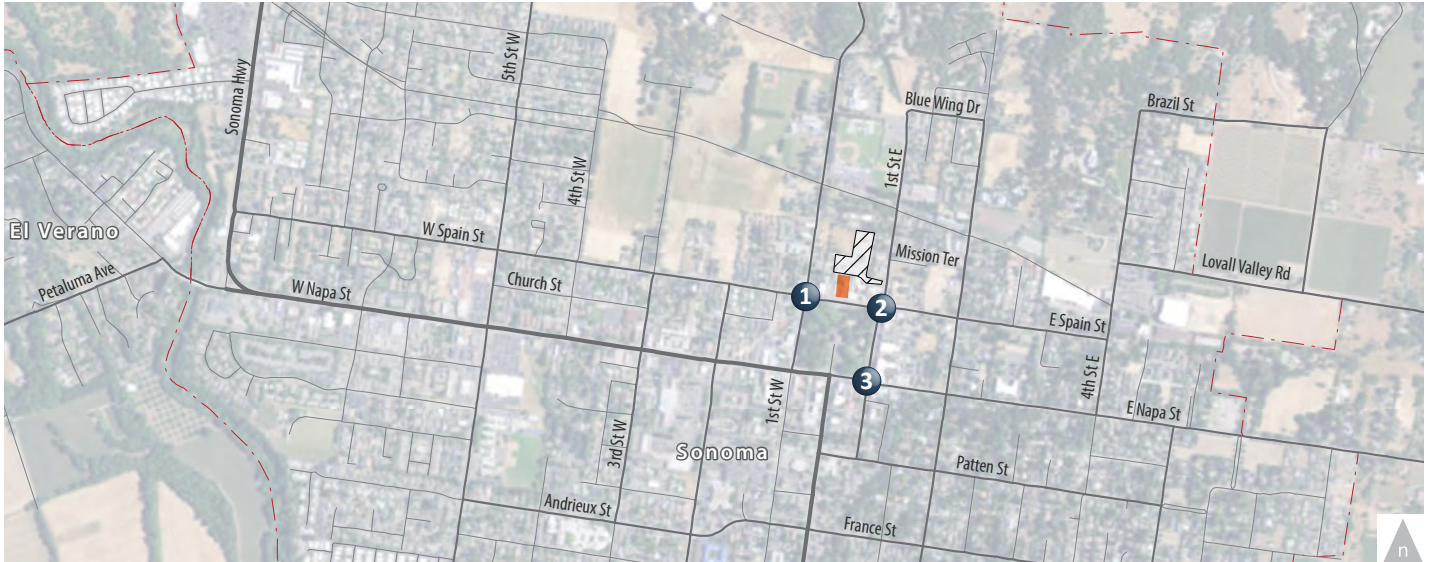
1. Straight-line growth rate

Source: *Final Plan Bay Area 2040 Regional Forecasts of Jobs, Population and Housing*, July 2017.

As presented in **Table 9**, the anticipated growth in households and employment for the City of Sonoma and throughout the County of Sonoma as a whole are expected to be relatively low. Additional growth in traffic due to the tourism industry may result in growth projections exceeding those suggested by the anticipated increase in households and employment.

The Hotel Project Sonoma Draft EIR (January 2016) included a study of intersections around the Sonoma Plaza. The Transportation and Traffic chapter of the Draft EIR notes that traffic volumes at the intersection of Napa Street (SR 12)/Broadway (SR 12) are estimated to grow at a rate of approximately 1.1 percent per year. Given the household and employment growth projections from Plan Bay Area, the need to account for growth in tourist traffic, and forecasts prepared for recently completed transportation analyses, Cumulative Conditions volumes were developed by applying a 1.1 percent per year straight-line growth rate to the Existing Conditions peak hour volumes. The Cumulative Conditions volumes are presented on **Figure 10**.





LEGEND

- Project Site
 - Casa Grande Parking Lot
 - Study Intersection
 - Stop Sign
- XX (YY) Weekday PM (Weekend Midday) Peak Hour Traffic Volumes



Figure 10

Cumulative (Year 2040) without Project Conditions Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls

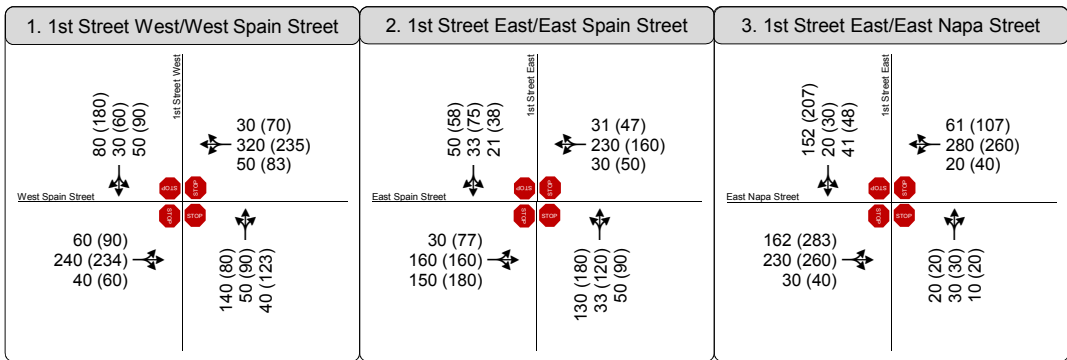
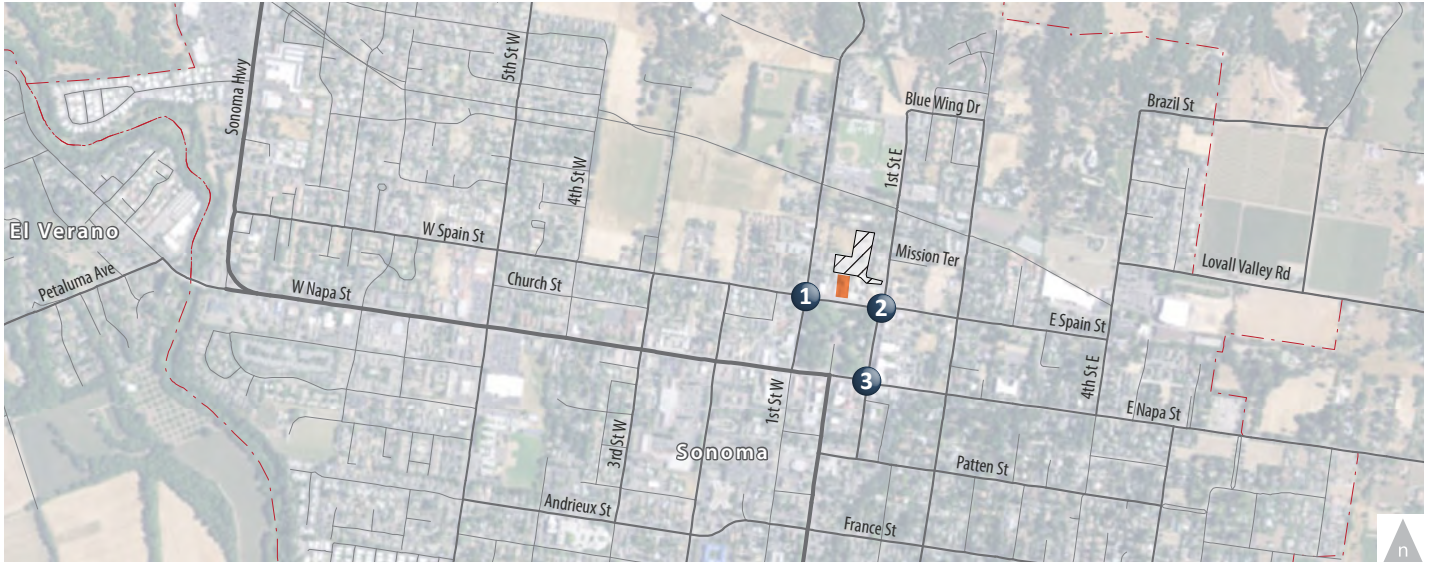
6.2 CUMULATIVE BASELINE ROADWAY IMPROVEMENTS

The City of Sonoma Circulation Element notes Goals and Policies related to considering multimodal improvements in the vicinity of the Sonoma Plaza, with the goal of enhancing mobility for pedestrians and bicyclists. Since specific improvements have not been identified or programmed, the Cumulative analysis does not assume any background improvements to the automobile transportation system at the study intersections.

6.3 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

Trips generated from the proposed project (**Figure 8**) were added to the Cumulative Conditions traffic projections (**Figure 10**) to develop traffic volumes for Cumulative with Project Conditions. The resulting volumes at the study intersections are shown on **Figure 11**.





LEGEND

- Project Site
 - Casa Grande Parking Lot
 - Study Intersection
 - Stop Sign
- XX (YY) Weekday PM (Weekend Midday) Peak Hour Traffic Volumes



Figure 11

Cumulative (Year 2040) with Project Conditions Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls

6.4 CUMULATIVE INTERSECTION LEVELS OF SERVICE

Table 10 presents the delay and LOS calculation results for the signalized study intersections under Cumulative Conditions and Cumulative with Project Conditions. **Appendix B** contains the corresponding calculation sheets.

The results of the LOS calculations indicate that the majority of the study intersections will operate at acceptable levels of service during the weekday afternoon peak hour. The following intersections do not meet their respective LOS designation for weekend PM peak hour and/or weekend midday peak hour under Cumulative Conditions and/or Cumulative with Project Conditions.

- Intersection #1 – First Street West/West Spain Street (LOS E during the weekend midday peak hour)
- Intersection #3 – First Street East/East Napa Street (LOS E during the weekend midday peak hour)

TABLE 10: CUMULATIVE (YEAR 2040) INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour ¹	Cumulative Conditions		Cumulative with Project Conditions		
		Delay ²	LOS ³	Delay ²	LOS ³	Δ Delay ⁴
1 First Street West/ West Spain Street	PM	20.4	C	20.4	C	+0.0
	MD	36.1	E	39.0	E	+3.9
2 First Street East/ East Spain Street	PM	14.6	B	14.9	B	+0.3
	MD	20.7	C	28.8	D	+8.1
3 First Street East/ East Napa Street	PM	17.3	C	17.5	C	+0.2
	MD	37.8	E	49.9	E	+12.1

Notes:

1. PM = Weekday evening peak hour, MD = Weekend midday peak hour

2. Whole intersection average delay reported for all-way stop-controlled intersections. Delay calculated per *HCM 2010* methodologies.

3. LOS designation per *HCM 2010*.

4. Change in delay between Cumulative (without Project) Conditions and Cumulative with Project Conditions.

Bold indicates operations below LOS D. **Bold and highlighted** indicates a significant impact.

Source: Fehr & Peers, February 2018.



6.5 SIGNAL WARRANT ANALYSIS

The peak-hour signal warrant (Warrant 3A and Warrant 3B) from the *Manual on Uniform Traffic Control Devices* (MUTCD) was used to evaluate unsignalized intersections that operate unacceptably under Cumulative with Project Conditions to determine if a traffic signal is warranted. First Street West/West Spain Street and First Street East/East Napa Street meet Signal Warrant 3B in the weekend midday peak hour (see **Appendix D**).

As noted earlier in **Section 2.5.1**, while Circulation Element Policy 1.6 suggests that signalization of an impacted study intersection around the Sonoma Plaza would not be considered as a mitigation measure, the Peak Hour Signal Warrants are typically applied to CEQA transportation analysis as a proxy to determine the overall level of congestion for all motorists at an unsignalized intersection. Therefore, the signal warrant analysis was performed for CEQA analysis purposes only. If signalization of the intersection is desired in the future, the City should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants to prioritize and program intersections for signalization.

6.6 CUMULATIVE WITH PROJECT INTERSECTION IMPACTS

This section of the report evaluates the intersection LOS results presented in **Table 10** against the City of Sonoma criteria for significant intersection impacts and presents mitigation measures for identified impacts.

6.6.1 CUMULATIVE WITH PROJECT IMPACTS

First Street East/East Napa Street (Intersection #3) –The addition of project trips to First Street East/East Napa Street would exacerbate LOS E operating conditions in the weekend midday peak hour and increase the average delay at the intersection by more than 5.0 seconds. As noted in **Section 6.5**, Signal Warrant 3B is met under Cumulative with Project Conditions for the weekend midday peak hour. Therefore, the impact to this intersection is a **significant impact**.

Mitigation measures to alleviate the significant impact are presented in **Section 6.6.2**.

All three study intersections operate at LOS D or better after the addition of project trips in the weekday afternoon peak period scenario; therefore, the impacts at these intersections are **less-than-significant** under this scenario. The increase in delay after the addition of project trips at the intersection of First Street West/West Spain Street in the weekend midday peak hour is less than 5.0 seconds. Therefore, the impact at this location under the weekend midday peak hour scenario is **less-than-significant**.



6.6.2 CUMULATIVE WITH PROJECT MITIGATION MEASURES

As determined in **Section 6.6.1**, the project creates significant impacts at the following locations:

- Intersection #3 – First Street East/East Napa Street (weekend midday peak hour)

Mitigation Measure #1: As noted in Circulation Element Policy 1.5, intersections around the Sonoma Plaza are exempt from vehicle LOS standards to maintain the historic integrity of the Sonoma Plaza and prioritize active modes of transportation. Circulation Element Policy 1.6 notes that multimodal improvements and/or transportation demand management measures may be used to reduce impacts to mobility for intersections exempted from the City's LOS policies or where the City Council finds that infrastructure improvements to maintain LOS D operation would be in conflict with goals for improving multimodal circulation.

With these policies in mind, the two mitigation measure options have been identified:

- A. Curb Extensions at First Street East/East Napa Street. Under this option, the Project will fund (on a fair share basis) construction of curb extensions on the northwest corner of the First Street East/East Napa Street intersection. The goal of this improvement is to improve the skew angle crosswalks at these intersections, which will also reduce crossing distances and promote pedestrian visibility. Generally, the cost for curb extension installations range from \$50,000 to \$75,000 (per location), depending on the physical size of the improvement and the amount of drainage work to be done associated with the curb extensions. The City will be responsible for the final design and cost estimate of the curb extension improvements.

Typically, in cases where mitigation measures are proposed to mitigate a vehicle intersection operations impact, the project's fair share contribution percentage is based on the number of project-added trips to the intersection versus the baseline (i.e. "No Project" scenario) total entering volume at the intersection during the impacted study period. As shown on **Figure 8**, the project is anticipated to add 66 weekend midday peak hour vehicle trips to the First Street East/East Napa Street intersection. The weekend midday peak hour total entering volume under Cumulative without Project Conditions (shown on **Figure 10**) is 1,380 vehicles. Based on these traffic volumes, the project's fair share percentage would be 4.8 percent.

- B. Bus Parking Improvement in Casa Grande lot. Under this option, the Project would fund or implement upgrades to the tour bus loading zone in the Casa Grande parking lot, including a clear, ADA-compliant pedestrian connection linking the tour bus parking area to the Plaza. A turning movement analysis should be conducted to confirm that the improvements provide adequate roadway widths and turning radii for tour buses. The goal of this improvement would be to



eliminate the need for tour buses to drop-off and pick up passengers in the Plaza Horseshoe. This current practice, which occurs because the tour bus parking area in the Casa Grande lot lacks a clear and ADA-compliant pedestrian connection to the Plaza, requires tour buses to go back and forth between the Plaza and the Casa Grande lot, thereby contributing to traffic congestion, interferes with transit bus use of the Plaza Horseshoe, and diminishes the pedestrian character of the historic Sonoma Plaza. The fair-share cost would be based on the curb extension contribution discussed under Option 1, above. The design of the pedestrian connection would be subject to the review and approval of the City and State Parks.

Based on Circulation Element Policies 1.5 and 1.6, the implementation of either option would reduce the impact on traffic and pedestrian conditions to ***less-than-significant with mitigation***.

6.7 MULTIMODAL TRANSPORTATION IMPACTS

6.7.1 PEDESTRIAN, BICYCLE, PUBLIC TRANSIT, AND EMERGENCY VEHICLE IMPACTS

Cumulative Conditions and Cumulative with Project Conditions for pedestrian facilities, bicycle facilities, public transit facilities, and emergency vehicle access would generally be equivalent to Existing Conditions and Existing with Project Conditions, respectively. Discussion regarding project impacts to these modes of transportation under Existing with Project Conditions is provided in **Chapter 5**. Like Existing with Project conditions, the impacts to pedestrian, bicycle and public transit modes are expected to be ***less-than-significant*** under Cumulative with Project Conditions. Similarly, the impacts to external and internal emergency vehicle access are ***less-than-significant*** under Cumulative with Project Conditions.



7.0 PARKING EVALUATION AND RECOMMENDATIONS

The Sonoma Plaza area is the hub of commercial and tourist activity for the City of Sonoma. The proximity and connections to a vibrant mix of land uses makes the Plaza area an attractive place to visit for long periods of time. Similar to many “downtown” locations with a variety of destinations, the Sonoma Plaza area experiences periods of peak parking demand which can result in parking spillover to adjacent streets, vehicles circulating around the Plaza area looking for parking, business patrons unable to find parking close to their destination, and employees and tourists needing to move their vehicles throughout the day when their stay exceeds on-street parking time limits.

7.1 EXISTING PARKING CONDITIONS

Parking space occupancy rates in the Sonoma Plaza area fluctuate throughout the day as businesses experience variations in parking demand. Data from the Urban Land Institute’s *Shared Parking, 2nd Edition* suggests that the peaks of retail and restaurant parking demand generally occur between 5:00 PM to 7:00 PM on weekdays and 12:00 PM to 2:00 PM on weekends. When nearby uses have the same parking peaking characteristics, parking supply issues more readily occur. Generally, parking occupancy rates above 70 percent lead to motorists perceiving that parking supply is becoming constrained. As parking occupancy rates exceed 85 percent, the parking supply becomes functionally oversubscribed – many motorists have difficulty finding an available parking space near their destination, and motorists may have to circulate around the street system to find an available parking space.

To establish existing parking rates in the area surrounding the Sonoma Cheese Factory, a survey of parking occupancy was performed for the weekday afternoon period (3:00 PM to 7:00 PM) and weekend midday period (10:00 AM to 4:00 PM). The survey area included the following street segments and areas of off-street parking:

- West Spain Street between Second Street West and First Street West
- First Street West between Sonoma Bike Path and West Spain Street
- First Street West between West Spain Street and West Napa Street (SR 12)
- Spain Street between First Street West and First Street East
- First Street East between Sonoma Bike Path and East Spain Street
- First Street East between East Spain Street and East Napa Street



- East Spain Street between First Street East and Second Street East
- Casa Grande off-street parking lot

Generally, few street segments were observed to have weekday afternoon parking occupancy rates above 70 percent. During the weekend midday period, however, the parking facilities were heavily used throughout the peak period, with all street segments observed to have parking occupancy rates above 70 percent, and the vast majority of street segments observed to have parking occupancy rates over 85 percent for a majority of the survey period. The Casa Grande off-street parking lot was generally less than one-third full during the weekday survey period. Weekend parking occupancy in the Casa Grande lot exceeded 85 percent between 1:00 PM and 3:30 PM.

During the weekday afternoon peak hour of observed area-wide parking occupancy (6:00 PM to 7:00 PM), approximately 296 spaces out of 572 available were occupied, for an average occupancy rate of 52 percent. During the weekend peak hour of observed area-wide parking occupancy (1:30 PM to 2:30 PM), 554 spaces out of 572 available were occupied, for an average occupancy rate of 97 percent. This indicates that ample parking is available area-wide during the weekday afternoon peak hour. Parking spaces may be available in the weekend peak hour, but they are rare and distributed widely over the survey area. Many of these available weekend peak hour parking spaces are located along First Street West between West Spain Street and the Sonoma Bike Path, which is not a location that many motorists would consider while circulating for parking.

Table 11, below, presents the periods of weekday and weekend parking occupancies that exceed the 70 percent and 85 percent thresholds for each street segment surveyed. **Figure 12** graphically presents weekday peak hour observed parking occupancy rates, and **Figure 13** graphically presents weekend peak hour observed parking occupancy rates. Raw parking occupancy count data are included in **Appendix E**.



TABLE 11: EXISTING PERIODS OF HIGH PARKING OCCUPANCY RATES

Segment	Side of Street	Weekday Afternoon (3:00 PM to 7:00 PM)		Weekend Midday (10:00 AM to 4:00 PM)	
		Occupancy ≥ 70%	Occupancy ≥ 85%	Occupancy ≥ 70%	Occupancy ≥ 85%
West Spain Street between Second Street and First Street West	North South	3:30 PM to 7:00 PM 6:00 PM to 6:30 PM	4:00 PM to 6:00 PM N/A ¹	10:00 AM to 4:00 PM 10:00 AM to 4:00 PM	11:00 AM to 3:30 PM 10:00 AM to 4:00 PM
First Street West between Sonoma Bike Path and West Spain Street	West East	N/A ¹ 3:00 PM to 3:30 PM	N/A ¹ N/A ¹	N/A ¹ 10:00 AM to 4:00 PM	N/A ¹ 10:00 AM to 4:00 PM
First Street West between West Spain Street and West Napa Street (SR 12)	West East	N/A ¹ 4:00 PM to 4:30 PM	N/A ¹ N/A ¹	11:00 AM to 4:00 PM 10:00 AM to 4:00 PM	11:00 AM to 4:00 PM 10:30 AM to 4:00 PM
Spain Street between First Street West and First Street East	North South	6:00 PM to 7:00 PM 5:00 PM to 7:00 PM	6:30 PM to 7:00 PM 6:00 PM to 7:00 PM	11:30 AM to 4:00 PM 11:00 AM to 4:00 PM	11:30 AM to 4:00 PM 11:30 AM to 4:00 PM
First Street East between Sonoma Bike Path and East Spain Street	West East	N/A ¹ 3:00 PM to 5:30 PM	N/A ¹ N/A ¹	N/A ¹ 1:30 PM to 3:30 PM	N/A ¹ 1:30 PM to 3:00 PM
First Street East between East Spain Street and East Napa Street	West East	4:00 PM to 7:00 PM 4:30 PM to 6:30 PM	N/A ¹ 5:00 PM to 6:00 PM	11:00 AM to 4:00 PM 10:30 AM to 4:00 PM	11:00 AM to 4:00 PM 11:30 AM to 4:00 PM
East Spain Street between First Street East and Second Street East	North South	N/A ¹ 5:00 PM to 7:00 PM	N/A ¹ N/A ¹	12:00 PM to 3:30 PM 11:30 AM to 4:00 PM	12:00 PM to 3:00 PM 12:00 PM to 4:00 PM
Casa Grande off-street parking lot	N/A	N/A ¹	N/A ¹	12:30 PM to 3:30 PM	1:00 PM to 3:30 PM
Total Survey Area (572 Spaces)		N/A¹	N/A¹	12:00 PM to 4:00 PM	12:30 PM to 3:30 PM

Notes:

1. N/A indicates that parking supply does not exceed occupancy threshold during the study period.
Source: Fehr & Peers, February 2018.





LEGEND

- # Study Intersection
- No Parking
- > 85% Occupied
- 70 - 85% Occupied
- < 70% Occupied

Figure 12

Weekday PM Peak Hour Parking Occupancy





LEGEND

- # Study Intersection
- No Parking
- > 85% Occupied
- 70 - 85% Occupied
- < 70% Occupied

Figure 13

Weekend Midday Peak Hour Parking Occupancy



7.2 EXISTING PROJECT PARKING CHARACTERISTICS

As noted in **Section 7.1**, parking demand in the Sonoma Plaza area fluctuates throughout the time of day based on the types of land uses generating the demand for parking. Two methods were used to estimate the parking demand by hour associated with the existing Sonoma Cheese Factory:

- **ITE – ULI Parking Method:** Estimate peak parking demand using nationally published retail parking demand rates in the Institute of Transportation Engineers' *Parking Generation, 4th Edition*. Apply time-of-day factors from the Urban Land Institute's *Shared Parking, 2nd Edition* to the estimated peak parking demand to estimate the fluctuation in parking demand over multiple hours.
- **Site-Specific Data:** As noted in **Chapter 4**, the Sonoma Cheese Factory is a unique land use located in a unique transportation setting. This uniqueness results in trip making characteristics that may not be well represented in nationally published trip making data. For this method, the observed trip data described in **Section 4.1.1.2** were used to estimate the parking demand for the site. This method relies on the assumption that each group of people visiting the Sonoma Cheese Factory visit three other establishments in the Sonoma Plaza area.

Table 12 presents a summary of the time-of-day parking demand calculations described above.



TABLE 12: EXISTING SONOMA CHEESE FACTORY PARKING DEMAND

Time Period	Estimated using ITE – ULI Parking Method			Actual based on Site-Specific Data		
	ITE Peak Demand	ULI Time of Day %	ITE-ULI Demand	Total Group Trips	Total Parked Cars	Parking Demand
Weekday Afternoon Parking Demand (3:00 PM to 7:00 PM)						
3:00 PM to 4:00 PM	29	90%	26	--	--	--
4:00 PM to 5:00 PM	29	90%	26	23	11.5	3*
5:00 PM to 6:00 PM	29	95%	28	3	3**	3
6:00 PM to 7:00 PM	29	95%	28	--	--	--
Weekend Midday Parking Demand (10:00 AM to 4:00 PM)						
10:00 AM to 11:00 AM	33	50%	17	--	--	--
11:00 AM to 12:00 PM	33	65%	21	165	82.5	21*
12:00 PM to 1:00 PM	33	80%	26	280	140	35
1:00 PM to 2:00 PM	33	90%	30	236	118	30*
2:00 PM to 3:00 PM	33	100%	33	--	--	--
3:00 PM to 4:00 PM	33	100%	33	--	--	--

Notes:

* Indicates number is rounded to the nearest vehicle.

** Weekday 5:00 PM to 6:00 PM trips were observed to be outbound employee trips. Therefore, these trips were assumed to be SOV trips wholly attributed to the project.

Source: Fehr & Peers, February 2018.

The site-specific data for the estimation of parking demand for the weekend midday peak period suggests that the ITE-ULI method is a reasonable proxy for estimating weekend midday parking demand. Generally, the observed weekday afternoon parking demand for the existing Sonoma Cheese Factory falls well below the estimated parking demand suggested by the ITE-ULI method. The existing Sonoma Cheese Factory closes for business at 5:00 PM on weekdays, which partially explains the lower parking generation versus the ITE-ULI method. For purposes of estimating parking demand rates, it is assumed that the weekday afternoon Sonoma Cheese Factory parking demand is 15% of the ITE-ULI method. Based on the information summarized in **Table 12**, time-of-day parking demand rates per 1,000 square feet of project area were developed. These rates are summarized in **Table 13**.



TABLE 13: EXISTING SONOMA CHEESE FACTORY PARKING DEMAND RATES

Time Period	ITE – ULI Demand	Site Specific Factor	Existing Demand	Rate per 1,000 SF Floor Area ¹
Weekday Afternoon Parking Demand (3:00 PM to 7:00 PM)				
3:00 PM to 4:00 PM	26	15%	4	0.34
4:00 PM to 5:00 PM	26	15%	4	0.34
5:00 PM to 6:00 PM	28	15%	4	0.37
6:00 PM to 7:00 PM	28	15%	4	0.37
Weekend Midday Parking Demand (10:00 AM to 4:00 PM)				
10:00 AM to 11:00 AM	17	100%	17	1.49
11:00 AM to 12:00 PM	21	100%	21	1.84
12:00 PM to 1:00 PM	26	100%	26	2.28
1:00 PM to 2:00 PM	30	100%	30	2.63
2:00 PM to 3:00 PM	33	100%	33	2.90
3:00 PM to 4:00 PM	33	100%	33	2.90

Notes:

1. Based on an existing building size of 11,397 square feet.

Source: Fehr & Peers, February 2018.

The existing parking demand and demand rates presented in **Table 13** will be used to estimate the net new parking demand generated by the proposed project, as described further in **Section 7.3**.

7.3 PROJECT PARKING ANALYSIS

The proposed project is anticipated to generate additional demand for parking spaces in the Sonoma Plaza area, similar to the anticipated growth in net new project trips (as described in **Chapter 4**). Using the existing parking demand and parking demand rates and derived in **Section 7.2**, the net new parking demand generated by the project was calculated. This net new parking demand was then compared against existing parking available by time of day (calculated from occupancy survey data previously summarized in **Section 7.1**). The project parking analysis is summarized in **Table 14**.



TABLE 14: PROJECT PARKING DEMAND ANALYSIS

Time Period	Parking Demand Rate per 1,000 SF	Project Size	Future Parking Demand	Existing Parking Demand	Net New Parking Demand	Existing Spaces Available
Weekday Afternoon Parking Demand (3:00 PM to 7:00 PM)						
3:00 PM to 4:00 PM	0.34	25,000 SF	9	4	+5	314
4:00 PM to 5:00 PM	0.34	25,000 SF	9	4	+5	311
5:00 PM to 6:00 PM	0.37	25,000 SF	9	4	+5	285
6:00 PM to 7:00 PM	0.37	25,000 SF	9	4	+5	280
Weekend Midday Parking Demand (10:00 AM to 4:00 PM)						
10:00 AM to 11:00 AM	1.49	25,000 SF	37	17	+20	271
11:00 AM to 12:00 PM	1.84	25,000 SF	46	21	+25	175
12:00 PM to 1:00 PM	2.28	25,000 SF	57	26	+31	76
1:00 PM to 2:00 PM	2.63	25,000 SF	66	30	+36	25
2:00 PM to 3:00 PM	2.90	25,000 SF	72	33	+39	26
3:00 PM to 4:00 PM	2.90	25,000 SF	72	33	+39	76

Notes:

Bold and highlighted indicates a period where the projected net new parking demand exceeds existing available spaces.

Source: Fehr & Peers, February 2018.

As noted in **Table 14**, the estimated net new parking demand generated by the proposed project on weekday afternoons would be accommodated by the existing parking supply available.

The estimated net new parking demand generated by the proposed project on weekend afternoons would not be accommodated by the existing parking supply in the study area between 1:00 PM and 3:00 PM; a net supply shortfall of 11 to 13 spaces would occur during this time period.



In addition to the projected parking shortfall from 1:00 PM to 3:00 PM on weekend afternoons, the project would result in a net increase in parking demand of about 30 to 40 vehicles during the 12:00 PM to 1:00 PM and 3:00 PM to 4:00 PM hours on weekend afternoons. As noted in **Table 11**, existing study area-wide parking occupancy rates between 12:00 PM to 1:00 PM and 3:00 PM to 4:00 PM on weekend afternoons are above 85 percent. While the existing parking supply would accommodate the additional demand during the 12:00 PM to 1:00 PM and 3:00 PM to 4:00 PM hours, motorists would need to circulate around the roadway network for a substantial period of time to find an available parking space.

In summary, the project is projected to substantially affect the availability of open parking spaces in the area surrounding the project site. Recommendations to alleviate the projected weekend parking shortfall during the 1:00 PM to 3:00 PM hours, as well as improve parking supply conditions for the 12:00 PM to 1:00 PM and 3:00 PM to 4:00 PM hours, are discussed in **Section 7.4**.

7.4 PARKING RECOMMENDATIONS

The City of Sonoma Circulation Element includes multiple Policies² related to improving the availability and convenience of parking city-wide and in the Sonoma Plaza area. Additionally, Policy 1.6 encourages TDM measures for projects that impact intersections exempt from the City's LOS standard. As identified in **Section 6.6**, the project does impact an exempted intersection; the identified mitigation measure for this impact is to install multimodal improvements in lieu of TDM measures due to the multimodal mobility opportunities present at the impacted location.

The *Downtown Sonoma Parking Study* (October 2016) noted that the functional oversubscription of parking spaces in the Sonoma Plaza area extends for several more blocks away from the Sonoma Cheese Factory. The study also included many near-term and far-term parking strategies for the City to consider as it looks to improve parking conditions in the Sonoma Plaza area.

Drawing upon the draft *Downtown Sonoma Parking Study* and the Goals and Policies of the General Plan, the following measure would alleviate the projected parking shortfall associated with the project:

- The project applicant shall contribute, as a parking in-lieu payment, to a redesign of the Casa Grande parking lot. Recommended improvements to be considered for the redesign include:
 - Restriping/reconfiguration of existing parking spaces to increase parking capacity by a minimum of 13 spaces.

² Policies 1.12, 2.12, 3.4, and 3.5 relate to improving parking for vehicles and bicycles.



- Upgrade the overflow parking area at the northwest corner of the parking lot to allow for year-around use.

The design of the parking improvements would be subject to the review and approval of the City and State Parks. By providing sufficient increased parking, the peak demands associated with the Project would be accommodated by the parking supply, avoiding parking encroachment into nearby residential areas. Implementation of this measure would result in parking impacts that are ***less-than-significant with mitigation***.



APPENDIX A: TRAFFIC COUNT DATA



ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 17-07953-001

Date : 11/14/2017

Unshifted Count = All Vehicles & Uturns

START TIME	1st St W Southbound						W Spain St Westbound						1st St W Northbound						W Spain St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
	%	%	%	%	%		%	%	%	%	%		%	%	%	%	%		%	%	%	%	%	
16:00	9	4	14	0	27		10	83	7	0	100		15	4	9	0	28		7	55	5	0	67	
16:15	10	6	11	0	27		10	56	4	0	70		25	5	8	0	38		9	43	5	0	57	
16:30	7	1	12	0	20		10	59	7	0	76		23	11	11	0	45		9	40	5	0	58	
16:45	13	0	19	0	32		3	56	3	0	62		20	8	8	0	36		13	59	5	1	78	
Total	39	11	56	0	106		33	254	21	0	308		83	28	36	0	147		38	197	24	1	260	
17:00	11	10	17	0	38		10	68	6	0	84		27	9	6	0	42		10	42	8	0	60	
17:15	1	5	10	0	16		8	64	2	0	74		38	6	4	0	48		11	43	4	0	58	
17:30	6	1	6	0	13		7	54	5	1	67		12	2	8	0	22		12	36	5	0	53	
17:45	7	6	7	0	20		4	59	12	0	75		20	15	10	0	45		21	40	5	0	66	
Total	25	22	40	0	87		29	245	25	1	300		97	32	28	0	157		54	161	22	0	237	
Grand Total	64	33	96	0	193		62	499	46	1	608		180	60	64	0	304		92	358	46	1	497	
Approch %	33.2%	17.1%	49.7%	0.0%			10.2%	82.1%	7.6%	0.2%			59.2%	19.7%	21.1%	0.0%			18.5%	72.0%	9.3%	0.2%		
Total %	4.0%	2.1%	6.0%	0.0%	12.0%		3.9%	31.1%	2.9%	0.1%	38.0%		11.2%	3.7%	4.0%	0.0%	19.0%		5.7%	22.3%	2.9%	0.1%	31.0%	

PM PEAK HOUR

START TIME	1st St W Southbound						W Spain St Westbound						1st St W Northbound						W Spain St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
	%	%	%	%	%		%	%	%	%	%		%	%	%	%	%		%	%	%	%	%	
16:30	7	1	12	0	20		10	59	7	0	76		23	11	11	0	45		9	40	9	0	58	
16:45	13	0	19	0	32		3	56	3	0	62		20	8	8	0	36		13	59	5	1	78	
17:00	11	10	17	0	38		10	68	6	0	84		27	9	6	0	42		10	42	8	0	60	
17:15	1	5	10	0	16		8	64	2	0	74		38	6	4	0	48		11	43	4	0	58	
Total Volume	32	16	58	0	106		31	247	18	0	296		108	34	29	0	171		43	184	26	1	254	
% App Total	30.2%	15.1%	54.7%	0.0%			10.5%	83.4%	6.1%	0.0%			63.2%	19.9%	17.0%	0.0%			16.9%	72.4%	10.2%	0.4%		
PHF	.615	.400	.763	.000	.697		.775	.908	.643	.000	.881		.711	.773	.659	.000	.891		.827	.780	.722	.250	.814	

Peak Hour Analysis From 16:30 to 17:30

Peak Hour For Entire Intersection Begins at 16:30

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 17-07953-001

Date : 11/14/2017

Bank 1 Count = Bikes & Peds

START TIME	1st St W Southbound						W Spain St Westbound						1st St W Northbound						W Spain St Eastbound					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
	%	%	%	%	%		%	%	%	%	%		%	%	%	%	%		%	%	%	%	%	
16:00	0	0	0	20	0		0	1	0	17	1		0	0	0	6	0		0	0	0	8	0	
16:15	0	0	0	16	0		0	0	0	11	0		1	0	0	4	1		0	0	0	7	0	
16:30	0	1	0	15	1		0	0	0	15	0		0	0	0	3	0		0	0	0	5	0	
16:45	0	0	0	22	0		0	0	0	30	0		0	1	0	4	1		0	0	0	6	0	
Total	0	1	0	73	1		0	1	0	73	1		1	1	0	17	2		0	0	0	26	0	
17:00	0	0	0	32	0		1	3	1	23	5		0	0	0	10	0		0	0	0	10	0	
17:15	0	0	0	15	0		0	0	0	25	0		0	0	0	6	0		0	0	0	5	0	
17:30	0	0	0	12	0		0	0	0	18	0		0	0	0	5	0		0	0	0	5	0	
17:45	0	1	0	26	1		0	0	0	21	0		0	0	0	4	0		0	0	0	4	0	
Total	0	1	0	85	1		1	3	1	87	5		0	0	0	25	0		0	0	0	24	0	
Grand Total	0	2	0	158	2		1	4	1	160	6		1	1	0	42	2		0	0	0	50	0	
Approch %	0.0%	100.0%	0.0%		20.0%		16.7%	66.7%	16.7%		60.0%		50.0%	50.0%	0.0%		20.0%		0.0%	0.0%	0.0%		0.0%	
Total %	0.0%	20.0%	0.0%				10.0%	40.0%	10.0%				10.0%	10.0%	0.0%				0.0%	0.0%	0.0%		0.0%	

PM PEAK HOUR	1st St W Southbound						W Spain St Westbound						1st St W Northbound						W Spain St Eastbound					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
	%	%	%	%	%		%	%	%	%	%		%	%	%	%	%		%	%	%	%	%	
16:30	0	1	0	15	1		0	0	0	15	0		0	0	0	3	0		0	0	0	5	0	
16:45	0	0	0	22	0		0	0	0	30	0		0	1	0	4	1		0	0	0	6	0	
17:00	0	0	0	32	0		1	3	1	23	5		0	0	0	10	0		0	0	0	10	0	
17:15	0	0	0	15	0		0	0	0	25	0		0	0	0	6	0		0	0	0	5	0	
Total Volume	0	1	0	84	1		1	3	1	93	5		0	1	0	23	1		0	0	0	26	0	
% App Total	0.0%	100.0%	0.0%		20.0%		20.0%	60.0%	20.0%		25.0%		0.0%	100.0%	0.0%		25.0%		0.0%	0.0%	0.0%		0.0%	
PHF	.000	.250	.000		.250		.250	.250	.250		.250		.000	.250	.000		.250		.000	.000	.000		.000	
Total																								

Peak Hour Analysis From 16:30 to 17:30
Peak Hour For Entire Intersection Begins at 16:30

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-07953-001
 Date : 11/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	1st St W Southbound						W Spain St Westbound						1st St W Northbound						W Spain St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
11:00	8	3	15	0	26		8	40	9	0	57		13	13	13	0	39		17	46	11	0	74	
11:15	6	8	7	0	21		10	39	7	0	56		13	10	11	0	34		17	42	8	0	67	
11:30	10	6	15	0	31		12	51	9	0	72		11	9	21	0	41		15	51	9	0	75	
11:45	16	8	32	0	56		17	47	9	1	74		8	17	20	0	45		14	54	11	0	79	
Total	40	25	69	0	134		47	177	34	1	259		45	49	65	0	159		63	193	39	0	295	
12:00	21	11	40	0	72		10	40	13	0	63		21	16	22	0	59		21	34	13	0	68	
12:15	17	12	31	0	60		14	45	12	0	71		13	19	24	0	56		15	38	8	0	61	
12:30	9	9	28	0	46		15	46	13	0	74		17	9	25	0	51		15	49	9	0	73	
12:45	8	13	13	0	34		13	47	18	0	78		16	13	39	0	68		16	37	9	0	69	
Total	55	45	112	0	212		52	178	56	0	286		67	57	110	0	234		74	158	39	0	271	
13:00	17	8	16	0	41		17	46	13	0	76		16	12	19	0	47		15	35	9	0	59	
13:15	13	6	15	0	34		15	47	13	0	75		17	6	14	0	37		16	32	9	0	57	
13:30	13	9	24	0	46		15	49	10	0	74		15	9	28	0	52		14	42	11	0	67	
13:45	14	6	18	0	38		15	50	15	0	80		19	9	17	0	45		13	40	7	0	60	
Total	57	29	73	0	159		62	192	51	0	305		67	36	78	0	181		58	149	36	0	243	
Grand Total	152	99	254	0	505		161	547	141	1	850		179	142	253	0	574		195	500	114	0	809	
Approch %	30.1%	19.6%	50.3%	0.0%	18.4%		18.9%	64.4%	16.6%	0.1%	31.0%		31.2%	24.7%	44.1%	0.0%	21.0%		24.1%	61.8%	14.1%	0.0%	29.5%	
Total %	5.6%	3.6%	9.3%	0.0%			5.9%	20.0%	5.1%	0.0%			6.5%	5.2%	9.2%	0.0%			7.1%	18.3%	4.2%	0.0%		

START TIME	1st St W Southbound						W Spain St Westbound						1st St W Northbound						W Spain St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
11:45	16	8	32	0	56		17	47	9	1	74		8	17	20	0	45		14	54	11	0	79	
12:00	21	11	40	0	72		10	40	13	0	63		21	16	22	0	59		21	34	13	0	68	
12:15	17	12	31	0	60		14	45	12	0	71		13	19	24	0	56		15	38	8	0	61	
12:30	9	9	28	0	46		15	46	13	0	74		17	9	25	0	51		15	49	9	0	73	
12:45	8	13	13	0	34		13	47	18	0	78		16	13	39	0	68		16	37	9	0	69	
Total	63	40	131	0	234		56	178	47	1	282		59	61	91	0	211		65	175	41	0	281	
% App Total	26.9%	17.1%	56.0%	0.0%			19.9%	63.1%	16.7%	0.4%			28.0%	28.9%	43.1%	0.0%			23.1%	62.3%	14.6%	0.0%		
PHF	.750	.833	.819	.000	.813		.824	.947	.904	.250	.953		.702	.803	.910	.000	.894		.774	.810	.788	.000	.889	.962

START TIME	1st St W Southbound						W Spain St Westbound						1st St W Northbound						W Spain St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
11:45	16	8	32	0	56		17	47	9	1	74		8	17	20	0	45		14	54	11	0	79	
12:00	21	11	40	0	72		10	40	13	0	63		21	16	22	0	59		21	34	13	0	68	
12:15	17	12	31	0	60		14	45	12	0	71		13	19	24	0	56		15	38	8	0	61	
12:30	9	9	28	0	46		15	46	13	0	74		17	9	25	0	51		15	49	9	0	73	
12:45	8	13	13	0	34		13	47	18	0	78		16	13	39	0	68		16	37	9	0	69	
Total	63	40	131	0	234		56	178	47	1	282		59	61	91	0	211		65	175	41	0	281	
% App Total	26.9%	17.1%	56.0%	0.0%			19.9%	63.1%	16.7%	0.4%			28.0%	28.9%	43.1%	0.0%			23.1%	62.3%	14.6%	0.0%		
PHF	.750	.833	.819	.000	.813		.824	.947	.904	.250	.953		.702	.803	.910	.000	.894		.774	.810	.788	.000	.889	.962

NOON PEAK
 Peak Hour For Entire Intersection Begins at 11:45
 Peak Hour Analysis From 11:45 to 12:45

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 17-07953-001

Date : 11/11/2017

Bank 1 Count = Bikes & Peds

START TIME	1st St W Southbound						W Spain St Westbound						1st St W Northbound						W Spain St Eastbound					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
	%	%	%	%	%		%	%	%	%	%		%	%	%	%	%		%	%	%	%	%	
11:00	0	0	0	68	0		0	0	1	82	1		0	4	0	24	4		0	0	0	7	0	
11:15	0	0	0	72	0		0	1	0	98	1		0	0	0	38	0		0	2	0	13	2	
11:30	0	0	0	62	0		0	1	1	104	1		0	1	0	29	1		0	0	0	18	0	
11:45	0	0	0	72	0		0	1	0	83	1		0	2	0	39	2		0	0	0	18	0	
Total	0	0	0	274	0		0	2	2	367	4		0	7	0	130	7		0	2	0	47	2	
12:00	2	0	0	68	2		0	0	4	87	4		0	0	0	29	0		0	0	0	25	0	
12:15	0	0	0	116	0		0	0	0	163	0		0	2	0	45	2		0	0	0	24	0	
12:30	0	0	0	129	0		0	2	0	112	2		0	0	0	50	0		0	0	0	26	0	
12:45	0	0	0	132	0		0	0	0	138	0		0	0	0	39	0		0	0	0	34	0	
Total	2	0	0	445	2		0	2	4	500	6		0	2	0	163	2		0	0	0	109	0	
13:00	0	0	0	142	0		0	1	0	99	1		0	0	0	33	0		0	1	0	40	1	
13:15	0	0	0	121	0		0	0	1	129	1		0	0	0	51	0		0	0	0	30	0	
13:30	0	0	0	102	0		1	2	0	127	3		0	2	0	35	2		0	2	0	27	2	
13:45	0	0	0	116	0		0	0	1	128	1		0	0	0	53	0		0	0	0	21	0	
Total	0	0	0	481	0		1	3	2	483	6		0	2	0	172	2		0	3	0	118	3	
Grand Total	2	0	0	1200	2		1	7	8	1350	16		0	11	0	465	11		0	5	0	274	5	
Approach %	100.0%	0.0%	0.0%	0.0%	5.9%		6.3%	43.8%	50.0%	2.9%	47.1%		0.0%	100.0%	0.0%	0.0%	32.4%		0.0%	100.0%	0.0%	14.7%	14.7%	
Total %	5.9%	0.0%	0.0%	0.0%	5.9%		2.9%	20.6%	23.5%	2.9%	47.1%		0.0%	32.4%	0.0%	0.0%	32.4%		0.0%	14.7%	0.0%	14.7%	100.0%	

START TIME	1st St W Southbound						W Spain St Westbound						1st St W Northbound						W Spain St Eastbound					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
	%	%	%	%	%		%	%	%	%	%		%	%	%	%	%		%	%	%	%	%	
11:45	0	0	0	72	0		0	1	0	83	1		0	2	0	39	2		0	0	0	18	0	
12:00	2	0	0	68	2		0	0	4	87	4		0	0	0	29	0		0	0	0	25	0	
12:15	0	0	0	116	0		0	0	0	163	0		0	2	0	45	2		0	0	0	24	0	
12:30	0	0	0	129	0		0	0	0	112	0		0	0	0	50	0		0	0	0	26	0	
12:45	0	0	0	132	0		0	0	0	138	0		0	0	0	39	0		0	0	0	34	0	
Total	2	0	0	385	2		0	3	4	445	7		0	4	0	163	4		0	0	0	93	0	
Total Volume	2	0	0	385	2		0	3	4	445	7		0	4	0	163	4		0	0	0	93	0	
% App Total	100.0%	0.0%	0.0%	0.0%	0.5%		0.0%	42.9%	57.1%	0.0%	4.38		0.0%	100.0%	0.0%	0.0%	50.0%		0.0%	0.0%	0.0%	14.7%	14.7%	
PHF	.250	.000	.000	.000	.250		.000	.375	.250	.438	.500		.000	.500	.000	.000	.500		.000	.000	.000	.000	.000	.542

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 17-07953-002

Date : 11/14/2017

Unshifted Count = All Vehicles & Utturns

START TIME	1st St E Southbound						E Spain St Westbound						1st St E Northbound						E Spain St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
	%	%	%	%	%		%	%	%	%	%		%	%	%	%	%		%	%	%	%	%	
16:00	4	4	15	0	23		4	58	6	0	68		33	3	7	0	43		6	32	31	0	69	
16:15	4	6	5	0	15		4	41	0	0	45		24	2	9	0	35		3	35	25	0	63	
16:30	0	7	9	0	16		5	42	5	0	52		22	6	8	0	36		8	22	24	0	54	
16:45	4	5	9	0	18		3	37	3	0	43		20	10	12	0	42		5	36	34	0	75	
Total	12	22	38	0	72		16	178	14	0	208		99	21	36	0	156		22	125	114	0	261	
17:00	0	5	10	0	15		4	52	2	0	58		27	3	7	0	37		3	36	19	0	58	
17:15	5	9	5	0	19		5	40	2	0	47		19	7	12	0	38		3	25	17	0	45	
17:30	4	6	7	0	17		4	43	3	0	50		21	5	5	0	31		5	27	17	0	49	
17:45	3	6	17	0	26		2	47	3	0	52		25	6	6	0	37		4	18	28	0	50	
Total	12	26	39	0	77		15	182	10	0	207		92	21	30	0	143		15	106	81	0	202	
Grand Total	24	48	77	0	149		31	360	24	0	415		191	42	66	0	299		37	231	195	0	463	
Approch %	16.1%	32.2%	51.7%	0.0%	11.2%		7.5%	86.7%	5.8%	0.0%	31.3%		63.9%	14.0%	22.1%	0.0%	22.5%		8.0%	49.9%	42.1%	0.0%	34.9%	
Total %	1.8%	3.6%	5.8%	0.0%			2.3%	27.1%	1.8%	0.0%			14.4%	3.2%	5.0%	0.0%			2.8%	17.4%	14.7%	0.0%		

PM PEAK HOUR	1st St E Southbound						E Spain St Westbound						1st St E Northbound						E Spain St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
	%	%	%	%	%		%	%	%	%	%		%	%	%	%	%		%	%	%	%	%	
16:00	4	4	15	0	23		4	58	6	0	68		33	3	7	0	43		6	32	31	0	69	
16:15	4	6	5	0	15		4	41	0	0	45		24	2	9	0	35		3	35	25	0	63	
16:30	0	7	9	0	16		5	42	5	0	52		22	6	8	0	36		8	22	24	0	54	
16:45	4	5	9	0	18		3	37	3	0	43		20	10	12	0	42		5	36	34	0	75	
Total Volume	12	22	38	0	72		16	178	14	0	208		99	21	36	0	156		22	125	114	0	261	
% App Total	16.7%	30.6%	52.8%	0.0%	.783		7.7%	85.6%	6.7%	0.0%	.765		63.5%	13.5%	23.1%	0.0%	.907		8.4%	47.9%	43.7%	0.0%	.858	
PHF	.750	.786	.633	.000			.800	.767	.583	.000			.750	.525	.750	.000			.688	.868	.838	.000		

Peak Hour Analysis From 16:00 to 17:00

Peak Hour For Entire Intersection Begins at 16:00

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 17-07953-002

Date : 11/14/2017

Bank 1 Count = Bikes & Peds

START TIME	1st St E Southbound				E Spain St Westbound				1st St E Northbound				E Spain St Eastbound					
	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	Total	Peds Total
16:00	0	0	0	19	0	1	0	3	0	0	0	9	0	0	0	22	1	53
16:15	0	0	0	15	0	0	1	1	0	1	0	11	0	0	0	17	1	44
16:30	0	0	0	12	0	0	3	0	0	0	4	0	0	0	10	0	0	29
16:45	0	1	0	9	0	1	0	1	0	0	11	0	0	0	12	0	2	33
Total	0	1	0	55	0	2	0	8	0	1	0	35	0	0	0	61	4	159
17:00	0	0	0	13	0	4	1	7	0	0	2	8	0	0	0	10	0	38
17:15	1	1	0	1	0	0	0	9	0	0	0	21	0	0	0	6	2	37
17:30	0	0	0	12	0	0	0	4	0	0	9	0	0	0	0	11	0	36
17:45	0	0	0	9	0	0	0	0	0	0	30	0	0	0	34	0	0	73
Total	1	1	0	35	0	4	1	20	0	0	2	68	0	0	0	61	9	184
Grand Total	1	2	0	90	0	6	1	28	0	1	2	103	0	0	0	122	13	343
Approch %	33.3%	66.7%	0.0%		0.0%	85.7%	14.3%		0.0%	33.3%	66.7%		0.0%	0.0%	0.0%			
Total %	7.7%	15.4%	0.0%		0.0%	46.2%	7.7%		0.0%	7.7%	15.4%		0.0%	0.0%	0.0%			100.0%

START TIME	1st St E Southbound				E Spain St Westbound				1st St E Northbound				E Spain St Eastbound				
	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	Total
16:00	0	0	0	19	0	1	0	3	0	0	0	9	0	0	0	22	1
16:15	0	0	0	15	0	0	1	1	0	1	0	11	0	0	0	17	1
16:30	0	0	0	12	0	0	3	0	0	0	4	0	0	0	10	0	0
16:45	0	1	0	9	0	1	0	1	0	0	11	0	0	0	12	0	2
Total	0	1	0	55	0	2	0	8	0	1	0	35	0	0	0	61	4
17:00	0	0	0	13	0	4	1	7	0	0	2	8	0	0	0	10	0
17:15	1	1	0	1	0	0	0	9	0	0	0	21	0	0	0	6	2
17:30	0	0	0	12	0	0	0	4	0	0	9	0	0	0	0	11	0
17:45	0	0	0	9	0	0	0	0	0	0	30	0	0	0	34	0	0
Total	1	1	0	35	0	4	1	20	0	0	2	68	0	0	0	61	9
Grand Total	1	2	0	90	0	6	1	28	0	1	2	103	0	0	0	122	13
Approch %	33.3%	66.7%	0.0%		0.0%	85.7%	14.3%		0.0%	33.3%	66.7%		0.0%	0.0%	0.0%		
Total %	7.7%	15.4%	0.0%		0.0%	46.2%	7.7%		0.0%	7.7%	15.4%		0.0%	0.0%	0.0%		

START TIME	1st St E Southbound				E Spain St Westbound				1st St E Northbound				E Spain St Eastbound				
	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	Total
16:00	0	0	0	19	0	1	0	3	0	0	0	9	0	0	0	22	1
16:15	0	0	0	15	0	0	1	1	0	1	0	11	0	0	0	17	1
16:30	0	0	0	12	0	0	3	0	0	0	4	0	0	0	10	0	0
16:45	0	1	0	9	0	1	0	1	0	0	11	0	0	0	12	0	2
Total	0	1	0	55	0	2	0	8	0	1	0	35	0	0	0	61	4
17:00	0	0	0	13	0	4	1	7	0	0	2	8	0	0	0	10	0
17:15	1	1	0	1	0	0	0	9	0	0	0	21	0	0	0	6	2
17:30	0	0	0	12	0	0	0	4	0	0	9	0	0	0	0	11	0
17:45	0	0	0	9	0	0	0	0	0	0	30	0	0	0	34	0	0
Total	1	1	0	35	0	4	1	20	0	0	2	68	0	0	0	61	9
Grand Total	1	2	0	90	0	6	1	28	0	1	2	103	0	0	0	122	13
Approch %	33.3%	66.7%	0.0%		0.0%	85.7%	14.3%		0.0%	33.3%	66.7%		0.0%	0.0%	0.0%		
Total %	7.7%	15.4%	0.0%		0.0%	46.2%	7.7%		0.0%	7.7%	15.4%		0.0%	0.0%	0.0%		

START TIME	1st St E Southbound				E Spain St Westbound				1st St E Northbound				E Spain St Eastbound				
	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	Total
16:00	0	0	0	19	0	1	0	3	0	0	0	9	0	0	0	22	1
16:15	0	0	0	15	0	0	1	1	0	1	0	11	0	0	0	17	1
16:30	0	0	0	12	0	0	3	0	0	0	4	0	0	0	10	0	0
16:45	0	1	0	9	0	1	0	1	0	0	11	0	0	0	12	0	2
Total	0	1	0	55	0	2	0	8	0	1	0	35	0	0	0	61	4
17:00	0	0	0	13	0	4	1	7	0	0	2	8	0	0	0	10	0
17:15	1	1	0	1	0	0	0	9	0	0	0	21	0	0	0	6	2
17:30	0	0	0	12	0	0	0	4	0	0	9	0	0	0	0	11	0
17:45	0	0	0	9	0	0	0	0	0	0	30	0	0	0	34	0	0
Total	1	1	0	35	0	4	1	20	0	0	2	68	0	0	0	61	9
Grand Total	1	2	0	90	0	6	1	28	0	1	2	103	0	0	0	122	13
Approch %	33.3%	66.7%	0.0%		0.0%	85.7%	14.3%		0.0%	33.3%	66.7%		0.0%	0.0%	0.0%		
Total %	7.7%	15.4%	0.0%		0.0%	46.2%	7.7%		0.0%	7.7%	15.4%		0.0%	0.0%	0.0%		

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 17-07953-002

Date : 11/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	1st St E Southbound						E Spain St Westbound						1st St E Northbound						E Spain St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
11:00	3	6	5	0	14		5	41	5	0	51		15	6	14	0	35		5	28	28	0	61	
11:15	0	3	3	0	6		6	32	2	0	40		30	8	9	0	47		1	30	24	0	55	
11:30	0	1	4	0	5		5	42	4	0	51		26	8	11	1	46		6	31	34	0	71	
11:45	1	7	4	0	12		5	35	6	0	46		29	14	13	0	56		9	34	42	0	85	
Total	4	17	16	0	37		21	150	17	0	188		100	36	47	1	184		21	123	128	0	272	
12:00	2	6	10	0	18		6	34	5	0	45		24	15	15	0	54		14	26	41	0	81	
12:15	5	4	10	0	19		7	27	1	0	35		33	13	10	0	56		13	31	29	0	73	
12:30	0	6	8	0	14		4	26	6	0	36		36	12	16	0	64		16	27	42	0	85	
12:45	2	2	5	0	9		12	26	8	0	46		18	14	14	0	73		14	31	34	0	79	
Total	9	18	33	0	60		29	113	20	0	162		134	58	55	0	247		57	115	146	0	318	
13:00	3	12	9	0	24		14	39	8	0	61		30	19	11	0	60		9	34	33	0	76	
13:15	8	5	10	0	23		5	32	4	0	41		31	17	21	0	69		10	31	25	0	66	
13:30	2	6	17	0	25		4	29	3	0	36		35	8	16	0	59		8	30	35	0	73	
13:45	1	11	8	0	20		6	39	6	0	51		33	14	10	0	57		11	37	33	0	81	
Total	14	34	44	0	92		29	139	21	0	189		129	58	58	0	245		38	132	126	0	296	
Grand Total	27	69	93	0	189		79	402	58	0	539		363	152	160	1	676		116	370	400	0	886	
Approch %	14.3%	36.5%	49.2%	0.0%	8.3%		14.7%	74.6%	10.8%	0.0%	23.5%		53.7%	22.5%	23.7%	0.1%	29.5%		13.1%	41.8%	45.1%	0.0%	38.7%	
Total %	1.2%	3.0%	4.1%	0.0%	0.0%		3.4%	17.6%	2.5%	0.0%	0.0%		15.9%	6.6%	7.0%	0.0%	0.0%		5.1%	16.2%	17.5%	0.0%	100.0%	

START TIME	1st St E Southbound						E Spain St Westbound						1st St E Northbound						E Spain St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
12:30	0	6	8	0	14		4	26	6	0	36		36	12	16	0	64		16	27	42	0	85	
12:45	2	2	5	0	9		12	26	8	0	46		41	18	14	0	73		14	31	34	0	79	
13:00	3	12	9	0	24		14	39	8	0	61		30	19	11	0	60		9	34	33	0	76	
13:15	8	5	10	0	23		5	32	4	0	41		31	17	21	0	69		10	31	25	0	66	
13:30	2	6	17	0	25		4	29	3	0	36		35	8	16	0	59		8	30	35	0	73	
13:45	1	11	8	0	20		6	39	6	0	51		33	14	10	0	57		11	37	33	0	81	
Total	18.6%	52.1	800	0.0%	.729		62.5	788	813	0.00	.754		841	868	738	0.00	.911		766	904	798	0.00	.900	
PHF	.406	.521	.800	.000	.729		.625	.788	.813	.000	.754		.841	.868	.738	.000	.911		.766	.904	.798	.000	.900	
Total Volume	13	25	32	0	70		35	123	26	0	184		138	66	62	0	266		49	123	134	0	306	
% App Total	18.6%	35.7%	45.7%	0.0%	18.6%		19.0%	66.8%	14.1%	0.0%	23.3%		51.9%	24.8%	23.3%	0.0%	38.8%		16.0%	40.2%	43.8%	0.0%	38.7%	

ALL TRAFFIC DATA

(916) 771-8700

orders@adtraffic.com

File Name : 17-07953-002

Date : 11/11/2017

Bank 1 Count = Bikes & Peds

START TIME	1st St E Southbound						E Spain St Westbound						1st St E Northbound						E Spain St Eastbound							
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL			
11:00	0	0	0	48	0		0	0	0	25	0		1	0	0	23	1		0	0	0	51	0		1	147
11:15	0	0	0	55	0		0	1	0	32	1		0	0	0	30	0		0	0	2	28	2		3	145
11:30	0	0	0	56	0		1	1	0	25	2		0	0	0	32	0		0	0	0	53	0		2	166
11:45	0	0	0	55	0		0	0	0	14	0		1	0	0	16	1		0	0	0	52	0		1	137
Total	0	0	0	214	0		1	2	0	96	3		2	0	0	101	2		0	0	2	184	2		7	595
12:00	0	1	0	80	1		0	0	0	15	0		4	0	0	24	4		0	0	0	74	0		5	193
12:15	0	0	0	102	1		0	0	0	31	0		0	1	0	40	1		0	0	0	87	0		1	260
12:30	0	0	1	116	1		0	1	0	31	1		3	0	0	22	3		0	0	0	98	0		5	267
12:45	0	1	0	116	1		0	0	0	28	0		0	0	0	58	0		0	0	0	110	0		1	312
Total	0	2	1	414	3		0	1	0	105	1		7	1	0	144	8		0	0	0	369	0		12	1032
13:00	0	0	0	111	0		0	1	0	30	1		0	0	0	41	0		0	0	0	89	0		1	271
13:15	0	1	0	88	1		0	0	0	26	0		1	0	0	40	1		0	1	0	94	1		3	248
13:30	0	0	0	116	0		0	2	0	30	2		0	0	0	65	0		0	0	0	126	0		2	337
13:45	0	1	0	111	1		0	0	0	40	0		0	0	0	62	0		0	0	0	96	0		1	309
Total	0	2	0	426	2		0	3	0	126	3		1	0	0	208	1		0	1	0	405	1		7	1165
Grand Total	0	4	1	1054	5		1	6	0	327	7		10	1	0	453	11		0	1	2	958	3		26	2792
Approch %	0.0%	80.0%	20.0%				14.3%	85.7%	0.0%				90.9%	9.1%	0.0%				0.0%	33.3%	66.7%					
Total %	0.0%	15.4%	3.8%		19.2%		3.8%	23.1%	0.0%		26.9%		38.5%	3.8%	0.0%		42.3%		0.0%	3.8%	7.7%				11.5%	100.0%

START TIME	1st St E Southbound						E Spain St Westbound						1st St E Northbound						E Spain St Eastbound							
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL			
12:30	0	0	1	116	1		0	1	0	31	1		3	0	0	22	3		0	0	0	98	0		5	
12:45	0	1	0	116	1		0	0	0	28	0		0	0	0	58	0		0	0	0	110	0		1	
13:00	0	0	0	111	0		0	1	0	30	1		0	0	0	41	0		0	0	0	89	0		1	
13:15	0	1	0	88	1		0	0	0	26	0		1	0	0	40	1		0	0	0	94	1		3	
Total	0	2	1	431	3		0	2	0	115	2		4	0	0	161	4		0	1	0	391	1		10	
Total Volume	0.0%	66.7%	33.3%		.750		0.0%	100.0%	0.0%		.500		100.0%	0.0%	0.0%		.333		0.0%	100.0%	0.0%		.250		10	
% App Total	.000	.500	.250				.000	.500	.000		.500		.333	.000	.000		.333		.000	.250	.000		.250		.500	

Peak Hour For Entire Intersection Begins at 12:30

Peak Hour Analysis From 12:30 to 13:30

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-07953-003
 Date : 11/14/2017

Unshifted Count = All Vehicles & Utturns

START TIME	1st St E Southbound						E Napa St Westbound						1st St E Northbound						E Napa St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	UTURNS	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	UTURNS	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	UTURNS	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	UTURNS
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
16:00	6	2	28	0	36	0	2	57	14	0	73	0	3	3	0	0	6	0	26	36	4	0	66	0
16:15	5	5	29	0	39	0	3	62	8	0	73	0	5	1	1	0	7	0	28	45	3	0	76	0
16:30	5	2	29	0	36	0	3	52	8	0	63	0	1	5	0	0	6	0	29	40	0	0	73	0
16:45	11	3	29	0	43	0	0	45	12	0	57	0	3	5	3	0	11	0	40	51	9	0	100	0
Total	27	12	115	0	154	0	8	216	42	0	266	0	12	14	4	0	30	0	123	172	20	0	315	0
17:00	4	2	26	0	32	0	1	59	15	0	75	0	4	4	1	0	9	0	23	44	4	0	71	0
17:15	9	1	23	0	33	0	1	64	2	0	67	0	2	3	4	0	9	0	27	44	4	0	75	0
17:30	5	1	29	0	35	0	0	48	11	0	59	0	3	0	2	0	5	0	23	40	2	0	65	0
17:45	9	5	17	0	31	0	2	36	7	0	45	0	0	1	1	0	2	0	29	35	1	0	65	0
Total	27	9	95	0	131	0	4	207	35	0	246	0	9	8	8	0	25	0	102	163	11	0	276	0
Grand Total	54	21	210	0	285	0	12	423	77	0	512	0	21	22	12	0	55	0	225	335	31	0	591	0
Approch %	18.9%	7.4%	73.7%	0.0%	19.8%	0.0%	2.3%	82.6%	15.0%	0.0%	35.5%	0.0%	38.2%	40.0%	21.8%	0.0%	3.8%	0.0%	38.1%	56.7%	5.2%	0.0%	41.0%	0.0%
Total %	3.7%	1.5%	14.6%	0.0%	19.8%	0.0%	0.8%	29.3%	5.3%	0.0%	35.5%	0.0%	1.5%	1.5%	0.8%	0.0%	3.8%	0.0%	15.6%	23.2%	2.1%	0.0%	41.0%	0.0%

PM PEAK HOUR

START TIME	1st St E Southbound						E Napa St Westbound						1st St E Northbound						E Napa St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	UTURNS	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	UTURNS	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	UTURNS	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	UTURNS
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
16:15	5	5	29	0	39	0	3	62	8	0	73	0	5	1	1	0	7	0	28	45	3	0	76	0
16:30	5	2	29	0	36	0	3	52	8	0	63	0	1	5	0	0	6	0	29	40	4	0	73	0
16:45	11	3	29	0	43	0	0	45	12	0	57	0	3	5	3	0	11	0	40	51	9	0	100	0
17:00	4	2	26	0	32	0	1	59	15	0	75	0	4	4	1	0	9	0	23	44	4	0	71	0
Total Volume	25	12	113	0	150	0	7	218	43	0	268	0	13	15	5	0	33	0	120	180	20	0	320	0
% App Total	16.7%	8.0%	75.3%	0.0%	8.72	0.00	2.6%	81.3%	16.0%	0.0%	89.3	0.00	39.4%	45.5%	15.2%	0.0%	.750	.000	37.5%	56.3%	6.3%	0.0%	.800	.000
PHF	.568	.600	.974	.000	.872	.000	.583	.879	.717	.000	.893	.000	.650	.750	.417	.000	.750	.000	.750	.882	.556	.000	.800	.000

Peak Hour Analysis From 16:15 to 17:15

Peak Hour For Entire Intersection Begins at 16:15

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 17-07953-003

Date : 11/14/2017

Bank 1 Count = Bikes & Peds

START TIME	1st St E Southbound				E Napa St Westbound				1st St E Northbound				E Napa St Eastbound								
	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
16:00	0	0	0	5	0	0	0	6	0	0	0	0	26	0	0	0	0	28	0	0	65
16:15	0	0	0	8	0	0	0	3	0	0	0	0	15	0	0	0	0	24	0	0	50
16:30	0	0	0	5	0	0	0	1	0	0	0	0	17	0	0	0	0	13	0	0	36
16:45	0	0	0	7	0	0	0	2	0	0	0	0	20	0	0	0	1	17	2	0	46
Total	0	0	0	25	0	0	0	12	0	0	0	0	78	0	0	0	1	82	2	0	197
17:00	0	0	0	7	0	1	2	7	3	0	0	0	19	0	0	0	0	20	0	0	53
17:15	1	0	1	2	0	0	1	3	1	0	0	0	13	0	0	0	0	15	0	0	33
17:30	0	0	0	15	0	0	0	1	0	0	0	0	16	0	0	0	0	25	0	0	57
17:45	0	0	1	5	0	0	0	2	0	0	0	0	15	0	0	0	0	15	0	0	37
Total	1	0	2	29	0	1	3	13	4	0	0	0	63	0	0	0	0	75	0	0	180
Grand Total	1	0	2	54	0	1	3	25	4	0	0	0	141	0	0	0	1	157	2	0	377
Approch %	33.3%	0.0%	66.7%		0.0%	25.0%	75.0%		44.4%	0.0%	0.0%	0.0%		0.0%	50.0%	0.0%	50.0%		22.2%		100.0%
Total %	11.1%	0.0%	22.2%		0.0%	11.1%	33.3%			0.0%	0.0%	0.0%		0.0%	11.1%	0.0%	11.1%				

PM PEAK HOUR	1st St E Southbound				E Napa St Westbound				1st St E Northbound				E Napa St Eastbound								
	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	
16:15	0	0	0	8	0	0	0	3	0	0	0	0	15	0	0	0	0	24	0	0	0
16:30	0	0	0	5	0	0	0	2	0	0	0	0	17	0	0	0	0	13	0	0	0
16:45	0	0	0	7	0	0	0	2	0	0	0	0	20	0	0	1	0	17	2	0	2
17:00	0	0	0	7	0	1	2	7	3	0	0	0	19	0	0	0	0	20	0	0	3
Total Volume	0	0	0	27	0	1	2	13	3	0	0	0	71	0	0	0	1	74	2	0	5
% App Total	0.0%	0.0%	0.0%		0.0%	33.3%	66.7%		.250	0.0%	0.0%	0.0%		.000	50.0%	0.0%	50.0%		.250		.417
PHF	.000	.000	.000		.000	.250	.250		.250	.000	.000	.000		.000	.250	.000	.250		.250		.417

Peak Hour Analysis From 16:15 to 17:15

Peak Hour For Entire Intersection Begins at 16:15

ALL TRAFFIC DATA

(916) 771-8700
orders@atdtraffic.com

File Name : 17-07953-003
 Date : 11/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	1st St E Southbound						E Napa St Westbound						1st St E Northbound						E Napa St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
11:00	14	2	26	0	42		3	56	11	0	70		4	5	5	0	14		36	36	12	0	84	
11:15	7	3	26	0	36		0	32	8	0	40		1	3	5	0	9		40	33	12	0	85	
11:30	9	2	29	0	40		3	47	8	0	58		5	1	1	0	7		47	39	6	1	93	
11:45	10	5	38	0	53		1	49	12	0	62		1	1	4	0	6		50	32	8	0	90	
Total	40	12	119	0	171		7	184	39	0	230		11	10	15	0	36		173	140	38	1	352	
12:00	6	3	48	0	57		2	51	17	0	70		4	3	1	0	8		42	44	8	0	94	
12:15	11	2	26	0	39		5	43	16	0	64		2	3	1	0	6		44	37	11	0	92	
12:30	7	4	45	0	56		3	51	20	0	74		3	3	2	0	8		49	62	6	0	117	
12:45	8	7	29	0	44		4	44	20	0	73		4	4	3	0	11		53	48	3	0	104	
Total	32	16	148	0	196		19	189	73	0	281		13	13	7	0	33		188	191	28	0	407	
13:00	5	9	42	0	56		10	52	14	0	76		2	3	4	0	9		50	49	6	0	105	
13:15	8	0	25	0	33		3	55	17	0	75		3	3	2	0	8		51	46	11	0	108	
13:30	10	3	29	0	42		3	49	16	0	68		3	0	4	0	7		51	36	8	1	96	
13:45	16	1	35	0	52		4	52	12	0	68		2	4	3	0	9		42	45	9	0	96	
Total	39	13	131	0	183		20	208	59	0	287		10	10	13	0	33		194	176	34	1	405	
Grand Total	111	41	398	0	550		46	581	171	0	798		34	33	35	0	102		555	507	100	2	1164	
Approch %	20.2%	7.5%	72.4%	0.0%	20.2%		5.8%	72.8%	21.4%	0.0%	30.5%		33.3%	32.4%	34.3%	0.0%	3.9%		47.7%	43.6%	8.6%	0.2%	44.5%	
Total %	4.2%	1.6%	15.2%	0.0%	21.0%		1.8%	22.2%	6.5%	0.0%	30.5%		1.3%	1.3%	1.3%	0.0%	3.9%		21.2%	19.4%	3.8%	0.1%	44.5%	

START TIME	1st St E Southbound						E Napa St Westbound						1st St E Northbound						E Napa St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
12:30	7	4	45	0	56		3	51	20	0	74		3	3	2	0	8		49	62	6	0	117	
12:45	8	7	29	0	44		9	44	20	0	73		4	4	3	0	11		53	48	3	0	104	
13:00	5	9	42	0	56		10	52	14	0	76		2	3	4	0	9		50	49	6	0	105	
13:15	8	0	25	0	33		3	55	17	0	75		3	3	2	0	8		51	46	11	0	108	
13:30	10	3	29	0	42		3	49	16	0	68		3	0	4	0	7		51	36	8	1	96	
13:45	16	1	35	0	52		4	52	12	0	68		2	4	3	0	9		42	45	9	0	96	
Total	39	13	131	0	183		20	208	59	0	287		10	10	13	0	33		194	176	34	1	405	
Grand Total	111	41	398	0	550		46	581	171	0	798		34	33	35	0	102		555	507	100	2	1164	
Approch %	20.2%	7.5%	72.4%	0.0%	20.2%		5.8%	72.8%	21.4%	0.0%	30.5%		33.3%	32.4%	34.3%	0.0%	3.9%		47.7%	43.6%	8.6%	0.2%	44.5%	
Total %	4.2%	1.6%	15.2%	0.0%	21.0%		1.8%	22.2%	6.5%	0.0%	30.5%		1.3%	1.3%	1.3%	0.0%	3.9%		21.2%	19.4%	3.8%	0.1%	44.5%	

START TIME	1st St E Southbound						E Napa St Westbound						1st St E Northbound						E Napa St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
12:30	7	4	45	0	56		3	51	20	0	74		3	3	2	0	8		49	62	6	0	117	
12:45	8	7	29	0	44		9	44	20	0	73		4	4	3	0	11		53	48	3	0	104	
13:00	5	9	42	0	56		10	52	14	0	76		2	3	4	0	9		50	49	6	0	105	
13:15	8	0	25	0	33		3	55	17	0	75		3	3	2	0	8		51	46	11	0	108	
13:30	10	3	29	0	42		3	49	16	0	68		3	0	4	0	7		51	36	8	1	96	
13:45	16	1	35	0	52		4	52	12	0	68		2	4	3	0	9		42	45	9	0	96	
Total	39	13	131	0	183		20	208	59	0	287		10	10	13	0	33		194	176	34	1	405	
Grand Total	111	41	398	0	550		46	581	171	0	798		34	33	35	0	102		555	507	100	2	1164	
Approch %	20.2%	7.5%	72.4%	0.0%	20.2%		5.8%	72.8%	21.4%	0.0%	30.5%		33.3%	32.4%	34.3%	0.0%	3.9%		47.7%	43.6%	8.6%	0.2%	44.5%	
Total %	4.2%	1.6%	15.2%	0.0%	21.0%		1.8%	22.2%	6.5%	0.0%	30.5%		1.3%	1.3%	1.3%	0.0%	3.9%		21.2%	19.4%	3.8%	0.1%	44.5%	

START TIME	1st St E Southbound						E Napa St Westbound						1st St E Northbound						E Napa St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
12:30	7	4	45	0	56		3	51	20	0	74		3	3	2	0	8		49	62	6	0	117	
12:45	8	7	29	0	44		9	44	20	0	73		4	4	3	0	11		53	48	3	0	104	
13:00	5	9	42	0	56		10	52	14	0	76		2	3	4	0	9		50	49	6	0	105	
13:15	8	0	25	0	33		3	55	17	0	75		3	3	2	0	8		51	46	11	0	108	
13:30	10	3	29	0	42		3	49	16	0	68		3	0	4	0	7		51	36	8	1	96	
13:45	16	1	35	0	52		4	52	12	0	68		2	4	3	0	9		42	45	9	0	96	
Total	39	13	131	0	183		20	208	59	0	287		10	10	13	0	33		194	176	34	1	405	
Grand Total	111	41	398	0	550		46	581	171	0	798		34	33	35	0	102		555	507	100	2	1164	
Approch %	20.2%	7.5%	72.4%	0.0%	20.2%		5.8%	72.8%	21.4%	0.0%	30.5%		33.3%	32.4%	34.3%	0.0%	3.9%		47.7%	43.6%	8.6%	0.2%	44.5%	
Total %	4.2%	1.6%	15.2%	0.0%	21.0%		1.8%	22.2%	6.5%	0.0%	30.5%		1.3%	1.3%	1.3%	0.0%	3.9%		21.2%	19.4%	3.8%	0.1%	44.5%	

START TIME	1st St E Southbound						E Napa St Westbound						1st St E Northbound						E Napa St Eastbound					
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
12:30	7	4	45	0	56		3	51	20	0	74		3	3	2	0	8		49	62	6	0	117	
12:45	8	7	29	0	44		9	44	20	0	73		4	4	3	0	11		53	48	3	0	104	
13:00	5	9	42	0	56		10	52	14	0	76		2	3	4	0	9		50	49	6	0	105	
13:15	8	0	25	0	33		3	55	17	0	75		3	3	2	0	8		51	46	11	0	108	
13:30	10	3	29	0	42		3	49	16	0	68		3	0	4	0	7		51	36	8	1	96	
13:45	16	1	35	0	52		4	52	12	0	68		2	4	3	0	9		42	45	9	0	96	
Total	39	13	131	0	183		20	208	59	0	287		10	10	13	0	33		194	176	34	1	405	
Grand Total	111	41	398	0	550		46	581	171	0	798		34	33	35	0	102		555	507	100	2	1164	
Approch %	20.2%	7.5%	72.4%	0.0%	20.2%		5.8%	72.8%	21.4%	0.0%	30.5%		33.3%	32.4%	34.3%	0.0%	3.9%		47.7%	43.6%	8.6%	0.2%	44.5%	
Total %	4.2%	1.6%	15.2%	0.0%	21.0%		1.8%	22.2%	6.5%	0.0%	30.5%		1.3%	1.3%	1.3%	0.0%	3.9%		21.2%	19.4%	3.8%	0.1%	44.5%	

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 17-07953-003

Date : 11/11/2017

Bank 1 Count = Bikes & Peds

START TIME	1st St E Southbound						E Napa St Westbound						1st St E Northbound						E Napa St Eastbound							
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL			
	%	%	%	%	%		%	%	%	%	%		%	%	%	%	%		%	%	%	%	%			
11:00	0	0	0	21	1		0	1	1	19	2		0	0	0	53	0		0	0	0	58	0		3	151
11:15	0	0	2	18	2		0	0	0	20	0		0	0	0	62	0		0	0	0	67	1		3	167
11:30	0	0	0	15	0		0	0	1	15	0		0	0	0	76	0		0	1	0	90	1		2	196
11:45	0	0	0	26	0		1	0	0	12	1		0	0	0	64	0		0	0	0	52	0		1	154
Total	0	0	3	80	3		1	1	2	66	4		0	0	0	255	0		1	1	1	267	2		9	668
12:00	0	0	0	32	0		0	0	0	10	0		0	0	0	60	0		0	0	0	70	0		0	172
12:15	0	0	1	23	1		0	0	1	24	1		0	0	0	64	0		0	1	0	68	1		3	179
12:30	0	0	0	19	0		0	0	0	7	0		0	0	0	71	0		0	0	0	72	1		1	169
12:45	0	1	0	40	1		0	0	0	9	0		0	0	0	86	0		0	0	0	69	0		1	204
Total	0	1	1	114	2		0	0	1	50	1		0	0	0	281	0		1	1	1	279	2		5	724
13:00	0	0	0	37	0		0	0	0	13	0		0	2	0	112	0		0	0	0	107	0		2	269
13:15	0	0	0	46	0		0	0	0	6	0		0	0	0	93	0		0	0	0	96	1		1	241
13:30	0	1	0	31	1		0	0	0	32	0		1	0	0	104	1		0	0	0	88	0		2	255
13:45	0	0	0	48	0		0	1	0	9	1		0	0	0	133	0		0	0	0	138	0		1	328
Total	0	1	0	162	1		0	1	0	60	1		1	2	0	442	3		1	0	0	429	1		6	1093
Grand Total	0	2	4	356	6		1	2	3	176	6		1	2	0	978	3		3	2	0	975	5		20	2485
Approch %	0.0%	33.3%	66.7%		30.0%		16.7%	33.3%	50.0%		30.0%		33.3%	66.7%	0.0%		15.0%		60.0%	40.0%	0.0%		25.0%		100.0%	
Total %	0.0%	10.0%	20.0%				5.0%	10.0%	15.0%				5.0%	10.0%	0.0%		15.0%		15.0%	10.0%	0.0%		2.50%		100.0%	

START TIME	1st St E Southbound						E Napa St Westbound						1st St E Northbound						E Napa St Eastbound							
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL		LEFT	THRU	RIGHT	PEDS	APP.TOTAL			
	%	%	%	%	%		%	%	%	%	%		%	%	%	%	%		%	%	%	%	%			
12:30	0	0	0	19	0		0	0	0	7	0		0	0	0	71	0		1	0	0	72	1		1	1
12:45	0	1	0	40	1		0	0	0	9	0		0	0	0	86	0		0	0	0	69	0		1	1
13:00	0	0	0	37	0		0	0	0	13	0		0	2	0	112	2		0	0	0	107	0		2	2
13:15	0	0	0	46	0		0	0	0	6	0		0	0	0	93	0		1	0	0	96	1		1	1
Total	0	1	0	142	1		0	0	0	35	0		0	2	0	362	2		2	0	0	344	2		5	5
Total Volume	0.0%	100.0%	0.0%				0.0%	0.0%	0.0%				0.0%	100.0%	0.0%		100.0%		100.0%	0.0%	0.0%		2.50%		100.0%	
% App Total	.000	.250	.000	.000	.250		.000	.000	.000	.000	.000		.000	.250	.000	.000	.250		.500	.000	.000	.500	.500		.625	

NOON PEAK

Peak Hour Analysis From 12:30 to 13:30

Peak Hour For Entire Intersection Begins at 12:30

APPENDIX B: LOS WORKSHEETS



Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	46	186	28	32	249	20	110	36	30	34	18	60
Future Vol, veh/h	46	186	28	32	249	20	110	36	30	34	18	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	202	30	35	271	22	120	39	33	37	20	65
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.2	13.1	11.4	10.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	18%	11%	30%
Vol Thru, %	20%	72%	83%	16%
Vol Right, %	17%	11%	7%	54%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	260	301	112
LT Vol	110	46	32	34
Through Vol	36	186	249	18
RT Vol	30	28	20	60
Lane Flow Rate	191	283	327	122
Geometry Grp	1	1	1	1
Degree of Util (X)	0.308	0.418	0.479	0.192
Departure Headway (Hd)	5.798	5.328	5.272	5.668
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	618	673	681	631
Service Time	3.85	3.375	3.318	3.725
HCM Lane V/C Ratio	0.309	0.421	0.48	0.193
HCM Control Delay	11.4	12.2	13.1	10.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.3	2.1	2.6	0.7

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	126	115	17	179	16	100	22	37	14	23	39
Future Vol, veh/h	23	126	115	17	179	16	100	22	37	14	23	39
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	147	134	20	208	19	116	26	43	16	27	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.2	10.8	10.6	9.2
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	9%	8%	18%
Vol Thru, %	14%	48%	84%	30%
Vol Right, %	23%	44%	8%	51%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	264	212	76
LT Vol	100	23	17	14
Through Vol	22	126	179	23
RT Vol	37	115	16	39
Lane Flow Rate	185	307	247	88
Geometry Grp	1	1	1	1
Degree of Util (X)	0.28	0.412	0.35	0.132
Departure Headway (Hd)	5.45	4.828	5.108	5.376
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	658	749	707	665
Service Time	3.486	2.837	3.119	3.418
HCM Lane V/C Ratio	0.281	0.41	0.349	0.132
HCM Control Delay	10.6	11.2	10.8	9.2
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.1	2	1.6	0.5

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	121	181	21	9	219	45	14	16	7	27	13	114
Future Vol, veh/h	121	181	21	9	219	45	14	16	7	27	13	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	133	199	23	10	241	49	15	18	8	30	14	125
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.5	11.3	9.3	9.9
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	37%	3%	18%
Vol Thru, %	43%	56%	80%	8%
Vol Right, %	19%	7%	16%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	323	273	154
LT Vol	14	121	9	27
Through Vol	16	181	219	13
RT Vol	7	21	45	114
Lane Flow Rate	41	355	300	169
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.48	0.409	0.245
Departure Headway (Hd)	5.826	4.971	4.912	5.203
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	616	731	738	692
Service Time	3.848	2.971	2.912	3.219
HCM Lane V/C Ratio	0.067	0.486	0.407	0.244
HCM Control Delay	9.3	12.5	11.3	9.9
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.2	2.6	2	1

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	178	45	59	181	50	63	64	93	66	43	136
Future Vol, veh/h	70	178	45	59	181	50	63	64	93	66	43	136
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	185	47	61	189	52	66	67	97	69	45	142
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.2	15	13.1	13.5
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	24%	20%	27%
Vol Thru, %	29%	61%	62%	18%
Vol Right, %	42%	15%	17%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	220	293	290	245
LT Vol	63	70	59	66
Through Vol	64	178	181	43
RT Vol	93	45	50	136
Lane Flow Rate	229	305	302	255
Geometry Grp	1	1	1	1
Degree of Util (X)	0.391	0.509	0.503	0.426
Departure Headway (Hd)	6.139	6.007	5.996	6.003
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	584	598	601	600
Service Time	4.188	4.054	4.044	4.05
HCM Lane V/C Ratio	0.392	0.51	0.502	0.425
HCM Control Delay	13.1	15.2	15	13.5
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	1.8	2.9	2.8	2.1

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	52	126	136	38	126	31	140	69	65	18	28	35
Future Vol, veh/h	52	126	136	38	126	31	140	69	65	18	28	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	135	146	41	135	33	151	74	70	19	30	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.9	11.1	13	9.7
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	17%	19%	22%
Vol Thru, %	25%	40%	65%	35%
Vol Right, %	24%	43%	16%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	274	314	195	81
LT Vol	140	52	38	18
Through Vol	69	126	126	28
RT Vol	65	136	31	35
Lane Flow Rate	295	338	210	87
Geometry Grp	1	1	1	1
Degree of Util (X)	0.45	0.482	0.32	0.138
Departure Headway (Hd)	5.498	5.139	5.492	5.719
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	699	652	624
Service Time	3.543	3.182	3.541	3.78
HCM Lane V/C Ratio	0.451	0.484	0.322	0.139
HCM Control Delay	13	12.9	11.1	9.7
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.3	2.6	1.4	0.5

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	204	207	28	29	204	74	14	16	15	31	23	142
Future Vol, veh/h	204	207	28	29	204	74	14	16	15	31	23	142
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	217	220	30	31	217	79	15	17	16	33	24	151
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.6	13	10	11.4
HCM LOS	C	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	46%	9%	16%
Vol Thru, %	36%	47%	66%	12%
Vol Right, %	33%	6%	24%	72%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	439	307	196
LT Vol	14	204	29	31
Through Vol	16	207	204	23
RT Vol	15	28	74	142
Lane Flow Rate	48	467	327	209
Geometry Grp	1	1	1	1
Degree of Util (X)	0.084	0.678	0.476	0.327
Departure Headway (Hd)	6.298	5.229	5.251	5.646
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	566	691	686	634
Service Time	4.371	3.271	3.298	3.701
HCM Lane V/C Ratio	0.085	0.676	0.477	0.33
HCM Control Delay	10	18.6	13	11.4
HCM Lane LOS	A	C	B	B
HCM 95th-tile Q	0.3	5.3	2.6	1.4

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	46	186	28	32	249	20	110	36	30	34	18	60
Future Vol, veh/h	46	186	28	32	249	20	110	36	30	34	18	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	202	30	35	271	22	120	39	33	37	20	65
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.2	13.1	11.4	10.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	18%	11%	30%
Vol Thru, %	20%	72%	83%	16%
Vol Right, %	17%	11%	7%	54%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	260	301	112
LT Vol	110	46	32	34
Through Vol	36	186	249	18
RT Vol	30	28	20	60
Lane Flow Rate	191	283	327	122
Geometry Grp	1	1	1	1
Degree of Util (X)	0.308	0.418	0.479	0.192
Departure Headway (Hd)	5.798	5.328	5.272	5.668
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	618	673	681	631
Service Time	3.85	3.375	3.318	3.725
HCM Lane V/C Ratio	0.309	0.421	0.48	0.193
HCM Control Delay	11.4	12.2	13.1	10.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.3	2.1	2.6	0.7

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	126	115	17	179	17	100	25	37	15	26	39
Future Vol, veh/h	23	126	115	17	179	17	100	25	37	15	26	39
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	147	134	20	208	20	116	29	43	17	30	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.3	10.9	10.7	9.3
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	9%	8%	19%
Vol Thru, %	15%	48%	84%	33%
Vol Right, %	23%	44%	8%	49%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	264	213	80
LT Vol	100	23	17	15
Through Vol	25	126	179	26
RT Vol	37	115	17	39
Lane Flow Rate	188	307	248	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.286	0.415	0.352	0.14
Departure Headway (Hd)	5.468	4.867	5.116	5.409
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	657	743	703	661
Service Time	3.506	2.867	3.148	3.452
HCM Lane V/C Ratio	0.286	0.413	0.353	0.141
HCM Control Delay	10.7	11.3	10.9	9.3
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.2	2.1	1.6	0.5

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	123	181	21	9	219	46	14	16	7	28	13	116
Future Vol, veh/h	123	181	21	9	219	46	14	16	7	28	13	116
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	135	199	23	10	241	51	15	18	8	31	14	127
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.8	11.3	9.3	10
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	38%	3%	18%
Vol Thru, %	43%	56%	80%	8%
Vol Right, %	19%	6%	17%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	325	274	157
LT Vol	14	123	9	28
Through Vol	16	181	219	13
RT Vol	7	21	46	116
Lane Flow Rate	41	357	301	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.494	0.412	0.25
Departure Headway (Hd)	5.845	4.977	4.925	5.214
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	612	729	735	688
Service Time	3.887	2.986	2.934	3.25
HCM Lane V/C Ratio	0.067	0.49	0.41	0.251
HCM Control Delay	9.3	12.8	11.3	10
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.2	2.8	2	1

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	182	45	62	186	50	63	64	96	66	43	136
Future Vol, veh/h	70	182	45	62	186	50	63	64	96	66	43	136
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	190	47	65	194	52	66	67	100	69	45	142
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.6	15.5	13.4	13.7
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	24%	21%	27%
Vol Thru, %	29%	61%	62%	18%
Vol Right, %	43%	15%	17%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	223	297	298	245
LT Vol	63	70	62	66
Through Vol	64	182	186	43
RT Vol	96	45	50	136
Lane Flow Rate	232	309	310	255
Geometry Grp	1	1	1	1
Degree of Util (X)	0.4	0.521	0.521	0.43
Departure Headway (Hd)	6.196	6.059	6.044	6.071
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	581	594	596	592
Service Time	4.249	4.107	4.091	4.123
HCM Lane V/C Ratio	0.399	0.52	0.52	0.431
HCM Control Delay	13.4	15.6	15.5	13.7
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	1.9	3	3	2.2

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	126	136	38	126	38	140	99	65	26	63	43
Future Vol, veh/h	59	126	136	38	126	38	140	99	65	26	63	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	135	146	41	135	41	151	106	70	28	68	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.6	12.1	15	11
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	18%	19%	20%
Vol Thru, %	33%	39%	62%	48%
Vol Right, %	21%	42%	19%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	304	321	202	132
LT Vol	140	59	38	26
Through Vol	99	126	126	63
RT Vol	65	136	38	43
Lane Flow Rate	327	345	217	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.522	0.526	0.353	0.237
Departure Headway (Hd)	5.746	5.489	5.845	6.001
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	624	652	610	592
Service Time	3.823	3.568	3.935	4.098
HCM Lane V/C Ratio	0.524	0.529	0.356	0.24
HCM Control Delay	15	14.6	12.1	11
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	3	3.1	1.6	0.9

Intersection	
Intersection Delay, s/veh	17.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	227	207	28	29	204	81	14	16	15	39	23	169
Future Vol, veh/h	227	207	28	29	204	81	14	16	15	39	23	169
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	241	220	30	31	217	86	15	17	16	41	24	180
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	22.2	14	10.3	12.6
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	49%	9%	17%
Vol Thru, %	36%	45%	65%	10%
Vol Right, %	33%	6%	26%	73%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	462	314	231
LT Vol	14	227	29	39
Through Vol	16	207	204	23
RT Vol	15	28	81	169
Lane Flow Rate	48	491	334	246
Geometry Grp	1	1	1	1
Degree of Util (X)	0.088	0.738	0.505	0.394
Departure Headway (Hd)	6.655	5.405	5.444	5.777
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	541	668	658	619
Service Time	4.655	3.462	3.511	3.852
HCM Lane V/C Ratio	0.089	0.735	0.508	0.397
HCM Control Delay	10.3	22.2	14	12.6
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	0.3	6.5	2.9	1.9

Intersection	
Intersection Delay, s/veh	20.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	240	40	50	320	30	140	50	40	50	30	80
Future Vol, veh/h	60	240	40	50	320	30	140	50	40	50	30	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	261	43	54	348	33	152	54	43	54	33	87
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20.4	25.5	16.3	13.5
HCM LOS	C	D	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	18%	12%	31%
Vol Thru, %	22%	71%	80%	19%
Vol Right, %	17%	12%	7%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	340	400	160
LT Vol	140	60	50	50
Through Vol	50	240	320	30
RT Vol	40	40	30	80
Lane Flow Rate	250	370	435	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.48	0.648	0.748	0.334
Departure Headway (Hd)	6.908	6.31	6.195	6.912
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	518	569	583	517
Service Time	4.991	4.387	4.268	5.007
HCM Lane V/C Ratio	0.483	0.65	0.746	0.337
HCM Control Delay	16.3	20.4	25.5	13.5
HCM Lane LOS	C	C	D	B
HCM 95th-tile Q	2.6	4.7	6.5	1.5

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	160	150	30	230	30	130	30	50	20	30	50
Future Vol, veh/h	30	160	150	30	230	30	130	30	50	20	30	50
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	186	174	35	267	35	151	35	58	23	35	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.1	15	13.6	10.9
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	9%	10%	20%
Vol Thru, %	14%	47%	79%	30%
Vol Right, %	24%	44%	10%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	340	290	100
LT Vol	130	30	30	20
Through Vol	30	160	230	30
RT Vol	50	150	30	50
Lane Flow Rate	244	395	337	116
Geometry Grp	1	1	1	1
Degree of Util (X)	0.416	0.591	0.53	0.204
Departure Headway (Hd)	6.128	5.379	5.657	6.324
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	581	664	631	571
Service Time	4.227	3.468	3.749	4.324
HCM Lane V/C Ratio	0.42	0.595	0.534	0.203
HCM Control Delay	13.6	16.1	15	10.9
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	2	3.9	3.1	0.8

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	160	230	30	20	280	60	20	30	10	40	20	150
Future Vol, veh/h	160	230	30	20	280	60	20	30	10	40	20	150
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	176	253	33	22	308	66	22	33	11	44	22	165
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	21	16.8	10.9	12.7
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	38%	6%	19%
Vol Thru, %	50%	55%	78%	10%
Vol Right, %	17%	7%	17%	71%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	420	360	210
LT Vol	20	160	20	40
Through Vol	30	230	280	20
RT Vol	10	30	60	150
Lane Flow Rate	66	462	396	231
Geometry Grp	1	1	1	1
Degree of Util (X)	0.126	0.708	0.605	0.381
Departure Headway (Hd)	6.87	5.519	5.503	5.947
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	525	651	649	600
Service Time	4.87	3.595	3.584	4.042
HCM Lane V/C Ratio	0.126	0.71	0.61	0.385
HCM Control Delay	10.9	21	16.8	12.7
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	0.4	5.8	4.1	1.8

Intersection	
Intersection Delay, s/veh	36.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	90	230	60	80	230	70	80	90	120	90	60	180
Future Vol, veh/h	90	230	60	80	230	70	80	90	120	90	60	180
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	235	61	82	235	71	82	92	122	92	61	184
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	42.3	41.9	26.5	30.7
HCM LOS	E	E	D	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	24%	21%	27%
Vol Thru, %	31%	61%	61%	18%
Vol Right, %	41%	16%	18%	55%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	290	380	380	330
LT Vol	80	90	80	90
Through Vol	90	230	230	60
RT Vol	120	60	70	180
Lane Flow Rate	296	388	388	337
Geometry Grp	1	1	1	1
Degree of Util (X)	0.671	0.853	0.851	0.742
Departure Headway (Hd)	8.167	7.922	7.904	7.931
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	441	458	461	455
Service Time	6.258	5.951	5.933	6.015
HCM Lane V/C Ratio	0.671	0.847	0.842	0.741
HCM Control Delay	26.5	42.3	41.9	30.7
HCM Lane LOS	D	E	E	D
HCM 95th-tile Q	4.8	8.6	8.5	6.1

Intersection	
Intersection Delay, s/veh	20.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	160	180	50	160	40	180	90	90	30	40	50
Future Vol, veh/h	70	160	180	50	160	40	180	90	90	30	40	50
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	172	194	54	172	43	194	97	97	32	43	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	24.5	15.9	22.6	12.4
HCM LOS	C	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	17%	20%	25%
Vol Thru, %	25%	39%	64%	33%
Vol Right, %	25%	44%	16%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	360	410	250	120
LT Vol	180	70	50	30
Through Vol	90	160	160	40
RT Vol	90	180	40	50
Lane Flow Rate	387	441	269	129
Geometry Grp	1	1	1	1
Degree of Util (X)	0.689	0.74	0.49	0.25
Departure Headway (Hd)	6.406	6.046	6.563	6.976
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	561	595	546	511
Service Time	4.473	4.112	4.641	5.072
HCM Lane V/C Ratio	0.69	0.741	0.493	0.252
HCM Control Delay	22.6	24.5	15.9	12.4
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	5.3	6.4	2.7	1

Intersection	
Intersection Delay, s/veh	37.8
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	260	260	40	40	260	100	20	30	20	40	30	180
Future Vol, veh/h	260	260	40	40	260	100	20	30	20	40	30	180
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	277	277	43	43	277	106	21	32	21	43	32	191
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	60.4	24	12.3	16.2
HCM LOS	F	C	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	46%	10%	16%
Vol Thru, %	43%	46%	65%	12%
Vol Right, %	29%	7%	25%	72%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	560	400	250
LT Vol	20	260	40	40
Through Vol	30	260	260	30
RT Vol	20	40	100	180
Lane Flow Rate	74	596	426	266
Geometry Grp	1	1	1	1
Degree of Util (X)	0.162	0.996	0.727	0.494
Departure Headway (Hd)	7.819	6.021	6.152	6.692
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	462	602	583	535
Service Time	5.819	4.086	4.223	4.769
HCM Lane V/C Ratio	0.16	0.99	0.731	0.497
HCM Control Delay	12.3	60.4	24	16.2
HCM Lane LOS	B	F	C	C
HCM 95th-tile Q	0.6	14.7	6.1	2.7

Intersection	
Intersection Delay, s/veh	20.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	240	40	50	320	30	140	50	40	50	30	80
Future Vol, veh/h	60	240	40	50	320	30	140	50	40	50	30	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	261	43	54	348	33	152	54	43	54	33	87
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20.4	25.5	16.3	13.5
HCM LOS	C	D	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	18%	12%	31%
Vol Thru, %	22%	71%	80%	19%
Vol Right, %	17%	12%	7%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	340	400	160
LT Vol	140	60	50	50
Through Vol	50	240	320	30
RT Vol	40	40	30	80
Lane Flow Rate	250	370	435	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.48	0.648	0.748	0.334
Departure Headway (Hd)	6.908	6.31	6.195	6.912
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	518	569	583	517
Service Time	4.991	4.387	4.268	5.007
HCM Lane V/C Ratio	0.483	0.65	0.746	0.337
HCM Control Delay	16.3	20.4	25.5	13.5
HCM Lane LOS	C	C	D	B
HCM 95th-tile Q	2.6	4.7	6.5	1.5

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	160	150	30	230	31	130	33	50	21	33	50
Future Vol, veh/h	30	160	150	30	230	31	130	33	50	21	33	50
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	186	174	35	267	36	151	38	58	24	38	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.3	15.3	13.9	11.1
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	9%	10%	20%
Vol Thru, %	15%	47%	79%	32%
Vol Right, %	23%	44%	11%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	213	340	291	104
LT Vol	130	30	30	21
Through Vol	33	160	230	33
RT Vol	50	150	31	50
Lane Flow Rate	248	395	338	121
Geometry Grp	1	1	1	1
Degree of Util (X)	0.431	0.595	0.535	0.214
Departure Headway (Hd)	6.26	5.527	5.807	6.367
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	580	656	626	566
Service Time	4.26	3.527	3.807	4.378
HCM Lane V/C Ratio	0.428	0.602	0.54	0.214
HCM Control Delay	13.9	16.3	15.3	11.1
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	2.2	3.9	3.2	0.8

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	162	230	30	20	280	61	20	30	10	41	20	152
Future Vol, veh/h	162	230	30	20	280	61	20	30	10	41	20	152
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	178	253	33	22	308	67	22	33	11	45	22	167
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	21.3	16.9	10.9	12.8
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	38%	6%	19%
Vol Thru, %	50%	55%	78%	9%
Vol Right, %	17%	7%	17%	71%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	422	361	213
LT Vol	20	162	20	41
Through Vol	30	230	280	20
RT Vol	10	30	61	152
Lane Flow Rate	66	464	397	234
Geometry Grp	1	1	1	1
Degree of Util (X)	0.126	0.713	0.608	0.388
Departure Headway (Hd)	6.898	5.536	5.521	5.961
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	523	649	647	597
Service Time	4.898	3.614	3.604	4.056
HCM Lane V/C Ratio	0.126	0.715	0.614	0.392
HCM Control Delay	10.9	21.3	16.9	12.8
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	0.4	5.9	4.1	1.8

Intersection	
Intersection Delay, s/veh	39
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	90	234	60	83	235	70	80	90	123	90	60	180
Future Vol, veh/h	90	234	60	83	235	70	80	90	123	90	60	180
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	239	61	85	240	71	82	92	126	92	61	184
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	45.5	46.3	28.1	32.4
HCM LOS	E	E	D	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	23%	21%	27%
Vol Thru, %	31%	61%	61%	18%
Vol Right, %	42%	16%	18%	55%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	293	384	388	330
LT Vol	80	90	83	90
Through Vol	90	234	235	60
RT Vol	123	60	70	180
Lane Flow Rate	299	392	396	337
Geometry Grp	1	1	1	1
Degree of Util (X)	0.69	0.872	0.878	0.756
Departure Headway (Hd)	8.309	8.008	7.979	8.082
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	434	451	451	448
Service Time	6.392	6.084	6.053	6.16
HCM Lane V/C Ratio	0.689	0.869	0.878	0.752
HCM Control Delay	28.1	45.5	46.3	32.4
HCM Lane LOS	D	E	E	D
HCM 95th-tile Q	5.1	9	9.2	6.3

Intersection	
Intersection Delay, s/veh	28.8
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	77	160	180	50	160	47	180	120	90	38	75	58
Future Vol, veh/h	77	160	180	50	160	47	180	120	90	38	75	58
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	172	194	54	172	51	194	129	97	41	81	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	35.3	19.4	33.8	15.6
HCM LOS	E	C	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	18%	19%	22%
Vol Thru, %	31%	38%	62%	44%
Vol Right, %	23%	43%	18%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	390	417	257	171
LT Vol	180	77	50	38
Through Vol	120	160	160	75
RT Vol	90	180	47	58
Lane Flow Rate	419	448	276	184
Geometry Grp	1	1	1	1
Degree of Util (X)	0.812	0.835	0.561	0.39
Departure Headway (Hd)	6.969	6.705	7.304	7.626
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	516	538	492	469
Service Time	5.038	4.776	5.386	5.718
HCM Lane V/C Ratio	0.812	0.833	0.561	0.392
HCM Control Delay	33.8	35.3	19.4	15.6
HCM Lane LOS	D	E	C	C
HCM 95th-tile Q	7.8	8.5	3.4	1.8

Intersection	
Intersection Delay, s/veh	49.9
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	283	260	40	40	260	107	20	30	20	48	30	207
Future Vol, veh/h	283	260	40	40	260	107	20	30	20	48	30	207
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	301	277	43	43	277	114	21	32	21	51	32	220
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	86	26.6	12.8	18.6
HCM LOS	F	D	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	49%	10%	17%
Vol Thru, %	43%	45%	64%	11%
Vol Right, %	29%	7%	26%	73%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	583	407	285
LT Vol	20	283	40	48
Through Vol	30	260	260	30
RT Vol	20	40	107	207
Lane Flow Rate	74	620	433	303
Geometry Grp	1	1	1	1
Degree of Util (X)	0.162	1.082	0.753	0.564
Departure Headway (Hd)	8.212	6.283	6.492	6.945
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	439	583	563	521
Service Time	6.212	4.283	4.492	4.945
HCM Lane V/C Ratio	0.169	1.063	0.769	0.582
HCM Control Delay	12.8	86	26.6	18.6
HCM Lane LOS	B	F	D	C
HCM 95th-tile Q	0.6	18.5	6.6	3.5

APPENDIX C: SITE-SPECIFIC TRIP SURVEY DATA



APPENDIX D: PEAK HOUR SIGNAL WARRANT WORKSHEETS





Major Street West Spain Street
 Minor Street 1st Street West

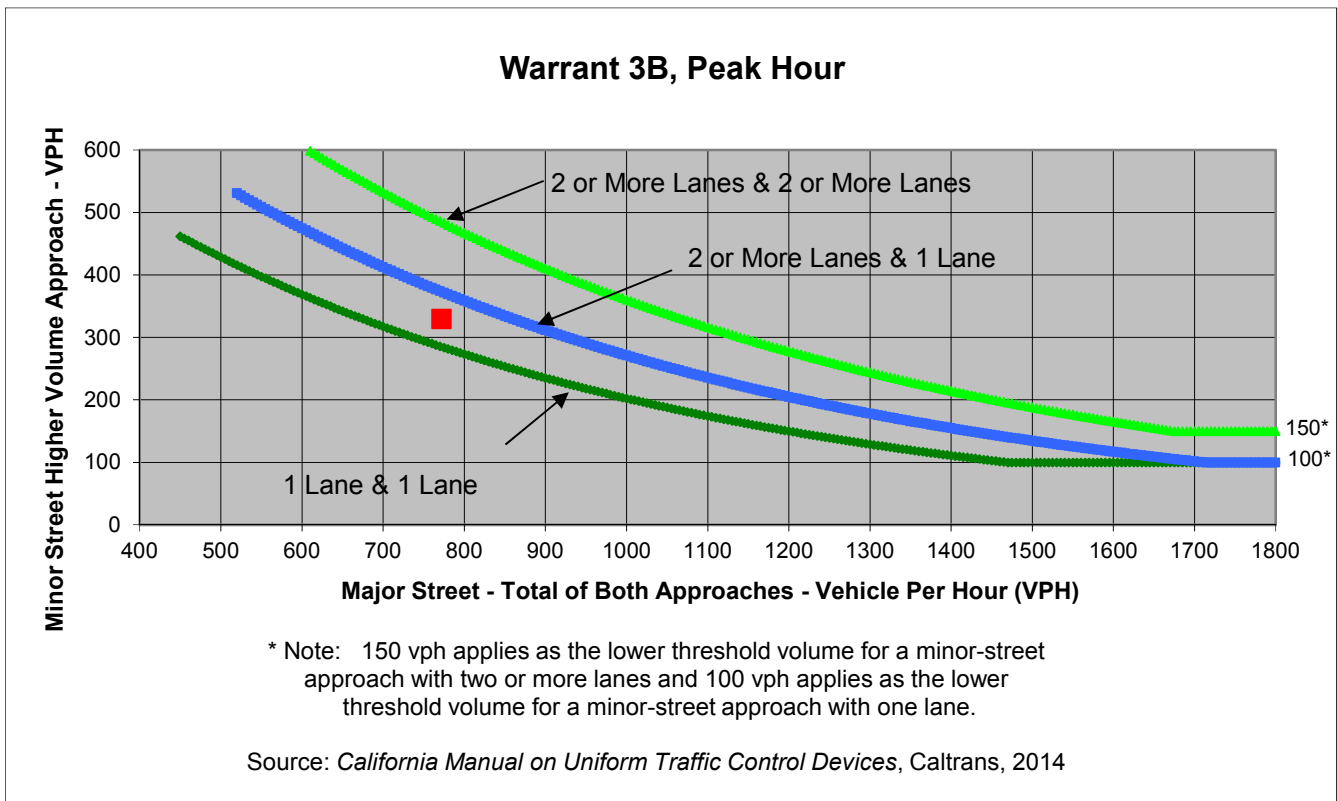
Project Sonoma Cheese Factory TIA
 Scenario Cumulative With Project Conditions
 Peak Hour Weekend Midday Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	80	90	90	83
Through	90	60	234	235
Right	123	180	60	70
Total	293	330	384	388

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	West Spain Street	1st Street West	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	772	330	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street East Napa Street
 Minor Street 1st Street East

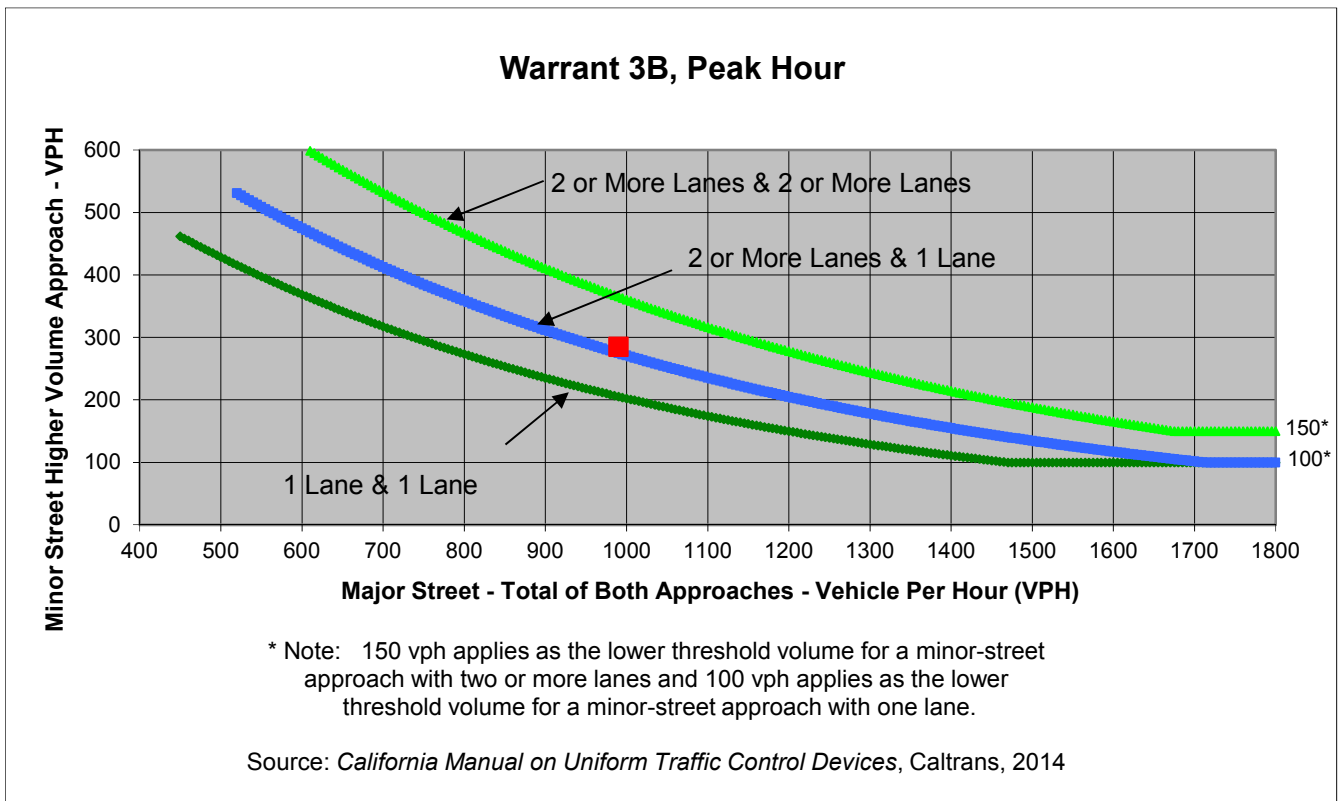
Project Sonoma Cheese Factory TIA
 Scenario Cumulative With Project Conditions
 Peak Hour Weekend Midday Peak Hour

Turn Movement Volumes

	NB	SB	EB	WB
Left	20	48	283	40
Through	30	30	260	260
Right	20	207	40	107
Total	70	285	583	407

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	East Napa Street	1st Street East	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	990	285	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

APPENDIX E: PARKING OCCUPANCY OBSERVATIONS



Prepared by National Data & Surveying Services
Parking Study

Time	Zone S1				Zone S2				Zone S3				Zone S4			
	North Side of the Street		South Side of the Street		West Side of the Street		East Side of the Street		West Side of the Street		East Side of the Street		North Side of the Street		South Side of the Street	
Street	Street : Spain St From : 2nd St W To : 1st St W	Street : Spain St From : 2nd St W To : 1st St W	Street : Spain St From : 2nd St W To : 1st St W	Street : Spain St From : 2nd St W To : 1st St W	Street : 1st St W From : Sonoma Bike Path To : Spain St	Street : 1st St W From : Sonoma Bike Path To : Spain St	Street : 1st St W From : Spain St To : E Napa St	Street : 1st St W From : Spain St To : E Napa St	Street : 1st St W From : Spain St To : E Napa St	Street : 1st St W From : Spain St To : E Napa St	Street : Spain St From : 1st St W To : 1st St E	Street : Spain St From : 1st St W To : 1st St E	Street : Spain St From : 1st St W To : 1st St E	Street : Spain St From : 1st St W To : 1st St E	Street : Spain St From : 1st St W To : 1st St E	Street : Spain St From : 1st St W To : 1st St E
Restrictions:	3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM	
Space Type	Regular	3 Hr	Regular	3 Hr	Regular	Marked	Regular	3 Hr	MC	Regular	3 Hr	Regular	3 Hr	Regular	3 Hr	HC
Space	6	10	8	11	36	6	11	43	44	44	1	46	1	46	2	
10:00 AM	6	7	8	10	19	6	10	28	38	41	0	16	0	19	0	
10:30 AM	4	9	8	10	20	6	10	24	41	44	0	25	0	27	0	
11:00 AM	4	10	8	11	22	6	9	42	44	44	0	27	0	38	0	
11:30 AM	4	10	8	11	24	6	9	43	44	44	1	46	0	46	1	
12:00 PM	5	10	8	11	25	6	10	42	44	44	1	46	0	46	2	
12:30 PM	5	10	8	11	24	6	10	42	44	44	1	46	0	46	2	
1:00 PM	5	10	8	11	25	6	11	42	44	44	1	46	0	46	2	
1:30 PM	5	10	8	11	23	6	10	43	44	44	1	46	0	46	2	
2:00 PM	5	9	8	11	26	6	10	43	44	44	1	46	0	46	2	
2:30 PM	5	10	8	11	26	6	10	42	44	44	1	46	0	45	2	
3:00 PM	5	10	8	11	25	6	10	41	42	42	1	44	0	46	2	
3:30 PM	4	9	8	11	21	6	11	40	43	43	1	45	0	45	1	

Time	Zone S5				Zone S6				Zone S7				Casa Grande Off Street Lot			
	West Side of the Street		East Side of the Street		West Side of the Street		East Side of the Street		North Side of the Street		South Side of the Street		North Side of the Street		South Side of the Street	
Street	Street : 1st St E From : Sonoma Bike Path To : Spain St	Street : 1st St E From : Sonoma Bike Path To : Spain St	Street : 1st St E From : Sonoma Bike Path To : Spain St	Street : 1st St E From : Sonoma Bike Path To : Spain St	Street : 1st St E From : Spain St To : Napa St	Street : 1st St E From : Spain St To : Napa St	Street : 1st St E From : Spain St To : Napa St	Street : 1st St E From : Spain St To : Napa St	Street : Spain St From : 2nd St E To : 1st St E	Street : Spain St From : 2nd St E To : 1st St E	Street : Spain St From : 2nd St E To : 1st St E	Street : Spain St From : 2nd St E To : 1st St E	Street : Spain St From : 2nd St E To : 1st St E	Street : Spain St From : 2nd St E To : 1st St E	Street : Spain St From : 2nd St E To : 1st St E	Street : Spain St From : 2nd St E To : 1st St E
Restrictions:	3 Hrs = 9 AM - 5 PM		No Parking		3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM		3 Hrs = 9 AM - 5 PM	
Space Type	Regular	3 Hr	Regular	3 Hr	Regular	3 Hr	MC	Taxi	Regular	3 Hr	Regular	3 Hr	Regular	3 Hr	Regular	HC
Space	21	5	12	0	43	34	0	1	18	9	11	6	130	10	572	
10:00 AM	14	0	10	0	25	21	0	1	2	4	3	36	0	3	0	286
10:30 AM	11	0	8	0	29	29	0	0	3	5	5	39	0	2	0	315
11:00 AM	9	0	8	0	40	28	0	0	7	5	7	47	0	1	0	374
11:30 AM	9	2	8	0	43	33	0	0	8	7	8	48	0	1	0	420
12:00 PM	8	5	8	0	43	34	0	0	16	9	11	82	1	3	0	476
12:30 PM	10	5	9	0	43	34	0	0	18	9	11	108	4	3	4	515
1:00 PM	12	5	11	0	42	34	0	0	17	8	11	125	5	5	5	538
1:30 PM	18	6	11	0	43	34	0	1	17	9	11	125	5	9	6	555
2:00 PM	15	6	12	0	43	34	4	1	17	9	9	125	5	10	4	553
2:30 PM	18	6	11	0	43	34	4	1	16	9	8	118	3	10	1	538
3:00 PM	16	5	10	0	43	34	4	1	14	8	10	113	3	9	1	522
3:30 PM	11	4	12	0	43	33	1	0	9	8	10	85	0	7	0	469