

M E M O

To: Planning Commission

From: David Goodison, Planning Director

Re: Review, discussion, and possible action on an application for Use Permit to reconfigure and expand the Sonoma Cheese Factory, located at 2 West Spain Street, as a multi-tenant market place, including consideration of potential related improvements to the Casa Grande Parking lot to improve parking and pedestrian and transit access.

Site Description and Environs

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.

The Casa Grande parking lot is part of the Sonoma State Historic Park. It is a surface lot with an area of 3.23 acres (including paved parking and a vacant area used for overflow parking) and is currently configured to provide approximately 142 parking spaces, which are currently available for general public use. The City of Sonoma is currently in negotiations with State Parks to re-implement a long-term lease of the parking lot that would enable the City to improve it, including by expanding its parking capacity.

Background/Previous 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 I, 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, $\pm 1,900$ -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 $\pm 2,240$ 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.

Proposed Development Concept

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, an improved pedestrian connection linking the Plaza to Depot Park, and improvements to facilities accommodating tour bus parking. 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. Because this shortfall could lead to the encroachment of commercial parking in neighboring

residential areas, mitigation has been recommended in the form of a payment for improvements to the Casa Grande lot.

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 and improve facilities for tour bus parking. Such improvements could be accommodated within the existing area of the parking lot, including the overflow parking area. Any such improvements would be subject to the review and approval of State Parks.

General Plan Policy Directions

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 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 food 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 allows for roof-top solar panels and would implement 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 through the payment of in-lieu fees enabling the development of additional off-street parking and transit and pedestrian improvements in the Casa Grande parking Lot. 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, <u>subject to required mitigation addressing construction noise.</u>
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)	

The proposed Project uses, all of which are retail-oriented, are consistent with the Commercial land use designation and, as shown through the preceding analysis, the Project is consistent with applicable General Plan policies, including those intended to mitigate or avoid environmental impacts.

Consistency with Development Code Standards

Commercial Zone: The property is located within a Commercial (C) zoning district, which is applied to areas appropriate for a range of commercial land uses including retail, tourist, office, and mixed-uses. With more than three retail vendors/tenants, the marketplace falls under the definition of a shopping center and is therefore subject to review and approval of a Use Permit by the Planning Commission. In addition, restaurant uses and other businesses that prepare and sell food/beverages are subject to review and approval of a Use Permit by the Planning Commission.

Development Standards: 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 Table, the Project is substantially consistent with the 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.

Parking: As a building fronting the Plaza, the existing Cheese Factory building has a parking credit, as established in Section 19.48.040.F of the Development Code, which translates to 38 parking spaces. In the review of the previous development proposal, the Planning Commission agreed to apply this credit to replacement building area. In addition, the Planning Commission agreed to recognize the existing 103 restaurant seats associated with the current use as grandfathered in. The Table below sets forth the parking requirement that would normally be applied to the Project, based on these previous directions:

Parking Requirements Based on Previous Commission Direction		
Use Type	Building Area/Seating	Parking Requirement
Main Floor Retail	13,856 square feet	46 spaces
Restaurant	63 indoor seats	16 spaces

Subfloor Retail/Wine bar	6,757 square feet	23 spaces
Storage	2,701 square feet	5 spaces
Total		90 spaces
Parking Credits		64 spaces
Difference		-26 spaces

No on-site parking is proposed in conjunction with the building expansion associated with the proposed Project. However, Section 19.48.050.C. of the Development Code, provides for the option of paying an in-lieu parking fee, subject to the review and approval of the Planning Commission and the City Council. This section reads as follows:

In-Lieu Parking Fee. A portion of all of the parking spaces required for a commercial use need not be provided by the use if an in-lieu fee is approved by the planning commission and contributed by the developer to a parking improvement trust fund. The amount of the fee and time of payment shall be established by resolution of the city council. As a result of participating in the support of a public parking facility, an owner or developer may receive a reduction in the total number of parking spaces required based on the number of spaces purchased in the public parking facility and subject to approval by the commission.

The proposed Conditions of Approval/Mitigation Monitoring Program would require the payment of an in-lieu fee to be used for improvements to the Casa Grande Parking, including the reconfiguration of the existing paved area of the lot to increase parking capacity (or an equivalent improvement elsewhere in the downtown area). Other potential improvements include developing an ADA-accessible pathway linking the tour bus parking area to the Plaza. Additional discussion on this topic is provided in the “Environmental Review” section of the staff report.

Bicycle Parking: Bicycle parking is required in all new commercial development, subject to review and approval by the Planning Commission. Bicycle parking will be required and provided as set forth in the Conditions of Approval/Mitigation Monitoring Program.

Residential Component: Because the subject property is less than one-half acre in size, a residential component is not required.

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

- A. The project will not impair the historic character of its surroundings;
- B. The project substantially preserves the qualities of any significant historic structures or other significant historic features on the site.
- C. The project substantially complies with the applicable guidelines set forth in Chapter 19.42 SMC (Historic Preservation and Infill in the Historic Zone).
- D. The project substantially complies with any applicable preservation plan or other guidelines or requirements pertaining to a local historic district as designated through SMC 19.42.020.

As set forth in the Initial Study and in the attached Resolution for project approval, the proposed Project substantially complies with the guidelines for infill development 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. This analysis shows that the Project is substantially consistent with the *Downtown Sonoma Historic Preservation Design Guidelines* concerning additions to existing buildings. In addition, the Initial Study evaluated with the Project with respect to potential impacts on the historic significance of: 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. The analysis shows that, subject to mitigation measures incorporated into the Conditions of Project Approval, the Project is compatible with maintaining the integrity and significance of these historic resources.

Environmental Review

An Initial Study was prepared to analyze the potential environmental impacts of the project. As part of this evaluation, studies were commissioned, addressing the following areas: cultural resources, geotechnical conditions, and traffic. In addition, the project architect prepared perspective visual simulations to assist in evaluating visual compatibility. These studies are included with the Initial Study and their outcomes are summarized as follows:

1. *Aesthetics/Visual Compatibility*. The visual compatibility of the Project was evaluated in terms of: 1) Development Code consistency with regulations that address scale, massing, and height; 2) consistency with applicable design guidelines; and, 3) project-specific site planning and design with an emphasis on compatibility with the historic character of the area and adjoining historic resources.
 - A. Consistency with Development Regulations: 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. As discussed above, under "Consistency with Development Code Standards" the Project complies with these standards.
 - B. Consistency with Design Guidelines: The design guidelines 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 was 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 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. The Initial Study includes a complete analysis of consistency with the Guidelines and found the project to be substantially consistent with them.
 - C. Project Design and Historic Compatibility: 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.

4. *Biological Resources.* As an already developed site located in a downtown setting, the subject property shows no evidence of any sensitive species or habitats.
5. *Cultural 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. Under CEQA, 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 Consultant. In addition, a geotechnical investigation 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 analyses may be summarized as follows:
 - A. 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.

- B. 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. This improves Project compatibility compared to 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 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.

With regard to potential construction impacts, 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, which have been incorporated into the the Conditions of Approval/Mitigation Monitoring Program, adjoining buildings, including the Servants' Quarters, will be protected from construction impacts.

- C. 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; and, 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 Servant's Quarters.

In summary, subject to the mitigation measures identified in the Initial Study, the Project would not have a significant impact on historic resources. In addition, mitigation measures have been identified and will be required addressing the unexpected discovery of archaeological resources, paleontological resources, tribal resources, and human remains.

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

- A. 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.*
- *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 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.

To mitigate the cumulative impact at the intersection of First Street East/East Napa Street, two alternative mitigation measures were identified by the Traffic Consultant:

- 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.
- Bus Parking Improvement in Casa Grande lot. Under this option, the Project would fund or implement upgrades to the existing tour bus loading zone in the Casa Grande parking lot, including a clear, ADA-compliant pedestrian connection linking the existing tour bus parking area to the Plaza. 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, interfering with transit bus use of the Plaza Horseshoe, and diminishing the pedestrian character of the historic Sonoma Plaza.

Based on Circulation Element Policies 1.5 and 1.6, the Initial Study found that the implementation of either option would reduce the impact on traffic and pedestrian conditions to less-than-significant with mitigation. Both options are provided for, with the City Council making the choice, as set forth in the Conditions of Approval/Mitigation Monitoring Program.

- B. 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.

During weekday afternoons, few street segments were observed to have 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. In contrast, 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 sufficient 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, included with the Initial Study, 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, the Initial Study concluded this shortfall represented a significant impact for which mitigation is required. As discussed under “Consistency with Development Code Standards”, above, the proposed mitigation is the payment of a parking in-lieu fee to fund capacity improvements to the Casa Grande parking lot within the existing paved area, the already-graded overflow area, or an equivalent improvement at an alternative location, as approved by the City Council. This mitigation measure has been consolidated with the traffic mitigation measure discussed above in the Conditions of Approval/Mitigation Monitoring Program.

- C. 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 .

- D. 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.
- E. 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.

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

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

Other Issues

Construction Management: The construction of the project is estimated to take as long as 12 months to complete. The project site adjoins the Sonoma Plaza, the Sonoma State Historic Park, and other commercial uses. To address construction issues in a comprehensive manner, the proposed conditions of approval require the development and implementation of a construction management plan, to include the following components:

- Neighbor/Agency Outreach and Coordination. Identification of procedures providing written notification to potentially affected businesses, residences, and agencies informing them in advance of construction activities and progress and the designation of a responsible person for implementation of the construction management plan.
- Construction Traffic Control. A traffic control plan, prepared by a licensed engineer, to control traffic safety throughout construction. The plan shall include staging areas on the project site, truck movements, cones, signage, and flagging. In addition, the plan shall address temporary parking of construction-related vehicles and equipment on or adjacent to the project site. Contractors shall be required to maintain traffic flow on all affected roadways adjacent to the project site during non-working hours, minimize traffic restrictions during construction, minimize or avoid the re-routing of trucks, and minimize impacts on street parking.
- Noise Mitigation. Construction noise mitigation measures, to incorporate all of the measures set forth in Mitigation Measure 12.d of the Conditions of Approval/Mitigation Monitoring and Reporting Program. These measures include limits on construction hours and equipment noise, among other requirements.
- Air Quality Protection. Dust control and air quality mitigation in accordance with Mitigation Measure 3.c, as set forth in the Conditions of Approval/Mitigation Monitoring and Reporting Program.
- Recycling. A recycling plan for both the deconstruction of existing structures and materials generated by new construction.

The construction management plan will not be a panacea; however, implementation of the plan will minimize disruptions to the extent feasible. The requirement for a construction management plan is set forth in Condition of Approval #12 of the Conditions of Approval/Mitigation Monitoring and Reporting Program.

Recommendation

Although compared to other historic buildings in downtown Sonoma, the Sonoma Cheese Factory is relatively new on the scene, it has become one of the iconic buildings on the Plaza due to its unique architecture and the contrast it provides to the more traditional building types that it adjoins. In addition, the Cheese Factory has a unique history linked to local families and the development of agriculture and cheese-making in Sonoma Valley. However, since the cessation of cheese production on the site, the Sonoma Cheese Factory has struggled to find a new role. Many building elements on the property are vacant and the current use, which combines a delicatessen, a wine bar, wine sales, and retail food items, is underutilized and does not seem to capture much interest on the part of local residents. The proposed renovation presents an opportunity bring the building back into an active use that will honor the history of the building and be attractive to both visitors and locals. The proposed design retains the historically-significant building element and enhances views of the adjoining Servants Quarter's building in the Sonoma State Historic Park. In addition, the Project would potentially contribute toward improvements to the Casa Grande Parking that will: 1) compensate for Project parking demand; 2) establish a clear, accessible path linking the Plaza, the Casa Grande parking lot and Depot Park; and, 3) facilitate improvements that will lead to getting tour buses out of the Plaza.

Staff recommends that the Planning Commission take the following actions:

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

Attachments

1. Location Map
2. Project Narrative
3. Draft Resolution for Adoption of a Mitigated Negative Declaration
4. Draft Resolution of Findings for Project Approval
5. Draft Conditions of Approval/Mitigation Monitoring Program
6. Correspondence
7. Plans/Elevations

Enclosures (available for download at <https://www.sonomacity.org/sonoma-cheese-factory-renovation/>)

8. Initial Study
9. Project Submittal Package

cc: Carlin Company
Attn: Steve Carlin/Lloyd Llewelyn
1606 Main Street, Suite 205
Napa, CA 94559

Vicinity Map

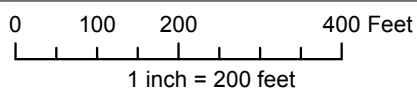
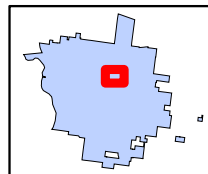


Zoning Designations

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





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 afforage, 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 = $11,397 \text{ SF} / 300 = 38$ 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:
Greg Simonoff
Principal
SMS Architects
17848 Skypark Circle, Suite B
Irvine, CA 92612

CITY OF SONOMA

RESOLUTION

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SONOMA
ADOPTING FINDINGS AND APPROVING A NEGATIVE DECLARATION WITH
REGARD TO THE SONOMA CHEESE FACTORY RECONFIGURATION AND
EXPANSION PROJECT, LOCATED AT 2 WEST SPAIN STREET

WHEREAS, an application has been made for a Use Permit to reconfigure and expand the Sonoma Cheese Factory building as a multi-tenant marketplace (“Project”) featuring locally-sourced artisan foods, cheeses, baked goods, wine, coffee, and other related food and non-food products, including two restaurant tenant spaces, with combined seating of 63 indoor seats and 16 outdoor seats. The project would increase building area on the site by 13,603 square feet, for a total of 25,000 square feet, including a 10,065 square-foot sub-floor space used to showcase cheese aging and as a wine shop and wine; and,

WHEREAS, an Initial Study was prepared in accordance with the requirements of the California Environmental Quality Act (“CEQA”) (Pub. Resources Code, section 21000 *et seq.*); and,

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

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

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

WHEREAS, the Initial Study was reviewed by the Planning Commission in a duly noticed public hearing held on March 8, 2018.

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

Section 1. Record

- A. The record of proceedings (“Record”) upon which all findings and determinations related to the Project and the Initial Study/Mitigated Negative Declaration are based includes, but is not limited to:
 - 1. The Initial Study/Mitigated Negative Declaration, and the appendices, technical reports and all other documents, cited in and/or relied upon in preparing the Mitigated Negative Declaration/Initial Study;

2. The staff reports, City files, records and other documents, and all other information (including written evidence and testimony) prepared for and/or submitted to the Planning Commission relating to the Initial Study/Mitigated Negative declaration or the Project;
 3. All information (including written evidence and testimony) presented to the City by the environmental consultant and sub consultants who prepared the Initial Study, or incorporated into reports presented to the Planning Commission;
 4. All information (including written evidence and testimony) presented to the City by other public agencies relating to the Initial Study or the Project;
 5. All documentary and oral evidence received at public workshops, meetings, and hearings or submitted to the City during the comment period relating to the Mitigated Negative Declaration/Initial Study, or for the Project;
 6. All applications, letters, testimony and hearing presentations given by any of the project sponsors or their consultants to the City in connection with the Project;
 7. All information (including written evidence and testimony) presented to the City by members of the public relating to the Mitigated Negative Declaration/ Initial Study or the Project;
 8. For documentary and information purposes, the General Plan, its related environmental document, the Sonoma Municipal Code and all other City-adopted land use plans and ordinances, including, without limitation, specific plans, guidelines and ordinances;
 9. All other matters of common knowledge to the Planning Commission including, but not limited to, City, state, and federal laws, policies, rules, regulations, reports, records and projections related to development within the City of Sonoma and its surrounding areas.
 10. The evidence, facts, findings and other determinations set forth in this resolution: and
 11. All other documents comprising the record of proceedings pursuant to Public Resources Code section 21167.6(e).
- B. The findings contained in this Resolution are based upon the evidence in the entire Record relating to the Project. All the evidence supporting these findings was presented in a timely fashion, and early enough to allow adequate consideration by the City. References to specific reports and specific pages of documents are not intended to identify those sources as the exclusive basis for the findings.
- C. The custodian of the documents and other materials that constitute the record of proceedings on which the City's decision is based is the City Clerk, or designee. Such documents and other materials are located at Sonoma City Hall, No. 1 The Plaza, Sonoma, CA 95476. (Pub. Resources Code, § 21081(a)(2); Guidelines, § 15091(e).

Section 2. Adoption of the Negative Declaration

Based upon information in the Mitigated Negative Declaration/Initial Study, the Record as described above, and all other matters deemed material and relevant prior to adopting this resolution, the Planning Commission hereby adopts the Mitigated Negative Declaration for the Project and its associated actions based on the following:

- A. The Proposed Mitigated Negative Declaration/Initial Study has been completed in compliance with the California Environmental Quality Act (CEQA), California Public Resources Code § 21000 et. seq, and the CEQA Guidelines; and
- B. The Proposed Mitigated Negative Declaration/Initial Study was presented to the Planning Commission, which, at a hearing before the public, reviewed and considered the information contained in the Mitigated Negative Declaration/Initial Study prior to taking any action regarding the Project and its associated actions; and
- C. The Initial Study/Mitigated Negative Declaration reflects the City's independent judgment and analysis as Lead Agency.

Section 3. CEQA Findings

The Planning Commission hereby adopts the Statement of Findings and Facts set forth in *Exhibit A* attached hereto and incorporated herein by reference, and based thereon and on the Record as a whole, the Planning Commission hereby finds that all significant environmental effects of the Project and its associated actions have been reduced to a less-than-significant level in that all significant environmental effects have been eliminated or substantially lessened as set forth in *Exhibit A*. Based upon the foregoing, the Planning Commission finds and determines that the Project and its associated actions will not have a significant effect upon the environment.

Section 5. Mitigation Monitoring and Reporting Program

The Planning Commission hereby adopts the Mitigation Monitoring and Reporting Program set forth in the Mitigated Negative Declaration and attached hereto as *Attachment B* and incorporated herein by this reference, as the mitigation monitoring and reporting program for the Project. The City Council finds that the Mitigation Monitoring and Reporting Program has been prepared in accordance with CEQA and the CEQA Guidelines and directs the Planning Director to oversee the implementation of the program.

Section 6. Notice of Determination

The Planning Commission hereby directs the Planning Director to file a Notice of Determination within five (5) working days after approval of the Project.

The foregoing Resolution is hereby passed and adopted by the Planning Commission on March 8, 2018, by the following vote:

AYES:

NOES:

ABSENT:

Statement of Findings and Facts

The Sonoma Cheese Factory Reconfiguration and Expansion is considered under the California Environmental Quality Act (CEQA) to be a “project” for which environmental review is required. An Initial incorporates studies addressing the following areas: cultural resources, geotechnical conditions, hazardous materials, and traffic. In addition, the project architect developed perspective visual simulations to assist in evaluating visual compatibility. These studies are included with the Initial Study and their outcomes are summarized as follows:

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

A. *Aesthetics/Visual Compatibility.* The visual compatibility of the Project was evaluated in terms of: 1) Development Code consistency with regulations that address scale, massing, and height; 2) consistency with applicable design guidelines; and, 3) project-specific site planning and design with an emphasis on compatibility with the historic character of the area and adjoining historic resources.

1. Consistency with Development Regulations: 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. As discussed in Section 1 of the Initial Study, the Project complies with these standards.
2. Consistency with Design Guidelines: The design guidelines 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 of 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 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. The Initial Study includes a complete analysis of consistency with the Guidelines and found that the project is substantially consistent with them.
3. Project Design and Historic Compatibility: 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.

- B. *Air Quality.* The Bay Area Air Quality Management District 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.

C. *Cultural 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. Under CEQA, 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 Consultant. In addition, a geotechnical investigation 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 analyses 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. This improves Project compatibility compared to 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 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.

With regard to potential construction impacts, 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, which have been incorporated into the the Conditions of Approval/Mitigation Monitoring Program, 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; and, 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 Servant's Quarters.

In summary, subject to the mitigation measures identified in the Initial Study, the Project would not have a significant impact on historic resources. In addition, mitigation measures have been identified and will be required addressing the unexpected discovery of archaeological resources, paleontological resources, tribal resources, and human remains.

- D. *Noise.* 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:*

- 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.*
- Use construction equipment with lower (less than 70 dB) noise emission ratings whenever possible, particularly air compressors and generators.*
- Do not use equipment on which sound-control devices provided by the manufacturer have been altered to reduce noise control.*
- Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptors.*
- Prohibit unnecessary idling of internal combustion engines.*

- vi. *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.*
- vii. *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.*
- viii. *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. *Traffic and Transportation.* To evaluate the potential impacts of the Project with respect to transportation and traffic, a traffic impact study was prepared by a qualified Transportation Engineer. The study addresses: 1) traffic conditions and potential impacts on intersection level of service; 2) alternative transportation modes, including bicycling, walking, and transit; 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.

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, CEQA transportation impact criteria were developed based on local state of the practice and applicable goals and policies in the City’s Circulation Element.

Using these criteria, 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 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.

To mitigate the cumulative impact at the intersection of First Street East/East Napa Street, two alternative mitigation measures were identified by the Traffic Consultant:

1. 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.
2. Bus Parking Improvement in Casa Grande lot. Under this option, the Project would fund or implement upgrades to the existing tour bus loading zone in the Casa Grande parking lot, including a clear, ADA-compliant pedestrian connection linking the existing tour bus parking area to the Plaza. 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.

Based on Circulation Element Policies 1.5 and 1.6, the Initial Study found that the implementation of either option would reduce the impact on traffic and pedestrian conditions to less-than-significant with mitigation. Both options are provided for, with the City Council making the choice, as set forth in the Conditions of Approval/Mitigation Monitoring Program.

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).

During weekday afternoons, few street segments were observed to have 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. In contrast, 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, included with the Initial Study, 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, the Initial Study concluded this shortfall represented a significant impact for which mitigation is required. The proposed mitigation measure is the payment of a parking in-lieu fee to fund capacity improvements to the Casa Grande parking lot within the existing paved area (or an equivalent improvement at an alternative location, as approved by the City Council). This mitigation measure has been consolidated with the traffic mitigation measure discussed above in the Conditions of Approval/Mitigation Monitoring Program.

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

- F. *Sanitation Infrastructure.* 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
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, the Initial Study found that potential project impacts on the capacity of the sanitation collection system would be less-than-significant with mitigation.

- G. *Landfill Capacity.* 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 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 Initial Study found that solid waste generated by the project would have a less-than-significant impact on landfills that serve the City of Sonoma.

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

CITY OF SONOMA PLANNING COMMISSION

RESOLUTION

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SONOMA APPROVING A USE PERMIT FOR THE SONOMA CHEESE FACTORY RECONFIGURATION AND EXPNSION PROJECT, LOCATED AT 2 WEST SPAIN STREET

WHEREAS, applications for a Use Permit has been submitted to the City to reconfigure and expand the Sonoma Cheese Factory building as a multi-tenant marketplace featuring locally-sourced artisan foods, cheeses, baked goods, wine, coffee, and other related food and non-food products. 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, (“Project”); and

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

WHEREAS, following the preparation and circulation of the Initial Study in accordance with CEQA the Planning Commission, at a duly-noticed meeting held on March 8, 2018, reviewed, considered, and discussed the Initial Study/Mitigated Negative Declaration and the applications for Use Permit approval for the Project; and

WHEREAS, the Planning Commission, by the adoption of a Resolution, adopted a Mitigated Negative Declaration at a duly-noticed public hearing held on March 8, 2018; and

WHEREAS, the Planning Commission considered the Initial Study and Mitigated Negative Declaration prior to taking any action on the Project.

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

I. Record

- A. The record of proceedings (“Record”) upon which all findings and determinations related to the Project and the Initial Study/Mitigated Negative Declaration are based includes, but is not limited to:
1. The Initial Study/Mitigated Negative Declaration, and the appendices, technical reports and all other documents, cited in and/or relied upon in preparing the Mitigated Negative Declaration/Initial Study;
 2. The staff reports, City files, records and other documents, and all other information (including written evidence and testimony) prepared for and/or submitted to the Planning Commission relating to the Initial Study/Mitigated Negative declaration or the Project;
 3. All information (including written evidence and testimony) presented to the City by the environmental consultant and sub consultants who prepared the Initial Study, or incorporated into reports presented to the Planning Commission and/or City Council;
 4. All information (including written evidence and testimony) presented to the City by other public agencies relating to the Initial Study or the Project;

5. All documentary and oral evidence received at public workshops, meetings, and hearings or submitted to the City during the comment period relating to the Mitigated Negative Declaration/Initial Study, or for the Project;
 6. All applications, letters, testimony and hearing presentations given by any of the project sponsors or their consultants to the City in connection with the Project;
 7. All information (including written evidence and testimony) presented to the City by members of the public relating to the Mitigated Negative Declaration/ Initial Study or the Project;
 8. For documentary and information purposes, the General Plan, its related environmental document, the Sonoma Municipal Code and all other City-adopted land use plans and ordinances, including, without limitation, specific plans, guidelines and ordinances;
 9. All other matters of common knowledge to the Planning Commission and City Council including, but not limited to, City, state, and federal laws, policies, rules, regulations, reports, records and projections related to development within the City of Sonoma and its surrounding areas.
 10. The evidence, facts, findings and other determinations set forth in this resolution: and
 11. All other documents comprising the record of proceedings pursuant to Public Resources Code section 21167.6(e).
- B. The findings contained in this Resolution are based upon the evidence in the entire Record relating to the Project. All the evidence supporting these findings was presented in a timely fashion, and early enough to allow adequate consideration by the City. References to specific reports and specific pages of documents are not intended to identify those sources as the exclusive basis for the findings.
- C. The custodian of the documents and other materials that constitute the record of proceedings on which the City's decision is based is the City Clerk, or designee. Such documents and other materials are located at Sonoma City Hall, No. 1 The Plaza, Sonoma, CA 95476. (Pub. Resources Code, § 21081(a)(2); Guidelines, § 15091(e).

II. Use Permit Findings

In accordance with section 19.54.040.E of the Sonoma Municipal Code, the Planning Commission has determined that the Sonoma Cheese Factory Reconfiguration and Expansion Project, as subject to the conditions of approval/mitigation monitoring program, is consistent with the findings required for Use Permit approval, specifically, the Planning Commission hereby makes the following findings based on the facts contained in the Record as a whole, including, but not limited to those set forth below.

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

This 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. Heavy manufacturing and industrial uses are not allowed.

The definition includes specific reference to retail development, which the category of use proposed by the Project. In addition, the Planning Commission finds the project, as modified by the conditions of approval/mitigation monitoring program (Exhibit "B"), to be consistent with applicable General Plan policies as set forth in Exhibit "A", attached hereto and incorporated herein by reference. There is no Specific Plan applicable to the Project site.

B. The proposed use is allowed with a conditional Use Permit within the applicable zoning district and complies with all applicable standards and regulations of the Development Code (except for approved

Variances and Exceptions). The property is located within a Commercial (C) zoning district, which is applied to areas appropriate for a range of commercial land uses including retail, tourist, office, and mixed-uses. With more than three retail vendors/tenants, the marketplace falls under the definition of a shopping center and is therefore subject to review and approval of a Use Permit by the Planning Commission. In addition, restaurant uses and other businesses that prepare and sell food/beverages are 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 Table, the Project is substantially consistent with the 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.

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

1. Location: The Project would be developed on a Commercially-zoned site generally characterized by commercial uses to the west, the Sonoma Historic Park to the east, and the Plaza park to the south.
2. Size: The Project complies with Development Code standards regulating building height, coverage and Floor Area Ratio.
3. Design: The Initial Study analysis of the project's visual compatibility concluded that it would have a less-than-significant impact, meaning that it would not substantially degrade the visual character of the site or its surroundings. With respect to City of Sonoma development standards and guidelines regulating design issues, the Project complies with setback, coverage, and Floor Area Ratio. As detailed in Section II.D of this Resolution, the Project is consistent with the *Downtown Sonoma Historic Preservation Design Guidelines*, adopted by the City Council in March 2017.
4. Operating Characteristics: The proposed Project calls for pedestrian-oriented retail uses on a commercial site within the downtown area of Sonoma that is zoned for such activities. The Initial Study prepared for the Project included evaluation of the following topic areas related to compatibility: aesthetics, air quality, cultural resources, hazardous materials, noise, traffic and transportation. The Initial Study concluded that, subject to mitigation measure which have been incorporated into the Conditions of Project Approval, the potentially significant effects of the Project would be mitigated to a level of less-than-significant.

D. *The proposed use will not impair the architectural integrity and character of the zoning district in which it is to be located.* In order to protect the historic and architectural character of downtown Sonoma, the City Council adopted the *Downtown Sonoma Historic Preservation Design Guidelines* 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.
<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, the addition will maintain the existing visual impression of the Cheese Factory building as viewed from Spain Street and the Plaza 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.
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, as these materials are not proposed in the replacement structure and are not featured in the historic building element to be retained.
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>	
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, as set forth in the Initial Study.

In summary, the Project is substantially consistent with the Downtown Sonoma Historic Preservation Design Guidelines concerning additions to existing buildings and is therefore considered to be compatible with the architectural integrity and character of downtown Sonoma.

III. Project Approval

Based on the findings set forth in this Resolution, the City Council hereby grants approval of a Use Permit; for the Project, subject to the Conditions of Approval and Mitigation Monitoring Program set forth in Exhibit “B”, attached hereto and incorporated herein by reference. The foregoing Resolution is hereby passed and adopted by the Planning Commission on March 8, 2018, by the following vote:

AYES:

NOES:

ABSENT:

Exhibit “A”

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

Exhibit “B”

Conditions of Project Approval/Monitoring Program

Exhibit “A”

Summary of General Plan Policy Consistency	
General Plan Policy	Project Response
Community Development Element	
Require pedestrian and bicycle access and amenities in all development. (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 food 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	The Project provides for roof-top solar panels, low-water use landscaping, and the use of sustainable

promote energy and water conservation and reduce green-house gas emissions. (ER 3.2)	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 through the payment of in-lieu fees enabling the development of additional off-street parking and transit and pedestrian improvements in the Casa Grande parking Lot. 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, subject to required mitigation addressing construction noise.
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)	

City of Sonoma Planning Commission
**CONDITIONS OF PROJECT APPROVAL AND
MITIGATION MONITORING PROGRAM**
Sonoma Cheese Factory Reconfiguration and Expansion Project
2 West Spain Street

March 8, 2018

1. The development shall be constructed and maintained in conformance with the attached mitigation measures (Attachment 1), the project narrative, and the approved site plan, floor plans and elevations, except as modified by these conditions and the following:
 - a. 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
 - b. “Wine tasting facilities”, as defined in the Development Code, are prohibited.
 - c. This permit does not constitute an approval for a Special Event Venue as defined under Section 19.92.020 of the Development Code.

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

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

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

3. The following improvements shall be required and shown on the improvement plans and are subject to the review of the City Engineer, Planning Director, and Fire Chief. Public improvements shall meet City standards. The improvement plans shall be prepared by a registered civil engineer and approved by the City Engineer prior to issuance of a grading permit or building permit. All drainage improvements shall be designed in accordance with the Sonoma County Water Agency “Flood Control Design Criteria.” Plans and engineering calculations for drainage

improvements, and plans for sanitary sewer facilities, shall be submitted to the Sonoma County Water Agency (and copy of submittal packet to the City Engineer) for review and approval.

- a. The public sidewalk adjoining the Project site shall be repaired or reconstructed as deemed necessary by the City Engineer in conformance with the City's standard specifications. An encroachment permit from the City shall be required for any work within the public right of way.
- b. Storm drains and related facilities, including off-site storm drain facilities as necessary to connect to existing storm drain facilities.
- c. Post-Construction stormwater BMPs as approved in the Applicant's Stormwater Control Plan shall be shown on the drainage and improvement plans.
- d. Grading plans shall be included in the improvement plans and are subject to the review and approval of the City Engineer, Planning Director, and the Building Official. Grade differences between lots will not be permitted unless separated by properly designed concrete or masonry retaining walls. This requirement may be modified or waived at the discretion of the City Engineer. Plans shall conform to City of Sonoma Grading Ordinance (Chapter 14.20 of the Municipal Code). The applicant shall provide "As Builts" for the site demolition and hazardous materials abatement with the grading plans.
- e. Sewer mains, laterals and appurtenances, including off-site sewer mains and facilities as required by the Sonoma County Water Agency; water conservation measures installed and/or applicable mitigation fees paid as determined by the Sonoma County Water Agency; and appurtenances such as grease traps associated with the restaurant use. The requirements associated with Mitigation Measure 17.b as set forth in the Mitigation Monitoring and Reporting Program shall be fully implemented.
- f. Water services for the commercial uses, fire line and a dedicated irrigation line shall be provided. The location of water meters and backflow assemblies shall be identified on the plans and the locations approved by the City Engineer and Fire Chief.
- g. Precise horizontal and vertical location of underground utilities expected to be encountered in the public right of way shall be determined by means of potholing prior to completion of the improvement plans, to avoid non-standard field changes when underground obstacles are encountered.
- h. Private underground utility services, including gas, electricity, cable TV and telephone, shall be provided to the development.
- i. Public street lighting as required by the City Engineer.
- j. Street trees subject to the discretion of the Public Works Director. All street trees shall be consistent with the City's Tree Planting Program, including the District Tree List.
- k. The property address numbers shall be posted on the property in a manner visible from the public street, and on the individual structures/units. Type and location of posting are subject to the review and approval of the City Engineer and the Fire Chief.
- l. All public sidewalk, street, storm drainage, water, sewer, access and public utility easements shall be dedicated to the City of Sonoma or to other affected agencies of jurisdiction, as required.
- m. The applicant shall show proof of payment of all outstanding engineering plan check fees within thirty (30) days of notice for payment and prior to the approval of the improvement plans, whichever occurs first.

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

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

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

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

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

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

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

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

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

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

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

will-serve letter, prepared by the City Engineer. Any will-serve letter shall remain valid only so long as the discretionary approval(s) for the project remains valid.

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

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

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

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

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

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

- a. **Neighbor/Agency Outreach and Coordination.** Identification of procedures providing for written notification to potentially affected businesses, residences, and agencies informing them in advance of construction activities and progress. Designation of a responsible person (including contact information) for implementation of the construction management plan.
- b. **Construction Traffic Control.** A traffic control plan, prepared by a licensed engineer, to control traffic safety throughout all the construction phases. The plan shall include but not be limited to staging areas on the project site and truck movements, cones, signage, flagging, etc. In addition, the plan shall address temporary parking of construction related vehicles and equipment, including construction employees, on or adjacent to the project site. Contractors shall be required to maintain traffic flow on all affected roadways adjacent to the project site during non-working hours, to minimize traffic restrictions during construction, and minimize impacts on the availability of on-street parking. Contractors shall notify all appropriate City of Sonoma and Sonoma County emergency service providers of planned construction schedules and roadways affected by construction in writing at least 48 hours in advance of any construction activity that could involve road closure or any significant constraint to emergency vehicle movement through the project area or the adjacent neighborhoods. Vehicles used in transporting construction equipment and materials shall be limited to City-approved haul routes. No construction staging activity shall occur within the public right-of-way.
- c. **Noise Mitigation.** Construction noise mitigation measures, to incorporate all measures set forth in Mitigation Measure 12.d, as set forth in the Mitigation Monitoring and Reporting Program.
- d. **Air Quality Protection.** Dust control and air quality mitigation in accordance with Mitigation Measure 3.c, as set forth in the Mitigation Monitoring and Reporting Program.
- e. **Construction Resource Protection.** 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:
 - i. 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.
 - ii. 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.
 - iii. 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.

- iv. 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.
- f. **Recycling.** A recycling plan addressing the major materials generated through deconstruction of existing structures and construction of new buildings, including measures to divert these materials from landfill disposal. Typical materials included in such a plan are soil, brush and other vegetative growth, sheetrock, dimensional lumber, metal scraps, cardboard packaging, and plastic wrap.
- g. **Easements and Agreements.** Written confirmation of any necessary construction access agreements or easements from neighboring property owners.
- h. **Cultural/Tribal Resources.** Contingency plans and protocols in compliance with Mitigation Measure 5.b.
- i. **Paleontological Resources.** Contingency plans and protocols in compliance with Mitigation Measure 5.c.
- j. **Human Remains.** Contingency plans and protocols in compliance with Mitigation Measure 5.d.
- k. **Dewatering.** Protocols for the encounter of high groundwater necessitating dewatering. In the event high groundwater is discovered and dewatering becomes necessary, the Applicant shall notify the applicable agencies, including the City of Sonoma and the San Francisco Bay Regional Water Quality Control Board, and obtain any required permits prior to commencing dewatering.

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

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

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

- 13. Building permits shall be obtained and all applicable work shall comply with the applicable provisions of the California Building Standards Code as amended and adopted by Sonoma Municipal Code Section 14.10. The roof design shall facilitate the future installation of solar panels.

Enforcement Responsibility: *Building Department*
Timing: *Prior to construction*

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

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

- 15. The project shall be constructed in accordance with the following requirements related to tree preservation, mitigation and replacement:
 - a. Trees removed from the project site shall be replaced at a 1:1.5 ratio. All replacement trees shall have a minimum size of 15-gallons.
 - b. Any street trees planted shall be consistent with the City’s Street Tree Planting Program and the District Tree List.

Enforcement Responsibility: Planning Department, Design Review Commission
Timing: Prior to the issuance of any occupancy permit

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

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

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

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

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

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

19. In addition to any other applicable fees and taxes, the applicant shall be responsible for the payment of the following:
- a. Water meter, front-footage, and water capacity fees, as deemed applicable by the City Engineer. The water capacity fee shall be charged based on a baseline of estimated use set by the City Engineer in accordance with Resolution 56-2014 or the most recent water rates and connection fees established by the City Council prior to the issuance of any building permit.
 - b. Sewer connection fees.
 - c. School impact fees.
 - d. Housing impact fees [if adopted prior to or within 24 months of the issuance of any building permit].
 - e. Circulation impact fees [if adopted prior to or within 24 months of the issuance of any building permit and the amount of the fee is greater than the cost of the applicant's share of the required improvement of the intersection of First Street West/West Napa Street, in which case payment of the net amount shall be required].

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

20. Subject to review, direction, and approval by the City Council and consistent with mitigation measures 16.a.1 and 16.a.2, the applicant shall pay an in-lieu parking fee and a fair-share traffic impact fee of not less than \$60,000 and not to exceed \$75,000, in total. These funds shall be used by the City to contribute to the following improvement options, the selection of which shall be at the discretion of the City Council:

Traffic Mitigation Options:

- a. Curb extensions at the intersection of First Street East/East Napa Street.
- b. Improvements to the existing tour bus parking area of the Casa Grande Parking lot, including the development of an ADA-compliant pedestrian path linking the tour bus parking with the Plaza and Depot Park.

Parking Mitigation Options:

- a. The repair, reconfiguration and re-striping of the paved portion of the Casa Grande Parking lot or the already-graded parking overflow area to increase its parking capacity by a minimum of 13 spaces.
- b. The development of a minimum of 13 parking spaces elsewhere in the downtown area, at a location deemed acceptable by the City Council.

The design and construction of any improvements to the Casa Grande Parking lot shall be subject to the review and approval of State Parks.

<i>Enforcement Responsibility:</i>	<i>Planning Department</i>
<i>Timing:</i>	<i>Prior to the issuance of any building permit or grading permit.</i>

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 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 and tribal resources. 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.



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RECEIVED

JAN 23 2018

Preserving Sonoma since 1969

January 17, 2018

CITY OF SONOMA

TO: City of Sonoma Planning Commission
No. 1 The Plaza
Sonoma, CA 95476

RE: Sonoma Cheese Factory Project


The Sonoma League for Historic Preservation has reviewed Carlin Company's proposal for the Sonoma Cheese Factory building at 2 West Spain Street, including the project's Historical Resources Evaluation and follow-up Project Review Memorandum by Page & Turnbull. Steve Carlin and Lloyd Llewelyn also gave a presentation to the League, which our entire membership was invited to attend.

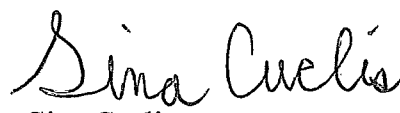
After careful consideration, the League's Board of Directors voted to support the project, as it maintains the historic integrity of the building. We concur with Page & Turnbull's findings that, "the project appears sensitive and compatible with the Sonoma Cheese Factory as well as the historic resources in Sonoma State Historic Park."

The proposed project continues to associate the building with its historic use, and the applicants have been sensitive to the neighboring properties. We believe the shifting of the pedestrian walkway from the West side of the building to the East, thereby creating a wider berth between the Cheese Factory and the Casa Grande Servants' Quarters, will better protect the Servants' Quarters than the current situation. It also will better showcase Sonoma's history for pedestrians.

Thank you very much for your consideration. If you should have any questions about the League's position on this item, please contact the Chair of our Civic Advocacy Committee, Gina Cuclis, ginacuclis@gmail.com.

Regards,


Prema Behan
President


Gina Cuclis
Civic Advocacy Chair

Subject: Cheese factory comment for PC

Date: Sunday, March 4, 2018 at 8:21:54 AM Pacific Standard Time

From: Fred Allebach

To: Cristina Morris, David Goodison

Hi, I'd love to come to the Cheese Factory planning session, but I have a conflict with a meeting to help with a Know Your Rights meeting for the immigrant community.

A few comments on the Cheese Factory project:

One, the linkage to Depot Park is a great idea, to expand the Sonoma central venue experience towards the Depot Park museum, and other historical resources (Marcy House, State Parks venues along the bike path), and to local experiences that are not contingent on spending money for entertainment, or that will spend only the best \$3.00 there is to spend in Sonoma, for the State Parks one day ticket to four different venues, and to a free hike through the cemetery or Overlook/ Montini Trails.

Two, please keep in mind the overall intensity of the proposed project, and how that will effect other hoped for expansions of tourism, and that business interests are not the only interests in town, and that residents would like to have a Plaza that is not entirely overrun by constant commercial activity and hype to draw ever more and more tourists.

I would suggest toning the scale of the project down, maybe by 35 to 40% to fit a preferred scale that favors the preservation of small town character, over a constant growth model. Sonoma can be "better, not bigger." Please see the following link to Eben Fodor's thesis about the myth of smart growth.

http://www.fodorandassociates.com/Reports/Myth_of_Smart_Growth.pdf

If the developer says they can't do the project without a certain amount of volume and returns, tell them to come back with a smaller project. Why? Because Sonoma has a municipal right to preserve its character, and not be beholden to, and roll over for every commercial interest that comes down the pike.

Three, keep in mind balancing the current glut of tasting rooms, alcohol venues, and restaurants, the proposed luxury hotel on Napa Street, and develop some sense of planning for balance, and an appropriate sustainable level of tourism. Which is to say, what is the *carrying capacity* of Sonoma, to keep its special character, before a rush to milk the goose that laid the golden egg actually ruins the authentic qualities that makes this place special.

That's my input for you.

best regards, Fred Allebach

Subject: FW: bringing napa to sonoma?

Date: Monday, March 5, 2018 at 11:25:52 AM Pacific Standard Time

From: CityHall Mailbox

To: David Goodison

See below...

Rebekah Barr, MMC

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

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

From: liz brand [mailto:lizbrand@yahoo.com]

Sent: Sunday, March 04, 2018 8:44 PM

To: CityHall Mailbox <CityHall@sonomacity.org>; Planning <planning@sonomacity.org>

Cc: Elizabeth Brand <lizbrand@yahoo.com>; Bill Brand <bbrand@earthlink.net>

Subject: bringing napa to sonoma?

Dear Sir or Madam,

As an anti-development, pro-rustic abhorrent-of-change kind of gal, I am against turning Sonoma into a Napa or an anywhere else for that matter. Why not do something creative and unique with the Cheese Factory? Why do the same development available in S.F., Napa, and elsewhere? Yaaawwn.

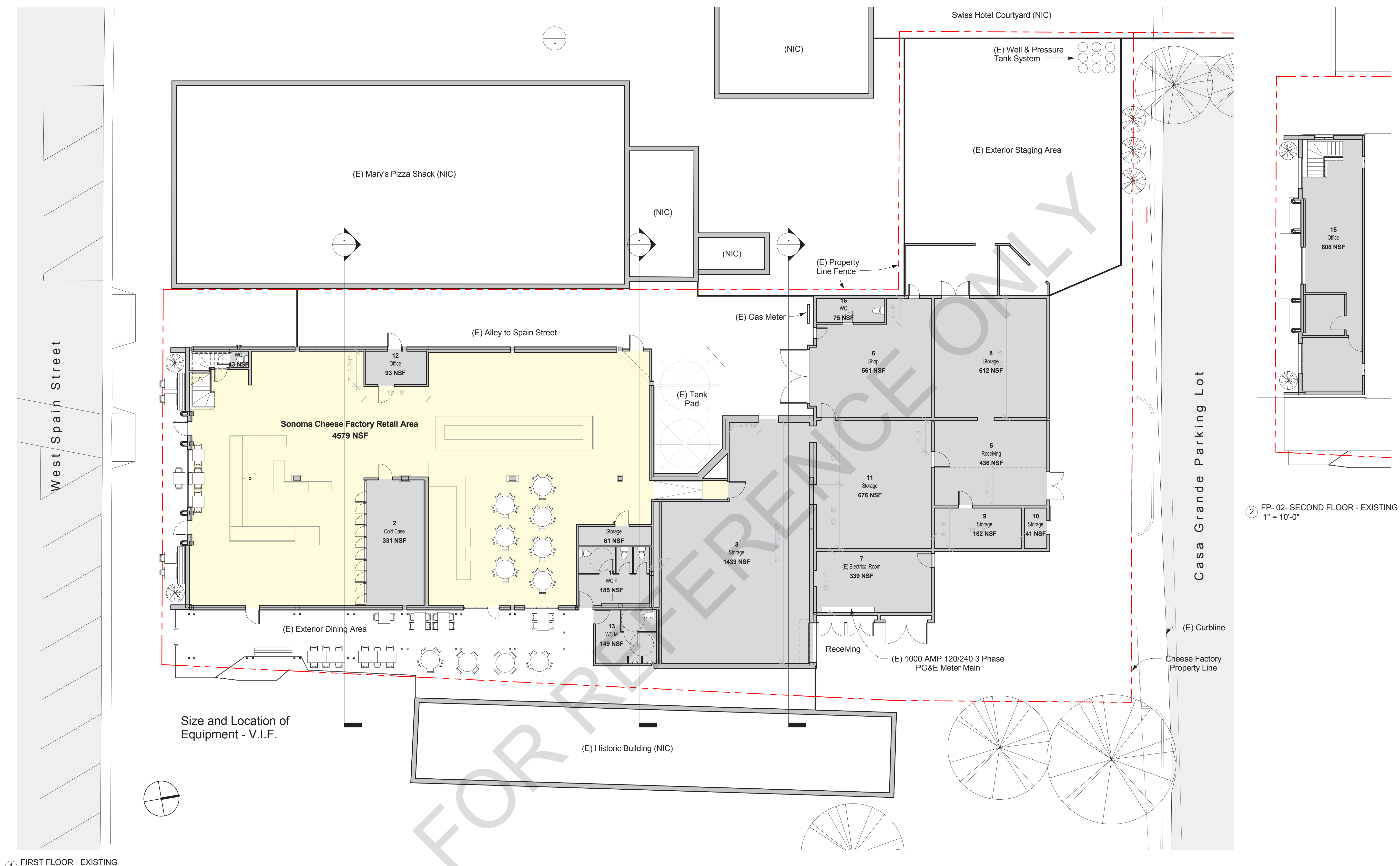
As noted in the attached article, the developers of the Ferry Bldg, and Oxbow Market are planning the same thing for Sonoma Cheese Factory. For me, if I want a fancy food court like in the city, I take the ferry over to S.F. ferry building. It's fun. If the same style of development is created in Sonoma, once inside, how does a person know where he is until he steps outside?

Besides this news, I noticed that somebody posted fancy 'Entering Bennett Valley Viticulture Area' signs around here. Yuk. I don't want my area promoted to anyone. Bennett Valley speaks for itself and doesn't require a sign to attract visitors. Population and wealth growth alone in the Bay Area will provide the visitors and growth in income that local tourist-trade businesses require to thrive in this area.

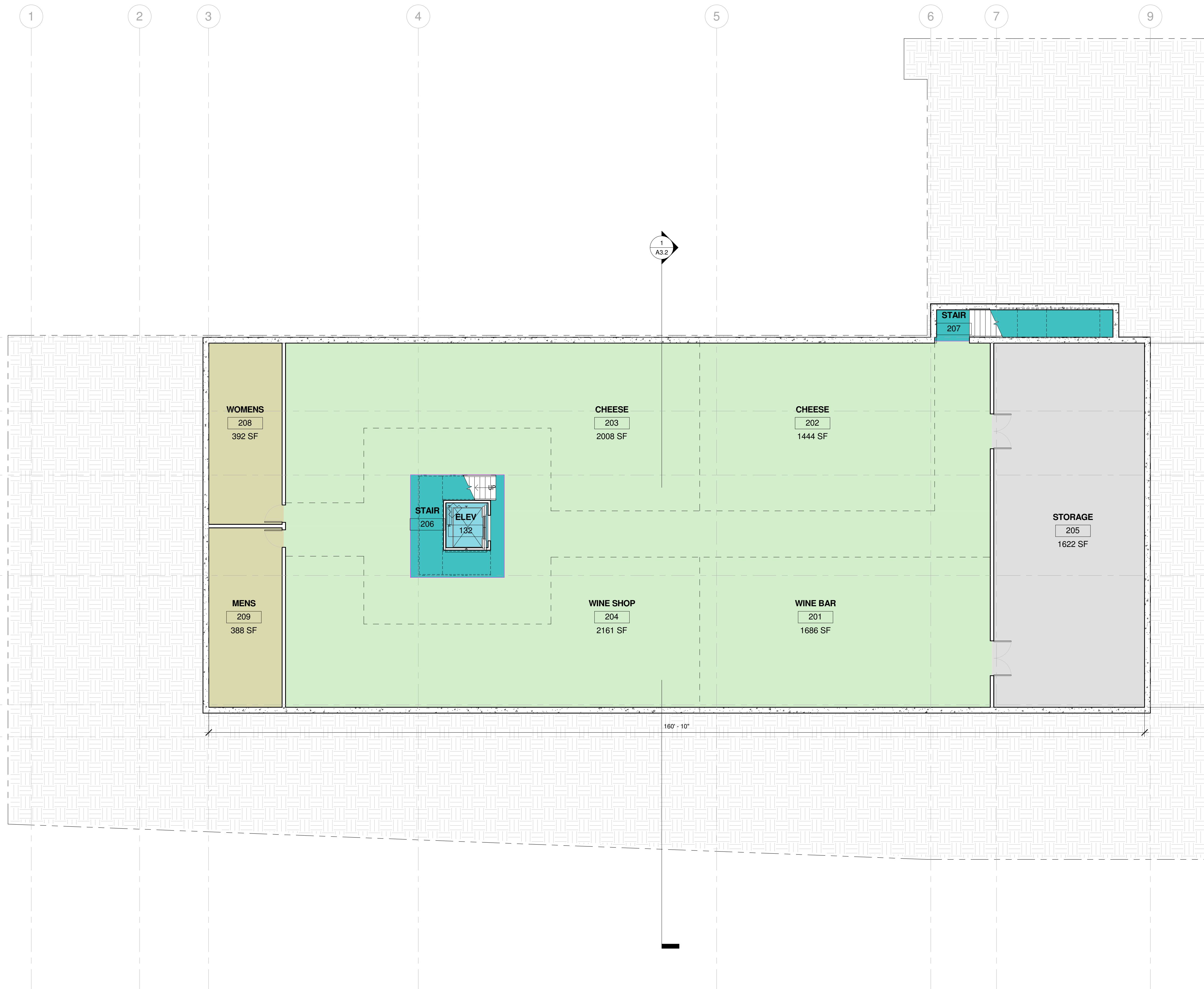
I'm scared to death of changes that could lead to over-crowding, over-pricing and a hollowing-out of my beloved Sonoma area. What gives this area charm is the rustic, rural nature, the family atmosphere, and the quiet charm of the area. We are so much more than wine: apples, olives, beer, open space, fishing, artisan cheeses, cattle farmers, horses, artists, theater, spiritual centers, and a community of working people building a future for themselves and their families.

What ever development agreed upon, I pray that preserving the uniqueness that is Sonoma be on the minds and in the hearts of the decision makers.

Thanks For Reading,
Elizabeth Brand
Glen Ellen, CA







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





EXISTING EAST ELEVATION



PROPOSED EAST ELEVATION

