

MEMO

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 1, the Phases II and III included additional demolition and replacement floor area at the back of the structure to accommodate a new restaurant, and a new, ±1,900-square foot building in the northwest portion of the site that would accommodate cheese aging, food service, and sales. In total the project would increase the gross commercial floor area on the site by ±2,240 square feet (from 11,397 to 13,635 square feet) and accommodate eleven retail food/beverage purveyors and restaurant uses. The building façade of the original Sonoma Cheese Factory building would remain unchanged. The Use Permit for the unified project was unanimously approved by the Planning Commission.

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.

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 provides for roof-top solar panels, low-water use landscaping, and the use of sustainable building materials. The Project complies with applicable local policies aimed at reducing greenhouse gas emissions (see Section 7 of the Initial Study).
Circulation Element	
Ensure that new development mitigates its traffic impacts. (CE 3.7)	The Project will be required to mitigate potential traffic impacts by 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.
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 Project is consistent with the Commercial land use designation and, as shown As shown through the preceding analysis, it 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. 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 of a minimum \$50,000, 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 attached Resolution for project approval, the findings associated with development in the Historic Overlay Zone can be made and the proposed Project substantially complies with the guidelines for infill development in the Historic Overlay zone and the Downtown Design Guidelines.

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 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 in Section X, above, 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 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 was 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. H
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, 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.

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

The Project shall be required to re-stripe Broadway with a two-way left-turn lane for the approximately 770 feet between the existing two-way left-turn lane and striping north and south of the missing segment.

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

- D. Pedestrian Facilities: 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 .
- E. 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.
- F. Transit: The Project site 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 that is linked to local families and to 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 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 (To be distributed Monday)
4. Draft Resolution of Findings for Project Approval (To be distributed Monday)
5. Draft Conditions of Approval/Mitigation Monitoring Program (To be distributed Monday)
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: Save Carlin/Lloyd Llewelyn
1606 Main Street, Suite 205
Napa, CA 94559

Vicinity Map

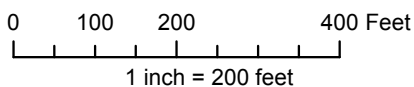
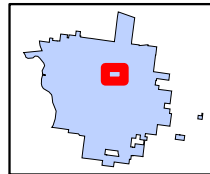


Zoning Designations

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./10acres, maximum)
- R-R Rural Residential (2 D.U./acre, maximum)
- R-L Low Density Residential (2-5 D.U./acre)
- R-S Sonoma Residential (3-8 D.U./acre)
- R-M Medium 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 affinage, for a total building of approximately 25,000 GSF.

Land Use Type and Food Service Seating

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



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

Parking will be based on interior seat count.

Grandfathered Parking and Food Service Seating Allotment

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

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

Allowable Food Service Seating Relative to Grandfathered Parking Spaces

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

SPECIFIC PROJECT DATA

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

BUILDING AREA SUMMARY

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

DEVELOPMENT CRITERIA

Building Setbacks:

Front and street: None

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

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



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

Total Lot Area: 20,335 SF

Existing Building Coverage: 10,621 SF

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

Actual Lot Coverage: 73% lot coverage

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

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

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

Submitted by:
Greg Simonoff
Principal
SMS Architects
17848 Skypark Circle, Suite B
Irvine, CA 92612



P.O. BOX 766 SONOMA, CA 95476 • SONOMALEAGUE.ORG

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.

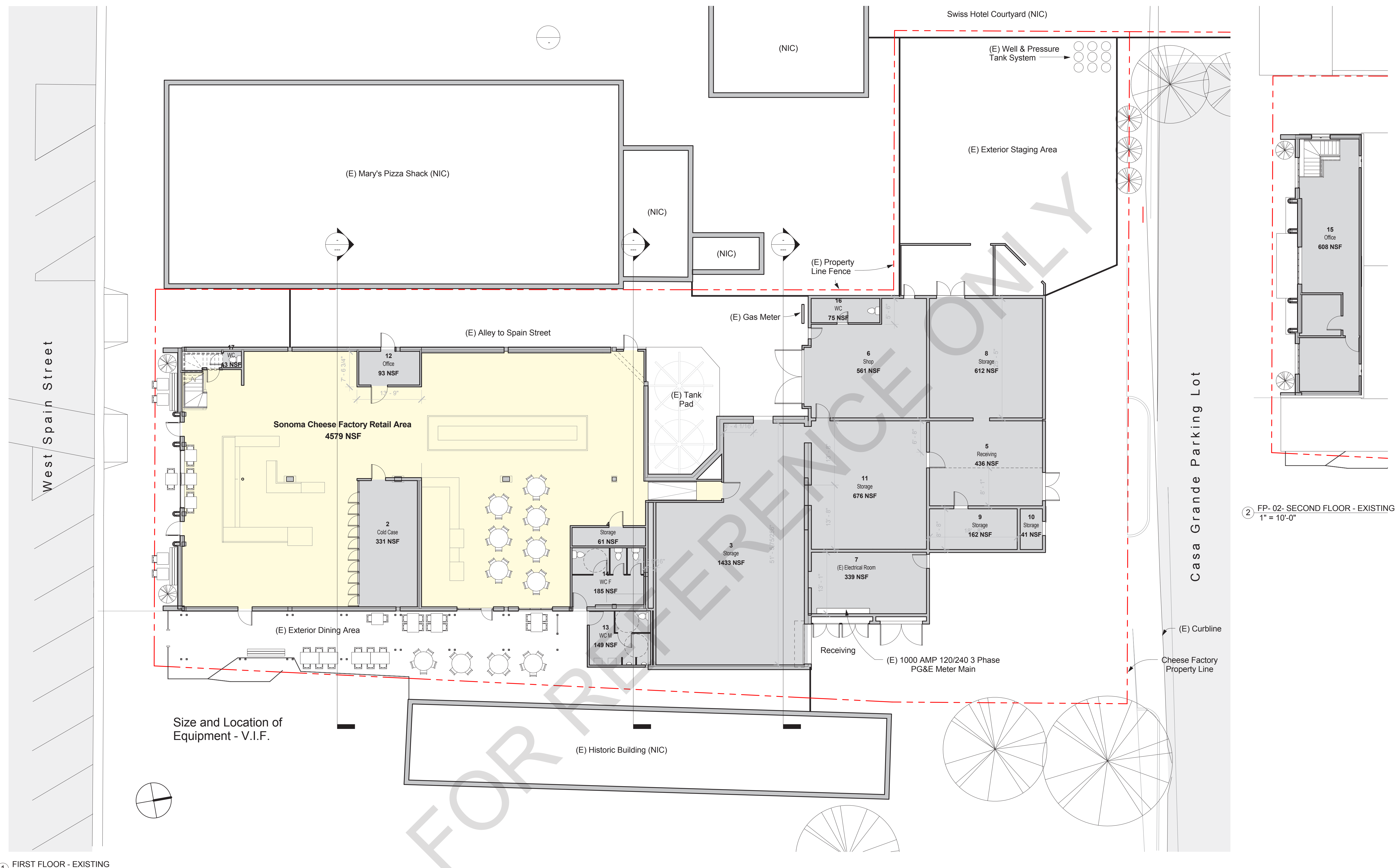
Regards,

A handwritten signature in black ink, appearing to read "Prema Behan".

Prema Behan
President

A handwritten signature in black ink, appearing to read "Gina Cuclis".

Gina Cuclis
Civic Advocacy Chair



② FP-02- SECOND FLOOR - EXISTING
1" = 10'-0"

① FIRST FLOOR - EXISTING
1" = 10'-0"

EXISTING FOOD SERVICE SEATING COUNT

Indoor Dining Seats:	41
Exterior Dining Seats:	62
Total Seats:	103

TOTAL EXISTING GROSS BUILDING AREA: 11,397 GSF



Sonoma Cheese Factory

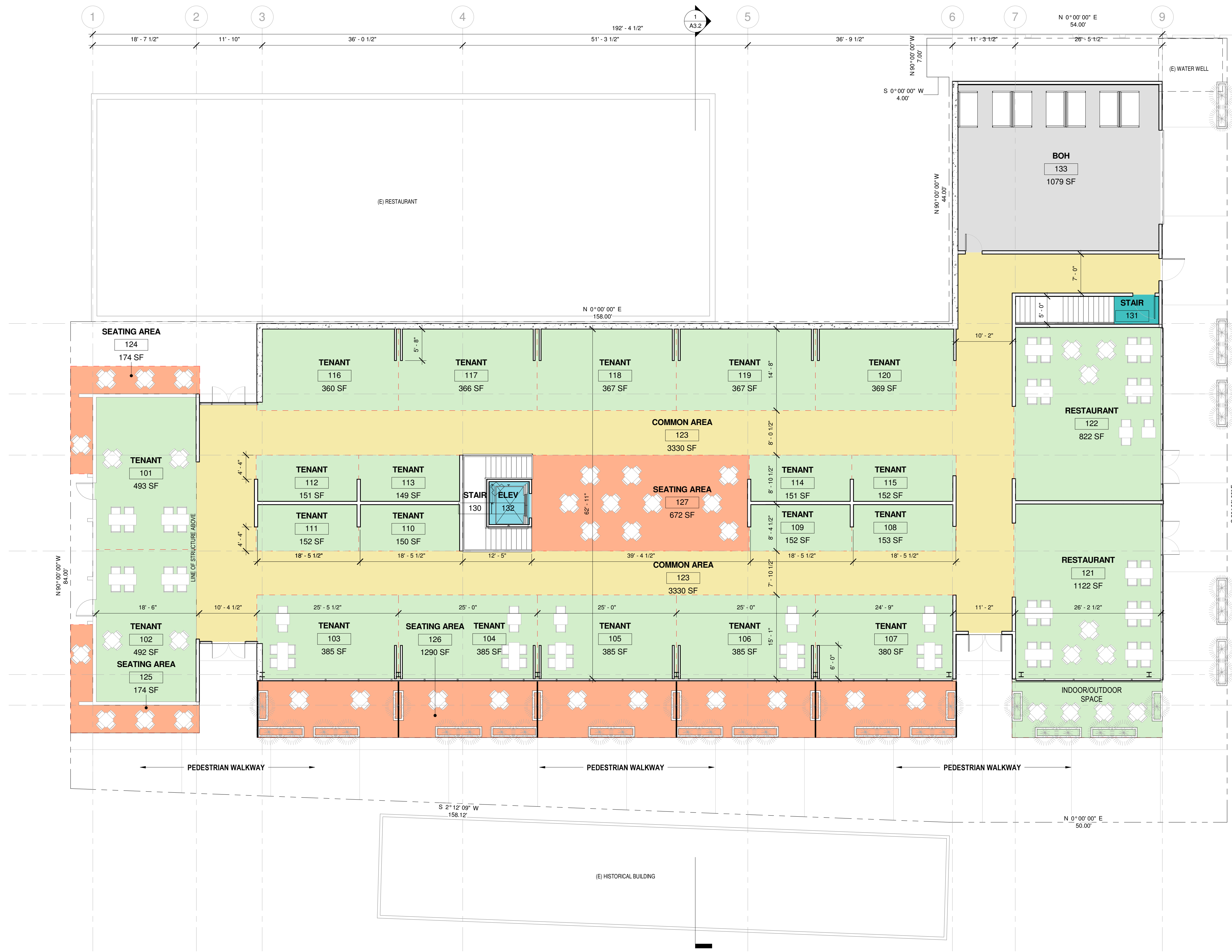
2 WEST SPAIN STREET - SONOMA, CALIFORNIA

**EXISTING LEVEL 1
FLOOR PLAN**

JUNE 14, 2017

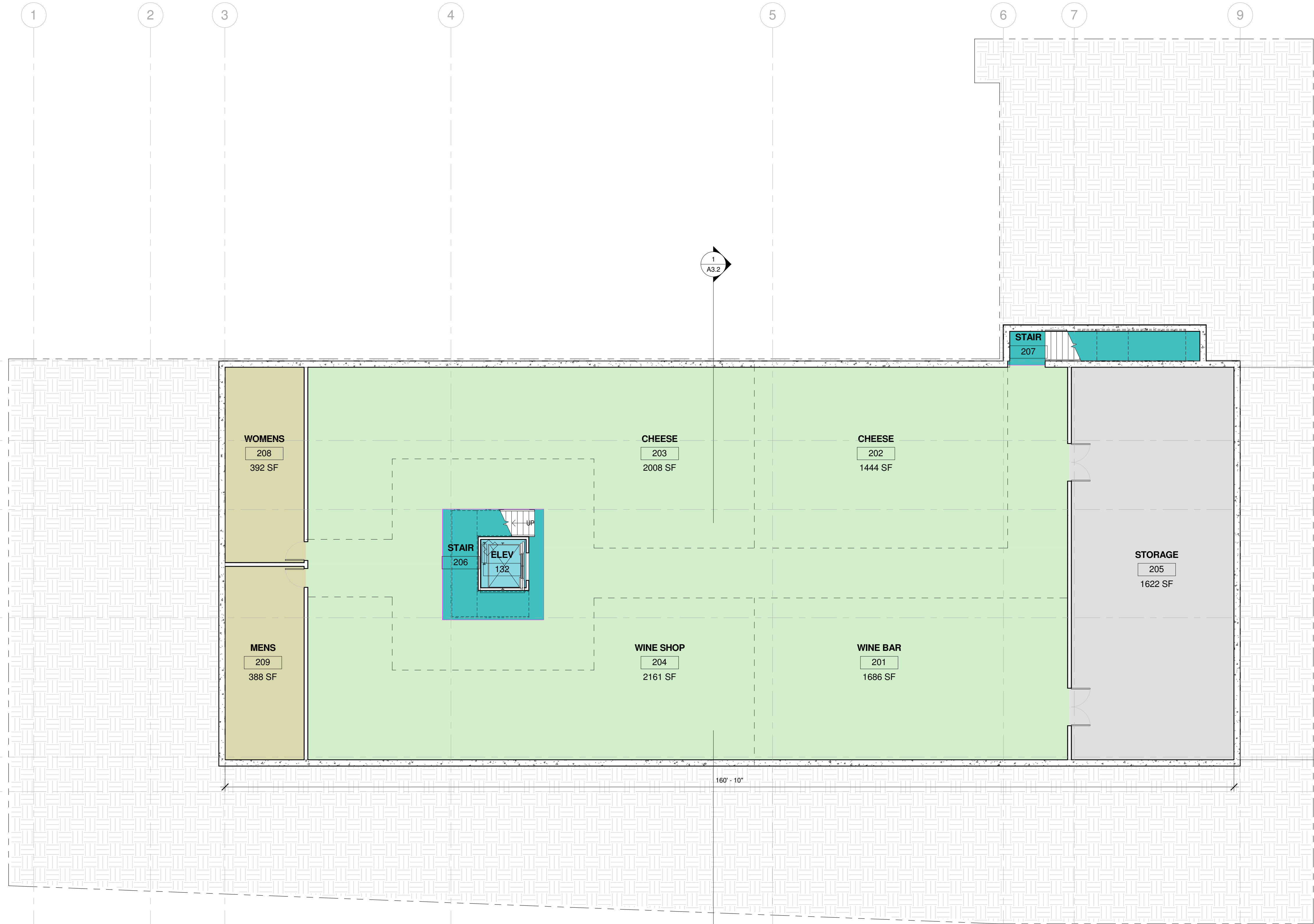
17848 Sky Park Circle
Suite B
Irvine, CA 92614
949.757.3240
www.sms-arch.com
Copyright - SMS Architects





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

LEVEL 1 LEASABLE AREA:	8,560 S.F.
LEVEL 1 BUILDING AREA:	14,935 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

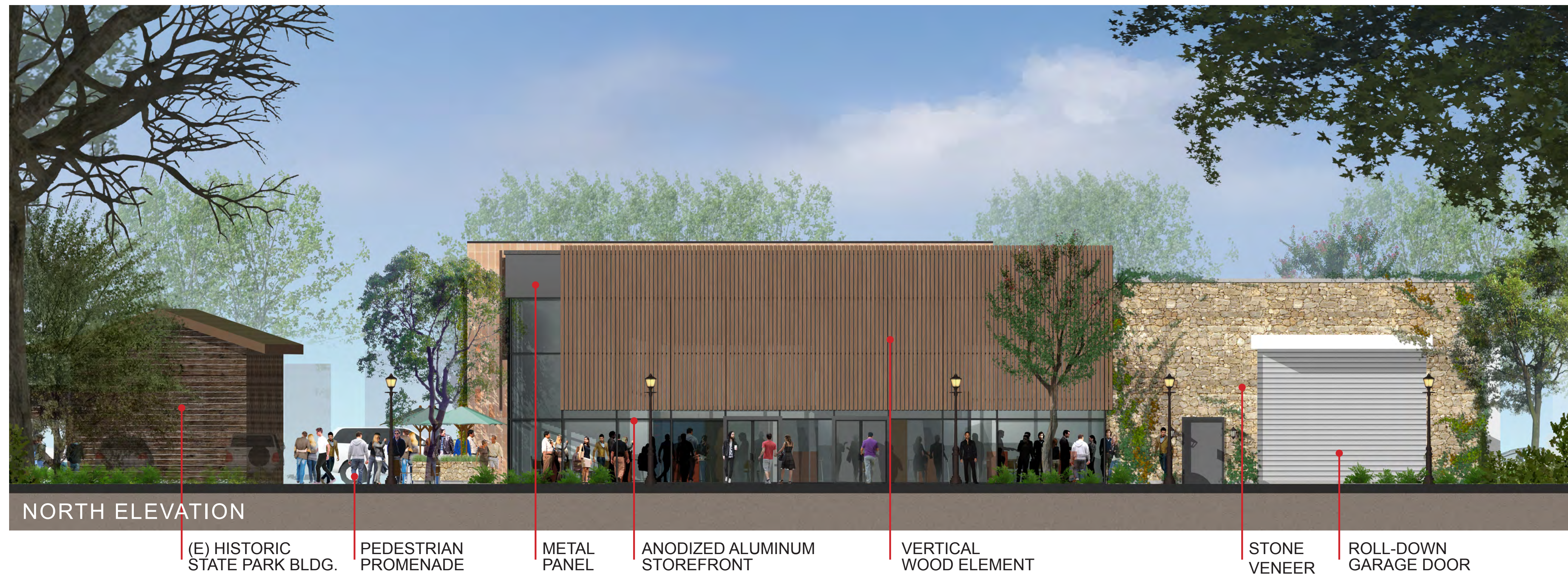


Room Legend

- 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







EAST ELEVATION



EAST ELEVATION (PROMENADE)

(E) TILE
FINISH

SIGNAGE

CA BEAR
AND STAR

ANODIZED ALUMINUM
STOREFRONT

VERTICAL WOOD
ELEMENT

STONE VENEER ON
PLANTER WALL

METAL
PANEL