March 20, 2018

# M E M O

**To:** Planning Commission

**From:** David Goodison, Planning Director

**Re:** Updated materials for the Sonoma Cheese Factory Review

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The following items are attached:

1. Updated Conditions of Approval/Mitigation Monitoring Program
2. Updated Initial Study Checklist
3. Memo from the Traffic Consultant
4. Updated Drawings
5. Correspondence

**Exhibit "B"**

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 22, 2018

1. The development and use of the property 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, except that:
      i. The height of the new building element on the east side of the site, including the wood-clad screening, shall not exceed the lower (north) roof height of the historic Cheese Factory building to be retained (approximately 24 feet);
      ii. The proposed bear logo on the east facade of the building addition adjoining the Servants' Quarters building shall be omitted;
      iii. The proposed basement level addition shall not be implemented.
      iv. Any pedestrian walkway or walkway improvements proposed within the State Park shall be subject to the discretion of State Parks and provided any project-related improvements and related costs will be paid by applicant (including, if needed added lighting or park protective features.
      v. The revised ground floor plan shall incorporate a cheese affinage element.

      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, in consultation with State Parks, 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.
   d. Tenant selection shall be subject to the restrictions applicable to "Formula Businesses" as set forth in the Development Code.

   *Implementation Responsibility:* *Planning Director; Building Division; Pubic 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.

d. Construction and post-construction drainage shall be designed to prevent flows onto the adjoining State Parks property.

*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.

n. At no cost to State Parks, Applicant shall relocate the existing above ground backflow device and related underground waterline located within the state park outdoor seating area to an area located off of state park property, and convey related property rights quitclaimed back to State Parks.

o. In consultation with PG&E and State Parks, the feasibility of relocating/removing the existing power pole at the northeast corner of the site shall be evaluated and to the extent possible and without cost or detriment to state parks, applicant shall relocate utility entirely off of state park property.

*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 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 Staging and 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. **Right of Entry Permit.** A Right of Entry Permit shall be obtained from State Parks for any construction-related activity proposed to occur on State Parks property. Applicant shall pay permit fees and related costs. Proposed use, if allowed by State Parks, shall conform to the limitations of the right of entry permit.

d. **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.

e. **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.

f. **Resource Protection.** The Project engineering and construction shall incorporate all of the applicable recommended measures and design criteria set forth in the geotechnical evaluation prepared by Miller-Pacific Engineering Group, dated June 9, 2017, as well as the following:

   i. 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 building and surrounding area 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. Applicant shall apply to State Parks and pay fees for temporary right of entry permit to perform consultant (or other applicable survey) work on state park property. Proposed use shall conform to the limitations of the right of entry permit.

   ii. 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.

   iii. A temporary construction barrier shall be placed and maintained on applicant's property that adjoins the Servants' Quarters building during the period of construction. Any project-related damage to the state park (and its historic resources) shall be repaired or replaced solely at the expense of the Applicant, and suggested repairs shall be recommended by appropriate experts, in consultation with, and to State Parks satisfaction.

   iv. Requirements and procedures developed in consultation with State Parks for protecting nearby historic resources and for repairing any damage that may be caused as a result of construction.

   v. Measures for the protection of the historic element of the Cheese Factory Building to be preserved.

g. **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.

h. **Easements and Agreements.** Written confirmation of any necessary construction access agreements or easements from neighboring property owners.

i. **Cultural/Tribal Resources.** The preparation and implementation of a Research Design Program in compliance with Mitigation Measure 5.b.

j. **Paleontological Resources.** Contingency plans and protocols in compliance with Mitigation Measure 5.c.

k. **Human Remains.** Contingency plans and protocols in compliance with Mitigation Measure 5.d.

l. **Environmental Hazards:** Requirements and procedures for prior testing and identification, removal, disposal, and remediation of potential lead paint or asbestos that may be encountered during the demolition phase.

*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. CA State Parks [For temporary right of entry permit for requested use of or work on state park property].

*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. In addition, subject to consultation with State Parks and in conjunction with the review of the landscaping plan as called for in Condition #17, the following elements shall be addressed and implemented:

a. A buffer area or other protective design elements along the walkway adjoining the Servant's Quarters building.
b. The interface of the outdoor seating area/patio and walkway adjoining the State Parks on the southeast.
c. The colors and materials of the new building area adjoining the Servant's Quarters building. The wooden parapet shall be constructed of natural wood and shall be designed and/treated to weather, rather than requiring paint.
d. Any required repairs or maintenance to the retained element of the Sonoma Cheese Factory shall be designed and implemented in accordance with applicable standards of the Secretary of Interior for the maintenance of historically-significant structures.

*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, with consultation from State Parks. 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, including any lighting improvements that may be proposed within the State Park, shall be addressed through a lighting plan, developed with consultation from and at no cost to State Parks, 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 the review and approval of the City Council, the applicant shall pay an in-lieu parking fee of not more than $60,000. These funds shall be used by the City to contribute to the development of a minimum of 12 parking spaces within the downtown area or a comparable improvement in parking availability as approved by the City Council.

*Enforcement Responsibility:* *Planning Department/City Council*
*Timing:* *Prior to the issuance of any building permit or grading permit.*

21. Subject to the review and approval of State Parks, the applicant shall develop and implement a maintenance agreement establishing procedures for cleaning and maintaining the patio/walkway adjoining the Servants' Quarters in a manner that the protects the historic resource. Further, applicant, at its expense, shall establish, in consultation with State Parks, business practice protocols that prevent damage to the State Park and its historic resources, and in the event, damage occurs, applicant shall hire appropriate experts to provide a repair plan in consultation with State Parks, and will perform repairs at the direction of, but at no cost to State Parks.

*Enforcement Responsibility:* *Planning Department*
*Timing:* *Prior to the issuance of any Occupancy Permit.*

22. Any proposed interpretative materials shall be developed in consultation with State Parks.

*Enforcement Responsibility:* *Planning Department/State Parks*
*Timing:* *Ongoing*

**Attachment 1**

# 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.
9. Requirements and procedures for prior testing and identification, removal, disposal, and remediation of potential lead paint or asbestos that may be encountered during the demolition phase

## 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, except that:

- The height of the new building element on the east side of the site, including the wood-clad screening, shall not exceed the lower (north) roof height of the historic Cheese Factory building to be retained (approximately 24 feet);
- The proposed bear logo on the east facade of the building addition adjoining the Servants' Quarters building shall be omitted; and,
- The proposed basement level addition shall not be implemented.
- The revised ground floor plan shall incorporate a cheese affinage element.

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, including consultation with State Parks, 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. Any required repairs or maintenance to the retained element of the Sonoma Cheese Factory shall be designed and implemented in accordance with applicable standards of the Secretary of Interior for the maintenance of historically-significant structures.

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

1. ~~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.

~~2. 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.~~

~~3. 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.~~

4. 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.

5. A temporary construction barrier shall be placed and maintained adjoining the Servants' Quarters building during the period of construction.

6. Requirements and procedures for protecting nearby historic resources and for repairing any damage that may be caused as a result of construction. Any project-related damage to the state park (and its historic resources) shall be repaired or replaced solely at the expense of the Applicant, and suggested repairs shall be recommended by appropriate experts, in consultation with, and to State Parks satisfaction.

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

**Mitigation Measure 5.b:** An archaeologist who meets the Secretary of the Interior's Standards shall be contracted to develop and implement a Research Design Program, subject to the review and approval of the Planning Director. This Research Design Program, which shall be developed with consultation from State Parks, shall outline the appropriate historical themes that would be associated with potential historic, archaeological, and tribal resources within the area of site redevelopment (the "study area"), identify locations that have the highest potential to contain such features, and identify the appropriate investigation, consultation, and mitigation methods for potential features that could be discovered within the study area. A subsurface investigation of the study area shall be carried out based on the methods outlined in the Research Design Program so that potential features can be identified, evaluated, and mitigated (if necessary) appropriately prior to construction.

The Research Design Program shall include provisions for notifying construction personnel involved with earthmoving shall be alerted to the potential for the discovery of cultural materials, including pre-historic materials. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.

If prehistoric or historic-period archaeological resources are encountered during construction, all construction activities within 50 feet shall halt and the Planning Director shall be notified. The project 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 the Research Design Program, which shall be prepared in compliance 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, the project 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 and the Research Design Program.

**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:

A. Provide enclosures and mufflers for stationary equipment, shrouding or shielding for impact tools, and barriers around particularly noisy operations, such as grading or use of concrete saws within 50 feet of an occupied sensitive land use.

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

C. Do not use equipment on which sound-control devices provided by the manufacturer have been altered to reduce noise control.

D. Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptors.

E. Prohibit unnecessary idling of internal combustion engines.

F. Implement noise attenuation measures to the extent feasible (i.e., such that they do not impede efficient operation of equipment or dramatically slow production rates), which may include, but are not limited to, noise barriers or noise blankets. The placement of such attenuation measures shall be reviewed and approved by the Building Department prior to issuance of grading and building permits for construction activities.

G. Designate a "construction liaison" that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and

institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

H. Hold a pre-construction meeting with the job inspectors and the general contractor/onsite project manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and noise coordinator) are completed.

## Traffic and Transportation

**Mitigation Measure 16.a.1:** Subject to the review and approval of the City Council, the applicant shall pay an in-lieu parking fee of not more than $60,000. These funds shall be used by the City to contribute to the development of a minimum of 12 parking spaces within the downtown area or a comparable improvement in parking availability as approved by the City Council.

## 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.

## California Environmental Quality Act

# Initial Study/Mitigated Negative Declaration

(As required by Sec. 15063 of the Public Resources Code)
Updated: March 19, 2018

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

**8. Previous Reviews and Approvals:**

On November 13, 2014, the Planning Commission considered an application to reconfigure the interior of the Sonoma Cheese Factory to allow a multi-tenant marketplace featuring locally sourced artisan foods, cheeses, baked 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. However, none of the improvements allowed for under this Use Permit have yet been implemented.

**9. Current Proposal:**

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

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

Thus, the project consists of an increase in building area on the site by a maximum of 13,603 square feet (an increase of 3,538 square feet on the ground level and a proposed 10,065 basement level), for a total area of 25,000 square feet. Two restaurant tenant spaces are proposed, with combined seating of 63 indoor seats and 16 outdoor seats. However, in light of the food sales orientation of the Project, there would be seating throughout the building, totaling 245 indoor seats and 72 outdoor seats (including the restaurant seating and a basement level wine bar area).

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

This Initial Study evaluates the potential impacts of the Project relative to the existing condition of the property and not in terms of any previous approvals that have not been implemented.

**10. Setting and Context:**

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

Currently, it is used as a retail and restaurant space, including a wine tasting component, although significant portions of the building are vacant or underutilized.

The property is located within the city limits of Sonoma and it has a General Plan land use designation of Commercial. The Commercial land use designation is intended to provide areas for retail, hotel, service, medical, and office development, in association with apartments and mixed-use developments and necessary public improvements. The property has a base zoning designation of Commercial and is located within the Historic Overlay zone and the Plaza Retail Overlay zone.

Adjoining uses are 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.

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

The following approvals by outside agencies may be required:

1. A Right of Entry from State Parks.

**12. Application of CEQA requirements:**

This Project is subject to the requirements of the California Environmental Quality Act (CEQA). The City of Sonoma is the CEQA lead agency. Prior to making a decision to approve the Project, the City must identify and document the potential significant environmental effects of the Project in accordance with CEQA. This Initial Study has been prepared under the direction of the City to fulfill the CEQA requirements.

David Goodison, Planning Director

#1 The Plaza
Sonoma, CA 95476
Email: dgoodison@sonomacity.org

## Vicinity Map


### *Project Summary*

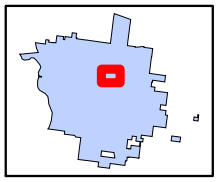
| | |
|---|---|
| *Project Name:* | Sonoma Cheese Factory Reconfiguration and Expansion |
| *Property Addresses:* | 2 West Spain Street |
| *Applicant:* | Viviani Trust |
| *Property Owner:* | Same |
| *General Plan Land Use:* | Commercial |
| *Zoning - Base:* | Commercial |
| *Zoning - Overlay:* | Historic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

0 100 200 400 Feet

1 inch = 200 feet

## Zoning Designations

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



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CARLIN

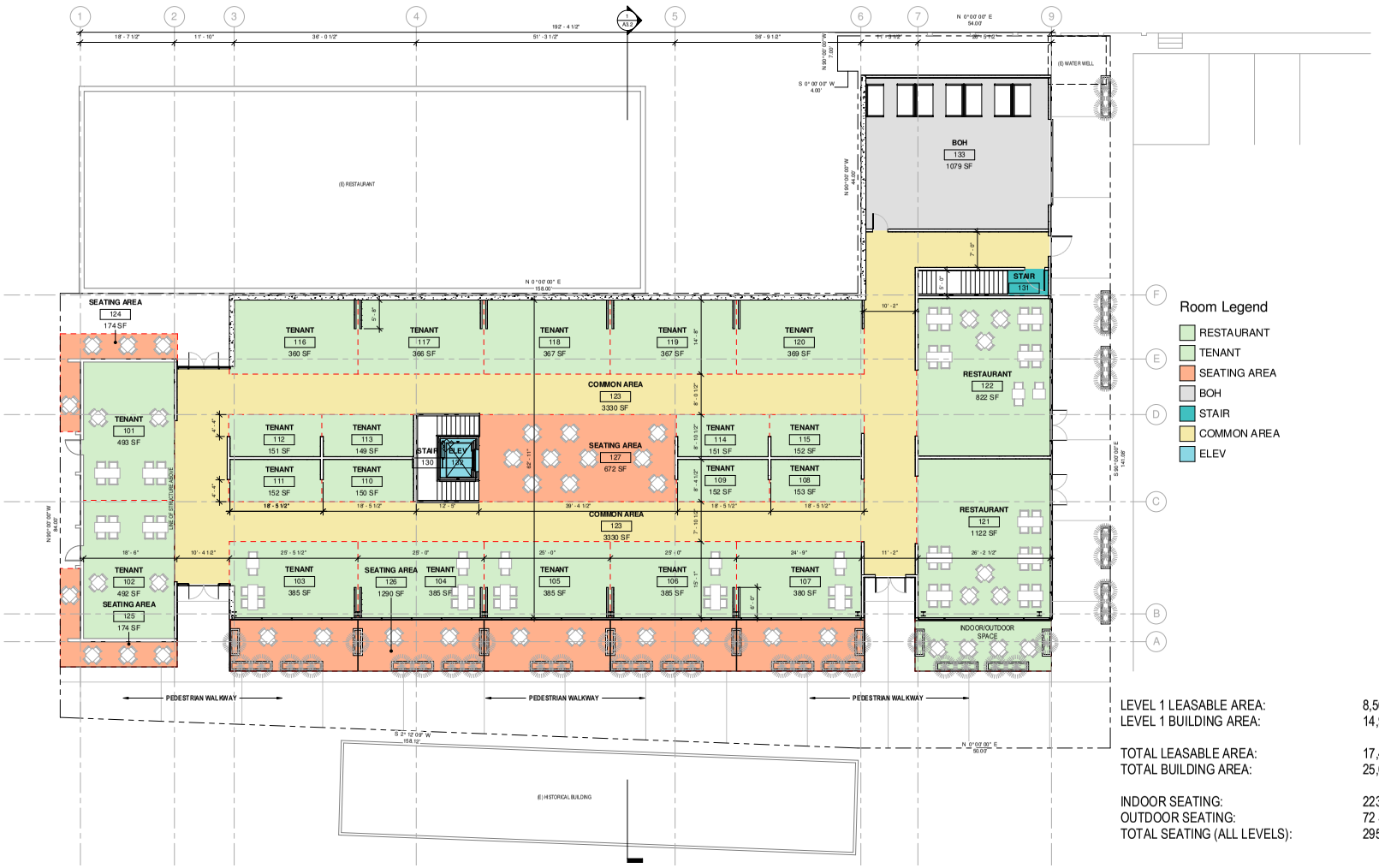
Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

EXISTING SITE PLAN

JUNE 14, 2017

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




| | |
|---|---|
| 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 |

CARLIN APPA REAL ESTATE

# Sonoma Cheese Factory

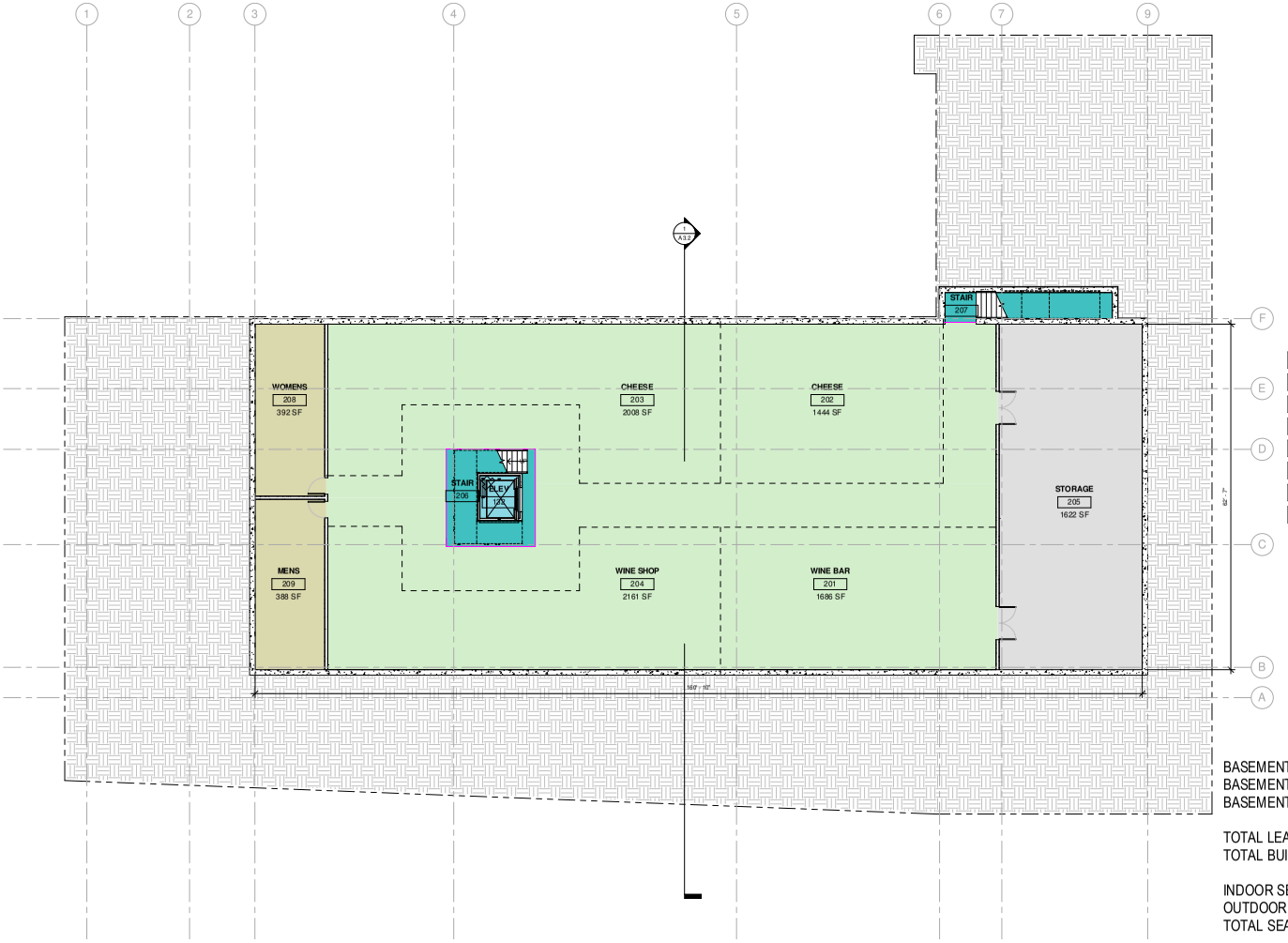
2 WEST SPAIN STREET - SONOMA, CALIFORNIA

PROPOSED LEVEL 1 FLOOR PLAN

JUNE 14, 2017

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


SMS ARCHITECTS




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 |

N

CARLIN APPA REAL ESTATE

# Sonoma Cheese Factory

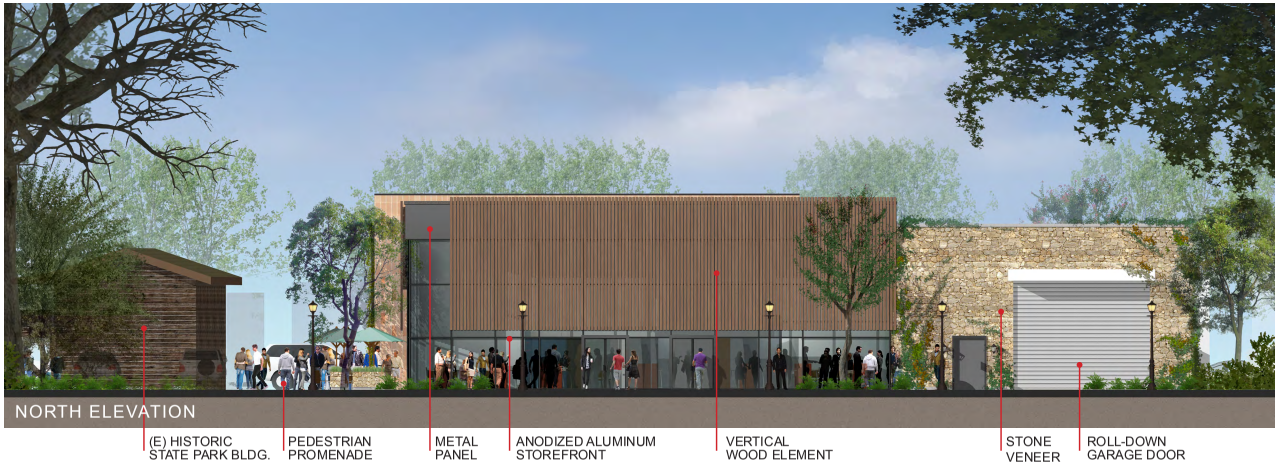
2 WEST SPAIN STREET - SONOMA, CALIFORNIA

BASEMENT LEVEL FLOOR PLAN

JUNE 14, 2017

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


SMS ARCHITECTS


CARLIN AAPA REAL ESTATE

Sonoma Cheese Factory
2 WEST SPAIN STREET - SONOMA, CALIFORNIA

ELEVATION
NORTH AND SOUTH

JUNE 14, 2017

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


SMS ARCHITECTS


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

CARLIN AAPA REAL ESTATE

Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

ELEVATION EAST

JUNE 14, 2017

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



SMS ARCHITECTS

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

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture/Forestry | ☑ Air Quality |
| ☐ Biological Resources | ☑ Cultural/Tribal Resources | ☐ Geology and Soils |
| ☐ Greenhouse Gas Emissions | ☐ Hazards/Hazardous Materials | ☐ Hydrology/Water Quality |
| ☐ Land Use and Planning | ☐ Mineral Resources | ☑ Noise |
| ☐ Population and Housing | ☐ Public Services | ☐ Recreation |
| ☑ Transportation/Traffic | ☑ Utilities/Service Systems | ☐ Mandatory Findings of Significance |

**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

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

## Discussion:

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

The City of Sonoma Municipal Code (SMC 19.43.130.C) defines "scenic vistas" as follows: *"… a public view, benefitting the community at large, of significant features, including hillside terrain, ridgelines, canyons, geologic features, and community amenities (e.g., parks, landmarks, permanent open space)."* Additionally, SMC section 19.40.130.D, states that new structures should be constructed in a manner that preserves scenic vistas by maintaining view corridors. This section states that examples of view corridors include unbuilt space between buildings, view opportunities created from undeveloped lots, airspace created from public parks and open spaces, and open spaces created from the deliberate spacing of buildings on the same lot or adjacent lots. Based on these definitions, scenic vistas potentially affected by the Project consist of views of the hills to the north as seen from adjoining sidewalks and the Sonoma Plaza. As shown in the figures below, through the removal and reconstruction of the rear elements of the Sonoma Cheese Factory, views of the hills would be slightly altered, because the appearance of that portion of the building would change. However, the

Sonoma Cheese Factory, Existing View from South.

Sonoma Cheese Factory, View from South with Project.

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

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

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

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

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

1. Consistency with Development Standards

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

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

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

2. Consistency with Design Guidelines

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

| **Review of Project Consistency with the Downtown Sonoma Historic Preservation Design Guidelines** | |
|---|---|
| **Guideline** | **Analysis** |
| *5.1.1 Respect the massing and scale of the main building when designing an addition.* | |
| 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, as proposed, would be 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 historic building element. The 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. |

[1] For additional detail and supporting analysis, see the *Sonoma Cheese Factory - Proposed Project Review Memorandum*, Page & Turnbull, June 19, 2017.

| Review of Project Consistency with the Downtown Sonoma Historic Preservation Design Guidelines | |
|---|---|
| **Guideline** | **Analysis** |
| 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. |
| *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.* | |
| 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. |
| *5.1.3 The design of an addition should be compatible with the original building and respect its primacy.* | |
| 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. | 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.<br><br>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.<br><br>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.<br><br>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. |

| Review of Project Consistency with the Downtown Sonoma Historic Preservation Design Guidelines | |
|---|---|
| **Guideline** | **Analysis** |
| 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. | The addition would not be clad in clapboard or wood shingle. |
| 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 (wood, glass, stone cladding). |
| 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. |
| *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.* | |

| Review of Project Consistency with the Downtown Sonoma Historic Preservation Design Guidelines | |
|---|---|
| **Guideline** | **Analysis** |
| 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. Replacement 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. |
| *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.* | |
| 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 historically-significant portion of the Cheese Factory building was constructed in 1945 and the later additions were constructed in the 1950's, outside of the period of significance. |
| Not every older addition or alteration is character defining. Consult with preservation professionals regarding the relative importance of any particular historic addition or alteration to the original building. | The historic significance of the Cheese Factory Building, including all of its additions, has been evaluated by a qualified professional (see Attachments 3 and 4). |

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

3. Site Design and Architecture

With respect to site planning and aesthetics, the Project improves upon existing conditions. The Project enhances an existing pedestrian walkway on the east side of the Sonoma Cheese Factory site, 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 increasing the separation between the Sonoma Cheese Factory and the Casa Grande Servants' Quarters building. This design 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, creating visual clutter and preventing pedestrian egress.

By shifting the development west and widening 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. The vertical wood cladding and stone cladding used in the new design are 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, its height will be less than the maximum height of front portion of the building, the existing 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 its existing additions. Note: pursuant to Mitigation Measure 5.a.1, the height of the new building element on the east side of the site, including the wood-clad screening, shall not

exceed the lower (north) roof height of the historic Cheese Factory building to be retained (approximately 24 feet).

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

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

Exterior lighting would be necessary for the development, such as exterior building lighting and lighting for safety and security. However, this lighting would be typical of commercial development elsewhere in downtown Sonoma. In addition, proposed exterior lighting would require review and approval by the City's Design Review and Historic Preservation Commission (DRHPC) and would be subject to standards of the City's Development Code[2], which specify that exterior light fixtures must be shielded to reduce or eliminate light spillage off-site. Lastly, the proposed exterior materials and finishes do not include materials that are highly reflective or that would otherwise tend to produce glare. For these reasons, the Project will not create a new source of substantial light or glare that would adversely affect daytime or night-time views in the area. This would be a ***less-than-significant*** impact.

| **2. AGRICULTURAL AND FORESTRY RESOURCES:**<br>**In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.**<br>**Would the Project:** | **Potentially Significant Impact** | **Less Than Significant With Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
|---|---|---|---|---|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☑ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☑ |

[2] City of Sonoma Development Code § 19.40.030

| | | | | |
|---|---|---|---|---|
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), or timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | ☑ |
| d) Result in the loss of forest land, conversion of forest land to non-forest use, or involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☑ |
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non- agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☑ |

**Discussion:**

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

The project site is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation. The project site is identified as "Urban and Built-up Lands" on the Important Farmland Map maintained by the Department of Conservation[3]. ***No impact*** would occur.

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

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

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

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

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

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

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

[3] http://maps.conservation.ca.gov/ciff/ciff.html

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

| **3. AIR QUALITY:**<br>**Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.**<br>**Would the Project:** | **Potentially Significant Impact** | **Less Than Significant With Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
|---|---|---|---|---|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☑ | ☐ |
| b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation? | ☐ | ☑ | ☐ | ☐ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | ☐ | ☑ | ☐ | ☐ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☑ | ☐ |
| e) Create objectionable odors or airborne dust affecting a substantial number of people? | ☐ | ☑ | ☐ | ☐ |

## Discussion:

In May 2017, the Bay Area Air Quality Management District (BAAQMD) adopted updated guidelines[4] for analyzing air quality impacts under CEQA, including suggested thresholds of significance and associated screening criteria for the analysis of air quality impacts from development projects.

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

The project site is located within the San Francisco Bay Area Air Basin (the Basin), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The BAAQMD is in non-attainment for the state and federal ozone standards, the state and federal PM2.5 (particulate matter up to 2.5 microns in size) standards, and the state PM10 (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement.

Air pollutant emissions associated with vehicle use and energy consumption are directly related to population and/or employment growth. A project may be inconsistent with the applicable air quality plan if it would result in either

[4] *Air Quality Guidelines,* BAAQMD, May 2017

population or employment growth that exceeds growth estimates included in the plan. Therefore, projects need to be evaluated to determine whether they would generate population and employment growth and, if so, whether that growth would exceed the growth rates included in the applicable air quality plan. The most recent and applicable adopted air quality plan is the 2017 CAP, which incorporates local city general plans and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) socioeconomic forecast projections of regional population, housing, and employment growth. Therefore, consistent with the CEQA thresholds, the proposed project would result in a significant impact if it would conflict with or obstruct with implementation of the 2017 CAP. Because the project does not include housing, it therefore would not directly contribute to population growth. However, the proposed project would increase employment opportunities in the City of Sonoma. As discussed in Section 13, Population and Housing, the Project would increase net employment within city limits by approximately 31 jobs. As this number represents less than 1% of total employment in Sonoma (currently estimated at 5,200), this increase is not considered to be a significant impact. Based on the preceding analysis, the project would be consistent with the Plan, and the impact would be ***less-than-significant***.

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

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

1. Operational Emissions. As indicated under Topic 3(a), above, the SFBAAB is classified by BAAQMD as non-attainment for ozone and inhalable particulates (PM10). BAAQMD sets forth screening criteria in the 2017 BAAQMD CEQA Guidelines to indicate the minimum development size (by land use category) at which air pollutant emissions could exceed significance thresholds and result in potentially significant impacts related to violation of air quality standards or cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment. The Guidelines do not include thresholds related to specialty retail. However, based on the premise that the proposed development would encompass a number of retail tenants as well as restaurant space, one option is to review it based on the screening criteria for either regional shopping centers or strip malls, as these are the only two categories of multi-tenant retail use addressed in the Guidelines. Both of these categories have the following associated thresholds: 99,000 square feet for operational emissions and 277,000 square feet for construction emissions. Because the mitigated Project would result in new building area amounting to approximately 3,538 square feet, it falls well below both thresholds.

   Another option for purposes of analysis, is to review the project in terms of the uses associated with the proposed increase in building area, as set forth in the table below:

| Area of Building Expansion and Associated Uses | |
|---|---|
| **Use** | **New Building Area (square feet)** |
| *Ground Floor:* Increased area of multi-tenant marketplace, including two restaurant tenant spaces. | 3,538 square feet |
| *Basement Level:* Wine Bar, Wine/Cheese sales. | 10,065 square feet |
| **Total** | **13,603 square feet** |

The increase in ground-floor building area could be considered as a restaurant expansion, as the ground-floor plan includes two tenant spaces designated for restaurant use. For this category of use ("High Quality Restaurant") the thresholds are 99,000 square feet for operational emissions and 277,000 square feet for construction emissions, which is substantially greater than the proposed 3,538-square foot increase in ground-floor building area. The uses proposed in the basement level are all retail activities. Again, the Guidelines do not include thresholds related to specialty retail, but as discussed above, the proposed area of new construction falls well below the thresholds for the only two categories of multi-tenant commercial development addressed the Guidelines. (Note: pursuant to Mitigation Measure 5.a.1, the basement level element of the project shall not be implemented.)

The Guidelines also specify that the project must also meet two other criteria: (1) the BAAQMD's Basic Construction Mitigation Measures must be implemented during construction; and (2) the project does not include demolition, simultaneous occurrence of more than two construction phases, simultaneous construction of more than one land use type; extensive site preparation; or extensive material transport (more than 10,000 cubic yards of soil). As further explained below, the project would meet these criteria, and therefore the impact would be ***less-than-significant with mitigation***.

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

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

     The Project proposed an increase in building area of 13,635 square feet, but the net building area will be reduced to 3,538 square feet due the required elimination of the basement level, pursuant to Mitigation Measure 5.a.1.

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

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

   - *Construction-related activities would not include any of the following:*

     - *Demolition activities inconsistent with District Regulation 11, Rule 2: Asbestos Demolition, Renovation and Manufacturing.*
     - *Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously).*
     - *Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development).*
     - *Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement); or*

- *Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.*

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

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

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

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

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

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

*(d) Expose sensitive receptors to pollutant concentrations*

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

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

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

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

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

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

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

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

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

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

| 4. BIOLOGICAL RESOURCES – Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☑ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☑ |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☑ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☐ | ☑ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☑ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☑ |

## Discussion:

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

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

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

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

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

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

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

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

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

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

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

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

| **5. CULTURAL/TRIBAL RESOURCES:**<br>**Would the project:** | **Potentially Significant Impact** | **Less Than Significant With Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
|---|---|---|---|---|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | ☐ | ☑ | ☐ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☑ | ☐ | ☐ |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☑ | ☐ | ☐ |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☑ | ☐ | ☐ |
| e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | ☐ | ☑ | ☐ | ☐ |

| | | | | |
|---|---|---|---|---|
| i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | | | | |
| ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe. | | | | |

**Discussion:**

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

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

1. Sonoma Cheese Factory Building. A Historic Resource Evaluation (HRE)[5] of the property was performed, which found that the front portion of the Sonoma Cheese Factory building appears to be eligible for listing on the California Register of Historic Resources due to its association with the development of the cheese industry in Sonoma. Because this building element meets the criteria for listing on the California Register, it is considered a historical resource under the California Environmental Quality Act (CEQA). According to the HRE, the character-defining features of the building are as follows:

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

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

[5] *Sonoma Cheese Factory 2 West Spain Street,* Page & Turnbull, November 6, 2014

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

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

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

**Potential Impacts and Mitigation Measures.** As noted above, the Project would be considered to have a significant impact if it were to cause a substantial adverse change in the significance of any of the historical resources identified above. To address this question, an evaluation of the potential impacts of the proposed project was prepared by the Historical Consultant[6] commissioned by the applicants. This study was subsequently peer reviewed by a qualified consultant retained by the City[7]. In addition, a geotechnical investigation[8], also

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

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

[8] *Geotechnical Investigation Sonoma Square Market 2 West Spain Street,* Miller-Pacific Engineering Group, June 9, 2017.

commissioned by the applicant, was performed by a qualified engineer, which included an evaluation as to whether construction activities, including the excavation of the basement area, would adversely affect nearby structures such as the Servant's Quarters building. The results of these investigations may be summarized as follows:

1. Sonoma Cheese Factory Building. The Project has been designed to preserve the character-defining features of the Cheese Factory building. Key elements in this regard are as follows:

    - The project, as proposed, retains the original portion of the existing building, thereby preserving the following character-defining features: the fenestration pattern, flat metal awnings at the entrances, glazed orange tile cladding, stucco-clad metal ribs, pitched roof, and the projecting vertical perimeters.

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

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

2. Sonoma State Parks/Servants' Quarters. The Project proposes to enhance an existing pedestrian way and seating area located along 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, thereby providing more space between the Sonoma Cheese Factory and the Casa Grande Servants' Quarters building. An existing shed-roof element on the east side of the Sonoma Cheese Factory, which projects close to the west side of the Servants' Quarters, would be removed. Stone-clad planters will separate the Sonoma Cheese Factory's outdoor dining area from the pedestrian walkway. The materials proposed for the new construction, which include anodized aluminum glazing screened with vertical wood cladding, will be visually compatible with the adobe and wood cladding of the Servants' Quarters building. The continuous building height would be cleaner in appearance compared to the varying rooflines of the historic Sonoma Cheese Factory building element and subsequent additions. The analysis of historic compatibility prepared by Page and Turnbull concluded that the height and massing of the adjoining new construction would 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. The peer review commissioned by the City concurred with that finding. However, representatives of State Parks disagreed, expressing the concern that the height and massing of the new construction could be viewed as overwhelming the Servants' Quarters building, thereby diminishing its historic significance. To address this concern, State Parks requested that the height of the new building element on the east side of the site, including the wood-clad screening, will not exceed the lower (north) roof height of the historic Cheese Factory building to be retained


Sonoma State Park and Project, Existing Conditions.

Sonoma State Park and Project, Proposed.

(approximately 24 feet). State Parks also raised concern about the suitability of the proposed bear logo on the east facade of the building addition in the context of the Casa Grande Complex.

As previously discussed, the Project proposed the excavation and construction of a 10,065 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, the City 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. Notwithstanding these recommended measures, representatives of State Parks have expressed concern that the subsurface construction activity associated with the construction of the proposed basement-level addition could have a significant impact on the adjoining Servants Quarters building, given its age and adobe construction.

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

If the Project design features and construction were to impair the significance of historic resources or cause physical damage to them, the Project would have a ***significant impact*** on historical resources. The following mitigation measures have been identified to reduce potential impacts in this area to a ***less-than-significant*** level:

**Mitigation Measure 5.a.1:** ***The Project design shall be constructed and implemented in 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, except that:***

*1)* ***The height of the new building element on the east side of the site, including the wood-clad screening, shall not exceed the lower (north) roof height of the historic Cheese Factory building to be retained (approximately 24 feet);***

2) *The proposed bear logo on the east facade of the building addition adjoining the Servants' Quarters building shall be omitted; and,*

3) *The proposed basement level addition shall not be implemented.*

*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, including consultation with State Parks, 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. Any required repairs or maintenance to the retained element of the Sonoma Cheese Factory shall be designed and implemented in accordance with applicable standards of the Secretary of Interior for the maintenance of historically-significant structures.*

**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.*
- *A temporary construction barrier shall be placed and maintained adjoining the Servants' Quarters building during the period of construction. Any project-related damage to the state park (and its historic resources) shall be repaired or replaced solely at the expense of the Applicant, and suggested repairs shall be recommended by appropriate experts, in consultation with, and to State Parks satisfaction.*

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

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

To assess the site for archaeological resources, archival research was performed by a qualified professional[9] retained by the City. No such resources were identified in the course of that research. However, the potential exists for the discovery of archaeological resources during project construction, which represents a ***potentially significant impact***. To address this contingency, the report recommends that procedures be in place to address the potential for the accidental discovery. This recommendation would be implemented through Mitigation Measure 5.b., as follows:

**Mitigation Measure 5.b:** ***An archaeologist who meets the Secretary of the Interior's Standards shall be contracted to develop and implement a Research Design Program, subject to the review and approval of the Planning Director. This Research Design Program, which shall be developed with consultation from State Parks, shall outline the appropriate historical themes that would be associated with potential historic, archaeological, and tribal resources within the area of site redevelopment (the "study area"), identify locations that have the highest potential to contain such features, and identify the appropriate investigation, consultation, and mitigation methods for potential features that could be discovered within the study area. A subsurface investigation of the study area shall be carried out based on the methods outlined in the Research Design Program so that potential features can be identified, evaluated, and mitigated (if necessary) appropriately prior to construction.***

***The Research Design Program shall include provisions for notifying construction personnel involved with earthmoving shall be alerted to the potential for the discovery of cultural materials, including pre-historic materials. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.***

***If prehistoric or historic-period archaeological resources are encountered during construction, all construction activities within 50 feet shall halt and the Planning Director shall be notified. The project 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 the Research Design Program, which shall be prepared in compliance 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, the project 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 and the Research Design Program.***

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

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

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

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

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

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

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

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

*e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

*i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*

*ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.?*

The archival research did not identify any such resources on the site. The historical consultants retained by the City of Sonoma prepared and mailed letters to local Native American tribal representatives. The Native American Heritage Commission responded on November 7, 2017 stating that a search of the Sacred Lands Files had negative results. Buffy McQuillen, Tribal Historic Preservation Officer for the Federated Indians of Graton Rancheria responded stating that the study area is within their ancestral territory. They requested that they be provided with the results of our research efforts and recommendations. Stephanie Reyes, Tribal Historic Preservation Officer for Middletown Rancheria of Pomo Indians responded on November 9, 2017, stating that the tribe had no specific comments at this time. They asked that if evidence of human habitation is found, work cease, and they be contacted immediately. Brenda Tomaras, representative for Lytton Rancheria responded stating that the tribe believes the project area is within Pomo territory, and that they believe there is the potential for finding tribal cultural resources at the project site. Ms. Tomaras further stated that the tribe will consult with the lead agency regarding this project. Lorin Smith, Tribal Historic Preservation Officer for the Kashia Band of Pomo Indians of the Stewarts Point Rancheria responded on November 27, 2017 stating that the study area is outside their aboriginal territory and they have no concerns or comments at this time. Because the potential exists for the accidental discovery of tribal resources during project construction, a possibility which represents a ***potentially significant impact***. To address this contingency, the archival report recommends that procedures be in place to address the potential for the accidental discovery, including the development and implementation of a Design Research Program. This recommendation would be implemented through Mitigation Measure 5.b, as set forth above. With the requirement of this mitigation measure, potential impacts would be reduced to a ***less-than-significant*** level.

| **6. GEOLOGY AND SOILS:**<br>**Would the project:** | **Potentially Significant Impact** | **Less Than Significant With Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
|---|---|---|---|---|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) | ☐ | ☐ | ☐ | ☑ |
| ii. Strong seismic ground shaking? | ☐ | ☐ | ☑ | ☐ |
| iii. Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☑ | ☐ |
| iv. Landslides? | ☐ | ☐ | ☐ | ☑ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☑ | ☐ |

| | | | | |
|---|---|---|---|---|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☑ | ☐ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | ☐ | ☐ | ☑ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | ☑ |

**Discussion:**

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

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

The project site would not be subject to surface fault rupture. In general, surface fault rupture occurs along active faults. While the project site is located in a seismically active region, the City of Sonoma, including the project site, is not affected by an Alquist-Priolo Earthquake Fault Zone pursuant to Division of Mines and Geology Special Publication 42[10]. Therefore, ***no impact*** would occur.

*ii) Strong seismic ground shaking?*

The City of Sonoma is located in the seismically active San Francisco Bay Area, in proximity to several mapped active or potentially active regional faults. The Rodgers Creek fault is nearest to the project site, located approximately five miles to the southwest on the western side of the Sonoma Mountains. As a result, the project could result in the exposure of people, structures, and/or property to seismic ground shaking. To address soils conditions and construction requirements, including with regard to seismic design, a geotechnical report, commission by the Project applicant, was prepared for the subject property[11] to provide recommendations and criteria for use in the design and construction of the project. The report addresses the following:

- Exploration of subsurface conditions with three borings located within the general vicinity of the planned improvements. One boring was converted to a monitoring well to document groundwater levels at the site.
- Laboratory testing to estimate pertinent engineering properties of the soil and bedrock materials encountered during our exploration.
- Evaluation of relevant geologic hazards, including seismic shaking, liquefaction, expansive soils, and other items

While hazards associated with potential ground shaking cannot be eliminated, potential impacts resulting from seismic ground shaking would be reduced to the greatest extent feasible through compliance with the City of

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

[11] *Geotechnical Investigation Sonoma Square Market 2West Spain Street,* Miller-Pacific Engineering Group, June 9, 2017.

Sonoma's building code requirements, which requires that new structures be designed and constructed in a manner to maximize seismic safety, in conformance with the 2016 California Building Code and the design standards identified in the geotechnical evaluation. This would be considered a ***less-than-significant*** impact.

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

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

*iv) Landslides?*

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

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

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

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

As noted above, a geotechnical report was prepared for the proposed development assessing soils conditions and setting forth recommendations and criteria for use in the design and construction of the project. As part of the report, potential risks associated with landslides, lateral spreading, subsidence, liquefaction and collapse are all addressed and report set forth geotechnical recommendations and design criteria related to building foundations, site grading, retaining walls, seismic design, and other geotechnical-related items. With the implementation of the design recommendations of set forth in the geotechnical report, the geological risks associated with the development of the Project would be mitigated to a ***less-than-significant*** level.

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

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

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

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

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

## Discussion:

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

In May 2017, the Bay Area Air Quality Management District (BAAQMD) issued updated guidelines for analyzing air quality impacts under CEQA, including suggested thresholds of significance and associated screening criteria for the analysis of greenhouse gas (GHG) impacts from development projects. Under these guidelines, land use development projects that generate GHG emissions below 1,100 metric tons of carbon dioxide equivalent (MTC2e) per year are considered to have a less than significant impact. The BAAQMD Guidelines do not include thresholds related to specialty retail. However, based on the premise that the proposed development would encompass a number of retail tenants as well as restaurant space, one option is to review it based on the screening criteria for either regional shopping centers or strip malls, as these are the only two categories of multi-tenant retail use addressed in the Guidelines. Both of these categories have the following associated threshold with respect to GHG emissions: 19,000 square feet. Because the Project would result in new building area amounting to approximately 13,603 square feet, it falls well below that threshold.

Another option is to review the project in terms of the uses associated with the proposed increase in building area, as set forth in the table below:

| Area of Building Expansion and Associated Uses | |
|---|---|
| **Use** | **New Building Area (square feet)** |
| *Ground Floor:* Increased area of multi-tenant marketplace, including two restaurant tenant spaces. | 3,538 square feet |
| *Basement Level:* Wine Bar, Wine/Cheese sales. | 10,065 square feet |
| **Total** | **13,603 square feet** |

The increase in ground-floor building area could be considered as a restaurant expansion because two restaurant tenant spaces are identified in that building level. For this category of use ("High Quality Restaurant") the screening threshold is 9,000 square feet, which is substantially greater than the proposed 3,538-square foot increase in ground-floor building area. The uses proposed in the basement level are all retail activities. Again, the Guidelines do not include screening thresholds related to specialty retail, but as discussed above, the proposed area of new construction

for both the High Quality Restaurant and the multi-tenant commercial use categories falls well below the thresholds. (Note: pursuant to Mitigation Measure 5.a.1, the basement level element of the project shall not be implemented.)

Because the Project would not exceed BAAQMD screening thresholds addressing GHG emissions, the impact would be ***less-than-significant***.

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

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

State Regulations Addressing GHG Reduction:

*California Building Code – Building and Energy Efficiency Standards:* Energy conservation standards for new residential and non-residential buildings are established by the California Energy Resources Conservation and Development Commission (now the CEC). The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. Most recently, the CEC adopted the 2016 Building and Energy Efficiency Standards. The 2016 Standards improve upon the current 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. These standards went into effect on January 1, 2017. Under the 2016 Standards, residential buildings are required to be 28 percent more energy efficient than the 2013 Standards while non-residential buildings are required to be 5 percent more energy efficient than the 2013 Standards.

*California Building Code – CALGreen:* The California Green Building Standards Code (Part 11, Title 24, known as "CALGreen") establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The 2010 CALGreen Code established chapters for residential and nonresidential mandatory measures. A 20 percent reduction of indoor water use and a 50 percent construction waste reduction were required along with waste management plan requirements. Building commissioning for new buildings 10,000 square feet and over was also introduced along with requirements for temporary construction ventilation and finish materials.

The 2013 CALGreen Code clarified and expanded a number of requirements that included nonresidential additions and alterations. New sections were added in the areas of water efficiency and conservation, which included a 20 percent reduction in indoor water use. References to the California Energy and Plumbing Codes were also included. Demolition and recycling requirements were further defined. *CALGreen 2016* addresses clean air vehicles and increased requirements for electric vehicle charging infrastructure. A new universal waste code section has been incorporated for additions and alterations. Organic waste is new and includes an exception for rural jurisdictions.

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

Local Plans, Policies, and Regulations addressing GHG Reduction:

*City of Sonoma General Plan/Green Building Code:* The City of Sonoma *2020 General Plan* sets forth policies promoting sustainable practices such as not using renewable resources faster than they can regenerate, not consuming non-renewable resources faster than renewable alternatives can be substituted for them, and ensuring that pollution and waste are not emitted faster or in greater volumes than natural systems can absorb, recycle, or render them harmless. As part of the implementation of these policies, the City adopted the State of California Green Building Code which raised the level of construction standards in the City to encourage water and resource conservation, reduce water use

generated by construction projects, increase energy efficiency, provide durable buildings that are efficient and economical to own and operate, and promote the health and productivity of residents, workers, and visitors to the City. Beginning January 1, 2014, the 2013 California Green Building Standards Code (CALGreen) became effective for new buildings and certain addition or alteration projects throughout California. The City of Sonoma has adopted and amended CALGreen as part of the City's Municipal Code to require CALGreen+Tier 1 level of compliance for all new buildings (except the Tier 1 Energy Efficiency measures). The City of Sonoma requires that project applicants hire a third-party green building special inspector to verify compliance with CALGreen requirements as amended by the City of Sonoma. The Project will be developed in compliance with CalGreen requirements, as enforced through the normal application of the Building Permit plan check process.

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

On August 15, 2016, the City Council began its review of the draft Climate Action 2020 Plan (CAP). For Sonoma, a total of 22 Climate Action Measures were recommended for Council consideration. Although the County-wide adoption of Climate Action 2020 Plan was subsequently postponed as a result of litigation brought against the RCPA, the City Council decided to take separate action to begin implementation of the measures identified in the CAP planning process. On November 21, 2016, the City Council adopted Resolution 40-2016, adopting the local measures identified for Sonoma through the CAP planning process. The proposed Project is consistent with and would help implement measure 2-L1 (Solar in new residential development), measure 4-L4 (affordable housing linked to transit), and measure 11-L2 (water conservation for new construction).

Because the proposed development would not conflict with State and local plans, policies, and requirements addressing GHG reduction, it would have a ***less-than-significant impact*** in this area.

| **8. HAZARDS AND HAZARDOUS MATERIALS:**<br>**Would the project:** | **Potentially Significant Impact** | **Less Than Significant With Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
|---|---|---|---|---|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☐ | ☑ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☑ | ☐ |

| | | | | | |
|---|---|---|---|---|---|
| c) | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☑ | ☐ |
| d) | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☑ | ☐ |
| e) | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☑ |
| f) | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☑ |
| g) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☑ |
| h) | Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☐ | ☐ | ☑ |

**Discussion:**

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

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

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

With respect to operational hazards, Refer to Section 8.a. With respect to potential construction impacts, a Phase 1 environmental review of the site, commissioned by the applicant, found no evidence of any hazardous materials use associated with previous site activities. In addition, pursuant to Mitigation Measure 3.c, the construction specifications for the project will be required to include and implement requirements and procedures for prior testing and identification, removal, disposal, and remediation of potential lead paint or asbestos that may be encountered during the demolition phase. Based on these considerations, the impact of the Project would be ***less-than-significant***.

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

Refer to Section 8.a. The potential impact of the Project would be ***less-than-significant***.

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

Since 1945, the subject property has been used for the following purposes: cheese-making, cheese storage, and sales, restaurant and retail, and ancillary storage and office uses. The site has no history of any use involving hazardous materials. The project site is not identified on the Hazardous Waste and Substances Site List (Cortese List) for Sonoma County or any other hazardous site index or inventory. In addition, the project site has been reviewed for possible contamination with hazardous materials through a Phase 1 Environmental Site Assessments, prepared in 2009. This review did not identify any history of use or other indications that would suggest the presence of any hazardous materials[12]. Based on the site history, the potential impact of the Project would be ***less-than-significant***.

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

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

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

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

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

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

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

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

| **9. HYDROLOGY AND WATER QUALITY:**<br>**Would the project:** | **Potentially Significant Impact** | **Less Than Significant With Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
|---|---|---|---|---|
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☐ | ☑ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☑ | ☐ |

[12] *2West Spain Street EDR Radius Map Report,* Environmental Data Resources, July 9, 2009

| | | | | |
|---|---|---|---|---|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ☑ | ☐ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | ☐ | ☐ | ☑ | ☐ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ☑ | ☐ |
| f) Otherwise substantially degrade water quality? | ☐ | ☐ | ☑ | ☐ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | ☐ | ☑ |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | ☐ | ☐ | ☐ | ☑ |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☐ | ☑ |
| j) Inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☑ |

**Discussion:**

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

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

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

The City's NPDES permit also requires that all applicable projects prepare and submit a Stormwater Control Plan (SCP) for review and approval by the City prior to issuance of a building or grading permit. The SCP outlines BMPs that, when implemented, reduce the quantity of pollutants in stormwater runoff discharging from a project site to the

maximum extent practicable. The SCP also outlines BMPs that, when implemented, reduce the total volume of stormwater runoff from the Project site (retention) and attenuate peak flows (detention). In addition, the SCP will outline a mechanism for ensuring maintenance of the planned BMPs in perpetuity. With the implementation of these standard requirements, ***no impact*** to water quality standards and/or waste discharge requirements would occur.

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

The Department of Water Resources (DWR) defines groundwater basins based on geologic and hydrogeologic conditions. According to the DWR, the Project site is located within the Sonoma Valley groundwater sub-basin. Natural recharge in the sub-basin predominantly occurs where stream channels cut into the alluvial fan deposits. Areas of low relief and sufficiently permeable soil also allow for some slow infiltration from precipitation. Because the project site is substantially developed with buildings, paving, and other impervious materials, the development of the Project would not significantly increase the amount of impervious surface on the site. In addition, the site does not include a stream channel, and site soils are characterized poorly drained with low permeability and thus would not allow for a significant amount of infiltration of runoff into the underlying groundwater basin. Regardless, a Stormwater Mitigation Plan will be required for the Project for the Project to allow for treatment and infiltration of surface run-off. For these reasons, the Project would not significantly interfere with groundwater recharge. In addition, the Project would not involve the construction of new groundwater wells for Project water supplies. Water for the proposed Project would be supplied by the City of Sonoma. The City of Sonoma obtains its water from the Sonoma County Water Agency (SCWA) and City wells. The majority of water used in the City is supplied by SCWA. City wells are considered a secondary water source used only to supplement deliveries from SCWA during peak demands. On an annual basis, water drawn from City wells typically constitutes approximately 10% of total municipal water use. Based on these factors, the proposed Project would not result in the substantial depletion of groundwater supplies. Project impacts on groundwater resources are therefore considered ***less-than-significant***.

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

The Project would not involve the alteration of any stream or river. Potential impacts associated with erosion and/or siltation are considered to be primarily related to construction-related activities. The project would involve demolition, grading, and trenching activities associated with site preparation, demolition, excavation, and new construction. Although the project site is already substantially covered with impervious surfaces, construction operations associated with the project could present a threat of soil erosion from soil disturbance by subjecting unprotected bare soil areas to the erosional forces of runoff. However, erosion control measures to be implemented during construction would be included in the required Erosion and Sediment Control Plan (ECP) required by the City's grading ordinance (Chapter 14.20 of the Sonoma Municipal Code). See also responses to Items 6.b and 9.a regarding construction-related erosion. With the implementation of ECP and Phase II NPDES requirements, construction-related impacts associated with erosion and/or siltation would be considered ***less-than-significant***.

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

The development of the Project would not entail any substantial alteration to existing drainage patterns on or off the site. The project site is relatively flat, ranging between 88 to 90, feet above mean sea level and there are no streams or

rivers on or adjacent to the site that would be affected by the project. As normally required, the project would require installation of on-site drainage improvements; however, these improvements will be consistent with the current drainage pattern on the site.

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

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

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

Because the site is already substantially developed with impervious surfaces, the development of the Project would not increase run-off volumes and the local storm drain infrastructure (which includes a 54-inch storm drain adjoining the Project site in Spain Street) is adequate to encompass site drainage. Pollutants from the proposed project will be consistent with a commercial development in an urban area. Due to the increased intensity of use, minor increases in the levels of oil and grease, petroleum hydrocarbons, metals, and possibly nutrients on the project site are likely. However, the City's NPDES Permit requires implementation of post-construction Best Management Practices to treat and filter storm water runoff prior to it leaving the site or entering the public storm drainage system. Pursuant to the City's NPDES requirements, a Final Stormwater Control Plan would be required as part of the public improvement plans submittal, subject to review and approval by the City Engineer prior to issuance of a building or grading permit. Compliance with the City's NPDES requirements would ensure that potential adverse impacts to water quality are ***less-than-significant***.

*f) Otherwise substantially degrade water quality?*

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

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

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

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

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

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

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

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

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

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

## Discussion:

*a) Physically divide an established community?*

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

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

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

| Summary of General Plan Policy Consistency | |
|---|---|
| **General Plan Policy** | **Analysis** |
| **Community Development Element** | |
| Require pedestrian and bicycle access and amenities in all development. (CD 4.4) | The Project will enhance a pedestrian connection linking the Plaza with the Casa Grande parking lot. |

| | |
|---|---|
| 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 green-house 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) | Required mitigation measures reducing the size of the Project by 10,065 square feet will avoid significant impacts on nearby intersections and the payment of a parking-lieu fee has been required to mitigate impacts with respect to on-street parking. |
| **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 system. |
| Ensure that all development projects provide adequate fire protection. (PS 1.3) | |
| **Noise Element** | |
| Apply the following standards for maximum Ldn levels to citywide development: 65 Ldn: For outdoor environments around commercial and public buildings (libraries and churches).. (NE 1.1) | As discussed in Section 12 of the Initial Study, the Project was evaluated in accordance with the Noise Assessment Guide. The Project will comply with State and local noise standards. |
| Evaluate proposed development using the Noise Assessment Guide and require an acoustical study when it is not certain that a proposed project can adequately mitigate potential noise impacts. (NE 1.4) | |

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

| Summary of Development Code Compliance: Development Standards | | |
|---|---|---|
| **Development Feature** | **Development Code Allowance (SMC Chapter 19.32, Table 3-24)** | **Project Consistency** |
| 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 | 20-24 feet |
| Open Space | 1,830 sq. ft. | 5,400 sq. ft. |
| Parking | 12 off-street spaces required (based on 10,065 square foot reduction in new building area). | Proposes to pay in-lieu fee, pursuant to Section 19.48.050.C of the Development Code. |

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

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

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

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

## Discussion:

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

The project site is not identified as containing any valuable mineral resources. Bedrock geology in the vicinity of the project site is dominated by tuff and andesitic to basaltic lava flows of the Sonoma Volcanics. In the Sonoma Valley and at the project site, the Sonoma Volcanics are overlain by moderately to highly dissected alluvial fan deposits consisting of coarse to very coarse weathered gravels. The National Resources Conservation Service has classified site soils as belonging to the Wright loam (WgC) series (0 to 9 percent slopes). As a result, the project would have **no impact** on mineral resources.

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

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

| 12. NOISE:<br>Would the project result in: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☑ | ☐ | ☐ |
| b) Exposure of persons to, or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☐ | ☑ |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☑ | ☐ |

| | | | | |
|---|---|---|---|---|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities above levels existing without the project? | ☐ | ☑ | ☐ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☑ |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☑ |

**Discussion:**

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

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

Operational Noise: The Project site is already used for commercial purposes and the proposed building expansion and renovation would accommodate a multi-tenant market place, restaurant seating, a wine bar, and a cheese aging area. These uses are not inherently noisy. Existing roof-mounted mechanical equipment will be replaced with updated equipment that will be required to comply with State and local noise standards.

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

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

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

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

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

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

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

Construction activities typically associated with new development, including grading, excavation, paving, material deliveries, and building construction, would result in a substantial temporary increase in ambient noise levels in the project vicinity. Although this impact is temporary in nature, increased noise levels throughout the construction

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

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

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

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

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

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

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

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

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

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

## Discussion:

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

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

| Development Factors Associated with Indirect Population Growth | |
|---|---|
| **Factor** | **Project Outcome** |
| Does the Project represent development in an area presently undeveloped? | The Project is occurring within an existing downtown commercial area. |
| Would the Project result in the extension of infrastructure and other improvements? | The Project does not involve the extension of infrastructure or other improvements. |
| Would the Project result in major off-site public projects (treatment plants, etc)? | The Project does not involve the development of major off-site public projects. |
| Would the Project result in the extension of roadways and other transportation facilities. | The Project does not involve the extension of roadways or other transportation infrastructure. |

| Development Factors Associated with Indirect Population Growth | |
|---|---|
| **Factor** | **Project Outcome** |
| Would the Project result in substantial employment growth? | The Project would increase net employment within city limits by approximately 31 jobs. As this number represents less than 1% of total employment in Sonoma (currently estimated at 5,200), this increase is not considered to be a significant impact. |

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

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

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

*c) Displace substantial numbers of people?*

See response 13.b, above.

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

## Discussion:

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

i. *Fire protection?*

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

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

*ii. Police protection?*

In 2004 the City of Sonoma entered into a contract with the Sonoma County Sheriff's Office to provide law enforcement services for the city. The Sonoma Police Department (SPD), managed by the County Sheriff's Office, is responsible for the area within the city limits of the city of Sonoma and is staffed by one police chief, two sergeants, nine deputies, a school resource officer, a traffic officer, two community service officers and two administrative positions. The police department operates a "store front" type operation within city limits, with all the dispatching, record and property management, and investigative services are provided by resources at the Sheriff's main office in Santa Rosa. The police facility also operates serves as the city's Emergency Operation Center. The SPD is organized into the following divisions: Administration Division, Patrol Division, Parking Enforcement, Animal Control, School Resource Officer, Sonoma Valley Youth and Family Services, Volunteers in Policing, and Police Explorers. A school resource officer is assigned to the Sonoma Valley School District and supports both the SPD and the Sheriff's Sonoma Valley Substation. The SPD is also supported by a cadre of volunteers from the Sheriff's Volunteers in Policing Services (VIPS) program. The proposed Project would primarily be served by the police station located at 175 First Street West in the city of Sonoma. This station was built in 1981 and underwent major renovations in 2009.

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

*iii. Schools?*

Because the Project does not include a housing component, it would have no impact on school enrollment. This would be a ***less-than-significant impact***.

*iv. Parks?*

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

v. *Other Public Facilities?*

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

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

## Discussion:

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

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

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

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

| 16. TRANSPORTATION/TRAFFIC:<br>Would the project: | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | ☐ | ☑ | ☐ | ☐ |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☐ | ☑ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ☐ | ☑ |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☑ | ☐ | ☐ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☑ |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | ☐ | ☐ | ☐ | ☑ |

**Discussion:**

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

To evaluate the potential impacts of the Project with respect to transportation and traffic, a traffic impact study[13] was commissioned by the City of Sonoma and 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 StreetWest, East Spain Street/First Street East, East Napa Street First Street East, and nearby transportation facilities, such as the Casa Grande parking lot, bike paths, sidewalks, and transit stops. All of the streets addressed in the study are two-lanes, with parking on both sides. All of the study intersections are four-way, stop-sign controlled.

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

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

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

Using the criteria set forth above, the three study intersections were evaluated for the highest one-hour volume during the weekday evening (4:00 PM to 6:00 PM) and weekend midday (11:00 AM to 2:00 PM) periods. This

approach was used to establish existing conditions and to assess existing plus Project as well as cumulative conditions projected for the year 2040. The results of this analysis are summarized in the Tables below:

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

Source: Fehr and Peers

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

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

Source: Fehr and Peers

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

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

Under cumulative conditions, the addition of project trips to First Street East/East Napa Street would exacerbate LOS E operating conditions in the weekend midday peak hour and increase the average delay at the intersection by more than 5.0 seconds. Using the significance criteria set forth above, the impact to this intersection is a

***significant*** impact. All other study intersections operate at LOS D or better after the addition of project trips; therefore, the impacts at these intersections under cumulative conditions are less-than-significant.

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, the Transportation Impact Analysis identified two mitigation measure options:

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..

   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. The project (including the proposed basement level) 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. The design of the pedestrian connection would be subject to the review and approval of the City and State Parks.

However, based on the elimination of of the proposed 10,060-square foot basement level expansion area, the Traffic Engineer has determined that the trip generation associated with the Project would be reduced such that the cumulative impact at the intersection of First Street East/East Napa Street would be avoided. Therefore, subject to ***Mitigation Measure 5.a.1***, Project impacts on traffic and pedestrian conditions would be mitigated to a ***less-than-significant*** with mitigation and neither of the mitigation alternatives identified in the Transportation Impact Analysis would be required.

2. Parking: No on-site parking is proposed in conjunction with the building expansion associated with the proposed Project. Although, under CEQA, parking is not normally considered to be an area of potential impact, because of the documented shortage of on-street parking in the Plaza area and the potential for commercial parking to encroach into residential areas, the issue of parking is addressed in the consideration of potential traffic impacts.

   Parking space occupancy rates in the Sonoma Plaza area fluctuate throughout the day as businesses experience variations in parking demand. Data from the Urban Land Institute's Shared Parking, 2nd Edition suggests that the peaks of retail and restaurant parking demand generally occur between 5:00 PM to 7:00 PM on weekdays and 12:00 PM to 2:00 PM on weekends. When nearby uses have the same parking peaking characteristics, parking

supply issues more readily occur. Generally, parking occupancy rates above 70 percent lead to motorists perceiving that parking supply is becoming constrained. As parking occupancy rates exceed 85 percent, the parking supply becomes oversubscribed with the result that many motorists have difficulty finding an available parking space near their destination, and motorists may have to circulate around the street system to find an available parking space.

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

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

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

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

As detailed in section 7 of the Transportation Impact Analysis, the estimated net new parking demand generated by the proposed project on weekday afternoons could be accommodated by the existing parking supply available. The estimated net new parking demand generated by the proposed project on weekend afternoons, however, would not be accommodated by the existing parking supply in the study area between 1:00 PM and 3:00 PM, as a net supply shortfall of 11 to 13 spaces would occur during this time period. Similarly, the net increase in parking demand would place a substantial strain on the existing parking supply on weekend afternoons during the 12:00 PM to 1:00 PM and 3:00 PM to 4:00 PM time periods. While the existing parking supply could theoretically accommodate the additional demand, motorists would need to circulate around the roadway network to find an available parking space. With the elimination of the 10,060-square foot basement level, as required under Mitigation Measure 5.a.1, the Project impact on the existing parking supply would be greatly reduced. However,

because the Project proposes to add building area without off-setting parking, the payment of a parking in-lieu fee is still required. Otherwise, a ***significant impact*** would occur.

**Mitigation Measure 16.a:** ***Subject to the review and approval of the City Council, the applicant shall pay an in-lieu parking fee of not more than $60,000. These funds shall be used by the City to contribute to the development of a minimum of 12 parking spaces within the downtown area or a comparable improvement in parking availability as approved by the City Council.***

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

3. Pedestrian Facilities: The sidewalk system within the vicinity of the project site is continuous. The traffic study concludes that pedestrian facilities serving the project site are adequate and that the Project impact in this area would be ***less-than-significant***.

4. Bicycle Facilities: The development of the Project will not interfere with the future installation of any bicycle facilities as called for the City of Sonoma Bicycle and Pedestrian Master Plan. In compliance with City General Plan policy and standard conditions of approval, the Project will incorporate bicycle facilities, including secured bicycle parking. The traffic study concludes that the bicycle facilities serving the Project are adequate and that the Project impact in this area would be ***less-than-significant***.

5. Transit: The Project site site is located within easy walking distance of a transit stop. The traffic study concludes that the transit facilities serving the Project are adequately accessible; therefore, the Project impact in this regard would be ***less-than-significant***.

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

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

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

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

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

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

*e) Result in inadequate emergency access?*

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

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

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

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

## Discussion:

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

The proposed Project is within the Sonoma Valley County Sanitation District (SVCSD). The SVCSD's service area extends from the unincorporated community of Glen Ellen in the north to Schellville in the south. The wastewater collection system consists of approximately 188 miles of pipeline and two lift stations. The collection system conveys wastewater to the District's treatment facility located in the southern portion of the Sonoma Valley. The treatment

facility currently provides tertiary level treatment of wastewater. The SVCSD treatment plant operates under a National Pollutant Discharge Elimination System (NPDES) permit which was granted by the San Francisco Regional Water Quality Control Board. While the estimated maximum capacity of the treatment plant is 20 MGD, the NPDES permit limits the permitted average dry weather flow (ADWF) of the treatment plant to 3.0 million gallons per day (MGD). According to the most recent inspection report prepared by the RWQCB, the average dry weather flow through the facility in 2016 amounted to 1.78 MGD[14].

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

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

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

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

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

**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 shall be required to implement measures to compensate for any shortfall in the capacity in that area of the existing system.***

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

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

Because the site is already substantially developed with impervious surfaces, the construction of the Project will not increase storm flow volume. The site currently drains to an existing 18-inch pipe located at the rear of the property, which connects to a 54-inch storm drain located in Spain Street. Because these facilities are adequate to serve the Project, it will not require any alteration to existing storm drain infrastructure. ***No impact*** would occur.

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

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

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

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

- Identify measures to be implemented or projects to be undertaken to reduce water demands and address water supply shortfalls;
- Identify stages of action to address up to 50 percent reduction in water supplies during dry water years;
- Identify actions to be implemented in the event of a catastrophic interruption in water supplies;
- Assess the reliability of the sources during normal, single-dry, and multiple-dry water years; and

- Identify when, how, and what measures the City could undertake in order to meet the State Legislature's call for a 20 percent per capita reduction in urban water use statewide by 2020.

Overall, the City's UWMP, which was updated in 2015[15], determined that the City's combined projected water supplies are sufficient to meet projected demands during normal and multiple-year dry year conditions. During a severe drought condition, under the single-dry year condition, the City would not have adequate supplies and would need to impose mandatory water conservation. However, the City's water customers have been successful in reducing its water demands during water shortages, such as what occurred in 2009 when the City's water deliveries were reduced by 18 percent of normal. Moreover, in compliance with State mandates to reduce water usage, the city of Sonoma has reduced its water use by 29 percent from July 2015 through November 2015, when compared to the same period in 2013. In addition, the City can produce more groundwater on a short-term basis during peak summer months to supplement the SCWA supply. Because the development of the site is consistent with the water demand projections of the City's UWMP and because the UWMP sets forth a plan in which combined projected water supplies are sufficient to meet projected demands during normal and multiple-year dry year conditions, the development of the project would have a ***less than significant impact*** with respect to water supplies.

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

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

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

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

[15] 2015 Urban Water Management Plan Water Demand Analysis and Water Conservation Measures Update, City of Sonoma, July 1, 2015.

***materials included in such a plan are soil, brush and other vegetative growth, sheetrock, dimensional lumber, metal scraps, cardboard packaging, and plastic wrap.***

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

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

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

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

## Discussion:

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

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

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

The proposed development would not result in cumulative impacts deemed considerable. Impacts on public services, traffic, and utilities could contribute incrementally, but the combined effect would not be significant. As described in this Initial Study, implementation of Mitigation Measures 5.a.1, 16.a.1, 17.b, and 17.f would reduce the magnitude of potential cumulative impacts to a ***less-than-significant level***.

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

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

Attachments:

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

Available for Download (https://www.sonomacity.org/sonoma-cheese-factory-renovation/)
Project Submittal Package

# List of Mitigation Measures

## Air Quality

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

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

## Cultural/Tribal Resources

**Mitigation Measure 5.a.1:** The Project design shall be constructed and implemented in 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, except that:

1) The height of the new building element on the east side of the site, including the wood-clad screening, shall not exceed the lower (north) roof height of the historic Cheese Factory building to be retained (approximately 24 feet);
2) The proposed bear logo on the east facade of the building addition adjoining the Servants' Quarters building shall be omitted; and,
3) The proposed basement level addition shall not be implemented.

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, including consultation with State Parks, 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. Any required repairs or maintenance to the retained element of the Sonoma Cheese Factory shall be designed and implemented in accordance with applicable standards of the Secretary of Interior for the maintenance of historically-significant structures.

**Mitigation Measure 5.a.2:** The Project engineering and construction shall incorporate all of the applicable 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.
- A temporary construction barrier shall be placed and maintained adjoining the Servants' Quarters building during the period of construction. Any project-related damage to the state park (and its historic resources) shall be repaired or replaced solely at the expense of the Applicant, and suggested repairs shall be recommended by appropriate experts, in consultation with, and to State Parks satisfaction.

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

**Mitigation Measure 5.b:** An archaeologist who meets the Secretary of the Interior's Standards shall be contracted to develop and implement a Research Design Program, subject to the review and approval of the Planning Director. This Research Design Program, which shall be developed with consultation from State Parks, shall outline the

appropriate historical themes that would be associated with potential historic, archaeological, and tribal resources within the area of site redevelopment (the "study area"), identify locations that have the highest potential to contain such features, and identify the appropriate investigation, consultation, and mitigation methods for potential features that could be discovered within the study area. A subsurface investigation of the study area shall be carried out based on the methods outlined in the Research Design Program so that potential features can be identified, evaluated, and mitigated (if necessary) appropriately prior to construction.

The Research Design Program shall include provisions for notifying construction personnel involved with earthmoving shall be alerted to the potential for the discovery of cultural materials, including pre-historic materials. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.

If prehistoric or historic-period archaeological resources are encountered during construction, all construction activities within 50 feet shall halt and the Planning Director shall be notified. The project 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 the Research Design Program, which shall be prepared in compliance 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, the project 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 and the Research Design Program.

**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:** Subject to the review and approval of the City Council, the applicant shall pay an in-lieu parking fee of not more than $60,000. These funds shall be used by the City to contribute to the development of a minimum of 12 parking spaces within the downtown area or a comparable improvement in parking availability as approved by the City Council.

**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 shall 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.

FEHR PEERS

# MEMORANDUM

Date: March 20, 2018

To: David Goodison, City of Sonoma

From: Ian Barnes and Bob Grandy, Fehr & Peers

**Subject: Supplemental Traffic Information for the Sonoma Cheese Factory Project Transportation Impact Analysis**

*WC17-3452*

This memorandum presents supplemental traffic volume information and supplemental intersection operations results as requested by City of Sonoma staff for the Sonoma Cheese Factory project. This memorandum includes supplemental information regarding the following topics:

- Reasonableness check for Existing Conditions volumes
- Additional discussion regarding the Cumulative year traffic volume forecast procedure
- Intersection operating conditions under an alternative project description
    - Alternative project description trip generation calculation
    - Alternative project description trip assignment
    - Alternative project description Cumulative (Year 2040) intersection operations analysis
- Parking supply and demand analysis under an alternative project description

This memorandum is presented as a supplement to the *Sonoma Cheese Factory Final Transportation Impact Analysis Report,* prepared by Fehr & Peers and submitted in February 2018.

## EXISTING CONDITIONS VOLUMES REASONABLENESS CHECK

As noted in the Final Transportation Impact Analysis Report (Final TIA) for the project, traffic counts forming the basis of the Existing Conditions analysis were collected in November 2017. Traffic counts were collected on days with good weather and local schools in session, as is the typical procedure for collection of traffic data. The weekend midday peak period counts were collected on November 11, 2017 and the weekday afternoon peak period counts were collected on November 14, 2017. The traffic counts were performed at the following three study intersections:

1. West Spain Street/First Street West
2. East Spain Street/First Street East
3. East Napa Street/First Street East

### Weekday Afternoon Peak Period Reasonableness Check

The Hotel Project Sonoma Draft EIR (August 2017) presented traffic count data for intersections adjacent to the study area for the Sonoma Cheese Factory project (see Draft EIR Figure 4.10-1). While the traffic analyses for the projects do not have overlapping study intersections, two of the Sonoma Cheese Factory study intersections are immediately adjacent to two Hotel Project Sonoma study intersections and thus share common connecting road segments (i.e., First Street West and East Napa Street). Thus, a comparison of weekday afternoon peak hour entry/exit link volumes would provide a basis for a reasonability check for the Existing Conditions volumes. This check is presented below in **Table A1**.

**TABLE A1: WEEKDAY AFTERNOON PEAK HOUR VOLUME COMPARISON**

| Project | Southbound/Westbound Count Volume | Northbound/Eastbound Count Volume |
|---|---|---|
| ***Comparison #1: First Street West between West Spain Street and West Napa Street (SR 12)*** | | |
| Sonoma Cheese Factory Count at West Spain Street/First Street West | 78 | 176 |
| Hotel Project Sonoma Count at West Napa Street (SR 12)/First Street West | 70 | 179 |
| ***Difference (Cheese Factory – Hotel Project Sonoma)*** | ***+8*** | ***-3*** |
| ***Comparison #2: East Napa Street between Broadway (SR 12) and First Street East*** | | |
| Sonoma Cheese Factory Count at East Napa Street/First Street East | 347 | 323 |
| Hotel Project Sonoma Count at Napa Street/Broadway (SR 12) | 340 | 326 |
| ***Difference (Cheese Factory – Hotel Project Sonoma)*** | ***+7*** | ***-3*** |

Sources: *Hotel Project Sonoma Draft EIR,* August 2017 and Fehr & Peers, March 2018

The results of the volume comparison indicate that the Sonoma Cheese Factory counts taken in November 2017 are slightly higher than the Hotel Project Sonoma counts taken in spring of 2015. It is noted that, while there is some tourist demand at the Sonoma Plaza mid-week, traffic volumes

in the weekday afternoon peak period are primarily driven by local residential commuter trips. Since Sonoma is a low-growth community, and commuter trips are metered by local and regional bottlenecks (i.e. traffic congestion along SR 12 east and west of the Plaza, and the SR 37/SR 121 and SR 121/SR 116 bottlenecks), a small increase in peak hour traffic volume is to be expected. Therefore, we believe that the November 2017 counts represent a reasonable basis for the Existing Conditions analysis of the weekday PM peak hour.

### Weekend Midday Peak Period Reasonableness Check

The Sonoma Cheese Factory Final TIA weekend midday peak period analysis studies the weekend midday peak period as this is the peak traffic generating period of the project (11:00 AM to 2:00 PM). The Hotel Project Sonoma traffic analysis studied the 4:00 PM to 6:00 PM period on the weekend as this is when the hotel is anticipated to have its peak traffic generating period. Therefore a comparison of count data for the weekend period (similar to the weekend afternoon comparison described previously) would not provide a meaningful comparison.

As noted previously, the weekend midday counts were collected on Saturday, November 11, 2017, which was a three-day weekend for the Veterans Day holiday. Since the holiday fell on a Saturday, most workplaces observed the holiday on the Friday prior the holiday. Therefore, we expect that the traffic volume data collected on November 11 would represent a higher-than-typical set of volumes. The weather in Sonoma on the day of the counts was sunny and clear, with good air quality.

Another indication of the level of vehicle traffic on November 11 is parking occupancy data that was collected. Ultimately, visitors in vehicles traversing the study intersections are either going to or coming from areas of parking supply. As shown in **Table 11** in the Final TIA, parking supply in the Plaza parking study area was observed to be over 85% occupied (functionally full) during a large portion of the traffic volume count period. The parking occupancy data indicates that there was substantial vehicular demand for uses in the Plaza area, as it typical for most Saturdays. Therefore, we believe that the November 2017 counts represent a reasonable basis for Existing Conditions analysis of the weekend midday peak hour.

## CUMULATIVE (YEAR 2040) TRAFFIC VOLUME FORECAST PROCEDURE

As noted in **Table 9** in the Final TIA, the Association of Bay Area Governments' (ABAG) Plan Bay Area 2040 assumes that the number of jobs and households in the City of Sonoma is anticipated to grow at less than 0.5 percent per year between Year 2010 and Year 2040. For the County of Sonoma as a whole, the growth in number of jobs and households is anticipated to grow by about

0.6 percent to 0.7 percent per year. The Final TIA traffic analysis notes that the growth factor used in the development of the Cumulative Year 2040 traffic volume forecasts was 1.1 percent per year. For perspective, many infrastructure studies related to Transbay and other regional freeway/interchange projects assume a background growth factor of 0.75 percent to 1.0 percent per year. Thus, the Cumulative traffic volume forecast procedure is conservative given annual Sonoma County population and employment growth forecasts.

## ALTERNATIVE PROJECT DESCRIPTION INTERSECTION OPERATIONS ANALYSIS

As described by City staff, a reduced project size alternative has been proposed for the Sonoma Cheese Factory project. This alternative would forego the remodeling of the basement level of the Sonoma Cheese Factory building. The alternative project would result in the final project size being reduced from 25,000 square feet to 14,935 square feet. This new final project size would represent an increase of about 3,540 square feet over the approximately 11,400 square feet of existing uses on site.

### Trip Generation Analysis

The alternative project description would reduce the number of net new project trips generated by the project compared to the trip generation values provided in the Final TIA. **Table A2** presents the trip generation comparison between the two project alternatives. The trip generation rates used in the analysis in **Table A2** are described in detail in **Chapter 4** of the Final TIA.

**TABLE A2: PROJECT TRIP GENERATION**

| Land Use Scenario | Quantity | Weekday PM Peak Hour of Generator | | | Weekend Midday Peak Hour of Generator | | |
|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total |
| Existing Uses | 11.4 ksf[1] | 3 | 3 | 6 | 37 | 42 | 79 |
| Alternative Project | 14.935 ksf[1] | 4 | 4 | 8 | 49 | 55 | 104 |
| ***Net New Project Trips Under Alternative Project Description*** | | ***1*** | ***1*** | ***2*** | ***12*** | ***13*** | ***25*** |
| ***Net New Project Trips Under Original Project Description*** | | ***4*** | ***4*** | ***8*** | ***44*** | ***51*** | ***95*** |
| ***Difference in Net New Trips Generated*** | | ***-3*** | ***-3*** | ***-6*** | ***-32*** | ***-38*** | ***-75*** |

Notes:

1. 1 ksf = 1,000 square feet gross floor area

Source: Fehr & Peers, March 2018

As noted in **Table A2**, the project under the alternative project description scenario would generate about 75 percent fewer net new trips versus the project under the original project description.

## Trip Distribution and Assignment

The distribution of project trips to the transportation system is expected to remain equivalent to the distribution presented in **Figure 7** in the Final TIA. However, the number of project trips assigned to the study intersections would change as the project generates fewer trips under the alternative project description. The alternative project description project trip assignment is presented on **Figure A1** (all figures provided at the end of this memorandum).

## Existing with Alternative Project Conditions Intersection Impacts

**Chapter 5** of the Final TIA notes that the project's impacts to intersection operations under Existing with (Original) Project Conditions are less-than-significant under the original (larger) trip generation values. As noted in **Table A2**, the alternative project description would result in about 75 percent fewer net new trips generated versus the original project description. Since the level of impact to intersection operations is proportional to the number of project trips added at a study intersection, it is presumed that the project's impacts to intersection operations under Existing with Alternative Project Conditions remain ***less-than-significant.***

### Cumulative with Alternative Project Conditions Intersection Impacts

The alternative project trip assignment presented on **Figure A1** was applied to the Cumulative without Project Conditions traffic volumes presented on **Figure 10** in the Final TIA to generate Cumulative with Alternative Project Conditions traffic volumes. Cumulative with Alternative Project Conditions traffic volumes are presented on **Figure A2**. **Table A3** presents the Cumulative with Alternative Project Conditions intersection operations analysis using the volumes from **Figure A2**. Synchro intersection analysis output sheets for Cumulative with Alternative Project Conditions are provided in **Attachment A**.

**TABLE A3: CUMULATIVE (YEAR 2040) INTERSECTION LEVELS OF SERVICE**

| Intersection | | Peak Hour[1] | Cumulative Conditions | | Cumulative with Alternative Project Conditions | | |
|---|---|---|---|---|---|---|---|
| | | | Delay[2] | LOS[3] | Delay[2] | LOS[3] | Δ Delay[4] |
| 1 | First Street West/ West Spain Street | PM<br>MD | 20.4<br>**36.1** | C<br>**E** | 20.4<br>**36.6** | C<br>**E** | +0.0<br>**+0.5** |
| 2 | First Street East/ East Spain Street | PM<br>MD | 14.6<br>20.7 | B<br>C | 14.7<br>22.2 | B<br>C | +0.1<br>+1.5 |
| 3 | First Street East/ East Napa Street | PM<br>MD | 17.3<br>**37.8** | C<br>**E** | 17.4<br>**40.8** | C<br>**E** | +0.1<br>**+3.0** |

Notes:
1. PM = Weekday evening peak hour, MD = Weekend midday peak hour
2. Whole intersection average delay reported for all-way stop-controlled intersections. Delay calculated per *HCM 2010* methodologies.
3. LOS designation per *HCM 2010*.
4. Change in delay between Cumulative (without Project) Conditions and Cumulative with Alternative Project Conditions.
**Bold** indicates operations below LOS D. **Bold and highlighted** indicates a significant impact.
Source: Fehr & Peers, February 2018.

As noted in **Table A3**, the project-related changes to intersection delay are less than 5.0 seconds at study intersections operating worse than LOS D under Cumulative without Project Conditions. Therefore, the project's impacts to study intersection operations are ***less-than-significant.*** For reference, **Chapter 6** of the Final TIA notes that the Cumulative with (Original) Project Conditions impact to First Street East/East Napa Street under the weekend midday peak hour scenario is ***less-than-significant with mitigation***.

## ALTERNATIVE PROJECT PARKING SUPPLY AND DEMAND ANALYSIS

The parking evaluation presented in **Chapter 7** of the Final TIA noted that the project, under the original project description, would generate new parking demand between 1:00 PM and 3:00 PM

that would exceed the available parking supply during these periods. Additionally, between 12:00 PM to 1:00 PM and 3:00 PM to 4:00 PM, the project would generate new parking demand during periods where the overall parking supply in study area was over 85 percent occupied. While the existing parking supply would be able to accommodate the additional demand during these two shoulder hours, motorists would need to circulate around the roadway network for a substantial period of time to find an available parking space.

**Table A4**, below, presents an analysis of the parking demand for the project under the alternative project description. The underlying parking demand rate data, existing parking demand data and existing spaces available data presented in **Table A4** are further explained in **Chapter 7** of the Final TIA.

**TABLE A4: ALTERNATIVE PROJECT DESCRIPTION PARKING DEMAND ANALYSIS**

| Time Period | Parking Demand Rate per 1,000 SF | Project Size | Future Parking Demand | Existing Parking Demand | Net New Parking Demand | Existing Spaces Available |
|---|---|---|---|---|---|---|
| ***Weekday Afternoon Parking Demand (3:00 PM to 7:00 PM)*** | | | | | | |
| 3:00 PM to 4:00 PM | 0.34 | 14,935 SF | 6 | 4 | +2 | 314 |
| 4:00 PM to 5:00 PM | 0.34 | 14,935 SF | 6 | 4 | +2 | 311 |
| 5:00 PM to 6:00 PM | 0.37 | 14,935 SF | 6 | 4 | +2 | 285 |
| 6:00 PM to 7:00 PM | 0.37 | 14,935 SF | 6 | 4 | +2 | 280 |
| ***Weekend Midday Parking Demand (10:00 AM to 4:00 PM)*** | | | | | | |
| 10:00 AM to 11:00 AM | 1.49 | 14,935 SF | 23 | 17 | +6 | 271 |
| 11:00 AM to 12:00 PM | 1.84 | 14,935 SF | 28 | 21 | +7 | 175 |
| 12:00 PM to 1:00 PM | 2.28 | 14,935 SF | 35 | 26 | +9 | 76 |
| 1:00 PM to 2:00 PM | 2.63 | 14,935 SF | 40 | 30 | +10 | 25 |
| 2:00 PM to 3:00 PM | 2.90 | 14,935 SF | 44 | 33 | +11 | 26 |
| 3:00 PM to 4:00 PM | 2.90 | 14,935 SF | 44 | 33 | +11 | 76 |

Notes:
**Bold and highlighted** indicates a period where the projected net new parking demand exceeds existing available spaces.
Source: Fehr & Peers, March 2018

As noted in **Table A4**, the parking demand generated by the project under the alternative project description would be accommodated by the existing available parking supply. However, similar to the analysis included in the Final TIA, the project would generate additional parking demand to time periods (12:00 PM to 4:00 PM) where the overall parking supply in study area was over 85 percent occupied. While the existing parking supply would be able to accommodate the additional demand during these two shoulder hours, motorists would need to circulate around the roadway network for a substantial period of time to find an available parking space.

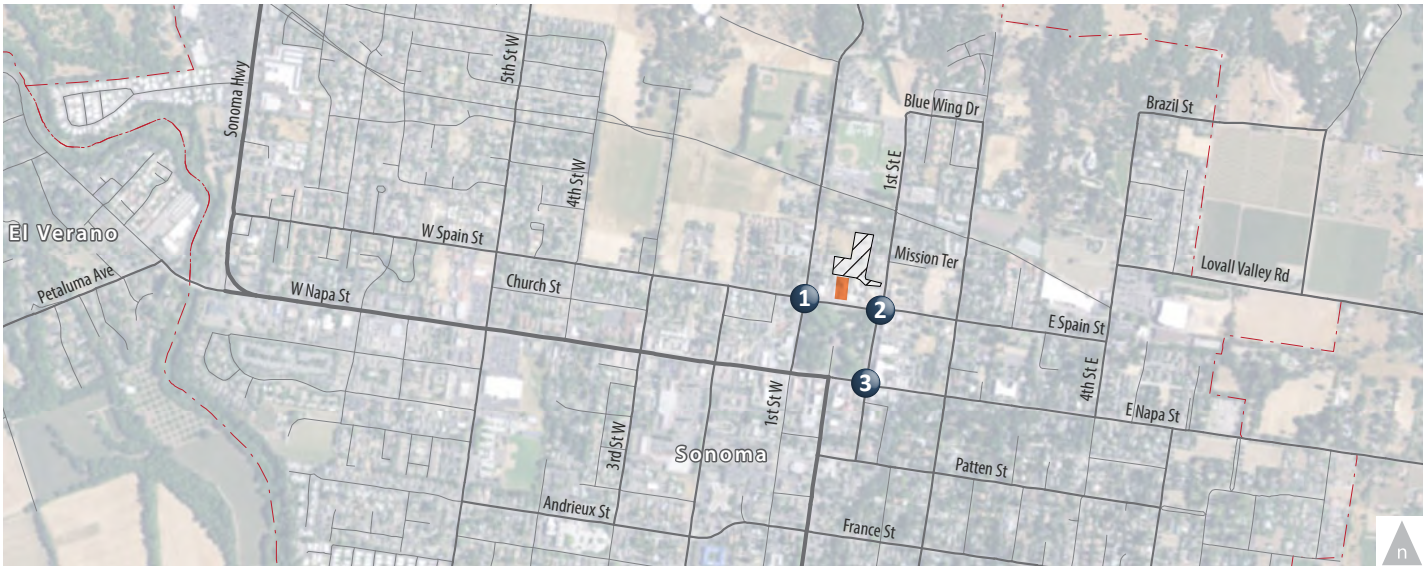
This concludes our memorandum providing supplemental traffic information for the Sonoma Cheese Factory project. Please call Ian Barnes at (925) 930-7100 if you have any questions or comments.

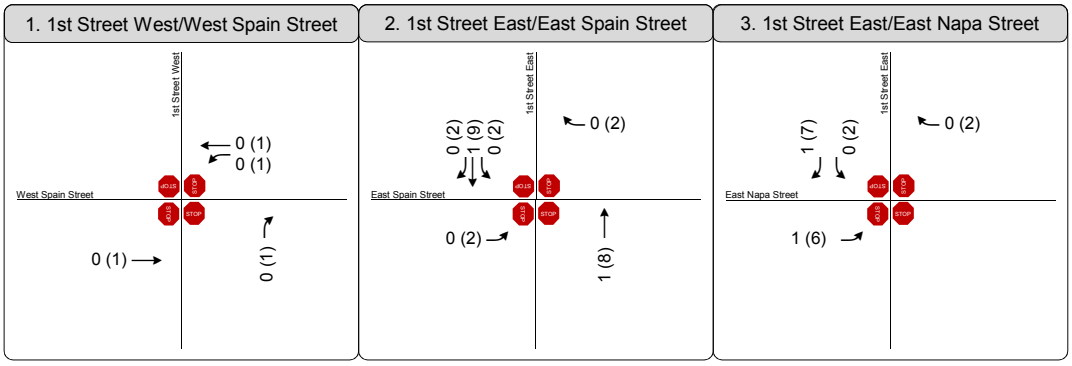
## ATTACHMENTS

**Figure A1** Alternative Project Description Project Trip Assignment

**Figure A2** Cumulative with Alternative Project Conditions Intersection Traffic Volumes, Lane Configurations and Intersection Control Devices

**Attachment A** Cumulative with Alternative Project Conditions Synchro LOS Worksheets



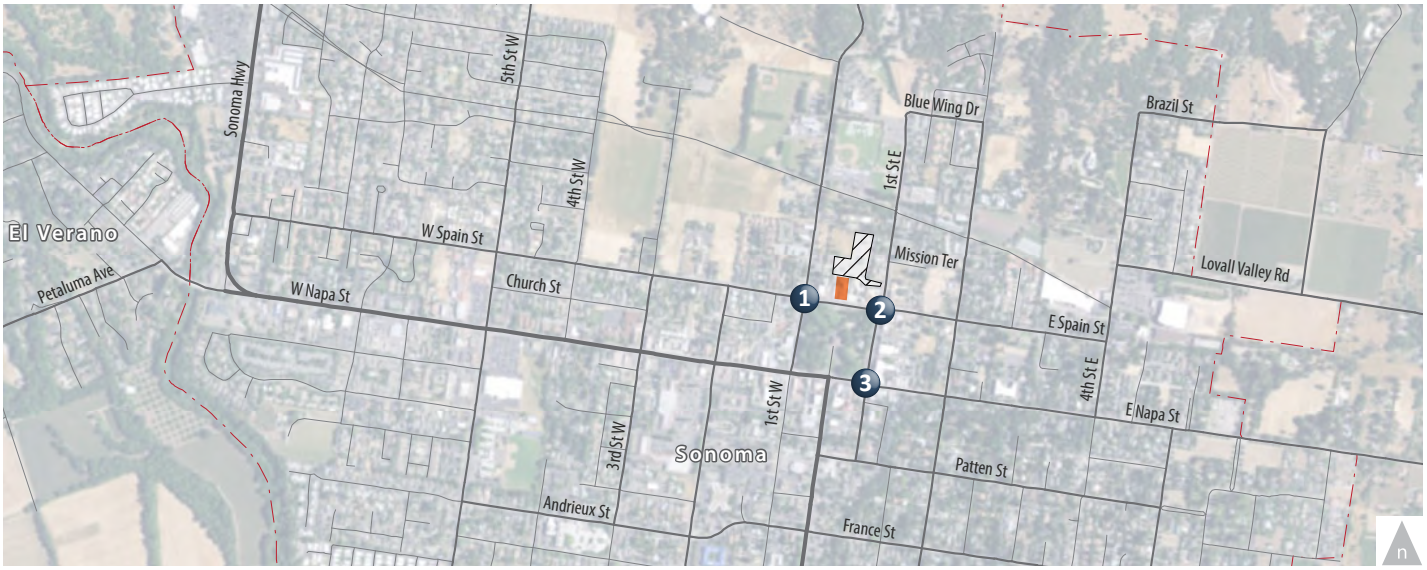

**LEGEND**

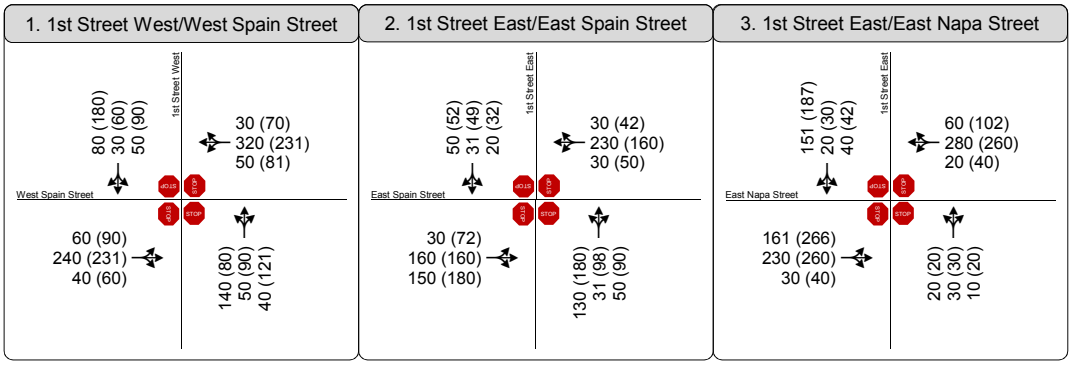
Project Site | Casa Grande Parking Lot | # Study Intersection

XX (YY) Weekday PM (Weekend Midday) Peak Hour Traffic Volumes | STOP Stop Sign

Figure A1

# Alternative Project Description Project Trip Assignment




**LEGEND**

Project Site | Casa Grande Parking Lot | # Study Intersection

XX (YY) Weekday PM (Weekend Midday) Peak Hour Traffic Volumes | Stop Sign

Figure A2

## Cumulative (Year 2040) with Alternative Project Conditions Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 20.4 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 60 | 240 | 40 | 50 | 320 | 30 | 140 | 50 | 40 | 50 | 30 | 80 |
| Future Vol, veh/h | 60 | 240 | 40 | 50 | 320 | 30 | 140 | 50 | 40 | 50 | 30 | 80 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 261 | 43 | 54 | 348 | 33 | 152 | 54 | 43 | 54 | 33 | 87 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 20.4 | 25.5 | 16.3 | 13.5 |
| HCM LOS | C | D | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 61% | 18% | 12% | 31% |
| Vol Thru, % | 22% | 71% | 80% | 19% |
| Vol Right, % | 17% | 12% | 7% | 50% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 230 | 340 | 400 | 160 |
| LT Vol | 140 | 60 | 50 | 50 |
| Through Vol | 50 | 240 | 320 | 30 |
| RT Vol | 40 | 40 | 30 | 80 |
| Lane Flow Rate | 250 | 370 | 435 | 174 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.48 | 0.648 | 0.748 | 0.334 |
| Departure Headway (Hd) | 6.908 | 6.31 | 6.195 | 6.912 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 518 | 569 | 583 | 517 |
| Service Time | 4.991 | 4.387 | 4.268 | 5.007 |
| HCM Lane V/C Ratio | 0.483 | 0.65 | 0.746 | 0.337 |
| HCM Control Delay | 16.3 | 20.4 | 25.5 | 13.5 |
| HCM Lane LOS | C | C | D | B |
| HCM 95th-tile Q | 2.6 | 4.7 | 6.5 | 1.5 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 14.7 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 30 | 160 | 150 | 30 | 230 | 30 | 130 | 31 | 50 | 20 | 31 | 50 |
| Future Vol, veh/h | 30 | 160 | 150 | 30 | 230 | 30 | 130 | 31 | 50 | 20 | 31 | 50 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 186 | 174 | 35 | 267 | 35 | 151 | 36 | 58 | 23 | 36 | 58 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 16.1 | 15.1 | 13.8 | 11 |
| HCM LOS | C | C | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 62% | 9% | 10% | 20% |
| Vol Thru, % | 15% | 47% | 79% | 31% |
| Vol Right, % | 24% | 44% | 10% | 50% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 211 | 340 | 290 | 101 |
| LT Vol | 130 | 30 | 30 | 20 |
| Through Vol | 31 | 160 | 230 | 31 |
| RT Vol | 50 | 150 | 30 | 50 |
| Lane Flow Rate | 245 | 395 | 337 | 117 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.425 | 0.592 | 0.531 | 0.207 |
| Departure Headway (Hd) | 6.236 | 5.495 | 5.777 | 6.334 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 581 | 660 | 627 | 570 |
| Service Time | 4.236 | 3.495 | 3.777 | 4.345 |
| HCM Lane V/C Ratio | 0.422 | 0.598 | 0.537 | 0.205 |
| HCM Control Delay | 13.8 | 16.1 | 15.1 | 11 |
| HCM Lane LOS | B | C | C | B |
| HCM 95th-tile Q | 2.1 | 3.9 | 3.1 | 0.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 17.4 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 161 | 230 | 30 | 20 | 280 | 60 | 20 | 30 | 10 | 40 | 20 | 151 |
| Future Vol, veh/h | 161 | 230 | 30 | 20 | 280 | 60 | 20 | 30 | 10 | 40 | 20 | 151 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 177 | 253 | 33 | 22 | 308 | 66 | 22 | 33 | 11 | 44 | 22 | 166 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 21.1 | 16.8 | 10.9 | 12.7 |
| HCM LOS | C | C | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 33% | 38% | 6% | 19% |
| Vol Thru, % | 50% | 55% | 78% | 9% |
| Vol Right, % | 17% | 7% | 17% | 72% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 60 | 421 | 360 | 211 |
| LT Vol | 20 | 161 | 20 | 40 |
| Through Vol | 30 | 230 | 280 | 20 |
| RT Vol | 10 | 30 | 60 | 151 |
| Lane Flow Rate | 66 | 463 | 396 | 232 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.126 | 0.71 | 0.606 | 0.383 |
| Departure Headway (Hd) | 6.88 | 5.525 | 5.511 | 5.953 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 524 | 648 | 649 | 598 |
| Service Time | 4.88 | 3.6 | 3.59 | 4.046 |
| HCM Lane V/C Ratio | 0.126 | 0.715 | 0.61 | 0.388 |
| HCM Control Delay | 10.9 | 21.1 | 16.8 | 12.7 |
| HCM Lane LOS | B | C | C | B |
| HCM 95th-tile Q | 0.4 | 5.9 | 4.1 | 1.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 36.6 |
| Intersection LOS | E |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 90 | 231 | 60 | 81 | 231 | 70 | 80 | 90 | 121 | 90 | 60 | 180 |
| Future Vol, veh/h | 90 | 231 | 60 | 81 | 231 | 70 | 80 | 90 | 121 | 90 | 60 | 180 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 92 | 236 | 61 | 83 | 236 | 71 | 82 | 92 | 123 | 92 | 61 | 184 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 42.7 | 42.6 | 26.9 | 31.1 |
| HCM LOS | E | E | D | D |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 27% | 24% | 21% | 27% |
| Vol Thru, % | 31% | 61% | 60% | 18% |
| Vol Right, % | 42% | 16% | 18% | 55% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 291 | 381 | 382 | 330 |
| LT Vol | 80 | 90 | 81 | 90 |
| Through Vol | 90 | 231 | 231 | 60 |
| RT Vol | 121 | 60 | 70 | 180 |
| Lane Flow Rate | 297 | 389 | 390 | 337 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.677 | 0.855 | 0.855 | 0.746 |
| Departure Headway (Hd) | 8.207 | 7.916 | 7.895 | 7.973 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 439 | 455 | 456 | 451 |
| Service Time | 6.28 | 5.983 | 5.962 | 6.042 |
| HCM Lane V/C Ratio | 0.677 | 0.855 | 0.855 | 0.747 |
| HCM Control Delay | 26.9 | 42.7 | 42.6 | 31.1 |
| HCM Lane LOS | D | E | E | D |
| HCM 95th-tile Q | 4.9 | 8.6 | 8.6 | 6.1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 22.2 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 72 | 160 | 180 | 50 | 160 | 42 | 180 | 98 | 90 | 32 | 49 | 52 |
| Future Vol, veh/h | 72 | 160 | 180 | 50 | 160 | 42 | 180 | 98 | 90 | 32 | 49 | 52 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 77 | 172 | 194 | 54 | 172 | 45 | 194 | 105 | 97 | 34 | 53 | 56 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 26.4 | 16.8 | 24.5 | 13.1 |
| HCM LOS | D | C | C | B |

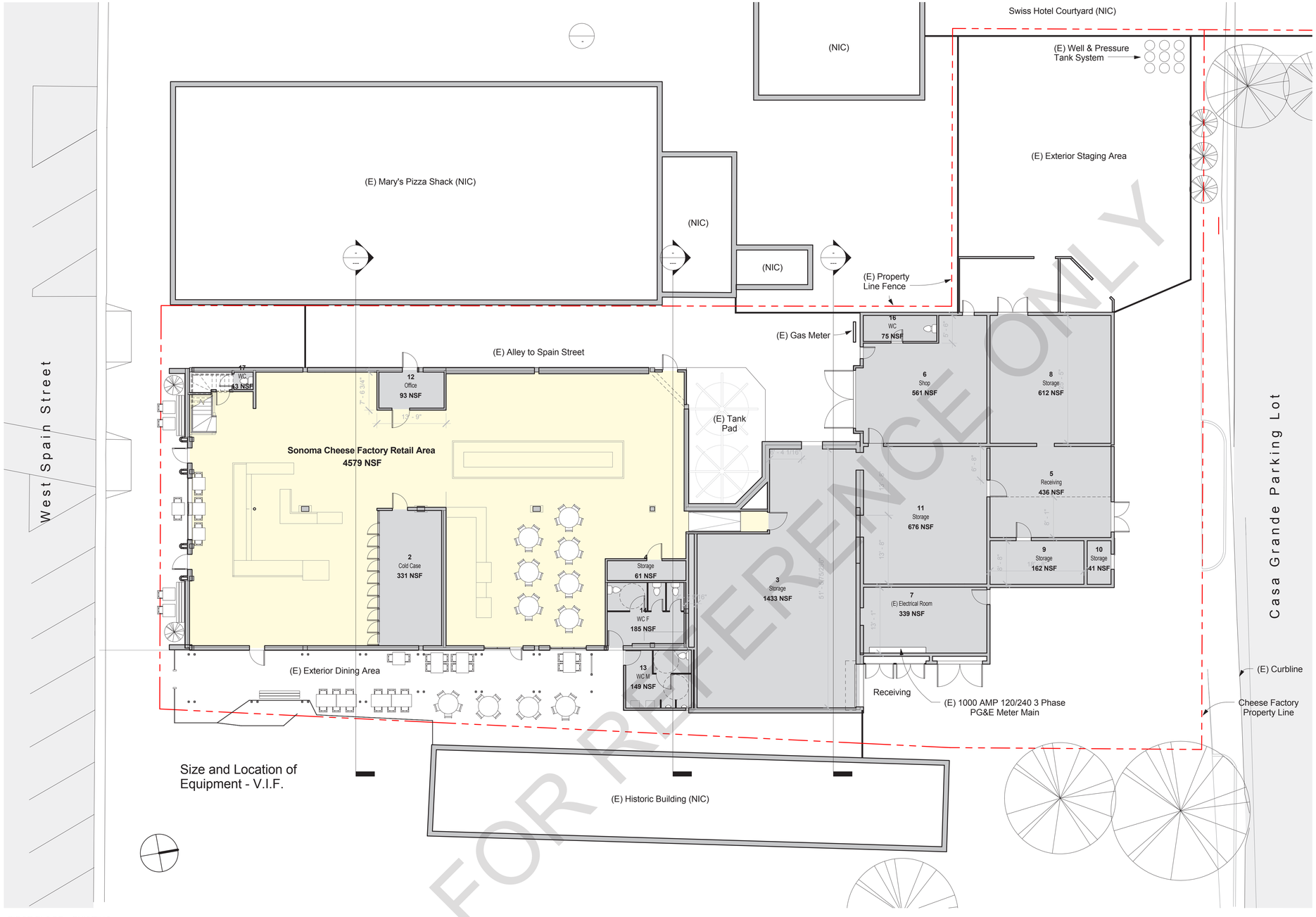
| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 49% | 17% | 20% | 24% |
| Vol Thru, % | 27% | 39% | 63% | 37% |
| Vol Right, % | 24% | 44% | 17% | 39% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 368 | 412 | 252 | 133 |
| LT Vol | 180 | 72 | 50 | 32 |
| Through Vol | 98 | 160 | 160 | 49 |
| RT Vol | 90 | 180 | 42 | 52 |
| Lane Flow Rate | 396 | 443 | 271 | 143 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.716 | 0.76 | 0.513 | 0.286 |
| Departure Headway (Hd) | 6.615 | 6.179 | 6.81 | 7.212 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 550 | 580 | 534 | 501 |
| Service Time | 4.615 | 4.277 | 4.81 | 5.23 |
| HCM Lane V/C Ratio | 0.72 | 0.764 | 0.507 | 0.285 |
| HCM Control Delay | 24.5 | 26.4 | 16.8 | 13.1 |
| HCM Lane LOS | C | D | C | B |
| HCM 95th-tile Q | 5.8 | 6.8 | 2.9 | 1.2 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 40.8 |
| Intersection LOS | E |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 266 | 260 | 40 | 40 | 260 | 102 | 20 | 30 | 20 | 42 | 30 | 187 |
| Future Vol, veh/h | 266 | 260 | 40 | 40 | 260 | 102 | 20 | 30 | 20 | 42 | 30 | 187 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 283 | 277 | 43 | 43 | 277 | 109 | 21 | 32 | 21 | 45 | 32 | 199 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 66.4 | 25.1 | 12.5 | 16.9 |
| HCM LOS | F | D | B | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 29% | 47% | 10% | 16% |
| Vol Thru, % | 43% | 46% | 65% | 12% |
| Vol Right, % | 29% | 7% | 25% | 72% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 70 | 566 | 402 | 259 |
| LT Vol | 20 | 266 | 40 | 42 |
| Through Vol | 30 | 260 | 260 | 30 |
| RT Vol | 20 | 40 | 102 | 187 |
| Lane Flow Rate | 74 | 602 | 428 | 276 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.162 | 1.018 | 0.74 | 0.516 |
| Departure Headway (Hd) | 7.94 | 6.088 | 6.229 | 6.745 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 454 | 596 | 577 | 532 |
| Service Time | 5.94 | 4.153 | 4.301 | 4.823 |
| HCM Lane V/C Ratio | 0.163 | 1.01 | 0.742 | 0.519 |
| HCM Control Delay | 12.5 | 66.4 | 25.1 | 16.9 |
| HCM Lane LOS | B | F | D | C |
| HCM 95th-tile Q | 0.6 | 15.6 | 6.4 | 2.9 |




1 FIRST FLOOR - EXISTING
1" = 10'-0"

2 FP- 02- SECOND 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

CARLIN APPA REAL ESTATE

# Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

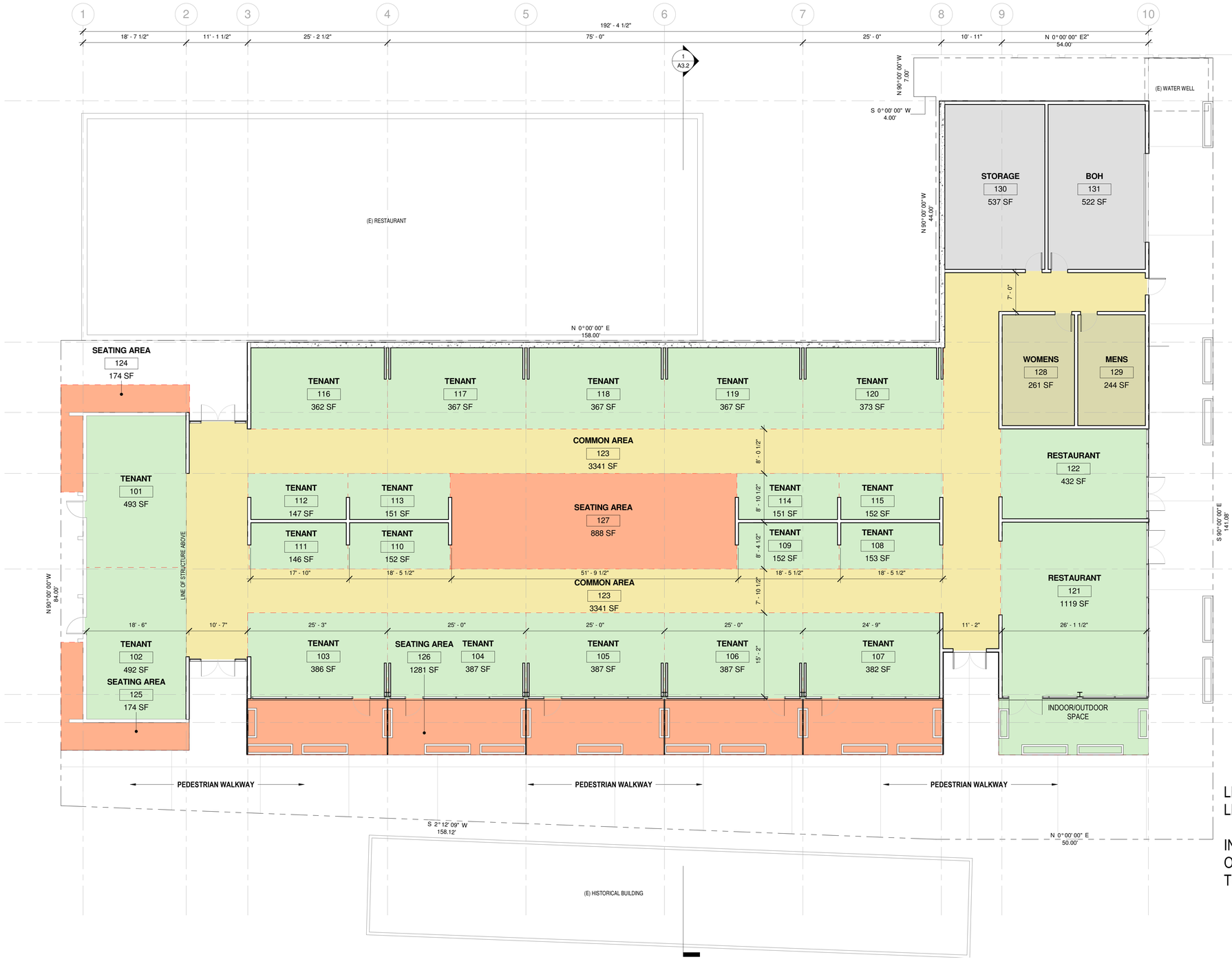
EXISTING LEVEL 1
FLOOR PLAN

JUNE 14, 2017

18004 Sky Park Circle
Suite 200
Irvine, CA 92614
949.757.3240
www.sms-arch.com



SMS ARCHITECTS




## Room Legend

- RESTAURANT
- TENANT
- SEATING AREA
- STORAGE
- BOH
- COMMON AREA
- MENS
- WOMENS

| | |
|---|---|
| LEVEL 1 LEASABLE AREA: | 8,926 S.F. |
| LEVEL 1 BUILDING AREA: | 14,935 S.F. |
| INDOOR SEATING: | 223 SEATS |
| OUTDOOR SEATING: | 72 SEATS |
| TOTAL SEATING: | 295 SEATS |

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APPA REAL ESTATE

# Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

## PROPOSED LEVEL 1 FLOOR PLAN

JUNE 14, 2017

18004 Sky Park Circle
Suite 200
Irvine, CA 92614
949.757.3240
www.sms-arch.com


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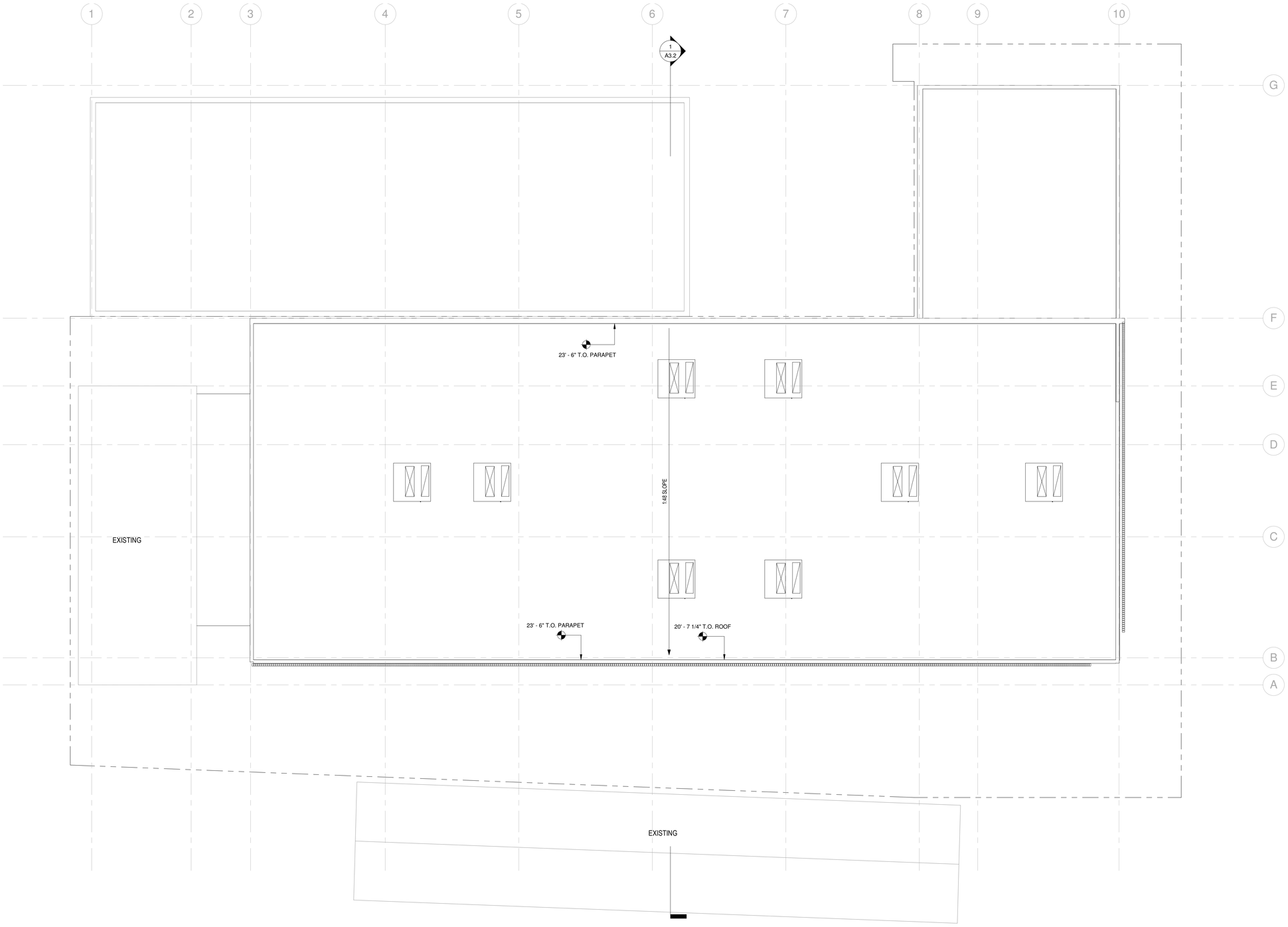


***NOTE:***
***ROOF TOP EQUIPMENT TO BE SCREENED PER LINE OF SITE WITH PARAPETS***

N

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# Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

## ROOF PLAN

JUNE 14, 2017

18004 Sky Park Circle
Suite 200
Irvine, CA 92614
949.757.3240
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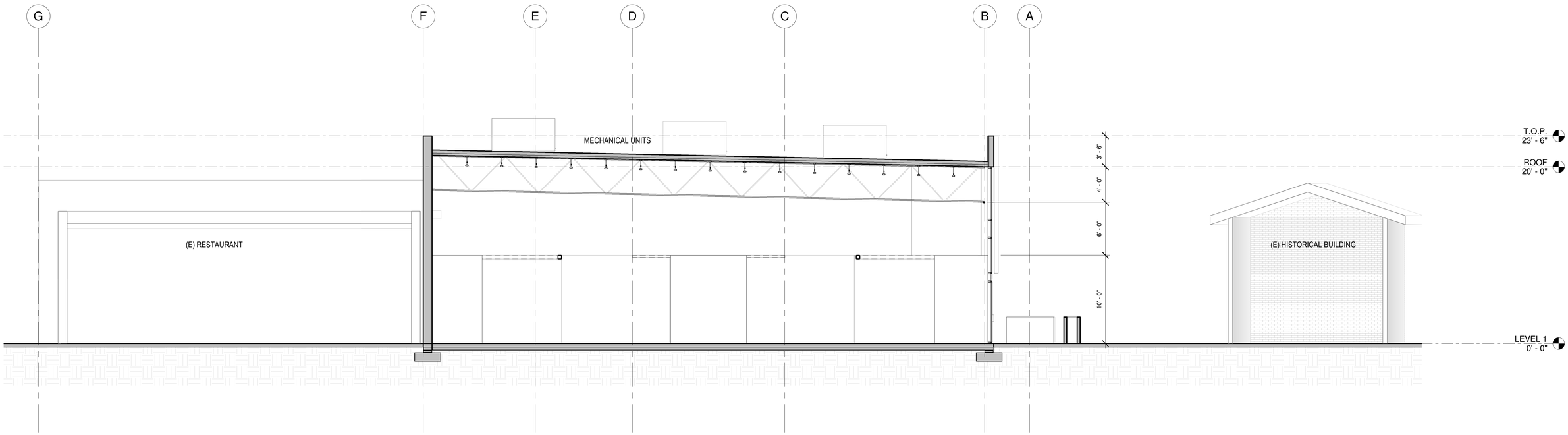
SMS ARCHITECTS




BUILDING SECTION 1
3/16" = 1'-0" A2.0.1 A3.2

CARLIN APPA REAL ESTATE

# Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

SECTION

JUNE 14, 2017

18004 Sky Park Circle
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Irvine, CA 92614
949.757.3240
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SMS ARCHITECTS


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# Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

## VIEW FROM HISTORIC PARK

JUNE 14, 2017

18004 Sky Park Circle
Suite 200
Irvine, CA 92614
949.757.3240
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SMS ARCHITECTS


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# Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

## VIEW FROM PARK

JUNE 14, 2017

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Irvine, CA 92614
949.757.3240
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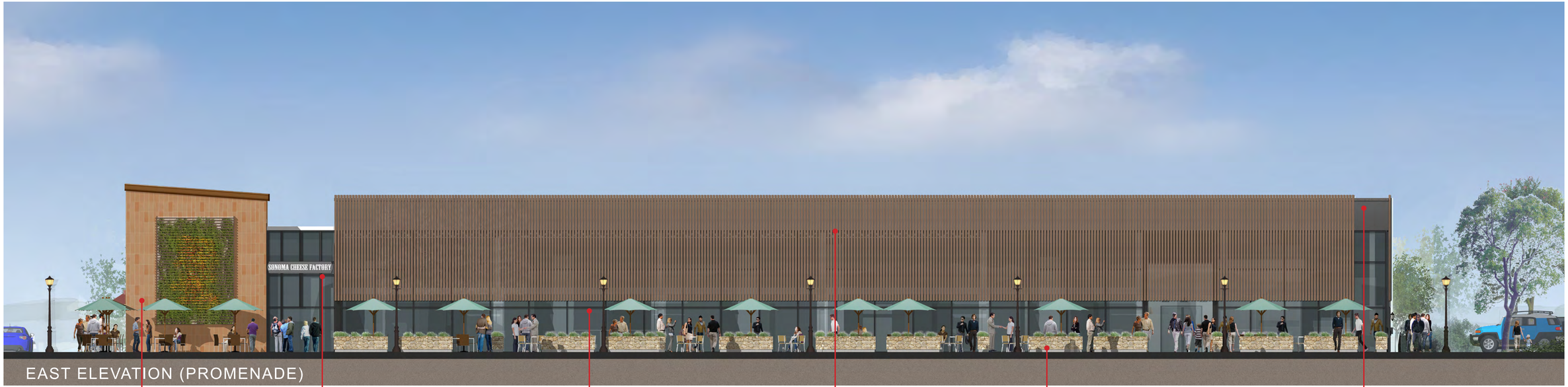
SMS ARCHITECTS


EAST ELEVATION




EAST ELEVATION (PROMENADE)

(E) TILE FINISH

SIGNAGE

ANODIZED ALUMINUM STOREFRONT

VERTICAL WOOD ELEMENT

STONE VENEER ON PLANTER WALL

METAL PANEL

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# Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

ELEVATION
EAST

JUNE 14, 2017

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Irvine, CA 92614
949.757.3240
www.sms-arch.com



SMS ARCHITECTS


SOUTH ELEVATION

MARY'S PIZZA SHACK

(E) HISTORICAL ELEMENT

PEDESTRIAN PROMENADE

(E) HISTORIC STATE PARK BLDG.

NORTH ELEVATION

(E) HISTORIC STATE PARK BLDG.

PEDESTRIAN PROMENADE

METAL PANEL

ANODIZED ALUMINUM STOREFRONT

VERTICAL WOOD ELEMENT

STONE VENEER

ROLL-DOWN GARAGE DOOR

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APPA REAL ESTATE

# Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

ELEVATION
NORTH AND SOUTH

JUNE 14, 2017

18004 Sky Park Circle
Suite 200
Irvine, CA 92614
949.757.3240
www.sms-arch.com



SMS ARCHITECTS


EAST ELEVATION


EAST ELEVATION (PROMENADE)

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APPA REAL ESTATE

# Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

EAST ELEVATION
NIGHT VIEW

JUNE 14, 2017

18004 Sky Park Circle
Suite 200
Irvine, CA 92614
949.757.3240
www.sms-arch.com


SMS ARCHITECTS


EXISTING EAST ELEVATION


PROPOSED EAST ELEVATION

CARLiN

APPA REAL ESTATE

# Sonoma Cheese Factory

2 WEST SPAIN STREET - SONOMA, CALIFORNIA

## EAST ELEVATION BEFORE AND AFTER

JUNE 14, 2017

18004 Sky Park Circle
Suite 200
Irvine, CA 92614
949.757.3240
www.sms-arch.com


SMS ARCHITECTS

**Subject:** Sonoma Cheese Factory project
**Date:** Tuesday, March 20, 2018 at 9:14:06 AM Pacific Daylight Time
**From:** theresa hill
**To:** David Goodison

Good Morning,

I am writing this in favor of the SCF project. I believe it is exactly what is needed to bring life back into the Plaza. It is offering something for everyone and would bring much needed revenue to other businesses on the Plaza.

From doing my research, they have done everything that was asked of them to move forward and I believe it would be a huge loss to stop or delay the momentum they have. It also offers "on the plaza" opportunities for businesses that may not be able to afford it otherwise.

Please allow this to move forward. It would be such an asset to the community and its members.

Thank you,
Theresa Goodwin Hill

Sent from my iPhone

**Subject:** Proposed Cheese Factory Project
**Date:** Tuesday, March 20, 2018 at 2:05:55 PM Pacific Daylight Time
**From:** Betty Kelly
**To:** David Goodison

I would like to offer my opinion in favor of the proposed new Sonoma Cheese Factory project proposed by Steve Carlin with the same general idea as the Oxbow Market in Napa, which is a thriving, exciting gathering place for both tourists AND locals.

On a personal note, I would like to mention that when we first started out as Wine Country Chocolates, before we had a retail location, I was in talks with owner Pete Viviani, who still walked to the Plaza every single morning to "keep his hand in" the operations. He showed me an architectural rendering of his idea for renovating the entire back portion of the building into small areas for local producers to lease to sell their products. He had an area designated for our (at the time) fledgling Wine Country Chocolates to operate a viewable chocolate kitchen, and there would be an entrance from the back parking lot past outdoor tables with umbrellas and into his building from the back. Unfortunately, his vision never came to fruition and we looked elsewhere for a kitchen for our business.

As a small business owner now on the Plaza, I know firsthand how very difficult it is for artisanal food purveyors to get started in this area for economic reasons. Many food purveyors in the Ferry Building started out there because whole storefronts in San Francisco were prohibitively expensive.

Proposals such as this are the exact opposite of allowing large corporate entities to come to sell in our town under the guise of small-town culinary producers which are actually operating under enormous corporate umbrellas. Small regional companies with several outlets, like Hog Island, etc., are in a different category entirely, and should be allowed.

Most people here don't want the Sonoma Cheese Factory to change, but the reality is that it will change. There is no avoiding that.

I am hoping that this proposal that Mr. Carlin is bringing to Sonoma will be allowed.

Thank you,

Betty Kelly

--
**Betty Kelly**

**Wine Country Chocolates**
**14301 Arnold Drive, #2**
**Glen Ellen, CA 95442**

**(707) 996-1010**

**Subject:** Cheese Factory Condition of Approval
**Date:** Monday, March 19, 2018 at 8:29:32 AM Pacific Daylight Time
**From:** Gina Cuclis
**To:** David Goodison
**CC:** Prema Behan, Chuck Bingaman

David:
This is coming to you on behalf of the Sonoma League for Historic Preservation.

After reviewing the Cheese Factory project's Conditions of Approval, we believe stronger archaeological mitigations are needed. We would like the following Condition of Approval to be included:

The project area is situated in an highly sensitive area and may contain significant prehistoric and historic archaeological deposits. Prior to any ground-disturbing activities, the applicant should retain an archaeological consultant to consult with the Native American Heritage Commission, the Federated Indians of the Graton Rancheria and develop a strategy that may initially include presence/absence testing.

Thank you,
Gina Cuclis, Chair
Civic Advocacy Committee
Sonoma League for Historic Preservation

APD Preservation LLC

17 March 2018

David Goodison
Planning Director, City of Sonoma
1 The Plaza
Sonoma, CA 95476
davidg@sonomacity.org
707-938-3681

**Subject: Proposed Cheese Factory Renovation**

Dear Mr. Goodison:

Directed by my personal interest in this project as a resident of Sonoma Valley, I have independently reviewed the proposed renovation of the Cheese Factory at 2 West Spain Street on the north side of the Plaza. In brief, the proposed project retains about 15 feet of front of the building (the two-story block facing West Spain Street) and replaces the rear sections with a two-story block extending to the parking lot behind the Plaza.

My comments are based on my review of documents included in the March 2018 Planning Commission package, including: "Historic Resource Evaluation (HRE)" (Page & Turnbull, 11/6/14), "Proposed Project Review Memorandum" (Page & Turnbull, 6/19/17), "Conditions of Project Approval and Mitigation Monitoring Program" (City of Sonoma, 3/8/18), "Project Narrative" (SMS Architects, ND), Proposed Plans (SMS Architects, 6/14/17), and "Staff Report" (David Goodison, 3/8/18).

By my assessment, the proposed project **is not consistent with the "Secretary of the Interior's Standards and Guidelines for Rehabilitation"** and, therefore, would have **significant impacts** on an historic resource (the Cheese Factory). At the same time, the increased size of the rear mass overwhelms the historic "Servants Quarter's" immediately adjacent to the project area.

The proposed mitigations to reduce potential impacts to unidentified, potentially historic archeological resources are inadequate and fail to reduce the potential impacts to below the threshold of significant.

## Historic Resource, as defined by the California Environmental Quality Act (CEQA)

According to Page & Turnbull's 2014 HRE, the Cheese Factory at 2 West Spain Street is 74 years old (built 1945) and is eligible for listing in the California Register because of its association with the development of the cheese industry in Sonoma (criterion 1 – events). Its period of significance is 1925-1968. The building, therefore, qualifies as an historic resource as defined by CEQA (14 CA ADC § 15064.5 (a)(3)(A)).

## Secretary's Standards

According to CEQA, a project that follows the "Secretary's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" "(generally) shall be considered as mitigated to a level of less than a significant impact on the historical resource" (14 CA ADC § 15064.5 (b)(3)).

To assess consistency, one must first identify the resource's "character defining features," which are defined as those "**visual and physical**" features that "are the means through which historic character is expressed."[1][2]

[1] Heidi Hohmann and Katarzyna Grala, "Cultural Landscape Report: Platt Historic District, Chickasaw National Recreation Area, Oklahoma," Iowa State University, 2004 (https://www.nps.gov/parkhistory/online_books/chickasaw/pdf/Chapter%207.pdf)
[2] Lee H. Nelson, FAIA, Preservation Brief 17: Architectural Character (Washington, D.C. National Park Service, 1988), p. 1.



4

- ***Character Defining Features***

According to the 2014 HRE (pages 2 and 34), the building's character defining features pertain to the primary façade and the massing and footprint of the building. Specifically:

- Primary façade:
  - Orange tile
  - Windows and doors
  - Awnings
  - Stucco-clad metal ribs
  - Projecting vertical perimeters
  - White stucco overhang and up-pitched roof
- Massing and footprint:
  - "…massing and footprint of the building, as it was originally constructed, which includes the front (south) two-story retail and office portion and the center one-story factory section" (HRE, page 2)
  - "…generally rectangular footprint and massing, including two story portion at the south (front) and one high bay story at the center portion. These portions convey the building's historic factory, retail, and office use." (HRE, page 34)
  - "The building's generally rectangular footprint and massing, which reflect the building's massing when it was originally constructed and convey the building's historic factory, retail and office use." (Project Review Memo, page 2) (see figures at end of letter for proposed and existing plans).

- ***Secretary's Standards Analysis for Cheese Factory***

*"The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings"* are intended to provide guidance to historic building owners and building managers, preservation consultants, architects, contractors, and project reviewers prior to treatment. (National Park Service) [3]

The table below compares the proposed project with each of the ten standards to establish consistency.

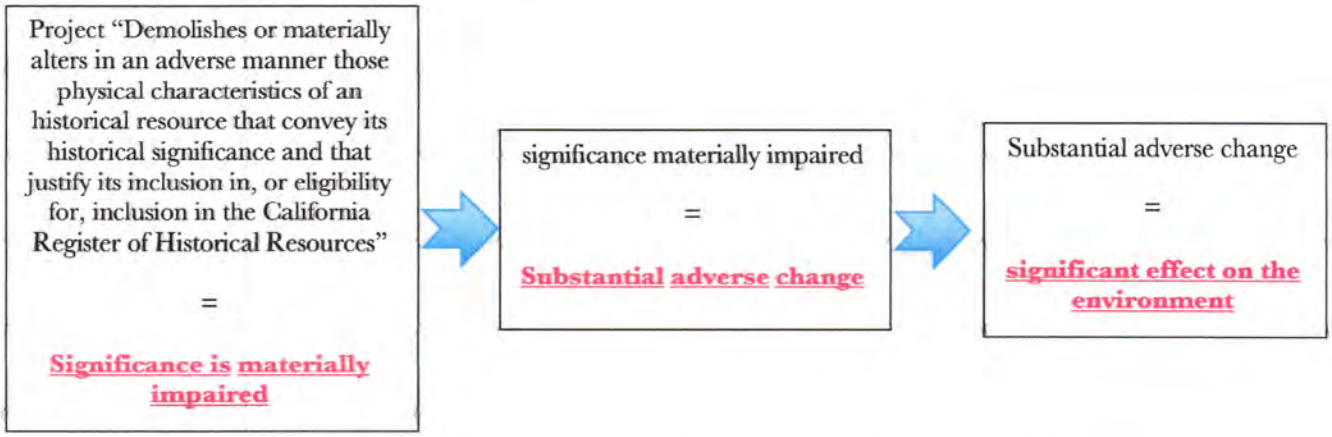
| Standard | Cheese Factory |
|---|---|
| 1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships. | Consistent – The commercial use continues. |
| 2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided. | **INCONSISTENT**: The proposed project demolishes character defining features, namely the massing and footprint of the building that "convey the building's historic factory, retail and office use" (Project Review Memo, p. 2) |
| 3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken. | Consistent – The proposed project makes no attempt at false historicism in its new addition. |

[3] http://www.nps.gov/tps/standards.html

| | |
|---|---|
| 4. Changes to a property that have acquired historic significance in their own right will be retained and preserved. | N/A |
| 5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved. | Consistent – The only distinctive craftsmanship found on this building is concentrated on the primary façade, which is retained under the current proposal. |
| 6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence. | **UNK** (Will the primary façade be restored?) |
| 7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used. | N/A |
| 8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken. | **INADEQUATE MITIGATION**: None of the reports contain information about previously identified historic or pre-historic deposits, or the project area's potential to contain such sites. Regardless, the "Conditions of Approval," Measure 5.B stipulates that, "Construction personnel involved with earthmoving shall be alerted to the potential for discovery…if…encountered, all construction activities within 50 feet shall halt." A qualified archaeologist should be present during all ground-disturbing activities to make such a determination and assess the potential historic character of any findings. |
| 9. **New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property.** [emphasis added] The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment. | **INCONSISTENT**: The "Project Review Memo" concedes that demolishing the one-story section destroys the massing that characterizes the property (page 4). The Memo then asserts that relocating the historic use (in this case, cheese storage) to the new basement maintains the building's association with the event for which it is historic, and thus retains the historic character of the building.<br>However, according to the National Park Service, character defining features are "**visual and physical**" elements that convey the historic character of the resource (see above). The proposed basement, by its subterranean nature, will not be a **visual** means by which the historic character and association of the building are conveyed.<br>I will grant that the proposed new addition is clearly distinguishable from the historic, two-story block of the building through its materials and massing and its use of a "hyphen" to transition the design from "old" to "new." |
| 10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. | **INCONSISTENT**: The proposed demolition of the historic, character defining, one-story block of the building constitutes an **irreversible** change that could not be undone in the future. |

Based on this analysis, the proposed project is not consistent with the "Secretary of the Interior's Standards," and, therefore, would have a significant negative effect on historic resources as defined in the CEQA Statute (CPRC 21084.1) and CEQA Guidelines (15064.5 (a)(2) and (b)).

**CEQA 15064.5**




The proposed project demolishes a "physical [characteristic] that conveys [the] historical significance and that [justifies] [the resource's] …eligibility for…inclusion in the California Register." By definition, therefore, the proposed action materially impairs the significance of the Cheese Factory (which is significant for its association with the cheese industry in Sonoma). Causing the "material impairment," therefore constitutes a "substantial adverse change," which CEQA qualifies as a "significant effect."

Because the project does not follow the Secretary's Standards, per the previous table, the project cannot be considered to be "mitigated to a level of less than significant."

**VISUAL IMPACTS TO SERVANT'S QUARTERS**

The two-tory, adobe "Servant's Quarters" directly east of the Cheese Factory is a contributing resource to both the Sonoma Plaza National Historic Landmark (NHL) and the Sonoma Plaza National Register Historic (NRHP) District. As such, it constitutes a historic resource as defined by CEQA.

The proposed project has the potential to impact visually the Quarters because of the greatly increased size of the rear massing of the Cheese Factory. As proposed, the rear section of the Cheese Factory overwhelms its historic neighbor.

I will grant that removing the outdoor dining area and increasing the width of the path between the Cheese Factory and the Quarters do open up the space around the Quarters, improving its setting.

**ARCHAEOLOGY**

The Planning package contains no information about the site's potential to "yield information important in prehistory or history," meaning its potential to contain previously unidentified archeological resources. The City's proposed "Conditions of Approval," however, does acknowledge and address the potential presence of archeological and cultural/tribal resources. Specifically, the "Conditions of Approval" requires the developer to adopt the following mitigation measure:

> "Construction personnel involved with earthmoving shall be alerted to the potential for the discovery of prehistoric materials and tribal resources. … If prehistoric or historic-period archaeological resources are encountered, all construction activities within 50 feet shall halt and the

Planning Director shall be notified." ("Conditions of Project Approval and Mitigation Monitoring Program," Mitigation Measure 5.b (page 9), March 8, 2018).

As the site of Vallejo's 1835 "Casa Grande" and as part of the original 1835 Pueblo of Sonoma, the project area is rich in history and has a high potential to contain significant prehistoric and historic archeological and tribal/cultural deposits.

At the very least, the project needs to be researched in the records of the Northwest Information Center in Rohnert Park to determine if prior studies have identified archeologically sensitive sites in the vicinity. Preferably, a qualified archeologist would conduct a study of the area to assess the likelihood of the presence of resources and to pinpoint particularly sensitive areas prior to any ground-disturbing activities.

I anticipate that the study would recommend that all ground disturbing activities be monitored by a qualified archeologist, trained in identifying the archeological materials noted in the current mitigation measure (obsidian and chert flaked-stone tools, toolmaking debris, culturally darkened soil, heat affected rocks, shellfish remains, stone milling equipment, wells, privies, building footings, and deposits of metal/glass/and or ceramic refuse).

Proposing that the construction worker operating the heavy machinery, who in all likelihood has no archeological training, would be able to identify any such resources from his/her vantage high atop a large piece of machinery seems unrealistic to say the least.

## CONCLUSION

Demolishing the one-story, central block of the Cheese Factory negatively and irreversibly impacts the ability of the building to convey visually those reasons for which the building is eligible for listing in the California Register. Relocating the cheese storage function into the new basement is not a comparable replacement for the lost character defining feature (the one-story block) because it does not constitute a "visual and physical" feature that tells the history of the building.

The increased size of the rear mass overwhelms the historic "Servants Quarter's," thereby causing an adverse indirect impact on an historic resource.

Similarly, the proposed project fails to address the possible presence of previously identified archeological and/or tribal/cultural resources in the vicinity and provides woefully insufficient mitigation measures to limit impacts to prehistoric and/or historic archeological resources that could be discovered during construction.

Per CEQA, the proposed action constitutes at least two substantial adverse environmental impacts that have not been mitigated to below the level of significant. It is my opinion, therefore, that the "Mitigated Negative Declaration" is inappropriate and that the project requires an Environmental Impact Report (EIR) to thoroughly address these impacts to cultural resources.

Please feel free to call me at 415-806-4549 if you have any questions or comments.

Sincerely,

Alice P Duffee

Alice P. Duffee
APD Preservation LLC


*Figure 1: East Facade, one-story character defining block (massing)*

*Figure 2: South facade (West Spain Street), covered dining and path*

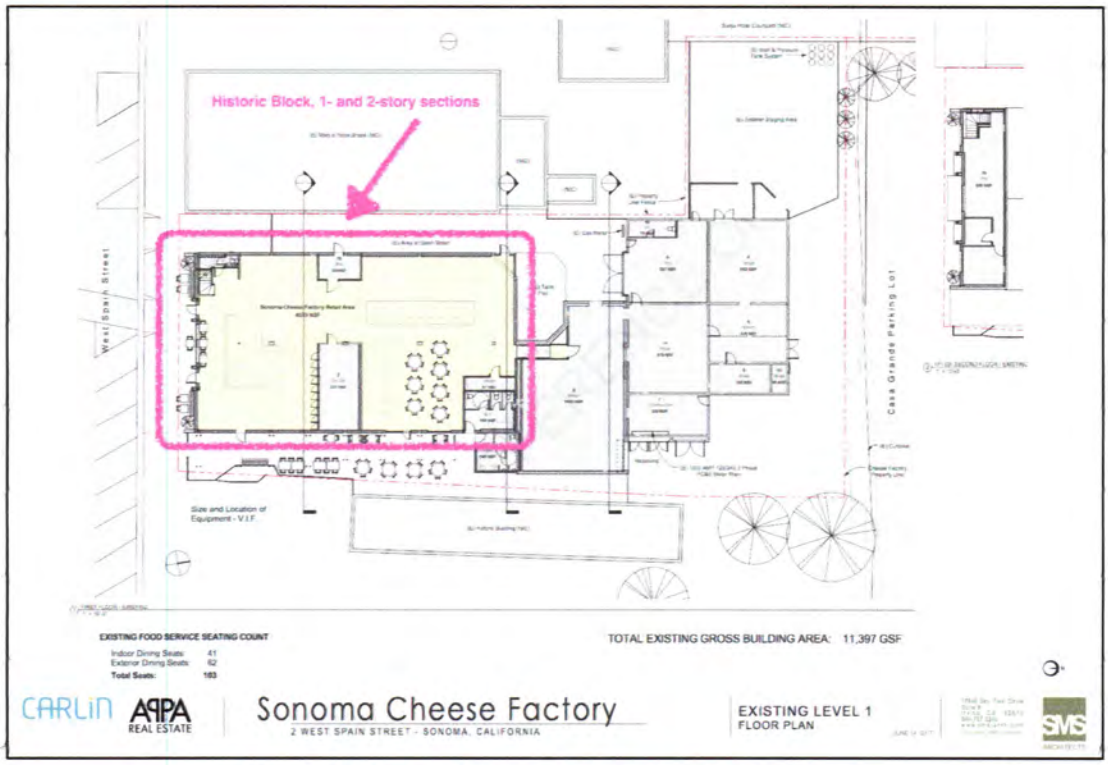
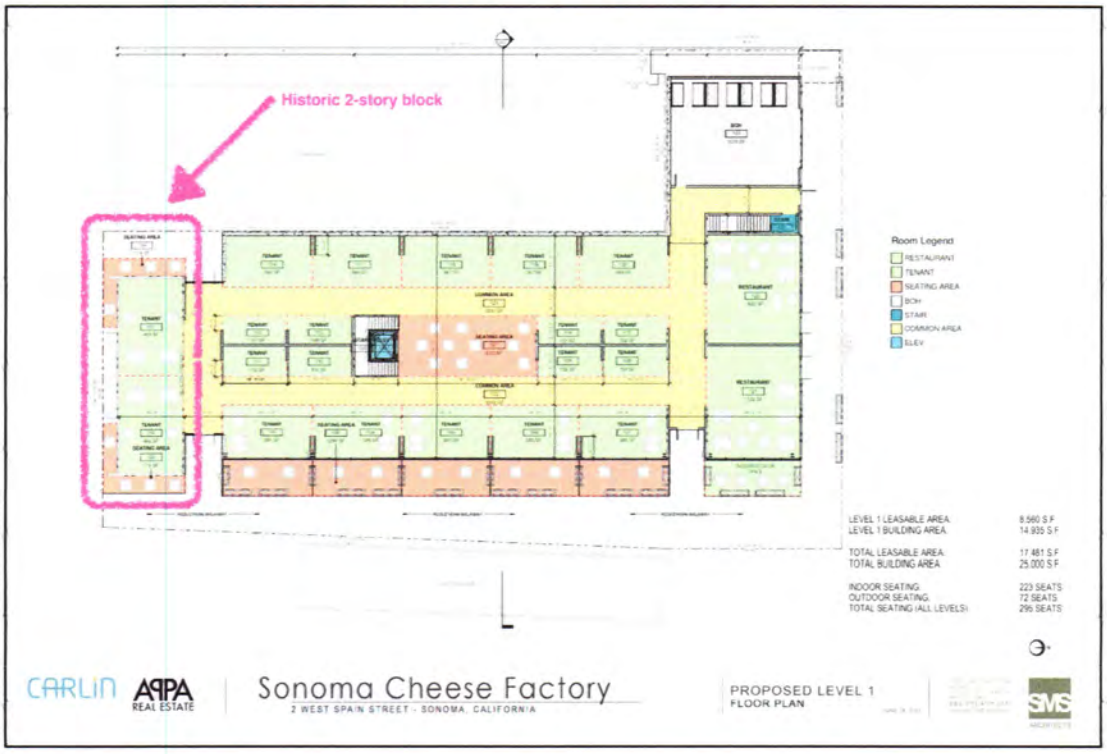



*Figure 3: Existing and proposed plans, indicating historic block*




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
CARLIN
APPA REAL ESTATE
Sonoma Cheese Factory
2 WEST SPAIN STREET - SONOMA, CALIFORNIA
ELEVATION EAST
SMS ARCHITECTS

**Subject:** Cheese Factory Parking
**Date:** Thursday, March 8, 2018 at 4:48:04 PM Pacific Standard Time
**From:** Victor Conforti
**To:** David Goodison
**CC:** Victor Conforti - Architect

Dave,

Please distribute this to the Planning Commissioners.

SONOMA CHEESE FACTORY… DEMAND OVERWHELMS SUPPLY OF PARKING AND STREET CAPACITY

The Cheese Factory Expansion is proposing more than **doubling the existing floor area**, adding two new restaurants, plus very large increases in food service with accompanying **seating totaling 245 seats**. This is an over-reach, and is clearly not conforming with the Development Code (DC). It's just another example of projects that are non-compliance with the DC. These kind of applications set dangerous precedents, and are undermining the DC. This application would further impact the Plaza's existing already inadequate parking and traffic capacities.

This is a "tragedy of the commons" problem... **"in which every individual tries to reap the greatest benefit from a given resource. As the demand for the resource overwhelms the supply, every individual who consumes an additional unit directly harms others who can no longer enjoy the benefits".** In this case the "commons" is the streets and parking lots around the Plaza. It is apparent to all of us that live near the Plaza, that the demand for the resource has already overwhelmed the supply. During peak periods all of the Plaza parking and adjoining private and public parking lots are at capacity, street parking extends out into the surrounding residential neighborhoods, and traffic congestion at Plaza's intersections are below Level of Service D.

The existing Cheese Factory parking demand is a small percentage of the total commercial parking demand around the entire Plaza. Suggesting that a financial contribution of $50,000 to help create additional parking at the Casa Grande parking lot, would give a parking credit to one individual property owner of 20 to 40 spaces is unfair. It **directly harms all the other Plaza merchants who will have their current parking and traffic capacity benefits reduced.** Any individual financial contribution should be credited in proportion to their percentage of parking demand versus that of the parking demand for all of the Plaza property owners. A single parking space in San Francisco costs approximately $25,000 to build, including land. At the Cheese Factory's current size, it may have a parking demand share of approximately 5% of the total Plaza demand. A 5% share of 40 spaces would equal two spaces, which would be consistent with a contribution of $50,000 for the cost of two $25,000 spaces.

Expanding the Casa Grande parking lot, would be funded mostly by the City, and possibly with help from the County, as it will be a "common" benefit all the Plaza property owners. The opportunity to expand public parking should be pursued, but any parking credits givens should be based on the individual property owner's demand percentage of the overall demand.

**The Development Code** has a clear method of preventing any one property owner from abusing the "commons" (see below). It **limits businesses expansion** by requiring additional on-site parking **for increased structure square footage**, and **change of use that requires with more than one parking space per 300 sf.** This provision is very clear, and is why existing retail uses cannot be converted to restaurants or bars, or other high parking demand uses. It is clear, that given the fact that the applicant has asked that the project be evaluated for parking as if it were a restaurant, and not a retail use, and it is a more than doubling of the existing building size, that this is clearly going to be a "commons" problem.

***19.48.040 Number of parking spaces required***

F. Existing Unreinforced Masonry Structures and **Structures Adjoining the Plaza**. For unreinforced masonry structures designated by the city in compliance with Government Code 8875 et seq. and existing structures that face the plaza, **additional parking shall not be required for a new use unless the new use results in one of the following:**

1. **An increase in the square footage of the structure**; or

2. **An off-street parking requirement that exceeds one parking space for each 300 square feet of floor area**.

Additional off-street parking shall only be **required for the expansion in building area or as associated with the increased parking ratio**, as applicable.

Thank You,

Victor Conforti - Architect

From David Eichar, March 19, 2018

Planning Commission:
Please accept my comments below on the Sonoma Cheese Factory project.

A Mitigated Negative Declaration (MND) is insufficient. An Environmental Impact Report (EIR) is required. A full EIR must be prepared when there is substantial evidence in the record that supports a fair argument that significant effects may occur.

In the case of Keep Our Mountains Quiet v. County of Santa Clara, the Sixth District Court of Appeal found "

"…factual testimony about existing environmental conditions can *form the basis for* substantial evidence supporting a *fair argument* that significant impacts or effects *may* occur."

"In reviewing the adoption of an MND, our task is to determine whether there is substantial evidence in the record supporting a fair argument that the Project will significantly impact the environment; if there is, it was an abuse of discretion not to require an EIR."

http://www.courts.ca.gov/opinions/archive/H039707.PDF

Note that the court ordered the County of Santa Clara to pay the plaintiff's legal fees in the above cited case.

As 15 year resident of Sonoma Valley, please consider my fact-based testimony and observations below as a "fair argument" that compels the preparation of an EIR.

The following may have potentially significant impacts that have not been adequately mitigated in the MND; thus requiring a full, independent review in an EIR:

- Aesthetics
- Cultural Resources
- Land Use / Planning
- Transportation & Traffic

AESTHETICS

CEQA Aesthetic Issue "C" – "substantially degrade the existing visual character or quality of the site and its surroundings" may have significant impact:

- A large building adjacent to the Historic Servant's Quarters in the State Park requires compatibility with the Secretary of Interior's Standards. Please read Alice Duffee's comments concerning this.
- All the elements of the authentic Cheese Factory, other than the façade, are being demolished and replaced with a different building design. This effects authentic aesthetics.
- A reasonable case can be made that the design and materials of the new building will take away from the authenticity of the site.

The project is NOT in compliance with the Design Guidelines, including:

- 5.1.1. "Additions should be subordinate to the main building". Subordinate includes both height and mass. The Secretary of Interior's Standards state, "The new addition should be smaller than the historic building—it should be subordinate in both size and design to the historic building." The new building is not smaller than the historic building; thus it is most definitely not subordinate to the historic building.
- The Downtown Design Guidelines state: "compatible additions, and sensitive new construction that is subservient to the adjacent historic buildings." The new building is neither compatible, nor subservient to the Historic Servant's Quarters.
- 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" – the addition is very visible from the public right of way, both Spain Street and the Casa Grande parking lot, and the design, distracts from the main building.
- The issue is with demolishing everything on the site, except the historic element on Spain Street, and building anew. This means the project must be deemed an addition to a historic building, and as such, they are violating the Secretary of Interior's Standards.
- An architectural peer review is required of the analysis of compliance with the Downtown Sonoma Historic Preservation Design Guidelines, but was not done.

This above "fair argument" requires Aesthetic Analysis in a full EIR.

<u>CULTURAL RESOURCES</u>

The question of impact of this project on cultural resources is too important to get it wrong. Peer review and further study is required:

- Historians often disagree. Initially, the Maysonnave Cottage was once slated for demolition because a historic report stated it was insignificant, was saved because another report deemed it historically significant.
- The Historic Resource Evaluation does says the Spain St. element of the Cheese Factory is historically significant, but also says that because it was constructed outside the period of significance that the project does not contribute to the National Landmark and Register District, which is debatable:
    - The existing building is said to have been built in 1945. The period of significance ends in 1944. But was construction started in 1944, designed in 1944? Because the dates are so close, further investigation and analysis is required to know for sure.
    - Even if the building is not contributing to the district, there may still be potentially negative impact to the district from redevelopment.
- An independent, peer review of the engineering/soils report must also be conducted. The Engineering Report was commissioned by the developer and submitted to the city; as with other reports, this must be independent and peer reviewed and included in a full EIR. With the Servant's Quarters at stake, we much make sure this is done right.

<u>LAND USE/PLANNING</u>

This project has a potentially significant impact with regard to CEQA Issue (B): "Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, etc.) adopted for the purpose of avoiding or mitigating an environmental impact."

This project does not comply with the following elements of our General Plan:

- CD-5.1: "Preserve and enhance the scale and heritage of the community without imposing rigid stylistic restrictions." A large food-court/mini-mall on the Plaza does not reflect the scale of the Plaza or the heritage of the community. There is no guarantee in conditions of approval that the retail portion of the building will continue to be operated "featuring locally-sourced artisan foods, cheeses, baked goods, wine, coffee, and other related food and non-food product." Any form of retail, from tourist tchotchkes to GMO packages food products could be sold."
- CD-5.8 "Encourage the designation and preservation of local historic structures and landmarks, and protect cultural resources." As discussed above, further evaluation is necessary to make sure cultural resources are protected.
- LE-1.1 "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." I strongly disagree with the MND's conclusion on this element.
    - We have no idea whether the businesses will reinforce Sonoma's distinctive qualities. In fact, using Oxbow as an example, many of the places will be "small chains" – Fieldwork Brewery, Hog Oyster Island, Gott's Roadside. These are regional chains are anything but distinctive.
    - A "Formula Retail" analysis of the Oxbow Public Market in included below; we can assume the make-up of the tenants of the Sonoma Cheese Factory will be similar; 50% of the Oxbow Market have outlets with more than one location.
    - Some of these local chains work in Sonoma at different locations, but these types of places are anything but unique or distinctive and would threaten the authentic charm of the Plaza.

  We must have a comprehensive economic analysis on what a large project like this on the Plaza could do to existing businesses.
- LE-1.4 "Encourage the continued production of agricultural commodities within the city and local-serving agricultural marketing opportunities."
    - The Cheese Factory is a grandfathered food production building on the Plaza and it would be foolish to change that use; not only does that help support the General Plan, but would preserve our Plaza's authenticity.
    - There's no reason why some other sort of "agricultural production" that showcases our diversity and authenticity (cheese, baked goods, etc.)
- LE 1.8 "Preserve and enhance the historic Plaza area as a unique, retail-oriented commercial and cultural center that attracts both residents and visitors."
    - Again, a large "mini-mall / food court" that already exists at various places throughout the Bay Area (San Francisco, Napa, SFO Airport, etc.) is not unique.

    - Sonoma's Plaza is one of California's most unique and authentic places, developing this project on it would degrade this and is in direct conflict with the General Plan.
- CE 3.7 "Ensure that new development mitigates its traffic impacts"
  Please see my comments below under the Transportation and Traffic heading concerning the flawed traffic study which must be redone during peak season to understand proper traffic mitigation.

As identified above, this project conflicts with our General Plan policies and therefore compels the preparation of an EIR.

TRANSPORTATION & TRAFFIC

I personally have waited in traffic on Spain St. heading both east and west, with traffic delays of more than 5 minutes. This alone is factual testimony about existing environmental conditions which form the basis for substantial evidence supporting a fair argument that significant impacts or effects may occur

The staff report and CEQA Initial Study are also missing very important information about the traffic and parking study. This missing information is vital to the public being able to accurately analyze the project.

There are 2 major problems with the traffic study:

1. The traffic study also fails to take into account the increase in pedestrian traffic and its impact on vehicle traffic from the project.
2. Traffic and parking studies performed during off season right after the devastating wildfires, on November 11 and 14, 2017. The Nuns fire was fully contained on October 30th and the Tubbs fire fully contained October 31st.

The significance of the November dates should have been mentioned in the staff report and the CEQA Initial Study in the discussion on traffic and parking, but they are not. The dates are only mentioned in the traffic study document itself. Traffic and parking around the Plaza is much worse May through October than in November. This November had even lighter traffic than usual because of the October fires. The traffic and parking study were performed within two weeks after the fires were fully contained.

The entire traffic and parking study is thus legitimately able to be called into question on the basis of substantially unrepresented dates. The conclusions of Section 16 of the CEQA Initial Study are thus invalid. Because of this, the Planning Commission **cannot** adopt the Resolution making findings for a Mitigated Negative Declaration. The flawed study results in a much lower calculation of fees than they should have been for mitigation Measure 16.a.1, for traffic impact mitigation, and Measure 16.a.2, for parking impact mitigation.

The traffic study did not include W Napa St./1st St. W and Napa St./Broadway. It should have. The city council directed that the EIR for the new Napa St. Hotel by Kenwood

Investments include all of the intersections on the Plaza. The traffic study for the Cheese Factory project should also. Why? The volume of concomitant Plaza use is at least if not higher for the Cheese Factory project. At a minimum the increase in traffic would probably also require curb extensions for 1st St. W and W Spain St. as well as E. Napa St. and 1st St. E.

Traffic and parking analysis of the Oxbow Market should be done in order to get a better sense of the range of impacts with of this style of retail.

Section 10 of the CEQA Initial Study: Since the traffic study is flawed, the true impacts to traffic cannot be known; thus it cannot be known if the traffic impacts have been mitigated, as required by Circulation Element of the General Plan.

This Saturday, March 17th at 4:20 PM, I drove around the Plaza after stopping at the BofA ATM. There was some, but not many pedestrians out. It had been raining on and off this day, but not at the time of my trip. Here were my timed observations:

- East bound on W Napa St/Broadway – delay 36 seconds
- East bound on E Napa St/1st St W – delay 30 seconds
- West bound on W Spain St/1st St W – delay 51 seconds.

Of course the above is just one trip around the Plaza, but I have experienced much worse delays during the busy season, from May through October. One Saturday during the summer last year, around 11am, I experienced a delay of over 10 minutes, east bound on W Spain St and 1st St W.

The following picture was taken two years ago, on Saturday March 19th, 2016 at 1:49 PM. There were no events on the Plaza on this day. This shows traffic backed up on East Napa Street from 1st St East all of the way across Broadway onto West Napa Street. The traffic back up was worse than this past Saturday, March 17th, 2018. The backup at these intersections is a regular occurrence.

CONCLUSION: AN EIR IS REQUIRED

In my analysis above, there is more than enough "substantial evidence" to require an EIR based on the "fair argument" standard in relation to:

- Aesthetics
- Cultural Resources
- Land Use/Planning
- Transportation & Traffic

The benefits of an EIR are obvious:

- Independent Analysis
- Alternatives Analysis
    - This is crucial information as the Use Permit recommendation is based on a flawed reading of the situation; that this is the only use that will work as a result of a decade or more of neglect.
    - A properly conducted "alternatives analysis" will allow meaningful evaluation, analysis, and comparison with the proposed project.

**OXBOW PUBLIC MARKET**
**CURRENT RETAILERS: ANALYSIS**

| No. | Name | # of Outlets | Additional Info |
|---|---|---|---|
| 1 | Anette's Chocholates | | |
| 2 | C Casa | 2 | Napa & Emeryville |
| 3 | Cru @ The Annex | | |
| 4 | Eiko's At Oxbow | | (Another location in Napa; not counting) |
| 5 | Fieldwork Brewing Company | 5 | Locations from Sacramento to San Mateo |
| 6 | Five Dot Ranch | | |
| 7 | Gott's Roadside | 7 | Bay Area hamburger chain. |
| 8 | Hog Island Oyster Bar | 2 | Ferry Building & Napa |
| 9 | Hudson Greens & Goods | | Juice Bar / Tasting Room. Offers Produce. |
| 10 | Kara's Cupcakes | 10 | Started in SF. 10 Bay Area Locations. |
| 11 | Kitchen Door | | |
| 12 | Live Fire Pizza | 2 | Started at SFO, new location in Napa. |
| 13 | Napa Bookmine | | |
| 14 | Napa Valley Distillery | | (Another location in Napa; not counting) |
| 15 | Napastak Napa Valley | | |
| 16 | Oxbow Cheese & Wine Merchant | | |
| 17 | Ritual Coffee Roasters | 6 | Started in SF, 5 SF locations + Napa |
| 18 | The Fatted Calf | 2 | San Francisco & Napa |
| 19 | The Model Bakery | 3 | All locations in NV (St. Helena, Napa, Yountville) |
| 20 | The Olive Press | 2 | Cornerstone & Oxbow |
| 21 | Whole Spice | | |
| 22 | Three Twins Ice Cream | 7 | Including shops at SFO, Korea & Japan |
| | ***Total*** | **11** | |
| | ***% of Total*** | **50%** | |

***"Formula Retail Ordinance" must be dramatically strengthened***
***This will not a "unique" retail experience***