# MEMO

**To:** Planning Commission

From: David Goodison, Planning Director

**Re:** Review, discussion, and possible action on an application for a Use Permit, Tentative Map, and related approvals for a mixed-use development featuring 35 residences and a 4,100-square foot commercial space proposed for a 1.86-acre site located at 870 Broadway, including consideration of environmental review and findings for a Mitigated Negative Declaration.

### Site Description and Environs

The subject property is a 1.86-acre site at the northeast corner of Broadway and MacArthur Street. The site had been used for auto sales, rentals, and repairs since 1925, but that use closed in 2011. Development on the property consists of a 6,000 square-foot auto showroom, a 3,000 square-foot building with the appearance of barn that had been used for storage and as an automotive paint shop, and a 1,000 square-foot wood-framed garage building. Large areas of the site have been paved for use as vehicle display areas and storage. Adjoining uses are are as follows:

North: A mixed-use development (office and apartments).

- South: The MacArthur Place hotel (across East MacArthur Street).
- East: A duplex and an open space preserve.
- West: An apartment development and commercial uses (across Broadway).

The site has a General Plan land use designation of Mixed Use and a corresponding Mixed Use zoning designation. In addition, the site is located within the Historic Overlay zone. The northeast corner of the property lies within a creek setback area associated with Nathanson Creek.

#### **Background/Previous Proposals**

In October and November of 2014, the Planning Commission conducted study sessions on a mixed-use proposal addressing the properties located at 870 Broadway and 899 Broadway. The initial development concept envisioned a 36-room hotel, a food-oriented commercial component, 15 apartment units, and onsite parking, along with an off-site parking lot at 899 Broadway operated with a valet service. In response to concerns raised regarding the use of the 899 Broadway site as a parking lot, the adequacy of parking provided, and the practicality of the valet service, a revised proposal was presented. In this alternative, the hotel component was eliminated and the 870 Broadway site would have been developed with 20 townhomes and an expanded culinary promenade, with seven live-work units above. The 899 Broadway site would have been redeveloped with 10 townhomes and a small retail space. This proposal, too, provoked significant concerns regarding building mass, intensity of use, parking adequacy, and conformance with the design guidelines for the Broadway Corridor and it was ultimately withdrawn. Subsequently, the property owner brought in a different development team, with the focus on a purely residential proposal featuring 22-30 multi-family residences. Three iterations of this concept were reviewed by the Planning Commission over the course of 2014/15, but it too was ultimately dropped, because many Planning Commissioners felt that the mix of unit sizes was excessively weighted toward larger units. In addition, several members of the Planning Commission expressed a preference for a project having a commercial component.

# **Development Concept**

The proposal envisions the redevelopment of the site with a mixed-use development featuring 35 residences and a 4,100-square foot commercial space, accommodating up to three tenant spaces. The development plan places a mixed-use building at the southeast corner of the site, aligned with Broadway. The lower floor would consist of the commercial space, with four two-bedroom flats located on the second floor. This building would have a height of 30 feet. Eight apartment units divided between two four-plex buildings would be located north of the mixed use building, fronting Broadway, while three detached units would be placed along with the West MacArthur Street frontage. The remaining 20 residences would take the form of townhomes grouped among five building clusters located within the interior of the site. These would all be three-story buildings with heights ranging from 32 feet to 35 feet. The northeast corner of the site, which partially lies within a creek setback, would be used as a common open space area.

As shown on the table below, unit sizes (excluding garage area) range from 486 square feet to 1,934 square feet. The townhouse units all feature 2-car garages. A network of interior sidewalks would allow pedestrian circulation throughout the site, including access to the common open space areas. For vehicular circulation, access would be limited to a single driveway on East MacArthur Street. However, a secondary emergency access point would be provided, also connecting to East MacArthur Street. Each townhouse unit would have a two-car garage and ten additional covered parking spaces would be located on the east side of the mixed-use building. In addition, 21 uncovered parking spaces are proposed, for a total of 77 spaces. To accommodate the proposed development, all structures on the site would be demolished. Requested entitlements include a Use Permit, a Tentative Map, and Site Design and Architectural Review.

Sonoma Gateway Project: Schedule of Unit Types							
Unit Type	# of Units	# of Bedrooms	% of Total				
Apartments	8	486	1	23%			
Flats	4	1,275	2	11%			
Detached	3	1,934	4	9%			
Townhome B	7	1,261	2	20%			
Townhome C	6	1,386	3	17%			
Townhome D	7	1,458	3	20%			

Additional details are provided in the project narrative, site plan, floor plans, and elevations (attached).

# **Revisions to the Project**

An earlier iteration of the propped project was reviewed by the Planning Commissions in study session held on September 14, 2017. At that time the Project called for 39 multi-family residences (requiring a density bonus) and a 4,100-square foot commercial space. As in the current proposal, the development



plan placed the mixed-use building at the southeast corner of the site, aligned with Broadway, with commercial space on the lower floor and ten one-bedroom apartments located on the second floor. This building was proposed with a height of 33 feet, 9 inches. The remaining 29 residences took the form of townhomes, grouped in eight clusters wrapping around the mixed-use building. These were all proposed as three-story buildings with a height of 35 feet. For vehicular circulation, two main access driveways were proposed, one on Broadway and one on East MacArthur Street. With regard to parking, each townhouse featured a two-car garage, eleven additional covered parking spaces were be located on the east side of the mixed-use building, and additional 24 uncovered parking spaces were proposed, for a total of 93 spaces. In its preliminary comments, Planning Commissioners expressed concerns about the height and and architectural design of the mixed use building and the height of the buildings proposed along along the street frontages. Several Commissioners expressed the view that site plan was overly autocentric. On the other hand, Commissioner's appreciated the mixed use component and the emphasis on smaller residential units. In response to the issues raised in the study session, the following changes have been made to the Project proposal:

- The design of the mixed use building has been streamlined and its height has been reduced to 30 feet.
- The heights of the apartment units fronting Broadway has been reduced to 25 feet and 26 feet, 6 inches. The height of the residences facing East MacArthur Street has been reduced to 25 feet.
- Townhome clusters with a height in excess of 30 feet are located in the interior of the site.
- The number of residential unit has been reduced by four units.
- The unit mix features a greater variety of unit types, as four 2-bedroom condominium flats are proposed. However, there are three larger units now included in the mix, in the form of separate residences fronting East macArthur Street.
- The driveway access on Broadway has been eliminated in favor of a single vehicle access point off of East MacArthur Street. (However, a secondary emergency access, also on East MacArthur Street, is included.)

Overall, the revised site plan greatly improves the Project with respect to how it addresses both Broadway and East MacArthur Street. In addition, the vehicle circulation has been simplified and pedestrian circulation and amenities have been strengthened.

### **General Plan Policy Directions**

The Project site has a land use designation of "Mixed Use," a designation that encompasses a variety of purposes, including to provide additional opportunities higher density housing as well as commercial and mixed use development. The designation allows a density up to 20 residential units per acre; however, the land use definition specifically acknowledges that higher densities may be allowed through the State-mandated density bonus process. The proposed Project density amounts to 19 units per acre, which complies with the normal base density allowance. Project consistency with applicable General Plan policies is summarized in the following table:

Summary of General Plan Policy Consistency					
General Plan Policy Analysis					
Community Development Element					
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.				

Promote higher density, infill development, while ensuring that building mass, scale, and form are compatible with neighborhood and town character. (5.5) The Project is an infill development proposed at the high end of allowable density. As discussed in Section 1 of the Initial Study, the Project will be visually compatible with its surroundings and will not degrade the visual quality of the site or its surroundings.

Environmental Re	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 no threatened, rare, or endangered species identified by State or federal agencies have been identified on the site. Mitigation Measure 4.a.2 provides protections for nesting birds and Mitigation Measures 4.a.1, 9.a.1 and 9.a.2 would protect the riparian habitat and water quality of Nathanson Creek.				
Protect and, where necessary, enhance riparian corridors. (ER 2.3) Protect Sonoma Valley watershed resources, including surface and ground water supplies and quality. (ER 2.4)	As discussed in Sections 4 and 9 of the Initial Study, the portion of the Project site adjoining Nathanson Creek would be preserved as open space and the Project would be designed to protect the water quality of Nathanson Creek. 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 Sections 4 and 9 of the Initial Study).				
Preserve existing trees and plant new trees. (ER 2.6)	There are 48 living trees on the site, including 12 oak trees. The remaining trees are primarily fruit trees and black walnuts. Seven of the oak trees are proposed to be preserved. As required under the City's Tree Ordinance, replacement trees will be required at a minimum ratio of 1:1 (see Section 4 of the Initial Study).				
Require development to avoid potential impacts to wildlife habitat, air quality, and other significant biological resources, or to adequately mitigate such impacts if avoidance is not feasible. (ER 2.9)	Potential impacts on wildlife and other biological resources are discussed above. In addition, Mitigation Measures have been identified to reduce potential impacts on Air Quality to a less-than-significant level (see Section 3 of the Initial Study).				
Encourage construction, building maintenance, landscaping, and transportation practices that promote energy and water conservation and reduce green- house gas emissions. (ER 3.2)	The Project provides for the future installation of 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). Among other measures, it would help implement measure 4-L4 (affordable housing linked to transit).				
Circulatio	n Element				
Ensure that new development mitigates its traffic impacts. (CE 3.7)	The Project will not result in unacceptable intersection operation at Broadway/MacArthur Street. To ensure consistency with the City's 2003 Traffic Calming Plan, contingent upon Caltrans approval, the Project shall be required to install a curb extension at the northwest crosswalk entry adjoining the Project site and to implement any required striping that may be associated with the improvement.				

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 finished floors within the Project will be built at an elevation above the flood zone. The Project site plan incorporates a fire-truck turnaround. The buildings within the Project will be constructed with fire sprinkler				
Ensure that all development projects provide adequate fire protection. (PS 1.3)	systems.				
Noise E	Element				
Apply the following standards for maximum Ldn levels to citywide development: 45 Ldn: For indoor environments in all residential units. 60 Ldn: For outdoor environments around all residential developments and outdoor public facilities. (NE 1.1)	As discussed in Section 12 of the Initial Study, a noise study was prepared, evaluating Project consistency with State and local noise standards. Mitigation measures have been identified to ensure that the City's noise standards are met.				
Require adequate mitigation of potential noise from all proposed development. (NE 1.3)					
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)					
Encourage all development to minimize noise intrusions through project design. (NE 1.5)					

In summary, the Project is consistent with the Mixed Use land use designation and, as shown through the preceding analysis, the Project is consistent with applicable General Plan policies, including those intended to mitigate or avoid environmental impacts.

# **Consistency with Development Code Standards**

*Mixed Use Zone:* The property is located within a Mixed Use (MX) zoning district. Ss set forth in the Development Code, the MX zoning district is intended to allow for higher density housing types, such as apartments and condominiums, both separately and in conjunction with commercial and office development, in order to increase housing opportunities, reduce dependence on the automobile, and provide a pedestrian presence in commercial areas. The maximum residential density is 20 dwelling units per acre. As shown in the Table below, the Project is substantially consistent with the applicable standards and requirements of the Development Code, except that it slightly exceeds the normal limit on site coverage (which encompasses building and paced areas. To address this issue, the applicants propose the extensive use of permeable pavers (see Site Plan and Landscaping Plan). Subtracting out the area of permeable paving would bring the Project into compliance with the site coverage standard.

Summary of Development Code Compliance: Development Standards						
Development Feature	Project					
Building Setbacks	Front/Streetside: 15 ft; Side: 15 ft.; Rear 15 ft	Front/Streetside: 15-18 ft; Side: 15-16 ft.; Rear: 15 feet				
Floor Area Ratio	1.0	0.87				
Site Coverage	60%	61-64%				

Open Space	10,500 square feet	15,299 square feet		
Maximum Roof Height* 30-36 feet		25-35 feet		
Parking	66-80 stalls	77 stalls		

\*A 36-foot height may be allowed for third-floor residential development (SMC 19.40.040.B.1).

*Parking:* Each of the townhome units has a two-car garage, ten covered spaces adjoin the commercial building, and 21 uncovered parking spaces are placed along the interior drives, for a total of 77 parking spaces. The normal minimum parking requirement for 35 multi-family units would be 66 spaces, while parking requirement for 4,100 square feet of commercial building area amounts to 14 parking spaces, for a total of 80 parking spaces. However, pursuant Section 19.48.050.A.3 of the Development Code, the Planning Commissions may reduce the parking requirement associated with a mixed use development, if it finds that the parking demand associated with the different use types are complementary. In essence, this could allow for a reduction of up to 14 parking spaces, at the discretion of the Planning Commission.

*Bicycle Parking:* Bicycle parking is required in all new commercial development, subject to review and approval by the Planning Commission and the Design Review and Historic Preservation Commission. Secure, covered bicycle parking is provided for in the site plan at the north end of the mixed use building.

*Residential Component:* Under the property's Mixed Use zoning designation, a residential component is normally required in new development equal to at least 50% of the building area proposed. The Project greatly exceeds this standard, in that more than 90% of the proposed building area is residential.

*Inclusionary Units.* Under the Development Code, 20% of the units within residential developments having five or more units must be designated as affordable housing at the low or moderate income level. Seven affordable units are proposed, which exceeds the 20% requirement by one unit. With respect to the design and location of inclusionary units, the Development Code provides the following guidance:

19.44.050 Location of inclusionary and bonus units. As required by state law (Government Code Section 65915(g)), the location of density bonus units within the qualifying project may be at the discretion of the developer. Normally, inclusionary affordable units should be reasonably dispersed throughout the development and should be compatible with the design or use of the market-rate units in terms of appearance, materials, and finish quality. The clustering of affordable units may be permitted by the planning commission, when consistent with the design and site planning characteristics of a particular development.

The applicants are requesting that the inclusionary units be clustered as apartment units within two fourplexes. In support of this proposal they are offering to provide an additional affordable unit beyond the minimum requirement and to provide four of the units as affordable at 100% of the Area Median Income (AMI), which is below the normal requirement of 110% of AMI for moderate income units.

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

- A. The project will not impair the historic character of its surroundings;
- B. The project substantially preserves the qualities of any significant historic structures or other significant historic features on the site.
- C. The project substantially complies with the applicable guidelines set forth in Chapter 19.42 SMC (Historic Preservation and Infill in the Historic Zone).

D. The project substantially complies with any applicable preservation plan or other guidelines or requirements pertaining to a local historic district as designated through SMC 19.42.020.

Chapter 19.42 of the Sonoma Municipal Code (Historic Preservation and Infill in the Historic Overlay District) sets for the design guidelines applicable to development in the Historic Overlay Zone. As set forth in Section 1 of the the Initial Study, the Project is consistent with the these design guidelines.

*Broadway Corridor Design Guidelines:* Section 19.32.020.B.3 of the Development Code sets forth design guidelines for development in the Broadway corridor, as follows:

- A. Proposed dwellings should be placed on their sites so that the narrow dimension of the structure is parallel to the narrow dimension of the parcel, and so that the primary entrance to the building faces the public street. Along East MacArthur Street, the residences present the narrow dimension to the street. This is not the case with the two four-plexus on Broadway. However, the desired effect can be achieved by strengthening the vertical elements of the structures. Along both frontages, the residences are oriented toward the street.
- B. Buildings should reinforce the scale, massing, proportions and detailing established by other significant historic buildings in the vicinity (if any). The mixed use building, which is the most prominent structure, features an updated craftsmen style that evokes a number of older homes along Broadway. The massing and architecture of tis building have been streamlined relative to the previous proposal. The level of detailing, in staff's view, is appropriate and not overly busy.
- C. The massing of larger commercial and mixed use buildings (5,000 square feet or greater) should be broken down to an appropriate scale through the use of storefronts and breaks in the facade. The mixed use building, which is the largest structure in the Project, does not exceed 5,000 square feet.
- D. Architectural styles and details that reflect the Sonoma vernacular should be used. Along Broadway, Victorian and other residential architectural styles are more typical than purely commercial building types. The use of durable, high quality materials is encouraged. The mixed use building features an updated craftsman style that is appropriate for Broadway. The three residences facing East MacAthur Street are differentiated in their architectural detail but are basically traditional. The two four-plexes on Broadway carry over elements of the mixed use building, which provides continuity and is appropriate to their residential use and location along the Broadway frontage. Several of the townhouse clusters within the interior of the site feature a contemporary design, but these are not readily visible from either Broadway of East MacArthur Street.
- E. Site design and architectural features that contribute to pedestrian comfort and interest, such as awnings, recessed entrances, and alleys, are encouraged. The revised site plan greatly improves pedestrian circulation and amenities.
- F. *Building types, architectural details and signs having a generic or corporate appearance are strongly discouraged.* No such building types or signs are proposed.

It is staff's via that the Project, as modified, substantially complies with the design guidelines applicable to mixed use development within the Broadway corridor.

*Condominium Map.* The project is proposed to be subdivided as a condominium, not as a Planned Development. The proposed tentative map for the condominium complies with City standards.

### **Environmental Review**

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

- 1. *Aesthetics/Visual Compatibility.* The visual compatibility of the Project was evaluated in terms of: 1) Development Code consistency with regulations that address scale, massing, and height; 2) consistency with applicable design guidelines; and, 3) project-specific site planning and design with an emphasis on compatibility with the character of the area.
  - A. <u>Consistency with Development Regulations:</u> Applicable standards as set forth in the Development Code that relate to the visual character of proposed development include height limits, setback requirements, and limitations on building coverage. As discussed above, under "Consistency with Development Code Standards" the Project substantially complies with these standards.
  - B. <u>Consistency with Design Guidelines:</u> Because the Project site is located in the Historic Overlay Zone, the guidelines set forth in Chapter 19.42 of the Sonoma Municipal Code (Historic Preservation and Infill in the Historic Overlay District) are applicable. An analysis of Project consistency with these design guidelines is set forth in the Initial Study, which concluded that the Project is substantially consistent with the design guidelines applicable to infill development in the Historic Overlay zone.
  - C. <u>Project Design</u>: In its site planning and architecture, the Project has been designed to appropriately address Broadway and East MacArthur Street. The mixed use building, which is the most prominent structure, is appropriately located at the corner of Broadway and MacArthur Street. As called for in the Broadway Corridor design guidelines, its architectural approach incorporates residential detailing, but it has a substantial quality and is not overly ornate. The two four-plexus located along Broadway to the north are at a smaller scale, creating a transition to the development pattern associated with narrower lots, further to the north. On the East MacArthur frontage, the three separate residences also create an appropriate transition to the traditional residential pattern east of the site. Parking is substantially screened from view and the taller townhouse clusters are located on the interior of the site. The northeast corner of the site, which adjoins Nathanson Creek, would be preserved as open space and an additional common open space area would be located on the Broadway frontage, helping to break up the massing of the buildings. Limiting vehicle to East MacArthur Street reduces paving, simplifies site circulation, and improves the visual quality of the Broadway frontage.

In summary, the Project would not have a significant impact with regard to aesthetics.

2. *Biological Resources.* The Project site has been developed and used for automobile sales and repairs and repairs since 1925. Development on the site includes several large commercial buildings and significant areas of paving and other graded surfaces. The site is bordered by urban development on three sides. At its northeast corner, the site abuts a 55-foot long segment of Nathanson Creek. However, the Project site does not provide connectivity between the creek segment and other undeveloped open space. As discussed in Section 4 of the Initial Study, the Project site no threatened, rare, or endangered species identified by State or federal agencies have been identified on the site.

Mitigation Measure 4.a.2 provides protections for nesting birds and Mitigation Measures 4.a.1, 9.a.1 and 9.a.2 would protect the riparian habitat and water quality of Nathanson Creek. As documented in the Arborist Report prepared for the Project, there are 48 living trees on the site, including 12 oak trees and three California Buckeyes. Of these, seven of the oak trees would be preserved, but all of the Buckeyes would be removed. The remaining trees include Black Locust, Black Walnut, Wild Plum, and other non-native species. In accordance with the City's Tree Ordinance (SMC 12.08), trees to be removed shall be replaced at a minimum ratio of 1:1

- 3. *Cultural Resources*. The Initial Study evaluates the Project with respect to historical, archeological, and tribal resources.
  - A. <u>Historic Resources</u>. The historic use of the subject property dates back to 1864, when it was developed as college that later served as Sonoma's first public high school. However, through the conversion of the site to auto sales in the 1920's, the structures associated with the school use were either torn down or substantially modified. The recorded history of the site and a thorough analysis of the structures that remain on it are documented in a Historic Resources Evaluation commissioned by the property owner. As set forth in the evaluation: "None of the buildings associated with the auto development of 870 Broadway demonstrate distinctive characteristics of a type, period, or method of construction (Criterion C or 3). Rather, the complex illustrates a largely functional design sensibility that includes modest Mission Revival allusions designed to obscure a standard utilitarian design. In contrast to the richly stylized auto related development in regional centers and cities including Sacramento and San Francisco, this modest facility does not convey any important design associations related to the architectural development of showrooms or service centers. Further, even the modest decorative embellishments of Building 1, including showroom windows and entry areas, have been altered in the modern period and replaced with aluminum frame members that lack integrity to the development period." The HRE concludes that the site does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because the property lacks significance and integrity. The City of Sonoma Commissioned a peer review of the HRE, which found that it was prepared in accordance with appropriate professional standards and concurred with its conclusions.
  - B. <u>Archaeological/Tribal Resources.</u> To assess the site for archaeological resources, a professional evaluation was performed, including archival research. No such resources were found. Research was completed at the Northwest Information Center of the California Historical Information System (NWIC file number 17-1260). The record search showed that the study area had not been previously subjected to an archaeological survey. A request was sent to the State of California's Native American Heritage Commission seeking information from the sacred lands files and the names of Native American individuals and groups that would be appropriate to contact regarding this project. However, because the potential exists for the accidental discovery of tribal resources during project construction, a possibility which represents a potentially significant impact, the archival report recommends that an archaeological survey be undertaken following the removal of buildings and paving from the site and that procedures be in place to address the potential for the accidental discovery.

In summary, the site does not feature any historically-significant buildings. In addition, mitigation measures have been identified and will be required addressing the discovery of archaeological resources, paleontological resources, tribal resources, and human remains.

- 4. *Environmental Noise Conditions*. According to the Noise Element of the General Plan, the primary source of noise locally is traffic on major streets, including Broadway. To evaluate this issue, an environmental noise assessment was prepared by a qualified acoustical consultant. The noise assessment sets forth: 1) applicable regulatory criteria, 2) the results of on-site noise monitoring, 3) an evaluation of the compatibility of the noise environment at the project site in relation to the project site plan, and 4) recommendations for mitigation.
  - A. <u>Resident Noise Exposure.</u> With respect to the main outdoor open space area, which is located at the northeast corner of the site, the assessment found that it will be acoustically shielded by intervening Project structures from roadway noise such that sound levels in that area is expected to be below 60 dBA Ldn. Such exterior noise levels are considered "normally acceptable" by the City of Sonoma General Plan Noise Element. With respect to interior noise levels within the residences, the study found that the proposed construction methods would result in compliance with State and local standards in conditions where windows are kept closed. However, when windows are open, for most of the units within the Project (Building #6 is the only exception), noise attenuation would be reduced to the point where interior noise levels could exceed the interior noise standard of 45 dBA Ldn, which represents a potentially significant impact. To address this issue, the environmental noise assessment identifies the following mitigation measure:

Buildings 1, 2, 3, 4, 5, 7, and 8 shall be equipped with a mechanical ventilation system capable of providing adequate fresh air to the residence while allowing the windows to remain closed to control noise.

The noise assessment finds that this mitigation measure, which provides residents with the option of having their windows open or closed, will achieve compliance with applicable noise standards.

B. <u>Operational Noise</u>. The noise assessment identified two issues in this regard. First, residents within the Project could be exposed to noise from the commercial parking area and from mechanical systems, such as HVCAC. Second, the Project adjoins a duplex along its eastern property line and the driveway serving the Project would be located along the the shared property line. The noise assessment found that both of these conditions represent a potentially significant impact, for which the following mitigation measures were identified:

Locate the heating, ventilation, and air conditioning (HVAC) equipment serving the project away from equipment with rooftop screens or perimeter parapet walls, employ noise control baffles, sound attenuators, or enclosures where required. HVAC noise controls shall be analyzed and reviewed by a qualified acoustical consultant prior to issuance of a building permit.

To attenuate parking lot and HVAC noise at the adjacent residence to the south east and HVAC noise at the commercial use to the north to levels which comply with City noise standards the proposed 6-foot-high wood good neighbor fence on these property lines in the shown in Figure 3 should be constructed as a noise barrier fence. To be effective as a noise barrier the fence should have a minimum surface weight of 3.0 lbs. per square feet and be built with a double layer of 1-inch nominal thickness fence boards, where the second layer of boards installed to cover the joints of the first layer would meet these surface weight and noise reduction requirements.

With the implementation of these mitigation measures, the Project impact with respect to operational noise would would be less-than-significant.

C. <u>Construction Noise</u>. Activities typically associated with new development, including grading, excavation, paving, material deliveries, and building construction, would result in a substantial temporary increase in ambient noise levels in the Project vicinity. Although this impact is temporary in nature, increased noise levels throughout the construction period, may adversely affect residents in the area. To address this impact, a mitigation measure would be required incorporating best practices for construction noise management and requiring compliance with he City Noise Ordinance.

The implementation of these mitigation measures, all of which have been incorporated into the conditions of approval/mitigation monitoring program, would reduce potential noise impacts to a less-than-significant level.

- 5. Hazardous Materials: In 2010, the Project site was reviewed for possible contamination with hazardous materials through a Phase 1 Environmental Site Assessment. This evaluation identified the potential for contamination on the site and set forth a number of recommendations. Those measures, including the recommended soil borings, soils sampling, groundwater testing, and a geophysical survey, were subsequently implemented over the course of 2010-11, as documented in a subsequent investigatory report. To address the shallow surface contamination identified through the testing, the investigation report recommended the removal petroleum hydrocarbon and lead impacted soil from the area between the main shop and the former school structure. As documented in a subsequent closure report, this work was performed in March 2011, with the excavation of impacted soil. A total of 19.44 tons (38,880 pounds) of material was excavated from the east side of the shop and hauled for disposal to a licensed disposal facility. Soils testing performed in conjunction with the excavation showed that it was successful in removing the contaminated soil. In summary, the Project site has been thoroughly investigated with respect to potential continuation with hazardous materials. These investigations identified requirements for subsequent testing, study, and remediation, all of which were implemented. Because the site has been successfully remediated, the development of the Project would have a less-than-significant with respect to hazardous materials.
- 6. *Traffic and Transportation.* To evaluate the potential impacts of the Project with respect to transportation and traffic, a traffic impact study was prepared by a qualified Transportation Engineer. The study addresses: 1) traffic conditions and potential impacts on intersection level of service; 2) alternative transportation modes, including bicycling, walking, and transit; and, 3) traffic safety. The study area includes the segments of Broadway and East MacArthur Street adjoining the Project site, the proposed Project access point on the East MacArthur Street, the intersection of Broadway and East MacArthur Street, and nearby transportation facilities, such as bike paths, sidewalks, and transit stops.
  - A. Level of Service (LOS): Broadway/East MacArthur Street is a four-legged signalized intersection. Traffic counts taken at the a.m. and p.m. peak weekday periods show that the intersection operates at LOS B during the peak a.m. period and LOS C during the peak p.m. period. The project is expected to generate an average of 386 trips per day, including 19 trips during the a.m. peak hour and 35 during the p.m. peak hour. (Note: this estimate is based on an iteration of the Project that featured 39 units, rather than currently proposed 35 units). Under current conditions, the level of service conditions at the intersection would not change as a result of additional traffic generated by the Project. Under the traffic conditions projected for the year 2040, the peak a.m. period would remain at LOS C, while the peak p.m. period would change from LOS B to LOS C. The City and Caltrans both use LOS D as the lowest level of operation that is considered to be normally acceptable. Because the traffic generated by the Project would not cause the LOS at the intersection of Broadway and East MacArthur Street to exceed LOS D

under existing and future conditions, its impact on the operation of the intersection is considered to be less-than-significant.

- B. <u>Pedestrian Facilities:</u> 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 .
- C. <u>Bicycle Facilities:</u> 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.
- D. <u>Transit:</u> The Project site is located within easy walking distance of a transit stop. The traffic study concludes that the transit facilities serving the Project are adequately accessible.
- E. <u>Traffic Calming</u>: In 2003, the City Council adopted a Traffic Calming Plan. The plan addresses the need for traffic calming improvements throughout Sonoma, including along the Broadway corridor. At the intersection of Broadway and East MacArthur Street, the Plan recommends the installation of curb extensions at each of the Broadway crosswalks as a means of shortening the pedestrian crossing distance and improving visibility. To ensure consistent with the adopted Traffic Calming Plan, the following mitigation measure is required:

Contingent upon Caltrans approval, the Project shall be required to install a curb extension at the northwest crosswalk entry adjoining the Project site and to implement any required striping that may be associated with the improvement. The design of the curb extension and any restriping shall be subject to the review and approval of Caltrans and City Engineer.

With the implementation of this mitigation measure, potential Project impacts on compliance with adopted transportation plans would be less-than-significant.

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

### **Other Issues**

*Project Design and Visual Compatibility:* This has been a difficult issue with the previous development proposals that the Planning Commission reviewed and the first iteration of the subject proposal also had problems in this regard. However, the revised proposal has been substantially improved and in staff's view in includes a number of positive features. The design of the mixed use building has been streamlined and it has been reduced in massing and height. The site plan provides appropriate transitions along both frontages with smaller scale buildings in keeping with the residential patterns found on Broadway and East MacArthur Street. The updated site plan reduces paved areas devoted to vehicles, while providing a clear pedestrian pathway system and related amenities. The creek setback/floodway area is preserved and used as a landscaped amenity for the residences and an additional common open space areas is proposed on the Broadway.

*Mix of Unit Types:* The revised project provides an even greater variety of unit types, as it now includes apartments, flats, townhomes, and three detached residences. The density has been decreased slightly and the three detached units are relatively large. However, on balance the units are relatively small, including eight one-bedroom apartments with an area of 486 square feet, as even the three detached residences do

not exceed 2,000 square feet in area. In staff's view the mix of unit types and sizes is desirable and appropriate, given the Mixed Use zoning of the site and its location on Broadway.

*Inclusionary Units:* As discussed above, the applicants are requesting that the inclusionary units be clustered as apartment units within two four-plexes. Normally, inclusionary units are to be distributed throughout a development, but clustering is allowed at the discretion of the Planning Commission. In support of their proposal, the applicants propose to provide an additional affordable unit beyond the minimum requirement and to provide four of the units as affordable at 100% of the Area Median Income (AMI), which is below the normal requirement of 110% of AMI for moderate income units. In staff's view, the additional affordable unit and the greater level of affordability represent an acceptable trade-off in exchange for allowing the units to be clustered.

### Recommendation

Staff recommends that the Planning Commission take the following actions:

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

### <u>Attachments</u>

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

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

- 8. Initial Study
- 9. Project Submittal Package
- cc: Broadway-MacArthur LLC Attn. Scot Hunter 1090 Main Street Napa, CA 94559

# **Vicinity Map**



#### **Project Summary**

Project Name:	Sonoma Gateway
Property Address:	870 Broadway
Applicant:	Broadway MacArthur LLC
Property Owner:	Sonoma Gateway Commons, LLC
General Plan Land Use:	Mixed Use
Zoning - Base:	Mixed Use
Zoning - Overlay:	Historic/Creek
Summary:	
Proposed mixed-use projec commercial space and 35	et featuring a 4,100 square foot i residential units.

# **Zoning Designations**

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





1 inch = 200 feet

# **PROJECT DESCRIPTION:** 870 Broadway

**Existing Condition**: The project would be constructed on the site at 870 Broadway, which is comprised of two parcels and has an area of 1.86 acres, with frontage on Broadway and East MacArthur Street. The site is roughly square-shared, except that it appears that a parcel was divided off of the west side (fronting East MacArthur Street) and subsequently developed with a single-family residence. The site had been used for auto sales, rentals, and repairs since 1925, but that use closed approximately three years ago. Development on the property consists of a 6,000 square-foot auto showroom, a 3,000 square-foot building with the appearance of barn that had been used for storage and as an automotive paint shop, and a 1,000 square-foot wood-framed garage building. Large areas of the site have been paved for use as vehicle display areas and storage. Adjoining uses include a mixed-use development to the north (offices and apartments), a single-family residence and an open space preserve to the east, a hotel development to the south, and apartments and commercial development to the west (across Broadway).

The site has a General Plan land use designation of Mixed Use and a corresponding Mixed Use zoning designation. In addition, the site is located within the Historic Overlay zone. The northeast corner of 870 Broadway lies within a creek setback area associated with Nathanson Creek.

Proposed Project: We received considerable input last Fall on our original design from both the community and the planning commission and wherever possible have responded to those suggestions. One limiting factor are fire regulations (such as 40' turning radii and proximity of fire trucks to buildings) which all but dictated some of the circulation decisions. In addressing how the project interacts with the street and surrounding neighborhoods, all of the E. MacArthur and Broadway buildings are outward facing, 2-story and 30 feet in height or less. The taller buildings, as suggested, are pushed into the interior of the project. Taken together, these modifications will enhance the streetscape and pedestrian experience on Broadway and E. MacArthur. Additionally, addressing the desire for a project more in keeping with the variety inherent in the Sonoma Vernacular, we have reduced the density of the project, increased open space well above the required amount and provided a selection of property types and architectural styles, from single family homes, to apartments and townhomes, and single level condominiums. As before, in keeping with the mixed-use zoning designation we are planning 4,100 square feet of retail which will provide space for one to three businesses. Our goal in filling that space is to find businesses that will serve some unmet needs of the surrounding neighborhood, such as a limited-service food coop where residents of the neighborhood can pick up fresh milk, a bottle of wine some local cheese or produce.

The project now consists of 35 residential units and a commercial space. There are 23 townhome units in five buildings. These units range in size from 1,261 square feet to 1,458 square feet each with a two-car attached garage. These units are three stories in height. There are three 1,934 square foot single family residences each with an attached two car garage. These units are two stories. There are 4 two-bedroom flats over a 4,100-square foot commercial space in a single building. These units are each 1,275 square feet and have two dedicated parking spaces. This building is two

	# of			
	Units			
		Size	#BR/#BA	Total S.F.
Plan A	8	486	1/1	3,888
Plan B	8	1,261	2/3	10,088
Plan C	5	1,386	3/3	6,930
Plan D	7	1,458	3/3.5	10,206
Plan E	3	1,934	3/3.5	5,802
Plan F	4	1,275	2/2.5	5,100
TOTAL	35			42,014

stories. There are 8 apartment units in two fourplex buildings. The apartments are one bedroom and 486 square feet in size. Each unit has a single parking space.

### **General Plan Policies**

As noted above, the site has a land use designation of "Mixed Use," a designation that is intended to accommodate uses that provide a transition between commercial and residential districts, to promote a pedestrian presence in adjacent commercial areas, and to provide neighborhood commercial services to adjacent residential areas. The designation allows a density up to 20 residential units per acre and a residential component equal to 50% of the area of new construction is normally required in new development, unless a reduction or an exemption is granted by the Planning Commission through the use permit review process. Hotels, retail uses, and multi-family development are identified as a conditionally-allowed uses.

### **Development Code Consistency**

**Mixed Use Zone**. The site is zoned Mixed Use (MX). The MX zone is intended to allow for higher density housing types, such as apartments and condominiums, in conjunction with commercial and office development, to increase housing opportunities, reduce dependence on the automobile, and provide a pedestrian presence in commercial areas. Hotels, retail uses, and multi-family dwellings are allowed in the MX zone, subject to review and approval of a Use Permit by the Planning Commission.

In excess of 50% of the site is used for the residential component.

**Planning Area Standards and Guidelines**. The property is in the "Broadway Planning Area" as defined in the Development Code. Applicable standards include the following:

**Density**: The maximum residential density allowed in the MX zone is 20 dwellings units per acre.

The project proposes 35 units on the 1.86-acre site, representing a density of approximately 18.8 units per acre.

Building	South (Streetside) Minimum/Proposed	West (Front) Minimum/Proposed	East (Rear) Minimum/Proposed	North (Side) Minimum/Proposed
Comml/Apts (Building 8)	15 feet/15 feet	15 feet/16 feet	15/193 feet	5 feet/150 feet
Building 1	15 feet/231 feet	15 feet/15 feet	15 feet/251 feet	5 feet/15 feet
Building 2	15 feet/237 feet	15 feet/65 feet	15 feet/149 feet	9 feet/15 feet
Building 3	15 feet/237 feet	15 feet/162 feet	15 feet/72 feet	9 feet/15 feet
Building 4	15 feet/176 feet	15 feet/15 feet	15 feet/251 feet	9 feet/70 feet
Building 5	15 feet/173 feet	15 feet/116 feet	15 feet/97 feet	9 feet/82 feet
Building 6	15 feet/119 feet	15 feet/111 feet	15 feet/82 feet	9 feet/136 feet
Building 7	9 feet/14 feet	15 feet/247 feet	15 feet/15 feet	9 feet/9 feet
Building 9	15 feet/15 feet	15 feet/105 feet	15 feet/115 feet	5 feet/222 feet
Building 10	15 feet/15 feet	15 feet/147 feet	15 feet/73 feet	5 feet/222 feet
Building 11	15 feet/15 feet	15 feet/189 feet	15 feet/31 feet	5 feet/222 feet

**Setbacks**: As shown in the table below, the proposed project complies with setback requirements.

**Floor Area Ratio (FAR)/Site Coverage:** The maximum FAR in the MX zone is 1.0. The project would result in a FAR of 0.87 on the site. The maximum coverage in the MX zone is 60% of the total lot area.

The project would result in site coverage of 34%.

**Building Height**: The maximum building height in the MX zone is 30 feet, except that within the Commercial, Gateway Commercial, and Mixed-Use zoning districts, a maximum height of 36 feet may be allowed to accommodate third-floor multifamily residential development.

Proposed building heights are as follows:

4

0

-Commercial/Apartments: 30 feet 0 inches.

-Residential Buildings 1 and 4: 25 feet 3 inches

-Residential Buildings 9, 10 and 11: 25 feet 1 inches

-Residential Buildings 5, 6 and 7: 32 feet 11 inches

-Residential Buildings 2 and 3: 35 feet 2 inches

As proposed, the project would comply with applicable height limits.

**Open Space**: Per the MX zone in the Broadway Corridor, the project is required to have 300 square feet of open space per unit or 10,500 square feet. This open space may be provided in a combination of private patios/decks and common areas. Each unit has a deck or patio that is a minimum of 7 feet in depth and at least 100 square feet. These decks/patios provide a total of 4,892

square feet of private open space. In addition, there is 10,407 square feet of common open space that meets the requirement of the zoning ordinance.

The total open space is 15,299 square feet.

e

6

Bicycle Parking: Bicycle parking is required for new commercial and multi-family development.

The project will provide dedicated bicycle parking on site within the northside of the commercial/apartment building. This space will be enclosed and lockable. There will also be bike parking for the commercial located in the area between Building 4 and 8.

**Inclusionary Units**: Developments of five or more residential units must designate 20% of the total number of units as affordable. Therefore, a minimum of seven units within the development must be affordable.

There are eight units designated as affordable.

**Architecture**: The buildings are designed in diverse but complementary architectural styles. The three single family detached units have three distinct styles, Spanish, Modern Farmhouse and Ranch. Pitched roofs add to the traditional look. The commercial building is Traditional and is designed to look more residential in nature with a covered porch and decks. The apartment buildings are designed in a ranch style. The multifamily units are in Traditional and Contemporary styles. The main facades of all buildings have multiple offsetting planes in order to break up the massing of the buildings.

There is a retaining wall required along the Broadway and a portion of the MacArthur frontage of the commercial building. It is the intent of the project to preserve material from the stone foundation of the existing building in the back and use this material as the façade for this retaining wall.

**Parking**: There are a total of 62 parking spaces provided for the residential units including guest and 61 required.

There are 15 and commercial spaces provided onsite. In addition to the onsite parking, there is space along Broadway at the north end of the project for 8 additional spaces.

**Trash:** The commercial/apartment building has a trash enclosure for both a recycling and trash bin. The 23 townhomes will be handled with individual toters for trash and recycling. These units will have a dedicated space in the garage for the toters.

The site plan was reviewed and approved by Sonoma Sanitation.

# City of Sonoma Planning Commission CONDITIONS OF PROJECT APPROVAL AND MITIGATION MONITORING PROGRAM

Gateway Mixed Use Development-Use Permit and Tentative Map Approval

870 Broadway

## March 29, 2018

- 1. The development shall be constructed and maintained in conformance with the attached mitigation measures (Exhibit "B.1"), the applicant statement/project narrative, the approved Tentative Map, and the approved site plan, floor plans, roof plans, and building elevations contained within the Sonoma Gateway Submittal, prepared by the McKinley Associates, January 8, 2018, except as modified by these conditions and the following:
  - a. Each of the apartments and condominium flats shall be provided with a one dedicated parking space.
  - b. Permeable paving shall be required, as shown on the approved site plan.
  - c. A three-foot planter strip shall be provided along the east edge of the project driveway as it adjoins the property located at 100 East MacArthur Street (except that it may transition to a reduced width to comply with driveway width requirements at the sidewalk).
  - d. No more than three tenant spaces shall be allowed in the commercial building. Hours of public use of the commercial tenant spaces shall not exceed 7:00 a.m. to 9:00 p.m. Sunday through Thursday, and from 7:00 a.m. to 11:00 p.m. on Friday and Saturday.
  - e. Wine Tasting Facilities shall not be allowed within the commercial building.

Enforcement Responsibility:Planning Director; Building Department; Pubic Works Division, City EngineerTiming:Ongoing

- 2. The following plans and agreements for controlling storm water runoff from the site shall be required:
  - a. In accordance with Mitigation Measure 9.a.1, an Erosion and Sediment Control Plan (SCP) shall be prepared by a registered civil engineer and submitted to the City Engineer for review and approval, including 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 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 SCP shall include measures to ensure that ensure that construction-related run-off does not enter Nathanson Creek. The plan shall be prepared in accordance with the guidance provided in the BASMAA Post-Construction Manual. The required plan shall be approved prior to the issuance of a building or grading permit. The SCP must include an Operation and Maintenance Plan for the Best Management Practices (BMPs) identified in the SCP.
  - c. The Applicant shall execute an agreement with the City which grants the City access to conduct inspections of the BMPs identified in the SCP, and which requires the owner or operator of the site to conduct a maintenance inspection at least annually and retain a record of the inspection. The agreement must contain provisions authorizing the City to perform required maintenance of the BMPs and recover the cost of performing said maintenance in the event of the owner's failure to perform required maintenance. The agreement shall be binding on future owners of the entire property or any subdivided portion thereof, and shall be recorded at the Sonoma County Recorder's Office.

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

3. The following are required by the City and other affected agencies prior to the approval of the Final Map.

- a. A Final Map shall be prepared and submitted to the City Engineer and Planning Director for approval along with the following supporting data: recent (within the most recent three months) preliminary title report, closure calculations and copies of records used to prepare survey (such as deeds and easements, filed maps, etc.). Upon approval and acceptance by the City, the map will be released to the Applicant's title company for filing at the office of the Sonoma County Recorder. The Applicant shall provide the number and types of copies to the City as directed by the City Engineer.
- b. All required 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 and shown on the Final Map.
- c. Three-quarter inch iron pipe monuments shall be set at all tract corners and at all lot corners, unless otherwise approved by the City Engineer. Street centerline monuments shall be set as directed by the City Engineer. All monuments must be approved by the City Engineer.
- d. 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 Final Map recordation, whichever occurs first.

*Enforcement Responsibility:* Planning Director; City Engineer Timing: Prior to acceptance of the Final Map

- 4. The following improvements shall be required and shown on the improvement plans and are subject to the review of the City Engineer, Planning Director, and Fire Chief. Public improvements shall meet City standards. The improvement plans shall be prepared by a registered civil engineer and approved by the City Engineer prior to issuance of a grading permit or building permit. All drainage improvements shall be designed in accordance with the Sonoma County Water Agency "Flood Control Design Criteria." Plans and engineering calculations for drainage improvements, and plans for sanitary sewer facilities, shall be submitted to the Sonoma County Water Agency (and copy of submittal packet to the City Engineer) for review and approval. If required by the City Engineer, the property owner and applicant shall enter into the City's standard form of Improvement Agreement subject to the review and approval of the City Engineer and City Attorney.
  - a. The project driveways shall be constructed in conformance with the City's standard specifications. Existing curb, gutter, sidewalk and street sections along the Broadway and Clay Street frontages that are damaged or deemed by the City Engineer to be in disrepair shall be repaired or replaced to City and/or Caltrans standards. An encroachment permit from the City shall be required for any work within the public right-of-way.
  - b. In compliance with Mitigation Measure 16.a, Contingent upon Caltrans approval, the Project shall be required to install a curb extension at the northwest crosswalk entry adjoining the Project site and to implement any required striping that may be associated with the improvement. The design of the curb extension and any re-striping shall be subject to the review and approval of Caltrans and City Engineer. A Caltrans encroachment permit shall be required.
  - c. Parking restrictions, in the form of red curbs, as may be required by the City Engineer to protect sight distances.
  - d. In accordance with Mitigation Measure 9.a.2, storm drains and related facilities, including off-site storm drain facilities as necessary to connect to existing storm drain facilities. Project drainage improvements shall be designed and implemented to capture and direct runoff away from Nathanson Creek to on-site stormwater BMP facilities, and thence to the existing storm drain infrastructure located along Broadway.
  - e. Post-Construction stormwater BMPs as approved in the Applicant's Stormwater Control Plan shall be shown on the drainage and improvement plans.
  - f. Grading plans shall be included in the improvement plans and are subject to the review and approval of the City Engineer, Planning Director, and the Building Official. Grade differences between lots will not be permitted unless separated by properly designed concrete or masonry retaining walls. This requirement may be modified or waived at the discretion of the City Engineer. Plans shall conform to City of Sonoma Grading Ordinance (Chapter 14.20 of the Municipal Code). The applicant shall provide "As Builts" for the site demolition and hazardous materials abatement with the grading plans.
  - g. In accordance with FEMA requirements, residences and other structures proposed on the Project site will be required to be built on foundations such that the finished floor of the structure is above the 100-year flood

elevation. This requirement will be documented with a Flood Elevation Certificate prepared by a qualified engineer or licensed land surveyor, subject to the review and approval of the Building Official and the City Engineer. (Mitigation Measure 9.g/h.)

- h. Tree protection protocols, protection measures, and inspection/monitoring requirements as set forth in the Arborist Report/Tree Protection Plan, prepared by Horticultural Associates, December 27, 2017.
- i. Sewer mains, laterals and appurtenances, including off-site sewer mains and facilities as required by the Sonoma County Water Agency; water conservation measures installed and/or applicable mitigation fees paid as determined by the Sonoma County Water Agency; and appurtenances such as grease traps associated with the kitchen facilities in the Community Building.
- j. Water services for the residential uses, fire line and a dedicated irrigation line shall be provided. The location of water meters and backflow assemblies shall be identified on the plans and the locations approved by the City Engineer and Fire Chief.
- k. 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.
- 1. Public fire hydrants connected to public water lines shall be required in the number and at the locations specified by the Fire Chief and the City Engineer. Any required fire hydrants shall be operational prior to beginning combustible construction.
- m. Private underground utility services, including gas, electricity, cable TV and telephone, shall be provided to the development.
- n. Public street lighting as required by the City Engineer.
- o. A signing and striping plans shall be submitted to the City Engineer for review and approval. Said plans shall include "No Parking" signs/markings along the appropriate drive aisles, traffic control signs, and pavement markings as required by the City Engineer.
- p. Street trees along the property frontages subject to the review of the Planning Director and the Public Works Director. All street trees shall be consistent with the City's Tree Planting Program, including the District Tree List.
- q. 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.
- r. 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.
- s. 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.
- t. Repair of curb, gutter, sidewalks, and street paving (to the carline) as deemed necessary by the City Engineer..

Enforcement Responsibility:	City	Engineer;	Public	Works	Department;	Building	Department;	Planning
	Depa	artment; Fire	e Departn	nent; SC	'WA			
Timing:	Prior	r to issuance	of the gr	ading pe	ermit			

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

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

6. 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:<br/>Timing:Public Works Department; Building Department; City Engineer; Affected agency<br/>Prior to the acceptance of public improvements, or plan check, or within 30<br/>days of receipt of invoice, as specified above

7. 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 DepartmentTiming:Prior to the issuance of any grading/building permit; Ongoing

- 8. The applicant shall comply with the following requirements of the Sanitation Division of Sonoma County Permit & Resource Management Department (PRMD) and the Sonoma County Water Agency (SCWA):
  - a. The applicant shall fully implement the recommended sanitation conditions set forth in the letter from PRMD dated February 14, 2018. 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.
  - b. The applicant shall submit a Wastewater Discharge Survey to PRMD. The Applicant shall obtain a Survey for Commercial/Industrial Wastewater Discharge Requirements ("Green form") from PRMD, and shall submit the completed Survey, along with two (2) copies of the project site plan, floor plan and plumbing plan to the Sanitation Section of PRMD. The Survey evaluation must be completed by the Sonoma County Water Agency and submitted to the PRMD Engineering Division before a building permit for the project can be approved.
  - b. If additional sewer pre-treatment and/or monitoring facilities (i.e. Grease trap, Sampling Manhole, etc.) are required by the Sonoma Valley County Sanitation District per the Wastewater Discharge Survey, the Applicant shall comply with the terms and requirements of the Survey prior to commencing any food or beverage service. If required, the Sampling Manhole shall be constructed in accordance with Sonoma County Water Agency *Design and Construction Standards for Sanitation Facilities*, and shall be constructed under a separate permit issued by the Engineering Division of PRMD.
  - c. In accordance with Section 5.05, "Alteration of Use", of the Sonoma Valley County Sanitation District Ordinances, the Applicant shall pay increased sewer use fees as applicable for changes in the use of the existing structure. The increased sewer use fees shall be paid the Engineering Division of PRMD prior to the commencement of the use(s).
  - d. A sewer clearance shall be provided to the City of Sonoma Building Department verifying that all applicable sewer fees have been paid prior to the issuance of any building permit. Note: Substantial fees may apply for new sewer connections and/or the use of additional ESDs from an existing sewer connection. The applicant is encouraged to check with the Sonoma County Sanitation Division immediately to determine whether such fees apply.

Enforcement Responsibility:	Sanitation Division o	f Sonoma	County	, Planning	g &	Man	agement	Resource
	Department; Sonoma	County	Water	Agency:	City	of	Sonoma	Building
	Department							
Timing:	Prior to issuance of a b	ouilding pe	ermit					

9. 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:Department of ABC; Sonoma County Health Division; Planning DepartmentTiming:Prior to operation; Ongoing

10. 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 DepartmentTiming:Prior to issuance of any building permit

11. 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

12. The applicant shall submit a Conditions, Covenants and Restrictions document for review and approval by the City Attorney, Planning Director, and City Engineer in conjunction with the establishment of a homeowner's association (HOA) for the subdivision. At a minimum, the CC&R's shall provide for maintenance and specify standards to be used to maintain private driveways, private parking lots, private street furniture/light standards, private street signs, red-curbing and other pavement markings/striping, private drainage facilities, and common landscape areas/features (including any private street trees) and shall be recorded with the County of Sonoma. The CC&R's shall also include requirements prohibiting use of the units as vacation rentals and mandating that garages be maintained for vehicle parking. This project shall be developed as a common interest subdivision.

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

- 13. A construction management plan shall be required, subject to the review and approval of the City Engineer, the Building Official, and the Planning Director. The Plan shall incorporate, at a minimum, the following components:
  - a. **Neighbor/Agency Outreach and Coordination.** Identification of procedures providing for written notification to potentially affected businesses, residences, and agencies informing them in advance of construction activities and progress. Designation of a responsible person (including contact information) for implementation of the construction management plan.
  - b. Construction Traffic Control. A traffic control plan, prepared by a licensed engineer, to control traffic safety throughout all the construction phases. The plan shall include but not be limited to staging areas on the project site and truck movements, cones, signage, flagging, etc. In addition, the plan shall address temporary parking of construction related vehicles and equipment, including construction employees, on or adjacent to the project site. Contractors shall be required to maintain traffic flow on all affected roadways adjacent to the project site during non-working hours, to minimize traffic restrictions during construction, to avoid the routing of trucks through residential areas, and minimize impacts on the availability of on-street parking. Contractors shall notify all appropriate City of Sonoma and Sonoma County emergency service providers of planned construction activity that could involve road closure or any significant constraint to emergency vehicle movement through the project area or the adjacent neighborhoods. Vehicles used in transporting construction equipment and materials shall be limited to City-approved haul routes.
  - c. Noise Mitigation. Construction noise mitigation measures, to incorporate all measures set forth in Mitigation Measure Noise 12.d. Compliance with the applicable provisions of the City's Noise Ordinance (SMC 9.56) shall be required.
  - d. Air Quality Protection. Dust control and air quality mitigation in accordance with Mitigation Measure 3.c.
  - e. Creek Protection. The construction management plan shall be designed and implemented to avoid any encroachment into the required creek setback. Protective measures shall include the use of temporary fencing or barricades to prevent construction activity in the setback area.
  - f. Archeological/Cultural/Tribal Resources. After the existing buildings and paving have been removed and prior to new construction, an archaeological survey of the site shall be completed by a qualified professional and shall be subject to the review and approval of the City of Sonoma, in compliance with Mitigation Measure 5.b.1. In addition the Construction Management Plan shall set forth contingency plans and protocols in compliance with Mitigation Measure 5.b.2.
  - g. Paleontological Resources. Contingency plans and protocols in compliance with Mitigation Measure 5.c.
  - h. Human Remains. Contingency plans and protocols in compliance with Mitigation Measure 5.d.

- i. **Construction Recycling.** A recycling plan addressing the major materials generated through deconstruction of existing structures and construction of new buildings, including measures to divert these materials from landfill disposal. Typical materials included in such a plan are soil, brush and other vegetative growth, sheetrock, dimensional lumber, metal scraps, cardboard packaging, and plastic wrap.
- j. **Easements and Agreements.** Written confirmation of any necessary construction access agreements or easements from neighboring property owners.
- k. **Tree Protection Measures:** Protocols, protection measures, and inspection/monitoring requirements as set forth in the Arborist Report/Tree Protection Plan, prepared by Horticultural Associates, December 27, 2017.
- 1. **Protections for Nesting Birds.** Limitations on grading and all other protections for nesting birds, as set forth in Mitigation Measure 4.a.2.

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

14. As necessary to comply with State and local standards for interior noise, all of the residential buildings on the site shall be equipped with a mechanical ventilation system capable of providing adequate fresh air to the residence while allowing the windows to remain closed to control noise, as set forth in Mitigation Measure 12.a.1. Heating, ventilation, and air conditioning (HVAC) equipment serving the project shall be located away from equipment with rooftop screens or perimeter parapet walls, employ noise control baffles, sound attenuators, or enclosures where required. HVAC noise controls shall be analyzed and reviewed by a qualified acoustical consultant prior to issuance of a building permit.

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

15. Solid wood fencing with a minimum height of 6 feet shall be installed and maintained along the east and north property lines, excluding front and street-side yard setback areas, to connect with the fence/wall required in Condition #14, above, in compliance with Development Code §19.40.100 (Screening and Buffering) and §19.46 (Fences, Hedges, and Walls), except that within the Creek Setback area, alternative fence design and heights shall be allowed, as approved by the DRHPC. To attenuate parking lot and HVAC noise at the adjacent residence to the south east and HVAC noise at the commercial use to the north to levels which comply with City noise standards the proposed 6-foothigh wood good neighbor fence on these property lines in the shown in Figure 3 should be constructed as a noise barrier fence. To be effective as a noise barrier the fence should have a minimum surface weight of 3.0 lbs. per square feet and be built with a double layer of 1-inch nominal thickness fence boards, where the second layer of boards installed to cover the joints of the first layer would meet these surface weight and noise reduction requirements, consistent with Mitigation Measure 12.a.3. The design of the fence/wall shall be subject to the review and approval of the Design Review and Historic Preservation Commission.

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

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

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

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

Enforcement Responsibility:	Building Department
Timing:	Prior to construction

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

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

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

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

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

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

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

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

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

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

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

d. Housing impact fees [if adopted prior to or within 24 months of the issuance of any building permit].

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

24. The eight apartment units shall be designated as affordable units for households in moderate income category. The developer shall enter into an Affordable Housing Agreement covenant assuring the continued affordability of the designated units for a minimum period of 55 years and establishing maximum rents. Four of the units shall establish maximum rents at 100% of the Area Median Income and four of the units shall establish maximum rents at 110% of the Area Median Income. Said Affordable Housing Agreement shall include a management and maintenance plan (addressing issues including but not limited to tenant screening; warning and eviction procedures; use and maintenance of patios, decks and other outdoor areas; quiet time; and the long-term maintenance of buildings and landscaping) and shall be subject to the review and approval of the Planning Director and City Attorney.

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

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

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

# Exhibit "B.1"

# **Mitigation Measures for Gateway Mixed Use**

#### 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.

#### **Biological Resources**

**Mitigation Measure 4.a.1:** The project improvements and the construction management plan shall be designed and implemented to avoid any encroachment into the required creek setback. Protective measures shall include the use of temporary fencing or barricades to prevent construction activity in the setback area.

**Mitigation Measure 4.a.2:** The following measures shall be implemented as necessary during the construction phase of the project for the protection of nesting birds:

- 1. Grading or removal of nesting trees and habitat shall be conducted outside the nesting season, which occurs between approximately February 15 and August 15, if feasible.
- If grading between August 15 and February 15 is infeasible and groundbreaking must occur within the nesting season, a
  pre-construction nesting bird (both passerine and raptor) survey of the grassland and trees shall be performed by a
  qualified biologist within 7 days of ground breaking.

- 3. If no nesting birds are observed no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey. If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist.
- 4. The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-300 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFG. To delineate the buffer zone around a nesting tree, orange construction fencing shall be placed at the specified radius from the base of the tree within which no machinery or workers shall intrude.
- After the fencing is in place there will be no restrictions on grading or construction activities outside the prescribed buffer zones. The buffer zone shall remain in place until after the young have fledged.

See also Mitigation Measures 9.a.1 and 9.a.2.

#### Cultural Resources

**Mitigation Measure 5.b.1:** After the existing buildings and paving have been removed and prior to new construction, an archaeological survey of the site shall be completed by a qualified professional and shall be subject to the review and approval of the City of Sonoma.

**Mitigation Measure 5.b.2:** Construction personnel involved with earthmoving shall be alerted to the potential for the discovery of prehistoric materials and tribal cultural resources. Such materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.

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

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

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

#### Hydrology and Water Quality

*Mitigation Measure 9.a.1:* The Project applicant shall prepare and submit an Erosion and Sediment Control Plan (SCP) for review and approval by the City Engineer 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 SCP shall include measures to ensure that ensure that construction-relied pollutants and run-off do not enter Nathanson Creek.

*Mitigation Measure 9.a.2:* Project drainage improvements shall be designed to capture and direct runoff away from Nathanson creek to on-site stormwater BMP facilities, and thence to the existing storm drain infrastructure located along Broadway. The design of these measures shall be documented in a Stormwater Control Plan that shall be subject to the review and approval of the City Engineer.

*Mitigation Measure 9.g/h:* In accordance with FEMA requirements, Residences and other structures proposed on the Project site will be required to be built on foundations such that the finished floor of the structure is above the 100-year flood elevation. This requirement will be documented with a Flood Elevation Certificate prepared by a qualified engineer or licensed land surveyor, subject to the review and approval of the Building Official and the City Engineer.

#### <u>Noise</u>

*Mitigation Measure 12.a.1:* All of the residential buildings on the site shall be equipped with a mechanical ventilation system capable of providing adequate fresh air to the residence while allowing the windows to remain closed to control noise.

*Mitigation Measure 12.a.2:* Locate the heating, ventilation, and air conditioning (HVAC) equipment serving the project away from equipment with rooftop screens or perimeter parapet walls, employ noise control baffles, sound attenuators, or enclosures where required. HVAC noise controls shall be analyzed and reviewed by a qualified acoustical consultant prior to issuance of a building permit.

*Mitigation Measure 12.a.3:* To attenuate parking lot and HVAC noise at the adjacent residence to the south east and HVAC noise at the commercial use to the north to levels which comply with City noise standards the proposed 6-foot-high wood good neighbor fence on these property lines in the shown in Figure 3 should be constructed as a noise barrier fence. To be effective as a noise barrier the fence should have a minimum surface weight of 3.0 lbs. per square feet and be built with a double layer of 1-inch nominal thickness fence boards, where the second layer of boards installed to cover the joints of the first layer would meet these surface weight and noise reduction requirements.

*Mitigation Measure 12.d:* Develop a construction mitigation plan in close coordination with adjacent noise-sensitive land uses so that construction activities can be scheduled to minimize noise disturbance. The construction mitigation plan shall consider the following available controls to reduce construction noise levels to levels that do not exceed noise standards. The implementation of some combination of the following measures would reduce this impact to a less than significant level.

- a. Pursuant to the Noise Ordinance, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours between 8:00 a.m. and 6:00 p.m., Monday through Friday, 9:00 a.m. to 6:00 p.m. on Saturday, and 10:00 a.m. to 6:00 p.m. on Sundays and city observed holidays.
- b. Install a temporary construction noise barrier with a height of 8 feet above grade on the project property lines shared with the residential property to the southeast and the commercial property to the northwest before loud construction activities begin and keep in place until construction within 100 feet of the barrier location is complete. The placement of the barriers should not allow clear line of sight, or openings for site access between the site activities and adjacent land uses. The barriers may be composed of mass loaded construction blankets on temporary fencing or solid plywood construction barriers and should have a minimum surface weight of 1.0 lb. /ft2 and an equivalent STC rating of 25 or more.
- c. Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;
- d. Prohibit all unnecessary idling of internal combustion engines;
- e. Route construction related traffic to and from the site via designated truck routes and avoid residential streets where possible;
- f. Utilize "quiet" models of air compressors and other stationary noise sources where technology exists;

- g. Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent residential and commercial land uses;
- h. Shield adjacent sensitive uses from stationary equipment with individual noise barriers or partial acoustical enclosures;
- i. Locate staging areas and construction material storage areas as far away as possible from adjacent land uses;
- j. Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.
- k. Hold a pre-construction meeting with the job inspectors and the general contractor/on-site 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:* Contingent upon Caltrans approval, the Project shall be required to install a curb extension at the northwest crosswalk entry adjoining the Project site and to implement any required striping that may be associated with the improvement. The design of the curb extension and any re-striping shall be subject to the review and approval of Caltrans and City Engineer.

#### **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.

# CITY OF SONOMA

# **RESOLUTION**

# A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SONOMA ADOPTING FINDINGS AND APPROVING A NEGATIVE DECLARATION WITH REGARD TO THE SONOMA GATEWAY MIXED USE DEVELOPMENT, LOCATED AT 870 BROADWAY

WHEREAS, an application has been made for a Use Permit and Tentative Map to redevelop a 1.86-acre site located at the northeast corner of Broadway and East MacArthur Street with a mixeduse development featuring a 4,100 square-foot commercial space and 35 residential units ("Project"); and,

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

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

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

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

WHEREAS, the Initial Study was reviewed by the Planning Commission in a duly noticed public hearing held on March 29, 2018.

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

Section 1. Record

- A. The record of proceedings ("Record") upon which all findings and determinations related to the Project and the Initial Study/Mitigated Negative Declaration are based includes, but is not limited to:
  - 1. The Initial Study/Mitigated Negative Declaration, and the appendices, technical reports and all other documents, cited in and/or relied upon in preparing the Mitigated Negative Declaration/Initial Study;
  - 2. The staff reports, City files, records and other documents, and all other information (including written evidence and testimony) prepared for and/or submitted to the Planning Commission relating to the Initial Study/Mitigated Negative declaration or the Project;

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

# Section 2. Adoption of the Negative Declaration

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

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

# Section 3. CEQA Findings

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

# Section 5. Mitigation Monitoring and Reporting Program

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

# Section 6. Notice of Determination

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

The foregoing Resolution is hereby passed and adopted by the Planning Commission on March 29, 2018, by the following vote:

AYES: NOES: ABSENT:

### **Statement of Findings and Facts**

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

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

- A. *Aesthetics/Visual Compatibility*. The visual compatibility of the Project was evaluated in terms of: 1) Development Code consistency with regulations that address scale, massing, and height; 2) consistency with applicable design guidelines; and, 3) project-specific site planning and design with an emphasis on compatibility with the character of the area.
  - 1. <u>Consistency with Development Regulations:</u> Applicable standards as set forth in the Development Code that relate to the visual character of proposed development include height limits, setback requirements, and limitations on building coverage. As discussed above, under "Consistency with Development Code Standards" the Project substantially complies with these standards.
  - 2. <u>Consistency with Design Guidelines:</u> Because the Project site is located in the Historic Overlay Zone, the guidelines set forth in Chapter 19.42 of the Sonoma Municipal Code (Historic Preservation and Infill in the Historic Overlay District) are applicable. An analysis of Project consistency with these design guidelines is set forth in the Initial Study, which concluded that the Project is substantially consistent with the design guidelines applicable to infill development in the Historic Overlay zone.
  - 3. <u>Project Design:</u> In its site planning and architecture, the Project has been designed to appropriately address Broadway and East MacArthur Street. The mixed use building, which is the most prominent structure, is appropriately located at the corner of Broadway and MacArthur Street. As called for in the Broadway Corridor design guidelines, its architectural approach incorporates residential detailing, but it has a substantial quality and is not overly ornate. The two four-plexus located along Broadway to the north are at a smaller scale, creating a transition to the development pattern associated with narrower lots, further to the north. On the East MacArthur frontage, the three separate residences also create an appropriate transition to the traditional residential pattern east of the site. Parking is substantially screened from view and the taller townhouse clusters are located on the interior of the site. The northeast corner of the site, which adjoins Nathanson Creek, would be preserved as open space and an additional common open space area would be located on the Broadway frontage, helping to break up the massing of the buildings. Limiting vehicle to East MacArthur Street reduces paving, simplifies site circulation, and improves the visual quality of the Broadway frontage.

In summary, the Project would not have a significant impact with regard to aesthetics.
- B. *Biological Resources*. The Project site has been developed and used for automobile sales and repairs and repairs since 1925. Development on the site includes several large commercial buildings and significant areas of paving and other graded surfaces. The site is bordered by urban development on three sides. At its northeast corner, the site abuts a 55-foot long segment of Nathanson Creek. However, the Project site does not provide connectivity between the creek segment and other undeveloped open space. As discussed in Section 4 of the Initial Study, the Project site no threatened, rare, or endangered species identified by State or federal agencies have been identified on the site. Mitigation Measure 4.a.2 provides protections for nesting birds and Mitigation Measures 4.a.1, 9.a.1 and 9.a.2 would protect the riparian habitat and water quality of Nathanson Creek. As documented in the Arborist Report prepared for the Project, there are 48 living trees on the site, including 12 oak trees and three California Buckeyes. Of these, seven of the oak trees would be preserved, but all of the Buckeyes would be removed. The remaining trees include Black Locust, Black Walnut, Wild Plum, and other non-native species. In accordance with the City's Tree Ordinance (SMC 12.08), trees to be removed shall be replaced at a minimum ratio of 1:1
- C. *Cultural Resources*. The Initial Study evaluates the Project with respect to historical, archeological, and tribal resources.
  - 1. <u>Historic Resources</u>. The historic use of the subject property dates back to 1864, when it was developed as college that later served as Sonoma's first public high school. However, through the conversion of the site to auto sales in the 1920's, the structures associated with the school use were either torn down or substantially modified. The recorded history of the site and a thorough analysis of the structures that remain on it are documented in a Historic Resources Evaluation commissioned by the property owner. As set forth in the evaluation: "None of the buildings associated with the auto development of 870 Broadway demonstrate distinctive characteristics of a type, period, or method of construction (Criterion C or 3). Rather, the complex illustrates a largely functional design sensibility that includes modest Mission Revival allusions designed to obscure a standard utilitarian design. In contrast to the richly stylized auto related development in regional centers and cities including Sacramento and San Francisco, this modest facility does not convey any important design associations related to the architectural development of showrooms or service centers. Further, even the modest decorative embellishments of Building 1, including showroom windows and entry areas, have been altered in the modern period and replaced with aluminum frame members that lack integrity to the development period." The HRE concludes that the site does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because the property lacks significance and integrity. The City of Sonoma Commissioned a peer review of the HRE, which found that it was prepared in accordance with appropriate professional standards and concurred with its conclusions.
  - 2. <u>Archaeological/Tribal Resources.</u> To assess the site for archaeological resources, a professional evaluation was performed, including archival research. No such resources were found. Research was completed at the Northwest Information Center of the California Historical Information System (NWIC file number 17-1260). The record search showed that the study area had not been previously subjected to an archaeological survey. A request was sent to the State of California's Native American Heritage Commission seeking information from the sacred lands files and the names of Native American individuals and groups that would be appropriate to contact regarding this project. However, because the potential exists for the accidental discovery of tribal resources during project construction, a possibility which represents a potentially significant impact, the archival report recommends that an archaeological survey be undertaken following the removal of buildings and paving from the site and that procedures be in place to address the potential for the accidental discovery.

In summary, the site does not feature any historically-significant buildings. In addition, mitigation measures have been identified and will be required addressing the discovery of archaeological resources, paleontological resources, tribal resources, and human remains.

- D. *Environmental Noise Conditions*. According to the Noise Element of the General Plan, the primary source of noise locally is traffic on major streets, including Broadway. To evaluate this issue, an environmental noise assessment was prepared by a qualified acoustical consultant. The noise assessment sets forth: 1) applicable regulatory criteria, 2) the results of on-site noise monitoring, 3) an evaluation of the compatibility of the noise environment at the project site in relation to the project site plan, and 4) recommendations for mitigation.
  - 1. <u>Resident Noise Exposure.</u> With respect to the main outdoor open space area, which is located at the northeast corner of the site, the assessment found that it will be acoustically shielded by intervening Project structures from roadway noise such that sound levels in that area is expected to be below 60 dBA Ldn. Such exterior noise levels are considered "normally acceptable" by the City of Sonoma General Plan Noise Element. With respect to interior noise levels within the residences, the study found that the proposed construction methods would result in compliance with State and local standards in conditions where windows are kept closed. However, when windows are open, for most of the units within the Project (Building #6 is the only exception), noise attenuation would be reduced to the point where interior noise levels could exceed the interior noise standard of 45 dBA Ldn, which represents a potentially significant impact. To address this issue, the environmental noise assessment identifies the following mitigation measure:

Buildings 1, 2, 3, 4, 5, 7, and 8 shall be equipped with a mechanical ventilation system capable of providing adequate fresh air to the residence while allowing the windows to remain closed to control noise.

The noise assessment finds that this mitigation measure, which provides residents with the option of having their windows open or closed, will achieve compliance with applicable noise standards.

2. <u>Operational Noise</u>. The noise assessment identified two issues in this regard. First, residents within the Project could be exposed to noise from the commercial parking area and from mechanical systems, such as HVCAC. Second, the Project adjoins a duplex along its eastern property line and the driveway serving the Project would be located along the the shared property line. The noise assessment found that both of these conditions represent a potentially significant impact, for which the following mitigation measures were identified:

Locate the heating, ventilation, and air conditioning (HVAC) equipment serving the project away from equipment with rooftop screens or perimeter parapet walls, employ noise control baffles, sound attenuators, or enclosures where required. HVAC noise controls shall be analyzed and reviewed by a qualified acoustical consultant prior to issuance of a building permit.

To attenuate parking lot and HVAC noise at the adjacent residence to the south east and HVAC noise at the commercial use to the north to levels which comply with City noise standards the proposed 6-foot-high wood good neighbor fence on these property lines in the shown in Figure 3 should be constructed as a noise barrier fence. To be effective as a noise barrier the fence should have a minimum surface weight of 3.0 lbs. per square feet and be built with a double layer of 1-inch nominal thickness fence boards, where the second layer of boards installed to cover the joints of the first layer would meet these surface weight and noise reduction requirements.

With the implementation of these mitigation measures, the Project impact with respect to operational noise would be less-than-significant.

3. <u>Construction Noise.</u> Activities typically associated with new development, including grading, excavation, paving, material deliveries, and building construction, would result in a substantial temporary increase in ambient noise levels in the Project vicinity. Although this impact is temporary in nature, increased noise levels throughout the construction period, may adversely affect residents in the area. To address this impact, a mitigation measure would be required incorporating best practices for construction noise management and requiring compliance with he City Noise Ordinance.

The implementation of these mitigation measures, all of which have been incorporated into the conditions of approval/mitigation monitoring program, would reduce potential noise impacts to a less-than-significant level.

- E. Hazardous Materials: In 2010, the Project site was reviewed for possible contamination with hazardous materials through a Phase 1 Environmental Site Assessment. This evaluation identified the potential for contamination on the site and set forth a number of recommendations. Those measures, including the recommended soil borings, soils sampling, groundwater testing, and a geophysical survey, were subsequently implemented over the course of 2010-11, as documented in a subsequent investigatory report. To address the shallow surface contamination identified through the testing, the investigation report recommended the removal petroleum hydrocarbon and lead impacted soil from the area between the main shop and the former school structure. As documented in a subsequent closure report, this work was performed in March 2011, with the excavation of impacted soil. A total of 19.44 tons (38,880) pounds) of material was excavated from the east side of the shop and hauled for disposal to a licensed disposal facility. Soils testing performed in conjunction with the excavation showed that it was successful in removing the contaminated soil. In summary, the Project site has been thoroughly investigated with respect to potential continuation with hazardous materials. These investigations identified requirements for subsequent testing, study, and remediation, all of which were implemented. Because the site has been successfully remediated, the development of the Project would have a lessthan-significant with respect to hazardous materials.
- F. *Traffic and Transportation.* To evaluate the potential impacts of the Project with respect to transportation and traffic, a traffic impact study was prepared by a qualified Transportation Engineer. The study addresses: 1) traffic conditions and potential impacts on intersection level of service; 2) alternative transportation modes, including bicycling, walking, and transit; and, 3) traffic safety. The study area includes the segments of Broadway and East MacArthur Street adjoining the Project site, the proposed Project access point on the East MacArthur Street, the intersection of Broadway and East MacArthur Street, and nearby transportation facilities, such as bike paths, sidewalks, and transit stops.
  - 1. <u>Level of Service (LOS)</u>: Broadway/East MacArthur Street is a four-legged signalized intersection. Traffic counts taken at the a.m. and p.m. peak weekday periods show that the intersection operates at LOS B during the peak a.m. period and LOS C during the peak p.m. period. The project is expected to generate an average of 386 trips per day, including 19 trips during the a.m. peak hour and 35 during the p.m. peak hour. (Note: this estimate is based on an iteration of the Project that featured 39 units, rather than currently proposed 35 units). Under current conditions, the level of service conditions at the intersection would not change as a result of additional traffic generated by the Project. Under the traffic conditions projected for the year 2040, the peak a.m. period would remain at LOS C, while the peak p.m. period would change from LOS B to LOS C. The City and Caltrans both use LOS D as the lowest level of operation that is considered to be normally acceptable. Because the traffic generated by the Project would not cause the LOS at the intersection

of Broadway and East MacArthur Street to exceed LOS D under existing and future conditions, its impact on the operation of the intersection is considered to be less-than-significant.

- 2. <u>Pedestrian Facilities:</u> 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.
- 3. <u>Bicycle Facilities:</u> 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.
- 4. <u>Transit:</u> 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.
- 5. <u>Traffic Calming:</u> In 2003, the City Council adopted a Traffic Calming Plan. The plan addresses the need for traffic calming improvements throughout Sonoma, including along the Broadway corridor. At the intersection of Broadway and East MacArthur Street, the Plan recommends the installation of curb extensions at each of the Broadway crosswalks as a means of shortening the pedestrian crossing distance and improving visibility. To ensure consistent with the adopted Traffic Calming Plan, the following mitigation measure is required:

Contingent upon Caltrans approval, the Project shall be required to install a curb extension at the northwest crosswalk entry adjoining the Project site and to implement any required striping that may be associated with the improvement. The design of the curb extension and any re-striping shall be subject to the review and approval of Caltrans and City Engineer.

With the implementation of this mitigation measure, potential Project impacts on compliance with adopted transportation plans would be less-than-significant.

G. Sanitation Infrastructure. The Project proposal was referred to the Sonoma County Water Agency (SCWA) and the Sonoma County Department of Permits and Resource Management (PRMD) for comment with respect to wastewater infrastructure. These agencies note that their modeling of the sanitation system infrastructure in the vicinity of the project indicates that the main on Broadway between West Napa Street and Newcomb Street may be approaching capacity under peak conditions, such as occur in period of heavy rainfall. To address this issue, projects determined to contribute to this problem are required to pay for or to implement upgrades to segments of the affected main, based on system capacity simulations performed under the supervision of the SCWA. The possibility that the increase in ESDs generated by the project could adversely affect the capacity of the local sanitation collection system, represents a significant impact, for which mitigation is required:

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

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

H. Landfill Capacity. The County of Sonoma owns the Central Disposal Site and four other transfer stations located throughout Sonoma County. The Central Disposal Site landfill, located at 500 Mecham Road in Petaluma, California, accommodates solid waste from the City of Sonoma. The Central Disposal Site has a permitted capacity of 19.59 million tons (32.65 million cubic yards). This site includes two landfills, including Landfill 1, which has a permitted capacity of 18.27 million tons (25.65 million cubic yards), and Landfill 2, which has a permitted capacity of 4.98 million tons (7.0 million cubic yards). Landfill 1 currently contains approximately 12.83 million tons (21.38 million cubic yards) of solid waste, and Landfill 2 currently has 1.12 million tons (1.87 million cubic yards) of solid waste. Therefore, remaining capacity at Landfill 1 is 5.44 million tons (4.27 million cubic yards), and remaining capacity at Landfill 2 is 3.86 million tons (5.13 million cubic vards. Further, permitted daily tonnage at the Central Disposal Site is 2,500 tons; however, average daily tonnage is 1,250 tons. Therefore, the landfill is currently receiving less than its permitted daily tonnage of solid waste. According to the Sonoma County Waste Management Agency, there is sufficient capacity at these facilities to accommodate the project. However, to ensure compliance with the waste diversion programs required under the California Integrated Waste Management Act of 1989 (AB939) the following mitigation measure has been included to address recycling.

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

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

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

#### CITY OF SONOMA PLANNING COMMISSION

#### RESOLUTION

#### A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SONOMA APPROVING A USE PERMIT AND TENTATIVE MAP FOR THE SONOMA GATEWAY PROJECT, LOCATED AT 870 BROADWAY

WHEREAS, an application has been made for a Use Permit and Tentative Map to redevelop a 1.86acre site located at the northeast corner of Broadway and East MacArthur Street with a mixed-use development featuring a 4,100 square-foot commercial space and 35 residential units, ("Project"); and

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

WHEREAS, following the preparation and circulation of the Initial Study in accordance with CEQA the Planning Commission, at a duly-noticed meeting held on March 29, 2018, reviewed, considered, and discussed the Initial Study/Mitigated Negative Declaration and the applications for Use Permit approval for the Project; and

WHEREAS, the Planning Commission, by the adoption of a Resolution, adopted a Mitigated Negative Declaration at a duly-noticed public hearing held on March 29, 2018; and

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

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

#### I. Record

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

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

#### II. Use Permit Findings

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

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

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

The definition includes specific reference to mixed-use development, including multi-family residential housing, retail uses, and office uses. In addition, the Planning Commission finds the project, as modified by the conditions of approval/mitigation monitoring program (Exhibit "B"), to be consistent with applicable

General Plan policies as set forth in Exhibit "A", attached hereto and incorporated herein by reference. There is no Specific Plan applicable to the Project site.

*B.* The proposed use is allowed with a conditional Use Permit within the applicable zoning district and complies with all applicable standards and regulations of the Development Code (except for approved Variances and Exceptions). The property is located within a Mixed Use (MX) zoning district. Ss set forth in the Development Code, the MX zoning district is intended to allow for higher density housing types, such as apartments and condominiums, both separately and in conjunction with commercial and office development, in order to increase housing opportunities, reduce dependence on the automobile, and provide a pedestrian presence in commercial areas. The maximum residential density is 20 dwelling units per acre. The MX zoning district is consistent with the Mixed Use land use designation of the General Plan.

As shown in the Table below, the Project is substantially consistent with the applicable standards and requirements of the Mixed Use Zone within the Broadway Corridor, except that it slightly exceeds the normal limit on site coverage (which encompasses building and paced areas. To address this issue, the applicants will be required to incorporate an extensive area of permeable pavers within the parking and drives (see Site Plan and Landscaping Plan). Subtracting out the area of permeable paving brings the Project into compliance with the site coverage standard.

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: 15 ft; Side: 13 ft.; Rear 15 ft	Front/Streetside: 15-18 ft; Side: 15 ft.; Rear 15 inches		
Floor Area Ratio	1.0	0.87		
Site Coverage	60%	61-64%		
Maximum Roof Height*	36 feet*	25-35 feet		

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

- 1. <u>Location:</u> The Project would be developed on an already-developed site having a Mixed Use zoning designation. Uses within the vicinity of the site include a mixed-use development on the north, a duplex on the east, a hotel development on the south, and apartments and commercial development on the west.
- 2. <u>Size:</u> The Project complies with Development Code standards regulating building height, coverage and Floor Area Ratio.
- 3. <u>Design</u>: The Initial Study analysis of the project's visual compatibility concluded that it would have a less-than-significant impact, meaning that it would not substantially degrade the visual character of the site or its surroundings. With respect to City of Sonoma development standards and guidelines regulating design issues, the Project complies with setback, coverage, and Floor Area Ratio. As detailed in Section II.D of this Resolution, the Project is consistent with the design guidelines applicable to infill development in the Historic Overlay zone and to the design guidelines for the Broadway corridor.

4. <u>Operating Characteristics</u>: The Initial Study prepared for the Project included evaluation of the following topic areas related to compatibility: aesthetics, air quality, cultural resources, hazardous materials, noise, traffic and transportation. The Initial Study concluded that, subject to mitigation measure which have been incorporated into the Conditions of Project Approval, the potentially significant effects of the Project would be mitigated to a level of less-than-significant.

*D. The proposed use will not impair the architectural integrity and character of the zoning district in which it is to be located.* 

1. <u>Guidelines for Infill Development in the Historic Overlay Zone</u>. Because the Project is located within the Historic Overlay Zone, it must be evaluated in terms of the guidelines set forth in Chapter 19.42 of the Sonoma Municipal Code (Historic Preservation and Infill in the Historic Overlay District). An analysis of Project consistency with these design guidelines is set forth below:

Guideline	Analysis				
Site Plan C	onsiderations				
a. New development should continue the functional, on-site relationships of the surrounding neighborhood. For example, common patterns that should be continued are entries facing the public right-of-way, front porches, and garages/parking areas located at the rear of the parcel.	Consistent with the overall development pattern of Broadway and East MacArthur Street, the placement of buildings is intended to engage the street. All structures adjoining street frontages are designed with doors, window, and porches facing the street.				
b. Front setbacks for new infill development should follow either of the following criteria: i) Equal to the average front setback of all residences on both sides of the street within 100 feet of the property lines of the new project; or ii) Equal to the average front setback of the two immediately adjoining structures on each side of the new project.	The front setbacks range from 15 feet to 18 feet, which is consistent with traditional development along Broadway.				
In cases where averaging between two adjoining existing structures is chosen, the new structure may be averaged in a stepping pattern. This method can work especially well where it is desirable to provide a large front porch along a portion of the front facade.	The Project does not propose setback averaging.				
Architectural Considerations					
a. New infill structures should support the distinctive architectural characteristics of development in the surrounding neighborhood, including building mass, scale, proportion, decoration/detail, door and window spacing/rhythm, exterior materials, finished- floor height, porches, and roof pitch and style.	Each of the buildings adjoining the street features porches, entry walks, and low landscaping fences designed to engage the street, which is characteristic of older development along Broadway. The building forms are simple, with sloping gable roofs, but the elevations feature porches, eaves, and insets that help reduce the scale of the buildings and incorporate traditional design elements.				
b. Because new infill structures are likely to be taller than one story, their bulk and height can impose on smaller-scale adjoining structures. The height of new structures should be considered within the context of their surroundings. Structures with greater height should consider providing greater setbacks at the second-story level, to reduce impacts (e.g., blocking	Building heights along the street frontages do not exceed 30 feet, which is compatible with two-story development elsewhere along Broadway.				

#### Review of Project Consistency with the Design Guidelines for Infill Development in the Historic Overlay District (SMC 19.42.050)

or screening of air and light, privacy, etc.) on adjoining single-story structures.			
c. The incorporation of balconies and porches is encouraged for both practical and aesthetic reasons. These elements should be integrated to break up large front facades and add human scale to the structures.	The development incorporates porches, eaves, and inset building elements as integrated architectural elements.		
d. The proper use of building materials can enhance desired neighborhood qualities (e.g., compatibility, continuity, harmony, etc.). The design of infill structures should incorporate an appropriate mixture of the predominant materials in the surrounding neighborhood whenever possible. Common materials are brick, horizontal siding, shingles, stone, stucco, and wood.	A variety of building materials and colors are proposed, subject to the review and approval of the Design Review and Historic Preservation Commission. The proposed building materials, which include wood and stucco, draw from historical materials found on Broadway.		
e. Color schemes for infill structures should consider the color schemes of existing structures in the surrounding neighborhood in order to maintain compatibility and harmony. Avoid sharp contrasts with existing building colors.	The colors of the development will be subject to the review and approval of the Design Review and Historic Preservation Commission.		
Sustainable Construction Techniques			
a. Building forms that reduce energy use may be radically different than traditional architectural types. Careful and sensitive design is required in order to produce a contrast that is pleasing rather than jarring. The use of appropriate colors and textures on exterior materials is one method of linking a contemporary building design to a traditional neighborhood context.	With the exception of the Buildings 5 and 6, which are located within the interior of the site, the building forms employed in the Project represent traditional architectural types. As noted above, the design details and colors of the development would be subject to the review and approval of the Design Review and Historic Preservation Commission.		
b. Roof gardens, solar panels, and other sustainable construction features should be fully integrated into the design of new construction, rather than applied at the conclusion of the design process.	The project has been designed to incorporate an array of sustainable design features in a comprehensive manner, including the potential for the future installation of solar panels. Other features include: Bicycle parking/storage for residents and visitors; At least 10% of visitor/guest parking will have EV charging stations; All enclosed 2 car garages will be pre-wired for EV charging; Buildings will have radiant heat barriers; A significant portion of the walkways and parking will be pervious pavers; High efficiency AC units; On site storm water filtration and containment.		

In summary, the Project is substantially consistent with the design guidelines for Infill in the Historic Overlay District is therefore considered to be compatible with the architectural integrity and character of Sonoma.

- 2. <u>Guidelines for Infill Development in the Broadway Corridor.</u> Section 19.32.020.B.3 of the Development Code sets forth design guidelines for development in the Broadway corridor. Project consistency with these guidelines is analyzed as follows:
  - a) Proposed dwellings should be placed on their sites so that the narrow dimension of the structure is parallel to the narrow dimension of the parcel, and so that the primary entrance to the building faces the public street. Along East MacArthur Street, the residences present the narrow dimension

to the street. This is not the case with the two four-plexus on Broadway. However, the desired effect is met by the vertical elements of the structures. Along both frontages, the residences are oriented toward the street and feature porches, windows, and doors.

- b) *Buildings should reinforce the scale, massing, proportions and detailing established by other significant historic buildings in the vicinity (if any).* The mixed-use building, which is the most prominent structure, features an updated craftsmen style that evokes a number of older homes along Broadway. The massing and architecture of tis building have been streamlined relative to the previous proposal. The level of detailing is appropriate and not overly ornate.
- c) The massing of larger commercial and mixed use buildings (5,000 square feet or greater) should be broken down to an appropriate scale through the use of storefronts and breaks in the facade. The mixed use building, which is the largest structure in the Project, does not exceed 5,000 square feet.
- d) Architectural styles and details that reflect the Sonoma vernacular should be used. Along Broadway, Victorian and other residential architectural styles are more typical than purely commercial building types. The use of durable, high quality materials is encouraged. The mixed-use building features an updated craftsman style that is appropriate for Broadway. The three residences facing East MacAthur Street are differentiated in their architectural detail but are basically traditional. The two four-plexes on Broadway carry over elements of the mixed-use building, which provides continuity and is appropriate to their residential use and location along the Broadway frontage. Several of the townhouse clusters within the interior of the site feature a contemporary design, but these are not readily visible from either Broadway of East MacArthur Street.
- e) Site design and architectural features that contribute to pedestrian comfort and interest, such as awnings, recessed entrances, and alleys, are encouraged. The revised site plan greatly improves pedestrian circulation and amenities.
- f) Building types, architectural details and signs having a generic or corporate appearance are *strongly discouraged*. No such building types or signs are proposed.

Based on the preceding analysis, the Project substantially complies with the design guidelines applicable to mixed use development within the Broadway corridor.

#### III. Tentative Map Approval Findings

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

A. That the proposed subdivision, together with the provisions for its design and improvement, is consistent with the 2020 General Plan land use designation requirements and the applicable provisions of the Development Code. See sections 2.A and 2.B of this Resolution.

*B.* That the tentative map complies with the requirements of the Article VI (Subdivisions) of the Development Code. The City Engineer has reviewed the Tentative Map and has determined that it has been prepared and processed in compliance with the requirements of the Development Code.

C. That the site is physically suited to the type and density of the proposed development, regulated by the conditions of project approval. See Section 2.C of this Resolution.

#### IV. Project Approval

Based on the findings set forth in this Resolution, the Planning Commission hereby grants approval of a Use Permit and Tentative Map for the Project, subject to the Conditions of Approval and Mitigation Monitoring Program set forth in Exhibit "B", attached hereto and incorporated herein by reference. The foregoing Resolution is hereby passed and adopted by the Planning Commission on March 29, 2018, by the following vote:

AYES: NOES: ABSENT:

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

Exhibit "B" Conditions of Project Approval/Monitoring Program

Summary of General Plan Policy Consistency				
General Plan Policy	Analysis			
Community Development Element				
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.			
Promote higher density, infill development, while ensuring that building mass, scale, and form are compatible with neighborhood and town character. (5.5)	The Project is an infill development proposed at the high end of allowable density. As discussed in Section 1 of the Initial Study, the Project will be visually compatible with its surroundings and will not degrade the visual quality of the site or its surroundings.			
Environmental F	lesources 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 no threatened, rare, or endangered species identified by State or federal agencies have been identified on the site. Mitigation Measure 4.a.2 provides protections for nesting birds and Mitigation Measures 4.a.1, 9.a.1 and 9.a.2 would protect the riparian habitat and water quality of Nathanson Creek.			
Protect and, where necessary, enhance riparian corridors. (ER 2.3) Protect Sonoma Valley watershed resources, including surface and ground water supplies and quality. (ER 2.4)	As discussed in Sections 4 and 9 of the Initial Study, the portion of the Project site adjoining Nathanson Creek would be preserved as open space and the Project would be designed to protect the water quality of Nathanson Creek. As discussed in Section 9 of the Initial Study, the Project will not have a significant			
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 Sections 4 and 9 of the Initial Study).			
Preserve existing trees and plant new trees. (ER 2.6)	There are 48 living trees on the site, including 12 oak trees. The remaining trees are primarily fruit trees and black walnuts. Seven of the oak trees are proposed to be preserved. As required under the City's Tree Ordinance, replacement trees will be required at a minimum ratio of 1:1 (see Section 4 of the Initial Study).			
Require development to avoid potential impacts to wildlife habitat, air quality, and other significant biological resources, or to adequately mitigate such impacts if avoidance is not feasible. (ER 2.9)	Potential impacts on wildlife and other biological resources are discussed above. In addition, Mitigation Measures have been identified to reduce potential impacts on Air Quality to a less-than-significant level (see Section 3 of the Initial Study).			
Encourage construction, building maintenance, landscaping, and transportation practices that promote energy and water conservation and reduce green-house gas emissions. (ER 3.2)	The Project provides for the future installation of 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). Among other measures, it would help implement measure 4-L4 (affordable housing linked to transit).			
Circulation Element				

Ensure that new development mitigates its traffic impacts. (CE 3.7)	The Project will not result in unacceptable intersection operation at Broadway/MacArthur Street. To ensure consistency with the City's 2003 Traffic Calming Plan, contingent upon Caltrans approval, the Project shall be required to install a curb extension at the northwest crosswalk entry adjoining the Project site and to implement any required striping that may be associated with the improvement.			
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) Ensure that all development projects provide adequate fire protection. (PS 1.3)	The finished floors within the Project will be built at an elevation above the flood zone. The Project site plan incorporates a fire-truck turnaround. The buildings within the Project will be constructed with fire sprinkler systems.			
Noise Element				
Apply the following standards for maximum Ldn levels to citywide development: 45 Ldn: For indoor environments in all residential units. 60 Ldn: For outdoor environments around all residential developments and outdoor public facilities. (NE 1.1)	As discussed in Section 12 of the Initial Study, a noise study was prepared, evaluating Project consistency with State and local noise standards. Mitigation measures have been identified to ensure that the City's noise standards are met			
Require adequate mitigation of potential noise from all proposed development (NE 1.3)				
Require adequate mitigation of potential noise from all proposed development. (NE 1.3) 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)				

**DEPARTMENT OF TRANSPORTATION** 

DISTRICT 4 P.O. BOX 23660 OAKLAND, CA 94623-0660 PHONE (510) 286-5528 FAX (510) 286-5559 TTY 711 www.dot.ca.gov EDMUND G. BROWN Jr., Governor



Making Conservation a California Way of Life!

March 20, 2018

Mr. David Goodison City of Sonoma Planning, Building, and Public Works 1 The Plaza Santa Rosa, CA 95476 SCH# 2018022046 04-SON-2018-00241 PM: SON-12-38.026 GTS ID 9700

## Gateway Mixed-Use Development at 870 Broadway in Sonoma – Mitigated Negative Declaration (MND)

Dear Mr. Goodison:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the MND.

#### **Project Understanding**

The applicant proposes to redevelop the 1.86-acre project site with a mixed-use development featuring 35 residences and a 4,100 square-foot commercial space which would accommodate up to three tenant spaces. The development plan places a two-story building at the southeast corner of the site, aligned with State Route (SR) 12 (Broadway). The ground floor of the mixed-use building will consist of commercial space, with four two-bedroom flats located on the second floor. This building would have a height of 30 feet. Eight apartment units divided between two four-duplex buildings would be located north of the mixed-use building, fronting SR 12 (Broadway), while three detached units would be placed along the West MacArthur Street frontage. The remaining 20 townhomes would be grouped among five building clusters located within the interior of the site. These would be three-story buildings with heights ranging from 32 feet to 35 feet. The northeast corner of the site, which typically lies within the creek setback, would be used as a common space area. A network of interior sidewalks would allow pedestrian circulation throughout the site, including access to the common open space areas. The applicant proposes a main and an emergency access on East MacArthur Street. Each townhouse unit would have a two-car garage and ten additional covered parking spaces would be located on the east side of the

#### Mr. David Goodison, City of Sonoma March 20, 2018 Page 2

mixed-use building. In addition, 21 uncovered parking spaces are proposed, for total of 77 spaces. To accommodate the proposed development, all existing structures on the site would be demolished. Requested entitlements include a Use Permit, Tentative Map, Design and Architectural Review. The project site is not located in Priority Development Area.

#### Access Operations

Please provide a copy of the *Road Diet* study cited on page 11 of the February 20, 2018 Traffic Impact Study.

#### Vehicle Trip Reduction

In Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, this project falls under **Place Type 2 Close-in Compact Communities – Close-in Corridors**, which comprises of housing with scattered mixed use centers and arterial corridors forming the skeleton of the transportation system. Housing varies in density, transit is available to connect neighborhoods to multiple destinations, and arterial streets with a variety of fronting development types. Given this Place Type and intensification of use, which typically leads to an increase in VMT and corresponding low levels of active transportation, we encourage the City to establish a Transportation Demand Management elements described below to promote smart mobility and reduce regional VMT and traffic impacts to the STN:

- Project design to encourage walking, bicycling, and convenient transit access;
- Ten percent vehicle parking reduction;
- Electric vehicle (EV) charging stations and designated parking spaces for EVs and clean fuel vehicles;
- Commuter subsidy for transit, carpool, vanpool, and bicycle use for employees and residents on an ongoing basis;
- Enhanced bus stops including bus shelters;
- Secured bicycle storage facilities;
- Bicycle route mapping resources and bicycle parking incentives;
- Bicycle share membership;
- Fix-it bicycle repair station(s); and
- Decrease headway times and improve way-finding on nearby Sonoma County Transit bus routes 30, 30X, 32, 34, 38, 40 and 53 to provide a better connection between the project, nearby transit stations and regional destinations.

Reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on SR 12 (Broadway) and other State facilities. These smart growth approaches are consistent with the MTC's RTP/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

Mr. David Goodison, City of Sonoma March 20, 2018 Page 3

http://www.mtc.ca.gov/planning/smart growth/parking.

For additional TDM options, please refer to Chapter 8 of Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference*, regarding TDM at the local planning level. The reference is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf. For information about parking ratios, please see MTC's report, Reforming Parking Policies to Support Smart Growth, or visit the MTC parking webpage:

#### Multimodal Transportation

The project should be conditioned to ensure connections to planned and existing bike lanes and multi-use trails to facilitate walking and biking to the project site. Specifically, the project should provide connections to the planned Class II bikes lanes on SR 12 (Broadway) and East MacArthur Street and the existing Nathanson Creek Trial per the *Sonoma County Bicycle and Pedestrian Plan, 2014 Update*. Providing these connections with streets configured for alternative transportation modes will reduce VMT by creating multi-modal links to nearby transit centers, Sonoma County Transit bus routes 30, 30X, 32, 34, 38, 40 and 53, and the Petaluma Downtown Sonoma-Marin Area Rail Transit Station.

#### Lead Agency

As the Lead Agency, the City of Sonoma is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures, prior to the submittal of an encroachment permit.

#### **Encroachment Permit**

An encroachment permit is needed for Mitigation Measure 16.a, which requires a curb extension, and any required restriping at the northwest crosswalk entry adjoining the project site on SR 12 (Broadway). Lane or shoulder closure charts for any work which interferes with operations of SR 12 (Broadway) shall be submitted to Caltrans for review and approval. Detailed design comments will be provided during the Encroachment Permit Review Stage. The City of Sonoma/applicant can schedule an encroachment pre-application meeting with Arun Guduguntla at arun.guduguntla@dot.ca.gov.

To apply for an encroachment permit, please complete an encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW, and submit to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits.

Mr. David Goodison, City of Sonoma March 20, 2018 Page 4

Should you have any questions regarding this letter, please call Stephen Conteh at 510-286-5534 or Stephen.conteh@dot.ca.gov.

Sincerely,

PATRICIA MAURICE District Branch Chief Local Development - Intergovernmental Review





SECOND FLOOR PLAN

### PROJECT INFORMATION

SITE DATA: SITE: 81,031 SQ. FT. BUILDING COVERAGE: 27,357 SQ. FT. SITE COVERAGE: 34% FAR: 0.87 PAVED AREA: 24,491 SF. (30.2%) COMMON OPEN SPACE: 10,407 SQ. FT. PRIVATE OPEN SPACE (EXTERIOR DECKS): 4,109 SQ. FT.

### PROJECT DATA:

13 (3) BEDRM TOWNHOMES 8 (2) BEDRM TOWNHOMES

8 (1) BEDROOM APARTMENTS

4 (2) BEDROOM FLATS

3 (4) BEDROOM SINGLE FAMILY HOMES

#### **35 TOTAL UNITS**

4,100 SQ. FT. COMMERCIAL

#### PARKING: 56 COVERED SPACES 21 UN-COVERED SPACES 77 TOTAL SPACES

### NOTES

ALL EXISTING STRUCTURES TO BE REMOVED OWNER: Sonoma Gateway Commons, L.P. 1010 W. MLK. Jr. Blvd. Austin, TX. 78701

#### APPLICANT: Broadway & MacArthur, LLC 1040 Main Street, suite 100 Napa, CA. 94559

UNIT	TYPE	# UNITS	BR/BA	SQ FT	DECKS	PARK'G	TOT. SF
'A'	FLAT	8	1BR/1BA	486 SF	100 SF	1-CAR COV.	486 SF
'B'	3 STORY TOWNHOUSE	7	2BR/D/3BA	1261 SF	116 SF	2-CAR GAR. 606 SF	1867 SF
'C'	3 STORY TOWNHOUSE	6	3BR/3BA	1386 SF	116 SF	2-CAR GAR. 606 SF	1992 SF
'D'	3 STORY TOWNHOUSE	7	3BR/3.5 BA	1458 SF	101 SF	2-CAR GAR. 426 SF	1884 SF
'E'	2 STORY TOWNHOUSE	3	4BR/2.5 BA	1934 SF	-	2-CAR GAR. 468 SF	2402 SF
'F'	FLAT	4	2BR/2.5 BA	1275 SF	100 SF	2-CAR COV. 360 SF	1635 SF

















## WEST ELEVATION

SCALE: 1/4" = 1'-0"



# EAST ELEVATION

SCALE: 1/4" = 1'-0"







# SONOMA GATEWAY SINGLE FAMILY - BLDG 10 VESTA PACIFIC DEVELOPMENT



NORTH ELEVATION









## FIRST FLOOR PLAN SCALE: 1/4" = 1'-0"

















# SOUTH ELEVATION









# SONOMA GATEWAY SINGLE FAMILY - BLDG9 VESTA PACIFIC DEVELOPMENT



SCALE: 1/4" = 1'-0"



## EAST ELEVATION SCALE: 1/4" = 1'-0"



## WEST ELEVATION SCALE: 1/4" = 1'-0"













## NORTH ELEVATION SCALE: 1/4" = 1'-0"



# SOUTH ELEVATION



UP



## SONOMA GATEWAY APARTMENTS - BLDG 1 VESTA PACIFIC DEVELOPMENT







## WEST ELEVATION

SCALE: 1/4" = 1'-0"



# EAST ELEVATION

SCALE: 1/4" = 1'-0"



## NORTH ELEVATION SCALE: 1/4" = 1'-0"

## SONOMA GATEWAY APARTMENTS - BLDG 1 VESTA PACIFIC DEVELOPMENT











## WEST ELEVATION

SCALE: 1/4" = 1'-0"



# EAST ELEVATION

SCALE: 1/4" = 1'-0"



## NORTH ELEVATION SCALE: 1/4" = 1'-0"

## SONOMA GATEWAY APARTMENTS - BLDG 4 VESTA PACIFIC DEVELOPMENT







## THIRD FLOOR PLAN - UNIT C

SCALE: 1/4" = 1'-0"



SCALE: 1/4" = 1'-0"







# FIRST FLOOR PLAN - UNIT CSCALE: 1/4" = 1'-0"FIRST FLOOR: 101 S

11	FIRST FLOOR: SECOND FLOOR: THIRD FLOOR:	101 SQ. FT. 618 SQ. FT. 667 SQ. FT.
	TOTAL: GARAGE: EXTERIOR DECK:	1,386 SQ. FT. 606 SQ. FT. 116 SQ. FT.





## THIRD FLOOR PLAN - UNIT B

SCALE: 1/4" = 1'-0"



## SECOND FLOOR PLAN - UNIT B

SCALE: 1/4" = 1'-0"







# FIRST FLOOR PLAN - UNIT BSCALE: 1/4" = 1'-0"FIRST FLOOR:101 S

FIRST FLOOR:	101 SQ. FT.
SECOND FLOOR:	570 SQ. FT.
THIRD FLOOR:	590 SQ. FT.
TOTAL:	1,261 SQ. FT.
GARAGE:	606 SQ. FT.
EXTERIOR DECK:	116 SQ. FT.





# REAR ELEVATION

SCALE: 1/4" = 1'-0"





## SONOMA GATEWAY BUILDINGS - BLDGS 5 & 7 (6 SIMILAR) VESTA PACIFIC DEVELOPMENT









SCALE: 1/4" = 1'-0"





# SONOMA GATEWAY BUILDINGS - BLDGS 5 & 7 (6 SIMILAR) VESTA PACIFIC DEVELOPMENT







## THIRD FLOOR PLAN - UNIT D

SCALE: 1/4" = 1'-0"



## SONOMA GATEWAY UNITDFLOORPLANS VESTA PACIFIC DEVELOPMENT











REAR

## SONOMA GATEWAY BUILDINGS - BLDGS 2 & 3 VESTA PACIFIC DEVELOPMENT





# LEFT









RIGHT




SCALE: 1/4" = 1'-0"







FIRST FLOOR PLAN





JANUARY 08, 2018

A.20









# SONOMA GATEWAY BUILDING - BLDG 8 VESTA PACIFIC DEVELOPMENT

# NORTH ELEVATION















C1.0	TENTATIVE MAP
C2.0	GRADING & DRAINAGE
C3.0	UTILITY PLAN
C4.0	TOWNHOME PLAN





7 PROJECTS\17100\dwg\Adobe-Design\Tentative Map\17100-C3.0\_Utility Plan.dwg, Casey McDonald, 1/8/2018 5:31:52 F





RESIDENTIAL

UNIT 'B'

UNIT 'B'

UNIT 'B'

UNIT 'C'

 $\int \int$ 







BUILDING 2 RESIDENTIAL



BUILDING 3 RESIDENTIAL





# BUILDING 6 RESIDENTIAL



elev
<b>F</b>

### BUILDING 8 RESIDENTIAL SECOND FLOOR PLAN

UNIT	TYPE	# UNITS	BR/BA	SQ FT	DECKS	PARK'G	TOT. SF
'A'	FLAT	8	1BR/1BA	486 SF	100 SF	1-CAR COV.	486 SF
'B'	3 STORY TOWNHOUSE	8	2BR/D/3BA	1261 SF	116 SF	2-CAR GAR. 606 SF	1867 SF
'C'	3 STORY TOWNHOUSE	6	3BR/3BA	1386 SF	116 SF	2-CAR GAR. 606 SF	1992 SF
'D'	3 STORY TOWNHOUSE	7	3BR/3.5 BA	1458 SF	101 SF	2-CAR GAR. 426 SF	1884 SF
'E'	2 STORY TOWNHOUSE	3	4BR/2.5 BA	1934 SF	-	2-CAR GAR. 468 SF	2402 SF
'F'	FLAT	4	2BR/2.5 BA	1275 SF	100 SF	2-CAR COV. 360 SF	1635 SF

20'







# BUILDING 11 <u>RESIDENTIAL</u>





