

MEMO

To: Planning Commission

From: David Goodison, Planning Director

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

The Planning Commission began its review of this project at its meeting of March 22, 2018. As set forth in the staff report prepared for the application, the proposal calls for the renovation of the Cheese Factory as a multi-tenant marketplace featuring locally-sourced artisan foods, cheeses, baked goods, wine, coffee, and other related food and non-food products. As modified through the environmental review process, it includes the following elements:

- Although the Plaza-facing element of the Cheese Factory building, which has been found to be historically-significant, would be retained, the building elements behind it would be removed and replaced. The new construction would enable architectural enhancements that would improve the visual compatibility of the rear portion of the Cheese Factory with adjoining historic buildings on the State Parks property.
- The existing pedestrian walkway along the east side of the site, connecting the Plaza to the Casa Grande parking lot, would be widened and enhanced in order to improve the visual context of the both the Cheese Factory and the State Park.

As discussed in the March 22, 2018 staff report, in response to concerns raised by State Parks regarding potential impacts associated with the construction of the basement level on the nearby historic Servants' Quarters building (an unreinforced adobe structure), the applicants agreed to eliminate a proposed basement level area, thereby reducing the proposed new building by 10,065 square feet. Other changes made in the course of discussions with State Parks include:

- A reduced height limit for the parapet element associated with the new building addition adjoining the Servants' Quarters building;
- Additional protective measures to address construction issues (including enhanced measures to address the potential discovery of cultural resources);
- Requirements for consultation with State Parks during the design review phase of the project to ensure compatibility with respect to colors, materials, and other design aspects; and, 4
- A requirement for a maintenance agreement establishing procedures for cleaning and maintaining the patio/walkway adjoining the Servants' Quarters in a manner that protects the historic resource.

As revised, the project would result in a net increase of 3,538 square feet in commercial building area.

At the meeting of March 22, 2018, the Planning Commission heard public testimony and began its discussion of project issues. However, no formal action was taken on the application except to continue the hearing to April 12, 2018. This action was taken in conjunction with direction to staff to provide additional information in the following areas:

1. *Supplemental Information on Potential Traffic Impacts*. Staff was directed work with the traffic consultant to provide a sensitivity analysis addressing increased baseline traffic volumes. This material is attached. It also includes information on the trip generation characteristics of the Napa Oxbow project. The analysis demonstrates that even if baseline traffic volumes were increased by 20% in order to represent traffic levels during the peak season, the mitigated project would not have a significant impact on intersection operation.
2. *Supplemental Analysis of Potential Impacts and Mitigation Measures for the Sonoma Cheese Factory building*. Staff was directed work with the historic consultant to provide additional information regarding potential impacts and mitigation measures associated with the proposed removal of the center shed portion of the existing Cheese Factory building. This material is attached. It was developed in consultation with a qualified peer reviewer. The formal letter from the peer reviewer will be distributed on Wednesday, April 11th, but the peer reviewer has confirmed with staff that she agrees with the methodology, conclusions, and recommendations of the historic resources consultant. Staff would note that the revised mitigation measures recommended by the historic resources consultant represent enhancements to mitigation measures already identified in the environmental review.

In addition, as directed by the Planning Commission, the draft conditions of approval have been updated to provide greater clarity with respect to the required parking in-lieu fee.

Attachments

1. Draft Resolution for Adoption of a Mitigated Negative Declaration
2. Draft Resolution of Findings for Project Approval
3. Draft Conditions of Approval/Mitigation Monitoring Program
4. *"The Sonoma Cheese Factory 2 West Spain Street Proposed Project Analysis"*, Page and Turnbull, April 6, 2018
5. *"Sensitivity Traffic Analysis and Additional Information for the Sonoma Cheese Factory Project Transportation Impact Analysis"*, Fehr and Peers, April 9, 2018

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

6. Staff Report for the Meeting of March 22, 2018
7. Initial Study
8. Project Submittal Package

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

CITY OF SONOMA

RESOLUTION

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

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

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

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

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

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

WHEREAS, the mitigation measures include a reduction in the building program, with the result that the net increase in building area associated with the mitigated project is limited to 3,538 square feet; and,

WHEREAS, the Initial Study was reviewed by the Planning Commission in a duly noticed public hearing held on March 22, 2018 and April 12, 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 Planning Commission. 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 Planning Commission'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 is hereby updated to incorporate:
1) “*The Sonoma Cheese Factory 2 West Spain Street Proposed Project Analysis*”, prepared by Page and Turnbull and dated April 6, 2018, including recommended additions to the mitigation measures in Section 5 of the Initial Study; and 2) the “*Sensitivity Traffic Analysis and Additional Information for the Sonoma Cheese Factory Project Transportation Impact Analysis*”, prepared by Fehr and Peers and dated April 9, 2018.
- B. 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
- C. 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
- D. 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 Planning Commission 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 April 12, 2018, by the following vote:

AYES:

NOES:

ABSENT:

Statement of Findings and Facts

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

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

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

1. Consistency with Development Regulations: Applicable standards as set forth in the Development Code that relate to the visual character of proposed development include height limits, setback requirements, and limitations on building coverage. As discussed in Section 1 of the Initial Study, the Project complies with these standards.
2. Consistency with Design Guidelines: The design guidelines applicable to the proposed Project are set forth in the *Downtown Sonoma Historic Preservation Design Guidelines*, adopted by the City Council in March 2017. These guidelines are explicitly based on the Secretary of Interior Guidelines for Historic Preservation, in conjunction with a detailed analysis of the context and conditions of Sonoma’s downtown area. Specifically, the project is evaluated in terms of Chapter 5: “*Guidelines for Additions to Existing Buildings.*” Because the project site is located within Sub-Area 1 of the Downtown District, which comprises the area encompassed by the Sonoma Plaza National Historic Landmark and the Sonoma Plaza National Register Historic District, the guidelines are to be applied more strictly than would be the case otherwise. The Initial Study includes a complete analysis of consistency with the Guidelines and found that the project is substantially consistent with them.
3. Project Design and Historic Compatibility: With respect to site planning and aesthetics, the Project improves the setting of the Servants’ Quarters building by: a) eliminating unscreened, roof-mounted mechanical equipment on the back portion of the Cheese Factory building and replacing it with a neutral, wood screen backdrop; b) eliminating a canopy on the east side of the Cheese Factory building; and c) and creating a minimum 21-foot separation between the Cheese Factory Building and the Servant’s Quarters. By shifting the development west and widening the walking path on the east side of the Sonoma Cheese Factory building, the Servants’ Quarters is provided a wider berth while highlighting Sonoma’s significant history for pedestrians. The materials proposed for the new construction, which include anodized aluminum glazing screened with vertical wood cladding, will be visually compatible with the adobe and wood cladding of the

Servants' Quarters building. To ensure that the new construction does not visually dominate the Servants' Quarters building, the height of the new building element on the east side of the site, including the wood-clad screening, will not exceed the lower (north) roof height of the historic Cheese Factory building to be retained (approximately 24 feet). The continuous height of the proposed addition will be cleaner in appearance compared to the varying rooflines of the existing Sonoma Cheese Factory and additions.

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

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

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

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

- C. *Cultural Resources*. There are three historical resources potentially affected by the Project: 1) Sonoma Cheese Factory Building itself; 2) the adjoining Sonoma State Parks and Servants/Quarters building; and, 3) the Sonoma Plaza National Historic Landmark/Sonoma Plaza National Register Historic District. Under CEQA, the Project would be considered to have a significant impact if it were to cause

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

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

- The project, as proposed, retains the original portion of the existing building, thereby preserving the following character-defining features: the fenestration pattern, flat metal awnings at the entrances, glazed orange tile cladding, stucco-clad metal ribs, pitched roof, and the projecting vertical perimeters.
- The new rear portion of the building will be slightly recessed from the east façade of the existing front portion of the building, while projecting farther to the west. The original front portion of the building will be separated from the new construction by a hyphen of lower height, which will feature recessed entrances on both the east and west sides. This will clearly differentiate new construction from historic and will also allude to the existing condition whereby the front portion stands above the lower roof of the rear shed. The height of the new portion north of the hyphen will be approximately as tall as the original front portion; it will not dominate the site by being larger or taller than the front portion.
- The design of the new portion will feature a curtain wall of anodized aluminum glazing capped by a painted plaster wall and fronted by a vertical wood screen element. The north and south facades will be clad in a stone veneer which matches the cladding on the low planters along the east side. While clearly modern in design and differentiated from the Modern aesthetic of the 1945 portion of the Sonoma Cheese Factory, the wood screen and stone cladding will create a relatively muted appearance of earth tones that will not visually compete with the glazed tile cladding of the original front portion.

In addition, to compensate of the removal of the high-bay center shed portion, which contributes to the character-defining massing and footprint and to conveying the historic cheese-making use, the following mitigation measures are required:

- The revised ground floor plan shall incorporate a cheese affinage element.
- Prior to any demolition, historic documentation of the Sonoma Cheese Factory building shall be completed by a qualified professional in accordance with Historic American Building Survey (HABS) standards, in accordance with the recommendations set forth in the "Proposed Project Impact Analysis" prepared by Page and Turnbull, dated April 6, 2018.
- Subject to the review and approval of the Design Review and Historic Preservation Commission and in consultation with State Parks, the project sponsor shall facilitate the development of a permanent interpretative program and/or display commemorating the Sonoma Cheese Factory at 2 West Spain Street and the historic building's association with the development of the cheese industry in Sonoma. The program/display shall be installed at a publicly accessible location at the interior or exterior of the building. It shall include, but not be limited to, historic photos and photos of the current (pre-project) appearance, narrative text,

historic memorabilia, salvaged materials, and/or maps. Information and graphics may be incorporated from the Historic Resource Evaluation and/or HABS documentation. It shall also be available in a format that can be posted on the City of Sonoma's and/or Sonoma League for Historic Preservation's website.

With the implementation of these recommendations, which have been incorporated into the Conditions of Approval/Mitigation Monitoring Program, impacts on the historic significance of the Cheese Factory building will be less-than-significant.

2. Sonoma State Parks/Servants' Quarters. The Project proposes to enhance an existing pedestrian way and seating area located along the west side of Sonoma State Historic Park's Casa Grande Servants' Quarters. This is accomplished by shifting the new construction at the Sonoma Cheese Factory building west, closing the gap between 8 West Spain Street (Mary's Pizza Shack) on the west, thereby providing more space between the Sonoma Cheese Factory and the Casa Grande Servants' Quarters building, thereby improving its setting. An existing shed-roof element on the east side of the Sonoma Cheese Factory, which projects close to the west side of the Servants' Quarters, would be removed. Stone-clad planters will separate the Sonoma Cheese Factory's outdoor dining area from the pedestrian walkway. The materials proposed for the new construction, which include anodized aluminum glazing screened with vertical wood cladding, will be visually compatible with the adobe and wood cladding of the Servants' Quarters building. As requested by State Parks, required mitigation measures would limit the height of the new building element on the east side of the site, including the wood-clad screening, so as not exceed the lower (north) roof height of the historic Cheese Factory building to be retained (approximately 24 feet). In addition, the "Bear" logo shown on the elevations and renderings would be eliminated. Subject to the required mitigation, the Project would not significantly affect the integrity of the Casa Grande Servants' Quarters or the larger Sonoma State Historic Park.

With regard to potential construction impacts, the Project had proposed the excavation and construction of a 10,000 square-foot basement area. Due to concerns about potential construction impacts and related issues, this element of the project will not be implemented. The elimination of this Project element is included as a required mitigation measure, along with other required measures to mitigate potential construction impacts.

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

3. Sonoma Plaza National Historic Landmark/Sonoma Plaza National Register Historic District. The Project would not adversely affect the Sonoma Plaza National Historic Landmark or the Sonoma Plaza National Register Historic District for the following reasons:
 - The Sonoma Cheese Factory building was constructed outside of the period of significance of both the Landmark and the Register District. Therefore, it does not contribute the significance of either district.
 - The Project would not substantially alter the existing streetscape, as the renovation/addition would occur behind the existing building element facing the Plaza.

- The project would improve the setting of the Servants' Quarters building by: a) eliminating unscreened, roof-mounted mechanical equipment on the back portion of the Cheese Factory building and replacing it with a neutral, wood screen backdrop; b) eliminating a canopy on the east side of the Cheese Factory building; and c) and creating a minimum 21-foot separation between the Cheese Factory Building and the Servant's Quarters.
- The Project would be required to employ construction measures including limitations on the use of construction equipment that would protect the Servant's Quarters building during the construction phase.

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

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

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

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

- Provide enclosures and mufflers for stationary equipment, shrouding or shielding for impact tools, and barriers around particularly noisy operations, such as grading or use of concrete saws within 50 feet of an occupied sensitive land use.*
- Use construction equipment with lower (less than 70 dB) noise emission ratings whenever possible, particularly air compressors and generators.*
- Do not use equipment on which sound-control devices provided by the manufacturer have been altered to reduce noise control.*
- Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptors.*

- v. *Prohibit unnecessary idling of internal combustion engines.*
- vi. *Implement noise attenuation measures to the extent feasible (i.e., such that they do not impede efficient operation of equipment or dramatically slow production rates), which may include, but are not limited to, noise barriers or noise blankets. The placement of such attenuation measures shall be reviewed and approved by the Building Department prior to issuance of grading and building permits for construction activities.*
- vii. *Designate a “construction liaison” that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.*
- viii. *Hold a pre-construction meeting with the job inspectors and the general contractor/onsite project manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and noise coordinator) are completed.*

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

- E. *Traffic and Transportation.* To evaluate the potential impacts of the Project with respect to transportation and traffic, a traffic impact study was prepared by a qualified Transportation Engineer. The study addresses: 1) traffic conditions and potential impacts on intersection level of service; 2) alternative transportation modes, including bicycling, walking, and transit; 3) traffic safety; and, 4) parking. The study area encompasses the intersections of West Spain Street/First Street West, East Spain Street/First Street East, East Napa Street First Street East, and nearby transportation facilities, such as the Casa Grande parking lot, bike paths, sidewalks, and transit stops. All of the streets addressed in the study are two-lanes, with parking on both sides. All of the study intersections are four-way, stop-sign controlled.

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

Using these criteria, the three study intersections were evaluated for the highest one-hour volume during the weekday evening (4:00 PM to 6:00 PM) and weekend midday (11:00 AM to 2:00 PM) periods. This approach was used to establish existing conditions and to assess existing plus Project as well as cumulative conditions projected for the year 2040. The results of the LOS calculations indicate that all three study intersections currently operate at LOS B under Existing Conditions during both the weekday afternoon peak hour and weekend midday peak hour. This indicates that the intersections operate acceptably from a volume-to-capacity standpoint. With the addition of Project-generated trips, the

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

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

1. Curb Extensions at First Street East/East Napa Street. Under this option, the Project will fund (on a fair share basis) construction of curb extensions on the northwest corner of the First Street East/East Napa Street intersection.
2. Bus Parking Improvement in Casa Grande lot. Under this option, the Project would fund or implement upgrades to the existing tour bus loading zone in the Casa Grande parking lot, including a clear, ADA-compliant pedestrian connection linking the existing tour bus parking area to the Plaza. The goal of this improvement would be to eliminate the need for tour buses to drop-off and pick up passengers in the Plaza Horseshoe.

Based on Circulation Element Policies 1.5 and 1.6, the Initial Study found that the implementation of either option would reduce the impact on traffic and pedestrian conditions to less-than-significant with mitigation. However, based on the elimination of the proposed 10,065 square-foot basement level expansion area, the Traffic Engineer has determined that the trip generation associated with the Project would be reduced such that the cumulative impact at the intersection of First Street East/East Napa Street would be avoided. Therefore, subject to Mitigation Measure 5.a.1, Project impacts on traffic and pedestrian conditions would be mitigated to a less-than-significant with mitigation and neither of the mitigation alternatives identified in the Transportation Impact Analysis would be required.

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

As detailed in section 7 of the Transportation Impact Analysis, included with the Initial Study, the estimated net new parking demand generated by the proposed project on weekday afternoons could be accommodated by the existing parking supply available. The estimated net new parking demand generated by the proposed project on weekend afternoons, however, would not be accommodated by the existing parking supply in the study area between 1:00 PM and 3:00 PM, as a net supply shortfall of 11 to 13 spaces would occur during this time period. Similarly, the net increase in parking demand would place a substantial strain on the existing parking supply on weekend afternoons during the 12:00 PM to 1:00 PM and 3:00 PM to 4:00 PM time periods.

However, with the elimination of the 10,065-square foot basement level, as required under Mitigation Measure 5.a.1, the Project impact on the existing parking supply would be greatly reduced. Nonetheless, because the Project proposes to add building area without off-setting parking, the payment of a parking in-lieu fee is still required.

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

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

Building Expansion and Increase in ESDs		
Use	Building Area (square feet)/Seating	Preliminary ESD Estimate (1)
Increased area of multi-tenant marketplace (restaurant)	79 Seats	7.11
Wine Bar	42 Seats	4.2
Wine/Cheese sales	6,757	1.08
Back of House/Storage	2,701	0
Total	13,635	12.39

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

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

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

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

- G. *Landfill Capacity.* The County of Sonoma owns the Central Disposal Site and four other transfer stations located throughout Sonoma County. The Central Disposal Site landfill, located at 500 Mechem Road in Petaluma, California, accommodates solid waste from the City of Sonoma. The Central Disposal Site has a permitted capacity of 19.59 million tons (32.65 million cubic yards). This site includes two landfills, including Landfill 1, which has a permitted capacity of 18.27 million tons (25.65 million cubic yards), and Landfill 2, which has a permitted capacity of 4.98 million tons (7.0 million cubic yards). Landfill 1 currently contains approximately 12.83 million tons (21.38 million cubic yards) of solid waste, and Landfill 2 currently has 1.12 million tons (1.87 million cubic yards) of solid waste. Therefore, remaining capacity at Landfill 1 is 5.44 million tons (4.27 million cubic yards), and remaining capacity at Landfill 2 is 3.86 million tons (5.13 million cubic yards). Further, permitted daily tonnage at the Central Disposal Site is 2,500 tons; however, average daily tonnage is 1,250 tons. Therefore, the landfill is currently receiving less than its permitted daily tonnage of solid waste.

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

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

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

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

CITY OF SONOMA PLANNING COMMISSION

RESOLUTION

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

WHEREAS, applications for a Use Permit has been submitted to the City of Sonoma to reconfigure and expand the Sonoma Cheese Factory building as a multi-tenant marketplace featuring locally-sourced artisan foods, cheeses, baked goods, wine, coffee, and other related food and non-food products. The project would increase building area on the site by 13,603 square feet, for a total of 25,000 square feet. Two restaurant tenant spaces are proposed, with combined seating of 63 indoor seats and 16 outdoor seats, (“Project”); and

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

WHEREAS, following the preparation and circulation of the Initial Study in accordance with CEQA the Planning Commission, at duly-noticed meetings held on March 22 and April 12, 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 April 12, 2018; and

WHEREAS, the mitigation measures include a reduction in the building program, with the result that the net increase in building area associated with the mitigated project is limited to 3,538 square feet; and,

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

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

I. Record

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

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

II. Use Permit Findings

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

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

This designation is intended to provide areas for retail, hotel, service, medical, and office development, in association with apartments and mixed-use developments and necessary public improvements. Schools, day care facilities, fire stations, post offices, emergency shelters, and similar activities may be allowed subject to use permit review. Heavy manufacturing and industrial uses are not allowed.

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

B. *The proposed use is allowed with a conditional Use Permit within the applicable zoning district and complies with all applicable standards and regulations of the Development Code (except for approved Variances and Exceptions).* The property is located within a Commercial (C) zoning district, which is applied to areas appropriate for a range of commercial land uses including retail, tourist, office, and mixed-uses. With more than three retail vendors/tenants, the marketplace falls under the definition of a shopping center and is therefore subject to review and approval of a Use Permit by the Planning Commission. In addition, restaurant uses and other businesses that prepare and sell food/beverages are subject to review and approval of a Use Permit by the Planning Commission.

Project consistency with the development standards associated with development in the Commercial Zone within the Downtown District is summarized in the table below.

Summary of Development Code Compliance: Development Standards		
Development Feature	Development Code Allowance (SMC Chapter 19.32, Table 3-24)	Project
Building Setbacks	Front/Streetside: 0 ft; Side: 0 ft.; Rear 0 ft	Front/Streetside: 0 ft; Side: 0-23 ft.; Rear 10 ft
Floor Area Ratio	2.0	1.23
Building Coverage	100%	73%
Maximum Roof Height	30 feet	20-24 feet
Open Space	1,830 sq. ft.	5,400 sq. ft.
Parking	12 off-street spaces required	Proposes to pay in-lieu fee, pursuant to Section 19.48.050.C of the Development Code.

As shown in the preceding Table, the Project is substantially consistent with the applicable standards and requirements of the Development Code, contingent upon the City Council's acceptance of the payment of a parking in-lieu fee, as allowed for in Section 19.48.050.C of the Development Code.

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

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

Conditions of Project Approval, the potentially significant effects of the Project would be mitigated to a level of less-than-significant.

D. *The proposed use will not impair the architectural integrity and character of the zoning district in which it is to be located.* In order to protect the historic and architectural character of downtown Sonoma, the City Council adopted the *Downtown Sonoma Historic Preservation Design Guidelines* in March 2017. These guidelines are explicitly based on the Secretary of Interior Guidelines for Historic Preservation, in conjunction with a detailed analysis of the context and conditions of Sonoma's downtown area. Specifically, the project is evaluated in terms of Chapter 5: *"Guidelines for Additions to Existing Buildings."* Because the project site is located within Sub-Area 1 of the Downtown District, which comprises the area of encompassed by the Sonoma Plaza National Historic Landmark and the Sonoma Plaza National Register Historic District, the guidelines are to be applied more strictly than would be the case otherwise. As set forth in Section 3 of the Guidelines: *"In general, the subareas are categorized hierarchically — guidelines in Sub-Area 1 are applied the most strictly, while some flexibility is allowed in Sub-Area 2, and the greatest amount of flexibility applies to Sub-Area 3. However, the intent of the guidelines remains consistent throughout all sub-areas, and applicable guidelines will be dependent upon the type of project and the historic status of the building or its adjacencies."* An analysis of Project consistency with the applicable design guidelines is set forth below:

Review of Project Consistency with the Downtown Sonoma Historic Preservation Design Guidelines	
Guideline	Analysis
<i>5.1.1 Respect the massing and scale of the main building when designing an addition.</i>	
Let the existing height and width of the main building dictate the size of the addition. Appropriate scale and massing are important considerations to ensure that an addition does not overwhelm the primary building. Additions should be subordinate to the main building.	The height of the addition, as proposed (24'-6" feet), would be less than that of the peak height of the retained building element. As viewed from the street, the width of the addition on the east side, which is the most exposed to public views, would be somewhat narrower than the existing building. On the west, the addition would extend outward by approximately 10 feet in comparison to the existing building. However, this extension is set back 25 feet from the face of the existing building, including an inset "hyphen" connection, and views of this building element are limited by the presence of an adjoining zero-lot line commercial building.
Avoid creating additions that exceed the height and/or width of the main building. Additions that exceed the height of the main building can be set back, often by construction of a "hyphen" or "recessed joint" connecting the two volumes. Ideally, from the street, the roofline of the addition should not be visible above the roofline of the original building.	The height of the addition would not exceed the peak height of the retained historic building element. The addition is connected to the retained building element by an inset hyphen connection. When viewed head-on from the south, the roof of the addition would not be visible above the retained building element. The roof of the addition would be visible from public views from the east, but this is already the case with the existing building.

Review of Project Consistency with the Downtown Sonoma Historic Preservation Design Guidelines	
Guideline	Analysis
Consider adjacent properties when sizing an addition. Side additions should not encroach on neighboring side yards and the overall rhythm and spacing of the neighborhood.	Although taller than some of the building segments it replaces, the addition has been designed to better complement the historic Servant's Quarters building on the adjoining State Park's property by presenting a neutral backdrop and eliminating and/or screening roof-mounted mechanical equipment. On the west, the addition makes an appropriate transition to the adjoining building on the west, by stepping down from the height of the Cheese Factory building.
<i>5.1.2 Locate additions where they will be least visible from the public right-of-way and do not distract from the main building.</i>	
Avoid obscuring or removing character-defining features when creating an addition.	The character defining features of the Cheese Factory building will be retained.
Construct additions at the rear of a historic building whenever possible. This strategy maintains the historic visual impression of the building as seen from its front, as well as the overall streetscape pattern as experienced in the public realm.	The addition would be constructed behind the front-facing portion of the Cheese Factory building, which will be retained. Due to its size, design, and placement, the addition will maintain the existing visual impression of the Cheese Factory building as viewed from Spain Street and the Plaza and not substantially alter the existing visual rhythm of the Spain Street streetscape.
Avoid making additions to primary façades. Additions to primary façades of historic buildings are not considered appropriate because they obstruct the building's appearance from the street and diminish the building's integrity.	The primary facade of the Cheese Factory building will be retained unaltered.
<i>5.1.3 The design of an addition should be compatible with the original building and respect its primacy.</i>	
The architectural style of the addition should aim to be compatible yet differentiated from the historic building. This can be achieved through sensitive scale and massing, as well as simplified references to character-defining features or ornamentation of the original building.	<p>As viewed from the east and southeast, the addition has a simple, streamlined, rectangular form echoing that of the building element to be retained. The addition would take the form of a glass and aluminum curtain wall with an upper stucco element, covered by a vertical wood screen.</p> <p>The south-facing building extension on the west would be faced with a stone veneer, matching stone planters located along the eastern pedestrian way. The window on this building element would reference but not mimic the window design of the building element to be retained.</p> <p>The rear of the addition, which faces the Casa Grande parking lot, would feature both a wood-screened curtain wall and a stone veneer element, as well as a limited area of metal paneling.</p> <p>The building addition would be further differentiated by an inset hyphen connection to the primary building element. The proposed design and materials are intended to complement the historically-significant building element without competing with it.</p>

Review of Project Consistency with the Downtown Sonoma Historic Preservation Design Guidelines	
Guideline	Analysis
Reference the distinctive architectural features of original structures and use similar forms and materials to achieve compatibility, including: door and window shapes, size, and type; exterior materials; finished floor height; roof pitch, style, and material; trim and decoration.	The simple forms of the addition and its flat roof are compatible with the Streamline Modern/International architecture of the Cheese Factory building. The design of the window on the south-facing element of the addition makes reference to the window design on the face of the historic building element. The stone veneer complements but does not copy the orange glazed tile used on the primary building element.
When an addition has decorative features that are similar to those found on the original building, design these features to be slightly different in size and/or spacing, so as to be distinguished from the building's historic features.	Not applicable. The proposed building addition would not replicate decorative features.
Avoid matching the addition too closely to the historic building and creating a false impression that the addition is an original feature.	The addition does not employ the highly distinctive "Streamline Modern/International" architecture of the historic Cheese Factory building.
Avoid designing an addition in a style, scale, and material palette that contrasts significantly with the historic building, simply for the sake of differentiation.	The design of the proposed addition is intended to result in a neutral backdrop that gives primacy to both the historic Cheese Factory and the adjoining Servants Quarters building on the State Parks property. The height of the addition is less than that of the historic Cheese Factory building.
Maintain roof forms that complement the existing building and the identified architectural style. Typically, the shape and pitch of the addition roof should echo that of the main building.	As viewed from the Plaza and the sidewalks adjoining the subject property, the Cheese Factory building has a flat roof. The proposed addition would also employ a flat roof, but at a somewhat reduced height.
If an addition is clad in clapboard or wood shingle, choose new siding that has a subtly different profile or dimension than that of the original building. This would allow the addition to read as a later change upon close inspection.	The addition would not be clad in clapboard or wood shingle.
Materials used for additions should be similar to those found on the main building. High-quality and durable materials are encouraged.	Because the primary views of the addition occur in conjunction with the historic Servants' Quarters building adjoining on the east, the materials used—in particular the wood screen—are designed to be compatible with both the historic Cheese Factory and the Servant's Quarters building (which is clad in wood and adobe). The proposed addition would be constructed with high-quality, durable materials (wood, glass, stone cladding).
Do not attempt to differentiate an addition simply by using a contrasting paint color scheme. New colors and accent schemes should be compatible with those used on the original building.	The addition would be differentiated both in its use of materials and overall design. The precise selection of colors and materials would be subject to the review and approval of the Design Review and Historic Preservation Commission.
<i>5.1.6 Demolishing character-defining features and volumes in order to accommodate new additions diminishes the overall historic character of the building and should be avoided.</i>	

Review of Project Consistency with the Downtown Sonoma Historic Preservation Design Guidelines	
Guideline	Analysis
New work should be planned carefully to avoid significant impacts to the building's historic integrity. Whenever possible, elect instead to make alterations and additions in areas where non-historic change has already occurred (see 5.1.7).	The primary historically-significant element of the Sonoma Cheese Factory building will be retained. Replacement building area proposed with the Project would replace non-historic additions.
Avoid demolishing historic features that define the character of the building, in particular those that can be seen from the public right-of-way on front and secondary façades.	<p>The front portion of the Sonoma Cheese Factory Building, which has been found to be historically-significant, will be preserved. To compensate of the removal of the high-bay center shed portion, which contributes to the character-defining massing and footprint and to conveying the historic cheese-making use, the following mitigation measures are required:</p> <ul style="list-style-type: none"> • The revised ground floor plan shall incorporate a cheese affinage element. • Prior to any demolition, historic documentation of the Sonoma Cheese Factory building shall be completed by a qualified professional in accordance with Historic American Building Survey (HABS) standards, in accordance with the recommendations set forth in the "Proposed Project Impact Analysis" prepared by Page and Turnbull, dated April 6, 2018. • Subject to the review and approval of the Design Review and Historic Preservation Commission and in consultation with State Parks, the project sponsor shall facilitate the development of a permanent interpretative program and/or display commemorating the Sonoma Cheese Factory at 2 West Spain Street and the historic building's association with the development of the cheese industry in Sonoma. <p>With the implementation of these recommendations, which have been incorporated into the Conditions of Approval/Mitigation Monitoring Program, impacts on the historic significance of the Cheese Factory building will be less-than-significant.</p>
<i>5.1.7 Depending on the building's historic designation, existing additions and alterations that occurred during the period of significance for the Sonoma Plaza National Historic Landmark (1821-1848) and/or the Sonoma Plaza National Register Historic District (1835-1944) may contribute to the building's historic character.</i>	
Whenever possible, avoid demolishing additions and alterations that date to the building or district's period of significance, as they can provide a physical record of historic development patterns.	The primary historically-significant element of the Cheese Factory building will be retained. As discussed above, although a secondary building element having significance will be removed, this change will be mitigated and the building will retain its significance.
Not every older addition or alteration is character defining. Consult with preservation professionals regarding the relative importance of any particular historic addition or alteration to the original building.	As set forth in the Initial Study, the historic significance of the Cheese Factory Building, including all of its additions, has been evaluated by a qualified professional.

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

III. Project Approval

Based on the findings set forth in this Resolution, the Planning Commission hereby grants approval of a Use Permit for the Project, subject to the Conditions of Approval and Mitigation Monitoring Program set forth in Exhibit “B”, attached hereto and incorporated herein by reference. The foregoing Resolution is hereby passed and adopted by the Planning Commission on April 12, 2018, by the following vote:

AYES:

NOES:

ABSENT:

Exhibit “A”

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

Exhibit “B”

Conditions of Project Approval/Monitoring Program

Exhibit “A”

Summary of General Plan Policy Consistency	
General Plan Policy	Project Consistency
Community Development Element	
Require pedestrian and bicycle access and amenities in all development. (CD 4.4)	The Project will enhance a pedestrian connection linking the Plaza with the Casa Grande parking lot.
Protect important scenic vistas and natural resources, and incorporate significant views and natural features into project designs. (CD 5.3)	As discussed in Section 1 of the Initial Study, the Project will not have a significant impact on scenic vistas.
Preserve and continue to utilize historic buildings as much as feasible. (CD 5.4)	The proposed project will renovate a historic structure and would continue its historic association with cheese-making.
Local Economy Element	
Focus on the retention and attraction of businesses that reinforce Sonoma’s distinctive qualities – such as agriculture, food and wine, history and art – and that offer high-paying jobs. (LE 1.1)	The Project would highlight local agriculture and food production. The Project’s focus on higher-end food products would tend to support higher paying jobs compared to other forms of retail development.
Encourage the continued production of agricultural commodities within the city and local-serving agricultural marketing opportunities. (LE 1.4)	The Project will provide retail opportunities for locally produced food products.
Preserve and enhance the historic Plaza area as a unique, retail-oriented commercial and cultural center that attracts both residents and visitors. (LE 1.8)	The Project will preserve and renovate a historic building and provide a unique retail environment serving both residents and visitors.
Environmental Resources Element	
Preserve habitat that supports threatened, rare, or endangered species identified by State or federal agencies. (ER 2.2)	As discussed in Section 4 of the Initial Study, the Project site does not support any threatened, rare, or endangered species identified by State or federal agencies.
Protect and, where necessary, enhance riparian corridors. (ER 2.3)	As discussed in Section 4 of the Initial Study, the Project site does not support any riparian corridors.
Protect Sonoma Valley watershed resources, including surface and ground water supplies and quality. (ER 2.4)	As discussed in Section 9 of the Initial Study, the Project will not have a significant impact on groundwater resources.
Require erosion control and soil conservation practices that support watershed protection. (ER 2.5)	The Project will incorporate erosion control and soil conservation practices that support watershed protection (see Section 4 of the Initial Study).
Preserve existing trees and plant new trees. (ER 2.6)	There are no significant trees on the site as defined in the City’s Tree Ordinance (SMC 12.08).

Require development to avoid potential impacts to wildlife habitat, air quality, and other significant biological resources, or to adequately mitigate such impacts if avoidance is not feasible. (ER 2.9)	The Project would have no impact on biological resources. In addition, a Mitigation Measure has been identified to reduce potential impacts on Air Quality to a less-than-significant level (see Section 3 of the Initial Study).
Encourage construction, building maintenance, landscaping, and transportation practices that promote energy and water conservation and reduce green-house gas emissions. (ER 3.2)	The Project provides for roof-top solar panels, low-water use landscaping, and the use of sustainable building materials. The Project complies with applicable local policies aimed at reducing greenhouse gas emissions (see Section 7 of the Initial Study).
Circulation Element	
Ensure that new development mitigates its traffic impacts. (CE 3.7)	Required mitigation measures reducing the size of the Project by 10,065 square feet will avoid significant impacts on nearby intersections.
Public Safety Element	
Require development to be designed and constructed in a manner that reduces the potential for damage and injury from natural and human causes to the extent possible. (PS 1.1)	The Project will not be constructed within a flood zone. The Project will be constructed in accordance with seismic safety standards and will include a fire sprinkler system.
Ensure that all development projects provide adequate fire protection. (PS 1.3)	
Noise Element	
Apply the following standards for maximum Ldn levels to citywide development: 65 Ldn: For outdoor environments around commercial and public buildings (libraries and churches).. (NE 1.1)	As discussed in Section 12 of the Initial Study, the Project was evaluated in accordance with the Noise Assessment Guide. The Project will comply with State and local noise standards.
Evaluate proposed development using the Noise Assessment Guide and require an acoustical study when it is not certain that a proposed project can adequately mitigate potential noise impacts. (NE 1.4)	

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

April 12, 2018

1. The development and use of the property shall be constructed and maintained as a multi-tenant marketplace with an emphasis on locally sourced artisan foods and related products in conformance with the attached mitigation measures (Attachment 1), the project narrative, and the approved site plan, floor plans and elevations, except as modified by these conditions and the following:
 - a. The Project design shall be constructed and implemented in substantial conformance with the “Sonoma Cheese Factory” site plans and elevations, prepared by SMS Architects and dated June 14, 2017, including the preservation of the historic Sonoma Cheese Factory building element and its associated character-defining features, except that:
 - i. The height of the new building element on the east side of the site, including the wood-clad screening, shall not exceed the lower (north) roof height of the historic Cheese Factory building to be retained (approximately 24 feet);
 - ii. The proposed bear logo on the east facade of the building addition adjoining the Servants’ Quarters building shall be omitted;
 - iii. The proposed basement level addition shall not be implemented.
 - iv. Any pedestrian walkway or walkway improvements proposed within the State Park shall be subject to the discretion of State Parks and provided any project-related improvements and related costs will be paid by applicant (including, if needed added lighting or park protective features.
 - v. The revised ground floor plan shall incorporate a cheese affinage element.
 - vi. Prior to any demolition, historic documentation of the Sonoma Cheese Factory building shall be completed by a qualified professional in accordance with Historic American Building Survey (HABS) standards, in accordance with the recommendations set forth in the “Proposed Project Impact Analysis” prepared by Page and Turnbull, dated April 6, 2018.
 - vii. Subject to the review and approval of the Design Review and Historic Preservation Commission and in consultation with State Parks, the project sponsor shall facilitate the development of a permanent interpretative program and/or display commemorating the Sonoma Cheese Factory at 2 West Spain Street and the historic building’s association with the development of the cheese industry in Sonoma. The program/display shall be installed at a publicly accessible location at the interior or exterior of the building. It shall include, but not be limited to, historic photos and photos of the current (pre-project) appearance, narrative text, historic memorabilia, salvaged materials, and/or maps. Information and graphics may be incorporated from the Historic Resource Evaluation and/or HABS documentation. It shall also be available in a format that can be posted on the City of Sonoma’s and/or Sonoma League for Historic Preservation’s website.
 - viii. The colors, materials, and design details of the Project shall be subject to the review and approval of the Design Review and Historic Preservation Commission, in consultation with State Parks, to ensure that the approved architecture is fully implemented, that high-quality materials are used, and that building colors, materials, signage, and landscaping features are compatible with the historic Cheese Factory building and the Servants Quarters building.
 - b. “Wine tasting facilities”, as defined in the Development Code, are prohibited.
 - c. This permit does not constitute an approval for a Special Event Venue as defined under Section 19.92.020 of the Development Code.
 - d. Tenant selection shall be subject to the restrictions applicable to “Formula Businesses” as set forth in the Development Code.
 - e. The restaurant tenants shall participate in the composting program offered by Sonoma Garbage Collectors.

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

2. The following plans and agreements for controlling stormwater runoff from the site shall be required:

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

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

3. The following improvements shall be required and shown on the improvement plans and are subject to the review of the City Engineer, Planning Director, and Fire Chief. Public improvements shall meet City standards. The improvement plans shall be prepared by a registered civil engineer and approved by the City Engineer prior to issuance of a grading permit or building permit. All drainage improvements shall be designed in accordance with the Sonoma County Water Agency "Flood Control Design Criteria." Plans and engineering calculations for drainage improvements, and plans for sanitary sewer facilities, shall be submitted to the Sonoma County Water Agency (and copy of submittal packet to the City Engineer) for review and approval.
 - a. The public sidewalk adjoining the Project site shall be repaired or reconstructed as deemed necessary by the City Engineer in conformance with the City's standard specifications. An encroachment permit from the City shall be required for any work within the public right of way.
 - b. Storm drains and related facilities, including off-site storm drain facilities as necessary to connect to existing storm drain facilities.
 - c. Post-Construction stormwater BMPs as approved in the Applicant's Stormwater Control Plan shall be shown on the drainage and improvement plans.
 - d. Grading plans shall be included in the improvement plans and are subject to the review and approval of the City Engineer, Planning Director, and the Building Official. Grade differences between lots will not be permitted unless separated by properly designed concrete or masonry retaining walls. This requirement may be modified or waived at the discretion of the City Engineer. Plans shall conform to City of Sonoma Grading Ordinance (Chapter 14.20 of the Municipal Code). The applicant shall provide "As Builts" for the site demolition and hazardous materials abatement with the grading plans.
 - e. Sewer mains, laterals and appurtenances, including off-site sewer mains and facilities as required by the Sonoma County Water Agency; water conservation measures installed and/or applicable mitigation fees paid as determined by the Sonoma County Water Agency; and appurtenances such as grease traps associated with the restaurant use. The requirements associated with Mitigation Measure 17.b as set forth in the Mitigation Monitoring and Reporting Program shall be fully implemented.
 - f. Water services for the commercial uses, fire line and a dedicated irrigation line shall be provided. The location of water meters and backflow assemblies shall be identified on the plans and the locations approved by the City Engineer and Fire Chief.
 - g. Precise horizontal and vertical location of underground utilities expected to be encountered in the public right of way shall be determined by means of potholing prior to completion of the improvement plans, to avoid non-standard field changes when underground obstacles are encountered.
 - h. Private underground utility services, including gas, electricity, cable TV and telephone, shall be provided to the development.

- i. Public street lighting as required by the City Engineer.
- j. Street trees subject to the discretion of the Public Works Director. All street trees shall be consistent with the City's Tree Planting Program, including the District Tree List.
- k. The property address numbers shall be posted on the property in a manner visible from the public street, and on the individual structures/units. Type and location of posting are subject to the review and approval of the City Engineer and the Fire Chief.
- l. All public sidewalk, street, storm drainage, water, sewer, access and public utility easements shall be dedicated to the City of Sonoma or to other affected agencies of jurisdiction, as required.
- m. The applicant shall show proof of payment of all outstanding engineering plan check fees within thirty (30) days of notice for payment and prior to the approval of the improvement plans, whichever occurs first.
- n. At no cost to State Parks, Applicant shall relocate the existing above ground backflow device and related underground waterline located within the state park outdoor seating area to an area located off of state park property, and convey related property rights quitclaimed back to State Parks.
- o. In consultation with PG&E and State Parks, the feasibility of relocating/removing the existing power pole at the northeast corner of the site shall be evaluated and to the extent feasible and without cost or detriment to state parks, applicant shall relocate utility entirely off of state park property.

Enforcement Responsibility: City Engineer; Public Works Department; Building Department; Planning Department; Fire Department; SCWA

Timing: Prior to issuance of the grading permit

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

Enforcement Responsibility: Public Works Department; Building Department; City Engineer; Affected agency

Timing: Prior to the acceptance of public improvements, or plan check, or within 30 days of receipt of invoice, as specified above

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

Enforcement Responsibility: City Engineer; Public Works Department; Planning Department

Timing: Prior to the issuance of any grading/building permit; Ongoing

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

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

Applicant shall undertake to have this study prepared, subject to the review and approval of the SCWA. Based the outcome of any required capacity modeling, the Applicant may be required to implement measures to compensate for any shortfall in the capacity in that area of the existing system.

Enforcement Responsibility: Sanitation Division of Sonoma County Planning & Management Resource Department; Sonoma County Water Agency; City of Sonoma Building Department

Timing: Prior to issuance of a building permit

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

Enforcement Responsibility: Department of ABC; Sonoma County Health Division; Planning Department

Timing: Prior to operation; Ongoing

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

Enforcement Responsibility: City Engineer; Public Works Department

Timing: Prior to issuance of any building permit

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

Enforcement Responsibility: City Engineer

Timing: Prior to issuance of any building permit

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

Enforcement Responsibility: City Engineer; Building Department

Timing: Prior to issuance of any grading/building permit

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

- a. **Neighbor/Agency Outreach and Coordination.** Identification of procedures providing for written notification to potentially affected businesses, residences, and agencies informing them in advance of construction activities and progress. Designation of a responsible person (including contact information) for implementation of the construction management plan.
- b. **Construction Staging and Traffic Control.** A traffic control plan, prepared by a licensed engineer, to control traffic safety throughout all the construction phases. The plan shall include but not be limited to staging areas on the project site and truck movements, cones, signage, flagging, etc. In addition, the plan shall address temporary parking of construction related vehicles and equipment, including construction employees, on or adjacent to the project site. Contractors shall be required to maintain traffic flow on all affected roadways adjacent to the project site during non-working hours, to minimize traffic restrictions during construction, and minimize impacts on the availability of on-street parking. Contractors shall notify all appropriate City of Sonoma and Sonoma County emergency service providers of planned construction schedules and roadways affected by construction in writing at least 48 hours in advance of any construction activity that could involve road closure or any significant constraint to emergency vehicle movement through the project area or the adjacent neighborhoods. Vehicles used

- in transporting construction equipment and materials shall be limited to City-approved haul routes. No construction staging activity shall occur within the public right-of-way.
- c. **Right of Entry Permit.** A Right of Entry Permit shall be obtained from State Parks for any construction-related activity proposed to occur on State Parks property. Applicant shall pay permit fees and related costs. Proposed use, if allowed by State Parks, shall conform to the limitations of the right of entry permit.
 - d. **Noise Mitigation.** Construction noise mitigation measures, to incorporate all measures set forth in Mitigation Measure 12.d, as set forth in the Mitigation Monitoring and Reporting Program.
 - e. **Air Quality Protection.** Dust control and air quality mitigation in accordance with Mitigation Measure 3.c, as set forth in the Mitigation Monitoring and Reporting Program.
 - f. **Resource Protection.** The Project engineering and construction shall incorporate all of the applicable recommended measures and design criteria set forth in the geotechnical evaluation prepared by Miller-Pacific Engineering Group, dated June 9, 2017, as well as the following:
 - i. A preconstruction survey shall be performed to document the condition of the Servants' Quarters building and other nearby existing improvements. The survey shall include video documentation of the building and surrounding area and establishing survey control points on the ground surface and nearby structures and improvements. The baseline elevations of the monitoring points shall be compared with survey readings taken during construction to monitor for ground movements. Applicant shall apply to State Parks and pay fees for temporary right of entry permit to perform consultant (or other applicable survey) work on state park property. Proposed use shall conform to the limitations of the right of entry permit.
 - ii. To limit the impact of project-related groundborne vibration impacts, the following conditions shall be incorporated into construction contract agreements in order to prevent groundborne vibration levels in excess of 0.08 inches per second PPV from occurring: a) the weight rating of all vibratory roller compactors used on the site shall have a maximum weight rating of 2 tons; and, b) in the removal of pavement, foundations, and other building elements to be demolished, jackhammers shall be used in lieu of hoe rams or other large impact-type breakers.
 - iii. A temporary construction barrier shall be placed and maintained on applicant's property that adjoins the Servants' Quarters building during the period of construction. Any project-related damage to the state park (and its historic resources) shall be repaired or replaced solely at the expense of the Applicant, and suggested repairs shall be recommended by appropriate experts, in consultation with, and to State Parks satisfaction.
 - iv. Requirements and procedures developed in consultation with State Parks for protecting nearby historic resources and for repairing any damage that may be caused as a result of construction.
 - v. Measures for the protection of the historic element of the Cheese Factory Building to be preserved.
 - g. **Recycling.** A recycling plan addressing the major materials generated through deconstruction of existing structures and construction of new buildings, including measures to divert these materials from landfill disposal. Typical materials included in such a plan are soil, brush and other vegetative growth, sheetrock, dimensional lumber, metal scraps, cardboard packaging, and plastic wrap.
 - h. **Easements and Agreements.** Written confirmation of any necessary construction access agreements or easements from neighboring property owners.
 - i. **Cultural/Tribal Resources.** The preparation and implementation of a Research Design Program in compliance with Mitigation Measure 5.b.
 - j. **Paleontological Resources.** Contingency plans and protocols in compliance with Mitigation Measure 5.c.
 - k. **Human Remains.** Contingency plans and protocols in compliance with Mitigation Measure 5.d.
 - l. **Environmental Hazards:** Requirements and procedures for prior testing and identification, removal, disposal, and remediation of potential lead paint or asbestos that may be encountered during the demolition phase.

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

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

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

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

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

14. All Fire Department requirements shall be met, including any code modifications effective prior to the date of issuance of any building permit. Fire sprinklers shall be provided in all new buildings.

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

15. The project shall be constructed in accordance with the following requirements related to tree preservation, mitigation and replacement:

- a. Trees removed from the project site shall be replaced at a 1:1.5 ratio. All replacement trees shall have a minimum size of 15-gallons.
- b. Any street trees planted shall be consistent with the City's Street Tree Planting Program and the District Tree List.

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

16. The development shall be subject to the review and approval of the Design Review and Historic Preservation Commission (DRHPC). This review shall encompass site plan adjustments as required by these conditions or as deemed necessary by the DRC (except no modifications substantially altering the approved site plan or at variance with the conditions of approval shall be made), and review of elevation details, exterior materials and colors, and signs for the development. As part of its consideration, the DHRPC shall review the design and placement of bicycle facilities, including secured bicycle parking for employees. In addition, subject to consultation with State Parks and in conjunction with the review of the landscaping plan as called for in Condition #17, the following elements shall be addressed and implemented:

- a. A buffer area or other protective design elements along the walkway adjoining the Servant's Quarters building.
- b. The interface of the outdoor seating area/patio and walkway adjoining the State Parks on the southeast.
- c. The colors and materials of the new building area adjoining the Servant's Quarters building. The wooden parapet shall be constructed of natural wood and shall be designed and/treated to weather, rather than requiring paint.
- d. Any required repairs or maintenance to the retained element of the Sonoma Cheese Factory shall be designed and implemented in accordance with applicable standards of the Secretary of Interior for the maintenance of historically-significant structures.
- e. The proposed green-wall feature on the east façade shall be evaluated to ensure that it will not result in long-term damage or maintenance issues with respect to the historic Cheese Factory building element.

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

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

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

18. Onsite lighting, including any lighting improvements that may be proposed within the State Park, shall be addressed through a lighting plan, developed with consultation from and at no cost to State Parks, subject to the review and approval of the Design Review and Historic Preservation Commission (DRHPC). All proposed exterior lighting for the site shall be indicated on the lighting plan and specifications for light fixtures shall be included. The lighting shall

conform to the standards and guidelines contained under Section 19.40.030 of the Development Code (Exterior Lighting) and the California Energy Code. No light or glare shall be directed toward or allowed to spill onto any offsite areas. All exterior light fixtures shall be shielded to avoid glare onto neighboring properties and shall be the minimum necessary for site safety and security.

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

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

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

20. Subject to the review and approval of the City Council, the applicant shall enter into an in-lieu parking agreement with the City of Sonoma. Said agreement shall provide for the following:

- Contingent upon a right-of-entry agreement and any other related approvals from State Parks, the applicant shall commit to perform crack sealing, resurfacing, re-striping and any other maintenance and repair of the Casa Grande parking lot deemed necessary by State Parks, as well as the reconfiguration of the paved parking area to increase its capacity by a minimum of 12 parking spaces, to be designed and implemented at the sole expense of the applicant.
- In the event that applicant is unable to secure a right-of-entry from State Parks that results in an increase in the parking capacity of the Casa Grande parking lot, the applicant shall pay to the City of Sonoma an in-lieu parking fee in the amount of \$60,000. These funds shall be used by the City to contribute to the development of a minimum of 12 parking spaces within the downtown area or a comparable improvement in parking availability as approved by the City Council.

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

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

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

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

Enforcement Responsibility: Planning Department/State Parks
Timing: Ongoing

23. A trip reduction and delivery management plan shall be prepared and shall be implemented on an on-going basis. The plan shall be subject to the review and approval of the Planning Director and the City Engineer. At a minimum it shall include the following components: 1) Employee trip reduction (including financial incentives for ride-sharing and bicycle and transit use and consideration of flexible work schedules); and 2) delivery management, including limitations on hours of delivery.

<u>Enforcement Responsibility:</u>	<u>Planning Department/Public Works Department</u>
<u>Timing:</u>	<u>Ongoing</u>

List of Mitigation Measures

Air Quality

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

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

Cultural Resources

Mitigation Measure 5.a.1: The Project design shall be constructed and implemented substantial conformance with the "Sonoma Cheese Factory" site plans and elevations, prepared by SMS Architects and dated June 14, 2017, including the preservation of the historic Sonoma Cheese Factory building element and its associated character-defining features, except that:

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

- Prior to any demolition, historic documentation of the Sonoma Cheese Factory building shall be completed by a qualified professional in accordance with Historic American Building Survey (HABS) standards, in accordance with the recommendations set forth in the “Proposed Project Impact Analysis” prepared by Page and Turnbull, dated April 6, 2018.
- Subject to the review and approval of the Design Review and Historic Preservation Commission and in consultation with State Parks, the project sponsor shall facilitate the development of a permanent interpretative program and/or display commemorating the Sonoma Cheese Factory at 2 West Spain Street and the historic building’s association with the development of the cheese industry in Sonoma. The program/display shall be installed at a publicly accessible location at the interior or exterior of the building. It shall include, but not be limited to, historic photos and photos of the current (pre-project) appearance, narrative text, historic memorabilia, salvaged materials, and/or maps. Information and graphics may be incorporated from the Historic Resource Evaluation and/or HABS documentation. It shall also be available in a format that can be posted on the City of Sonoma’s and/or Sonoma League for Historic Preservation’s website.
- The colors, materials, and design details of the Project shall be subject to the review and approval of the Design Review and Historic Preservation Commission, including consultation with State Parks, to ensure that the approved architecture is fully implemented, that high-quality materials are used, and that building colors, materials, signage, and landscaping features are compatible with the historic Cheese Factory building and the Servants Quarters building. Any required repairs or maintenance to the retained element of the Sonoma Cheese Factory shall be designed and implemented in accordance with applicable standards of the Secretary of Interior for the maintenance of historically-significant structures.

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

1. A preconstruction survey shall be performed to document the condition of the Servants’ Quarters building and other nearby existing improvements. The survey shall include video documentation of the buildings and surrounding areas and establishing survey control points on the ground surface and nearby structures and improvements. The baseline elevations of the monitoring points shall be compared with survey readings taken during construction to monitor for ground movements.
2. To limit the impact of project-related groundborne vibration impacts, the following conditions shall be incorporated into construction contract agreements in order to prevent groundborne vibration levels in excess of 0.08 inches per second PPV from occurring: a) the weight rating of all vibratory roller compactors used on the site shall have a maximum weight rating of 2 tons; and, b) in the removal of pavement, foundations, and other building elements to be demolished, jackhammers shall be used in lieu of hoe rams or other large impact-type breakers.
3. A temporary construction barrier shall be placed and maintained adjoining the Servants’ Quarters building during the period of construction.
4. Requirements and procedures for protecting nearby historic resources and for repairing any damage that may be caused as a result of construction. Any project-related damage to the state park (and its historic resources) shall be repaired or replaced solely at the expense of the Applicant, and suggested repairs shall be recommended by appropriate experts, in consultation with, and to State Parks satisfaction.

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

Mitigation Measure 5.b: An archaeologist who meets the Secretary of the Interior's Standards shall be contracted to develop and implement a Research Design Program, subject to the review and approval of the Planning Director. This Research Design Program, which shall be developed with consultation from State Parks, shall outline the appropriate historical themes that would be associated with potential historic, archaeological, and tribal resources within the area of site redevelopment (the “study area”), identify locations that have the highest potential to contain such features, and identify the appropriate investigation, consultation, and mitigation methods for potential features that could be discovered within the study

area. A subsurface investigation of the study area shall be carried out based on the methods outlined in the Research Design Program so that potential features can be identified, evaluated, and mitigated (if necessary) appropriately prior to construction.

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

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

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

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

Noise

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

- A. Provide enclosures and mufflers for stationary equipment, shrouding or shielding for impact tools, and barriers around particularly noisy operations, such as grading or use of concrete saws within 50 feet of an occupied sensitive land use.
- B. Use construction equipment with lower (less than 70 dB) noise emission ratings whenever possible, particularly air compressors and generators.
- C. Do not use equipment on which sound-control devices provided by the manufacturer have been altered to reduce noise control.
- D. Locate stationary equipment, material stockpiles, and vehicle staging areas as far as practicable from sensitive receptors.
- E. Prohibit unnecessary idling of internal combustion engines.
- F. Implement noise attenuation measures to the extent feasible (i.e., such that they do not impede efficient operation of equipment or dramatically slow production rates), which may include, but are not limited to, noise barriers or noise

blankets. The placement of such attenuation measures shall be reviewed and approved by the Building Department prior to issuance of grading and building permits for construction activities.

G. Designate a “construction liaison” that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

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

Traffic and Transportation

Mitigation Measure 16.a.1: Subject to the review and approval of the City Council, the applicant shall enter into an in-lieu parking agreement with the City of Sonoma. Said agreement shall provide for the following:

a. Contingent upon a right-of-entry agreement and any other related approvals from State Parks, the applicant shall commit to perform crack sealing, resurfacing, re-striping and any other maintenance and repair of the Casa Grande parking lot deemed necessary by State Parks, as well as the reconfiguration of the paved parking area to increase its capacity by a minimum of 12 parking spaces, to be designed and implemented at the sole expense of the applicant.

b. In the event that applicant is unable to secure a right-of-entry from State Parks that results in an increase in the parking capacity of the Casa Grande parking lot, the applicant shall pay to the City of Sonoma an in-lieu parking fee in the amount of \$60,000. These funds shall be used by the City to contribute to the development of a minimum of 12 parking spaces within the downtown area or a comparable improvement in parking availability as approved by the City Council.

Utilities and Service Systems

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

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

SONOMA CHEESE FACTORY
2 WEST SPAIN STREET
SONOMA, CALIFORNIA

PROPOSED PROJECT IMPACT ANALYSIS

[17193] Prepared for
APPA Real Estate & Carlin Company LLC



PAGE & TURNBULL

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

APRIL 6, 2018

TABLE OF CONTENTS

I. INTRODUCTION.....	2
SUMMARY OF DETERMINATION	2
METHODOLOGY	2
II. BRIEF DESCRIPTION AND CURRENT HISTORIC STATUS.....	3
2 WEST SPAIN STREET	3
CALIFORNIA REGISTER OF HISTORICAL RESOURCES	5
SONOMA PLAZA NATIONAL LANDMARK DISTRICT/NATIONAL REGISTER HISTORIC DISTRICT	6
SONOMA STATE HISTORIC PARK	6
CITY OF SONOMA DEVELOPMENT CODE, HISTORIC OVERLAY ZONE, AND DOWNTOWN SONOMA PRESERVATION DESIGN GUIDELINES.....	7
III. CHARACTER-DEFINING FEATURES.....	9
2 WEST SPAIN STREET	9
SONOMA STATE HISTORIC PARK	10
IV. PROPOSED PROJECT ANALYSIS.....	11
PROPOSED PROJECT DESCRIPTION	11
CALIFORNIA ENVIRONMENTAL QUALITY ACT	12
STATUS OF EXISTING BUILDING AS A HISTORICAL RESOURCE	12
SECRETARY OF THE INTERIOR'S STANDARDS	13
STANDARDS FOR REHABILITATION	14
COMPATIBILITY ANALYSIS WITH SONOMA STATE HISTORIC PARK.....	17
COMPATIBILITY ANALYSIS WITH SONOMA PLAZA NATIONAL LANDMARK/HISTORIC DISTRICT	18
ANALYSIS OF PROJECT-SPECIFIC IMPACTS UNDER CEQA	18
SUGGESTED MITIGATION MEASURES.....	18
V. CONCLUSION	21
VI. REFERENCES CITED	22

I. INTRODUCTION

This Proposed Project Impact Analysis has been prepared at the request of Carlin Company and APPA Real Estate for proposed alterations to 2 West Spain Street in Sonoma, California, which is also known as the Sonoma Cheese Factory building. In November 2014, Page & Turnbull prepared a Historic Resource Evaluation (HRE) and evaluated the building using the evaluative criteria of the California Register of Historical Resources (California Register). It was determined to be individually eligible for listing in the California Register under Criterion 1 (Events) for its association with the development of the cheese industry in Sonoma. Therefore, 2 West Spain Street is considered a historic resource under the California Environmental Quality Act (CEQA). The building is also located immediately adjacent to Sonoma State Historic Park and within the Sonoma Plaza National Landmark/Historic District.

The proposed project at 2 West Spain Street involves the retention of the front 15 feet or so of the existing building. The center shed and additions would be demolished and replaced with a new addition. The City of Sonoma requires that all proposed work to eligible historic properties be evaluated for potential substantial adverse impacts as defined by CEQA, which may threaten the continued significance of the resource.

SUMMARY OF DETERMINATION

The proposed project was evaluated according to the *Secretary of the Interior's Standards for Rehabilitation* (the Standards). It was determined not to comply with all of the Standards because the center high-bay shed – which contributes to the massing and general footprint of the building – will be demolished. In addition to the Conditions of Approval and Mitigation Measures outlined in March 2018, implementation of two additional cultural resource mitigation measures would lessen impacts of the proposed project at 2 West Spain Street to a degree that the Sonoma Cheese Factory would still be able to convey the historic significance that justifies its eligibility for listing in the California Register. Thus, the overall impact on the Sonoma Cheese Factory would be mitigated to a less-than-significant level.

METHODOLOGY

This report includes a summary of the building's current historic status, its significance, a list of character-defining features that enable the property to convey its historic significance, and photographs taken of the building at the time of evaluation for the HRE report in November 2014. Page & Turnbull prepared this report using drawings of the proposed project by SMS Architects (June 14, 2017, revised March 2018), the Conditions of Project Approval and Mitigation Monitoring Program report (March 22, 2018), as well as the evaluation and character-defining features outlined in the 2014 HRE. Based on the finding of historic significance, the proposed project was evaluated using the *Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings*.

II. BRIEF DESCRIPTION AND CURRENT HISTORIC STATUS

The following information is adapted from Page & Turnbull's Historic Resource Evaluation (November 6, 2014). Some of the photographs included below are from the 2014 report. A review of Google Street View photos taken in January 2018 confirms that no changes have occurred to the site or surrounding properties.

2 WEST SPAIN STREET

2 West Spain Street is located on a 13,058 square foot rectilinear lot on the north side of West Spain Street between First Street East and First Street West (**Figure 1**). The lot was laid out as part of the original town plan, established by General Mariano Guadalupe Vallejo in 1835. Although the lot has been in use since 1835, the current building at this address was constructed in 1945 and designed in a transitional style that includes both Streamline Moderne and International elements. The building is generally rectangular in form and is of varying heights: the front mass of the building is two stories in height, the center and largest mass is one high-bay story, and the rear portion of the building includes several agglomerative additions, which are of varying heights between one and two stories. The roof of the front mass is slightly up-pitched; the roof of the center mass is a low-pitched gable, with a north-south ridge-line, and the rear additions are generally flat roofed with some shed roof projections. The building is clad in a variety of materials, including large rectangular vertically-oriented glazed orange tile at the primary (south-facing) façade, stucco at the one-story center portion, and stucco or cinderblock at the rear additions.

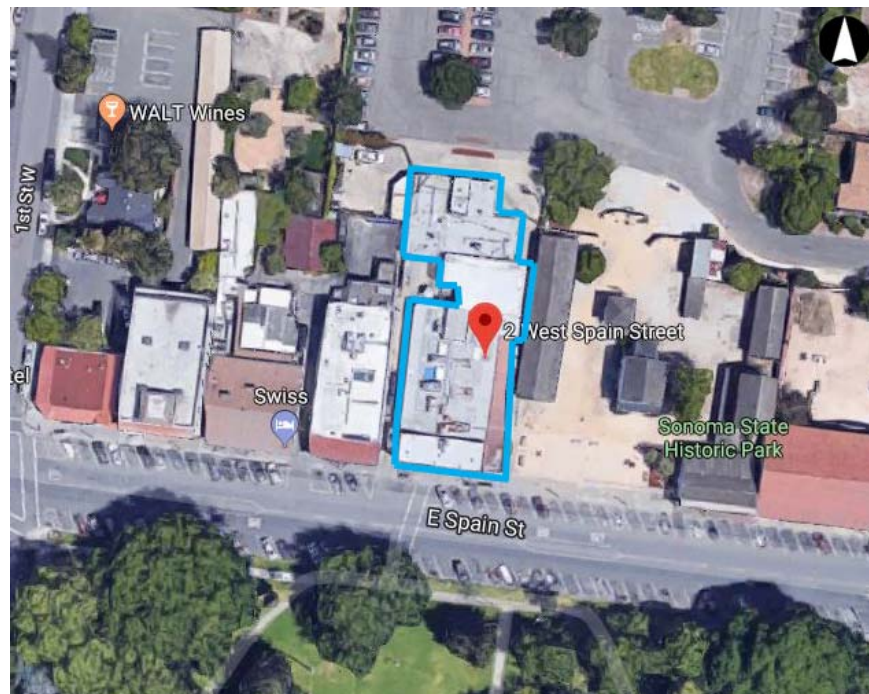


Figure 1: Aerial photograph of 2 West Spain Street, at center, with blue outline showing building footprint. Building also shown within its context of Sonoma State Historic Park to the east (right) and Sonoma Plaza to the south. Source: Google Maps, 2017. Edited by Page & Turnbull.

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



Figure 2: Primary (south) facade, facing north. Source: Page & Turnbull, August 2014.



Figure 3: East facade, front and center portions of the building, facing west. Source: Page & Turnbull, August 2014.



Figure 4: East facade, open porch, facing north. Source: Page & Turnbull, August 2014.



Figure 5: Rear (north) facade, facing south. Source: Page & Turnbull, August 2014.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens.

The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

2 West Spain Street was evaluated in the 2014 HRE by Page & Turnbull and determined to be individually eligible for listing in the California Register under Criterion 1 (Events) for its association with the development of the cheese industry in Sonoma. Despite some alterations and additions to the building that postdate its identified period of significance (1945-1968), the building retains sufficient integrity to convey its historic appearance. 2 West Spain Street has not been formally listed in the California Register.

SONOMA PLAZA NATIONAL LANDMARK DISTRICT/NATIONAL REGISTER HISTORIC DISTRICT

The property at 2 West Spain Street is located within the boundaries of the Sonoma Plaza National Historic Landmark District. Designated in 1961, the Sonoma Plaza National Historic Landmark District encompasses the Sonoma Plaza itself and adjacent properties that are most significant to the early development of Sonoma, from its founding as a Mexican settlement through the Bear Flag Revolution and the resulting integration of California into the United States. Although the building at 2 West Spain Street is located within these boundaries and is adjacent to several of the listed properties, it is a non-contributing building. The building was not age-eligible for listing when the Landmark District was evaluated; generally, properties are considered for landmark status when they are more than 50 years old, and the building was only 16 years old in 1961. Additionally, the primary significance of the Landmark District relates to the Mexican War, and to architecture of the period 1832-1860. 2 West Spain Street has no relation to either of those areas of significance, and would therefore not be likely to be included in an updated evaluation of this Landmark District.

The property at 2 West Spain Street is also located within the boundaries of the Sonoma Plaza Historic District, which was listed on the National Register of Historic Places in 1974 and underwent a boundary increase in 1992. This Historic District includes and expands beyond the area included in the Sonoma Plaza National Historic Landmark District to include many of the adjacent side streets to the Sonoma Plaza. In the 1992 boundary increase nomination, 88 resources were identified as contributors, while 58 were recognized as non-contributors. 2 West Spain Street was listed as resource number 108 and identified as a non-contributor because its date of construction is outside the Historic District's established period of significance (1835-1944).

SONOMA STATE HISTORIC PARK

Sonoma State Historic Park is a California State Park located on the north side of Sonoma Plaza. The park consists of six sites: the Mission San Francisco Solano, the Sonoma Barracks (sometimes called the Presidio of Sonoma), Toscano Hotel, the Blue Wing Inn, Casa Grande Servants' Quarters, and Lachryma Montis. The Casa Grande Servants' Quarters is located immediately to the east of 2 West Spain Street, while the other buildings in the park (aside from Lachryma Montis, the Vallejo Estate) are located farther east on West Spain Street.

The park was founded in 1909 and originally contained only the Mission San Francisco Solano. The State of California has added additional historic locations to the park over the years. Many of the added venues were associated with the life of Mariano Guadalupe Vallejo who was central to secularization of the Mission; the founding and improvement of the Mexican pueblo of Sonoma; and the development of Sonoma as an American city.¹

¹ "Sonoma State Historic Park," Wikipedia, website accessed 16 June 2017, https://en.wikipedia.org/wiki/Sonoma_State_Historic_Park.

General Vallejo, who directed Sonoma's development until 1846, built his Casa Grande in 1840 next to the Sonoma Barracks. It was the location of the Bear Flag Revolt in 1846, wherein a group of 30 to 40 American settlers and frontiersmen known as the Bear Flag Party "arrested" General Vallejo and had him imprisoned at Sutter's Fort in a bid to take control of the Pueblo of Sonoma. They announced the establishment of a free and independent Republic of California and raised a new, homemade flag — the Bear Flag — in the plaza. The main wing of the house was destroyed by fire in 1867, and only the Servants' Quarters stands today.²



Figure 6: Sonoma State Historic Park including the Casa Grande Servants' Quarters at right, Sonoma Cheese Factory at left, facing northwest. Source: Google Street View, January 2017.

CITY OF SONOMA DEVELOPMENT CODE, HISTORIC OVERLAY ZONE, AND DOWNTOWN SONOMA PRESERVATION DESIGN GUIDELINES

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

2 West Spain Street is located within the Historic Overlay Zone and therefore any additions or exterior changes to the building will be reviewed by the Design Review and Historic Preservation Commission. The Downtown Sonoma Preservation Design Guidelines are also applicable to 2 West Spain Street, as the property is located within the boundaries of the Downtown Planning District. The Design Guidelines are based on the Secretary of the Interior's Standards for the Treatment of Historic Properties, and are used by the Planning Department and Design Review and Historic Preservation Commission to evaluate the proposed project.

² California State Parks, "Sonoma State Historic Park" brochure, website accessed 16 June 2017, <https://www.parks.ca.gov/pages/479/files/SonomaSHPFinalWebLayout051916.pdf>.

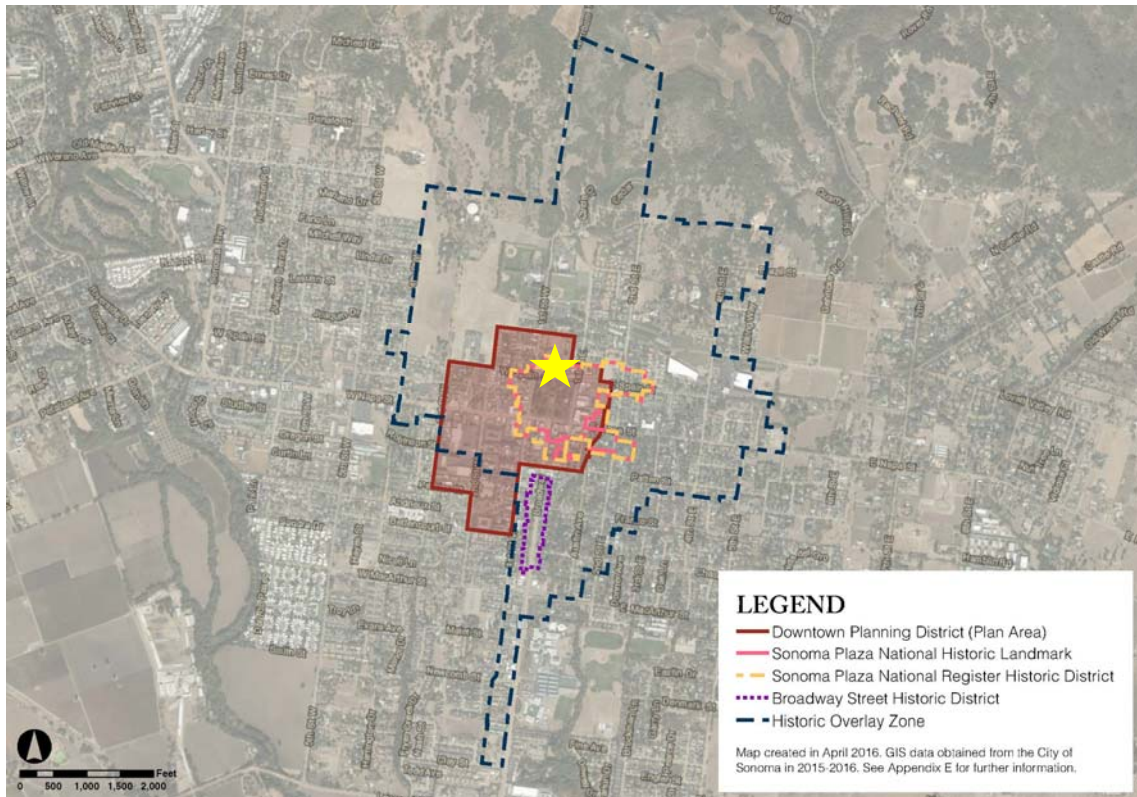


Figure 7. Graphic from Downtown Sonoma Preservation Design Guidelines, showing Sonoma Plaza National Historic Landmark District and National Register District boundaries within the Downtown Planning District and Historic Overlay Zone. Location of 2 West Spain Street indicated with yellow star. Source: Page & Turnbull, 2016.

III. CHARACTER-DEFINING FEATURES

2 WEST SPAIN STREET

Character-Defining Features

For a property to be eligible for national, state, or local designation under one of the significance criteria, the essential physical features (or character-defining features) that enable the property to convey its historic identity must be evident. To be eligible, a property must clearly contain enough of those characteristics, and these features must also retain a sufficient degree of integrity. Characteristics can be expressed in terms such as form, proportion, structure, plan, style, or materials.

According to the 2014 HRE, the period of significance for 2 West Spain Street was determined to be 1945-1968. The evaluation includes a list of the character-defining features for the building. Generally, significance for association with events is supported by the retention of features that relate to location, setting, feeling, and association. Please refer to the HRE for full descriptions of existing conditions and photographs (November 2014) of the subject property.

The character-defining features of 2 West Spain Street include:

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

Non-Contributing Features

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

- Agglomerative additions to the north (rear) portion of the building that were constructed between 1959 and 1981. These agglomerative additions are utilitarian in design and construction, and are no longer used for cheese production, and are therefore not considered character-defining features of the building at this time.
- Stucco cladding at the east and west façades.
- All material elements of the one-story open porch at the east façade.
- Full-height multi-lite windows with anodized aluminum sash at the east façade.³

³ Page & Turnbull, "Sonoma Cheese Factory, 2 West Spain Street, Sonoma, California: Historic Resource Evaluation," November 6, 2014.

SONOMA STATE HISTORIC PARK

As mentioned previously, the Casa Grande Servants' Quarters at Sonoma State Historic Park is located immediately to the east of 2 West Spain Street. Based on visual inspection by Page & Turnbull, the character-defining features of the Casa Grande Servants' Quarters are:

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

IV. PROPOSED PROJECT ANALYSIS

This section analyzes the project-specific impacts of the proposed project at 2 West Spain Street on the environment, as required by the California Environmental Quality Act (CEQA). The following analysis describes the proposed project; assesses its compliance with the *Secretary of the Interior's Standards for Rehabilitation*; and identifies cumulative impacts.

PROPOSED PROJECT DESCRIPTION

This proposed project description is based on a set of drawings prepared by SMS Architects and dated June 14, 2017, and revised in March 2018 for submission to the City of Sonoma's Planning Department. The set was provided to Page & Turnbull by the Planning Department. The description of proposed changes to the drawings is based on a set of conditions and Mitigation Measure 5.a.1 in the Conditions of Project Approval and Mitigation Monitoring Program, dated March 22, 2018.

The project, as proposed, retains the front 15 feet or so of the existing building. The primary façade will remain unaltered. The dimensional letters spelling "The Cheese Factory" will be removed from the east façade, as well as the current shed-roofed patio cover; replacing these will be a wood lattice for creeping vines that will be centered on the façade.

The center shed and non-historic additions will be demolished and replaced with a new addition. The original front portion will be separated from the new portion of the building by a hyphen of lower height, which will feature full-height divided-lite glazing, entrances on both the east and west sides, and signs reading "Sonoma Cheese Factory" over the entrances.

North of the low hyphen, the new rear portion of the building will be recessed approximately 5 feet from the east façade plane of the existing front portion of the building, while projecting approximately 10 feet to the west beyond the front portion. The design of the new portion will feature a divided-lite curtain wall of anodized aluminum glazing that is capped by a painted plaster wall and fronted at the upper 15 feet or so by a vertical wood screen element. As included in the Conditions of Project Approval and Mitigation Measure 5.a.1, the height of the new portion on the east side of the site, including the wood-clad screening, will not exceed the approximately 24-foot-tall lower (north) roof height of the shed-roofed front portion of the Cheese Factory building. Specifically, the parapets on the east and west will be 23.5 feet tall; the roof height of the west side will be approximately 21.66 feet; and the roof height on the east side will be 20 feet.

Recessed from the primary façade on the west, the addition's south façade will be clad in a stone veneer that matches the cladding on the low planters along the east side. It will feature a large, divided-lite, anodized aluminum-frame window that extends to the ground.

The rear (north) façade of the addition, which faces the Casa Grande parking lot, will include divided-lite glazing, fully glazed entry doors, a wood screen, and upper metal panel on the east portion. The west portion of the north façade will feature stone veneer and a large roll-up garage door.

Previous aspects of the design, such as a proposed bear logo on the east façade of the building addition and a basement level at the addition, will not be implemented per the Conditions of Approval. In addition, any pedestrian walkway or walkway improvements proposed within the State Park will be subject to discretion of State Parks, provided any project-related improvements and related costs will be paid by the project applicant (including, if needed, added lighting or park protective measures). Also included in the Conditions of Approval, the colors, materials, and design details of the project will be subject to review and approval of the Design Review and Historic

Preservation Commission, in consultation with State Parks, to ensure that the approved architecture is fully implemented, that high quality materials are used, and that building colors, materials, signage, and landscaping features are compatible with the historic Sonoma Cheese Factory building at 2 West Spain Street and the Servants' Quarters at Sonoma State Historic Park.⁴ Any required repairs or maintenance will be designed and implemented in accordance with applicable standards of the Secretary of the Interior. Lastly, unrelated to design but associated with historic significance of the Sonoma Cheese Factory building, a cheese affinage (aging) element must be incorporated into the ground floor use.⁵

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environment Quality Act (CEQA) is state legislation (Pub. Res. Code §21000 et seq.), which provides for the development and maintenance of a high-quality environment for the present day and future through the identification of significant environmental effects.⁶ For public agencies, the main goals of CEQA are to:

1. Identify the significant environmental effects of projects; and either
2. Avoid those significant environmental effects, where feasible; or
3. Mitigate those significant environmental effects, where feasible.

CEQA applies to “projects” proposed to be undertaken or requiring approval from state or local government agencies. “Projects” are defined as “...activities which have the potential to have a physical impact on the environment and may include the enactment of zoning ordinances, the issuance of conditional use permits and the approval of tentative subdivision maps.”⁷ Historical and cultural resources are considered to be part of the environment. In general, the lead agency must complete the environmental review process as required by CEQA. The basic steps are:

1. Determine if the activity is a “project;”
2. Determine if the project is exempt from CEQA;
3. Perform an Initial Study to identify the environmental impacts of the Project and determine whether the identified impacts are “significant.” Based on the finding of significant impacts, the lead agency may prepare one of the following documents:
 - a) Negative Declaration for findings of no “significant” impacts;
 - b) Mitigated Negative Declaration for findings of “significant” impacts that may revise the Project to avoid or mitigate those “significant” impacts;
 - c) Environmental Impact Report (EIR) for findings of “significant” impacts.

STATUS OF EXISTING BUILDING AS A HISTORICAL RESOURCE

In completing an analysis of a project under CEQA, it must first be determined if the project site possesses a historical resource. A site may qualify as a historical resource if it falls within at least one of four categories listed in CEQA Guidelines Section 15064.5(a). The four categories are:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).

⁴ City of Sonoma Planning Department, “Conditions of Project Approval and Mitigation Monitoring Program: Sonoma Cheese Factory Reconfiguration and Expansion Project, 2 West Spain Street,” (March 22, 2018): 1.

⁵ Ibid., 8-9.

⁶ State of California, California Environment Quality Act, accessed 4 April 2018, http://resources.ca.gov/ceqa/docs/2016_CEQA_Statutes_and_Guidelines.pdf.

⁷ Ibid.

2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).
4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Pub. Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Pub. Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Pub. Resources Code sections 5020.1(j) or 5024.1.

In general, a resource that meets any of the four criteria listed in CEQA Guidelines Section 15064.5(a) is considered to be a historical resource unless "the preponderance of evidence demonstrates" that the resource is "not historically or culturally significant."⁸

Based on analysis and evaluation contained in the 2014 HRE, the Sonoma Cheese Factory at 2 West Spain Street meets the criteria for eligibility for listing in the California Register, and should therefore be considered a historical resource under CEQA. In the case of the proposed project at 2 West Spain Street, the City of Sonoma acts as the lead agency.

SECRETARY OF THE INTERIOR'S STANDARDS

The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings provide standards and guidance for reviewing proposed work on historic properties.⁹ The Standards for the Treatment of Historic Properties are used by federal agencies in evaluating work on historic properties. They have also been adopted by local government bodies across the country for reviewing proposed rehabilitation work on historic properties under local preservation ordinances. The Standards for the Treatment of Historic Properties are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. The Secretary of the Interior offers four sets of standards to guide the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

⁸ Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.

⁹ Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings* (U.S. Department of the Interior National Park Service Technical Preservation Services, Washington, D.C.: 2017), accessed July 20, 2017, <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>.

Preservation: The Standards for Preservation “require retention of the greatest amount of historic fabric, along with the building’s historic form, features, and detailing as they have evolved over time.”

Rehabilitation: The Standards for Rehabilitation “acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building’s historic character.”

Restoration: The Standards for Restoration “allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods.”

Reconstruction: The Standards for Reconstruction “establish a limited framework for recreating a vanished or non-surviving building with new materials, primarily for interpretive purposes.”¹⁰

Typically, one treatment (and the appropriate set of standards) is chosen for a project based on the project scope. In this case, the proposed project scope is seeking to alter and add to a historic building. Therefore, the *Standards for Rehabilitation* will be applied.

STANDARDS FOR REHABILITATION

The following analysis applies each of the applicable *Standards for Rehabilitation* to the proposed project at 2 West Spain Street. This analysis is based upon the proposed designs by SMS Architects (June 14, 2017, revised March 2018), as submitted to Page & Turnbull.

Rehabilitation Standard 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

Discussion: The proposed project does not alter the use of the historic commercial retail property; more specifically, its use will continue to involve the selling and serving of food and beverages. It will also continue to incorporate a cheese-associated use by including an area for cheese aging.

Therefore, as planned, the proposed project is in compliance with Rehabilitation Standard 1.

Rehabilitation Standard 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property will be avoided.*

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

The center shed and non-historic additions will be demolished and replaced with a new building. As a result, the high-bay center shed portion, which contributes to the character-defining massing and footprint and to conveying the historic cheese-making use, will be removed. An area within the new addition is required to be used for cheese aging as part of the Conditions of Approval and Mitigation Measures, thus continuing to associate the site with the historic cheese-making use. Nevertheless, the

¹⁰ National Park Service, “Introduction to Standards and Guidelines,” accessed June 22, 2017, https://www.nps.gov/tps/standards/four-treatments/standguide/overview/using_standguide.htm.

historic character of the building's original massing and footprint, inclusive of the center shed, will not be preserved.

Because the character of the front portion will be preserved but not the center shed portion, the proposed project will only partly comply with Rehabilitation Standard 2.

Rehabilitation Standard 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Discussion: The proposed project intends to integrate new construction at the rear of the retained portion of the Sonoma Cheese Factory building that is compatible in its materiality, yet differentiated in its design. No elements of the new addition will use a Streamline Moderne or International style of architecture as seen in the front portion of the existing building, nor will it replicate a utilitarian industrial style such as the existing center shed portion or rear additions. The new portion will not create a false sense of historical development, nor will conjectural features be added to the front portion of the building that will be retained.

Therefore, the proposed project is in compliance with Rehabilitation Standard 3.

Rehabilitation Standard 4: *Changes to a property that have acquired significance in their own right will be retained and preserved.*

Discussion: The Sonoma Cheese Factory has an identified period of significance of 1945-1968 in association with the development of the cheese industry in Sonoma and specifically on the building's focused use as a cheese-making business. Agglomerative utilitarian additions at the rear of the building date from 1959-1981 and are not considered to have acquired significance in their own right.

Therefore, the proposed project is in compliance with Rehabilitation Standard 4.

Rehabilitation Standard 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Discussion: As discussed in Standard 2, the proposed project will remove the center shed, which is a feature that contributes to the Sonoma Cheese Factory's original massing and footprint. The shed is utilitarian, however, and has been remodeled into a retail space. It does not include distinctive materials, finishes, or examples of craftsmanship. All of the materials, features, finishes, and craftsmanship of the front portion will be retained.

Because the proposed project will not preserve the center shed as a contributing feature, it will only partly comply with Rehabilitation Standard 5.

Rehabilitation Standard 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

Discussion: As planned, the project does not describe any proposed repairs or replacements. However, as required in the Conditions of Approval and Mitigation Measures, if it is determined that any historic element cannot be repaired due to significant deterioration and needs to be replaced, the features will be replaced in-kind per the *Secretary of the Interior's Guidelines for the Treatment of Historic Properties*.

Therefore, the proposed project will be in compliance with Rehabilitation Standard 6.

Rehabilitation Standard 7: *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

Discussion: No cleaning methods or repair of windows, detailing, or other historic materials is proposed at this time. If it is necessary to propose chemical or physical treatments, as required in the Conditions of Approval and Mitigation Measures, these methods will not involve the use of harmful treatments that would damage the historic elements and will follow the *Secretary of the Interior's Guidelines for the Treatment of Historic Properties*.

Therefore, the proposed project will be in compliance with Rehabilitation Standard 7.

Rehabilitation Standard 8: *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

Discussion: Archaeological protection procedures are included in the Conditions of Approval and Mitigation Measures as Mitigation Measures 5.b, 5.c, and 5.d for historic-period archaeological resources, paleontological resources, and human remains, respectively.

Provided that Mitigation Measures listed above are undertaken, the proposed project will be in compliance with Rehabilitation Standard 8.

Rehabilitation Standard 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Discussion: As discussed in Standard 2, the proposed project will preserve the character-defining features on the front portion of the building, but will alter the historic massing and footprint by demolishing the center shed portion.

The original front portion will be separated from the new portion of the building by a recessed hyphen of lower height, which will feature entrances on the east and west sides. The new rear addition will be set back 25 feet from the face of the existing building and recessed from the east façade of the existing front portion of the building, while projecting farther to the west. These design features will clearly differentiate new construction from historic.

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

Overall, the new addition appears differentiated yet compatible with the character-defining features of the front portion of the Sonoma Cheese Factory that will be retained. However, the new addition will require the removal of the center shed, which contributes to the character-defining massing and footprint and to conveying the historic cheese-making use.

Due to the demolition of the center shed, the proposed project will not be in compliance with Rehabilitation Standard 9.

Rehabilitation Standard 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Discussion: If the proposed new addition was hypothetically removed in the future, the integrity of the front portion would be retained, but the overall form would be impaired due to the loss of the historic massing and footprint that includes the center high-bay shed.

Therefore, as designed, the proposed project will not be in compliance with Rehabilitation Standard 10.

COMPATIBILITY ANALYSIS WITH SONOMA STATE HISTORIC PARK

As described in Page & Turnbull's Proposed Project Review Memorandum (June 2017) and updated based on the Conditions of Approval and Mitigation Measures (March 22, 2018), the design of the proposed project includes a pedestrian walkway on the east side of the Sonoma Cheese Factory building at 2 West Spain Street. This brings the public circulation from the rear parking lot to the plaza by passing the west side of Sonoma State Historic Park's Casa Grande Servants' Quarters. This is accomplished by shifting the new construction at the Sonoma Cheese Factory building west, closing the gap between 8 West Spain Street (Mary's Pizza Shack) on the west and providing more space between 2 West Spain Street and the Casa Grande Servants' Quarters building. This appears to improve the project compared to the current condition, where a shed-roofed outdoor seating area on the east side of the Sonoma Cheese Factory projects close to the west side of the Servants' Quarters. By shifting the development west and widening the walking path on the east side of the Sonoma Cheese Factory building, the Servants' Quarters is provided a wider berth while highlighting Sonoma's significant history for pedestrians.

Stone-clad planters will separate the Sonoma Cheese Factory's outdoor dining area from the pedestrian walkway. Based on the renderings, the vertical wood cladding and stone cladding used in the new design appear compatible with the adobe and wood cladding of the Servants' Quarters building.

The proposed project will maintain a similar height as the existing conditions and therefore will not compete with the Servants' Quarters or the larger Sonoma State Historic Park. While the new construction will be taller than the gable-roofed shed portion that currently exists at the Sonoma Cheese Factory, the height will be less than the maximum height of the front portion of the building, the existing middle storage addition, or other two-story buildings in the area. As required in the Conditions of Approval and Mitigation Measures (Mitigation Measure 5.a.1), the height of the east side of the new addition, nearest Sonoma State Historic Park's Casa Grande Servants' Quarters, will not exceed the lower (north) height of the shed roof on the front portion of the Sonoma Cheese Factory building (approximately 24 feet in height). The height and massing do not appear to significantly affect the integrity of the Casa Grande Servants' Quarters or the larger Sonoma State Historic Park, which has already seen a number of changes to its setting.

Overall, the project appears compatible with the Casa Grande Servants' Quarters in Sonoma State Historic Park.

COMPATIBILITY ANALYSIS WITH SONOMA PLAZA NATIONAL LANDMARK/HISTORIC DISTRICT

The Sonoma Plaza National Landmark (1974) and Sonoma Plaza National Register Historic District (1992) have identical boundaries at the north end of the districts, though their south and southeast boundaries diverge. In addition to the buildings that are part of Sonoma State Historic Park, the Swiss Hotel at 18 West Spain Street and the Cuneo (Sebastiani) Apartments at 30 West Spain Street also contribute to the National Landmark and/or National Register Historic District. In addition, the plaza itself, directly south of the Sonoma Cheese Factory, contributes to the National Landmark and National Register Historic District. The Sonoma Cheese Factory building at 2 West Spain Street does not contribute to either district.

None of the contributing resources will be directly physically affected. As the front portion of the building will be preserved, the view from Sonoma Plaza will remain essentially undisturbed, except if one is standing at the northeast portion of the plaza and looking northwest across West Spain Street. However, the setback of the rear addition from the front portion, the equal roof height, and earth tone materials work to minimize the perceived size of the new addition and blend in as a background building. The views east from the nearby contributing buildings at 18 and 30 West Spain Street will be unimpaired, as the addition will not be visible from that vantage point.

Overall, the project appears compatible with the Sonoma Plaza National Landmark/National Register Historic District.

ANALYSIS OF PROJECT-SPECIFIC IMPACTS UNDER CEQA

As the above analysis demonstrates, the proposed project as currently designed meets six Standards, partially meets two of the Standards, and does not meet two of the Standards. It is therefore not in overall compliance with the *Secretary of the Interior's Standards for Rehabilitation*. According to Section 15126.4(b)(1) of the Public Resources Code (CEQA), if a project complies with the Standards, the project's impact "will generally be considered mitigated below a level of significance and thus is not significant." As the proposed project at 2 West Spain Street does not comply with all ten Standards, the project may cause an impact under CEQA. Thus, additional analysis follows in this section.

The proposed project is not compliant with all of the Standards because the center high-bay shed will be demolished, which contributes to the massing and general footprint of the building. Though utilitarian in design, the center shed portion contributes to the historic cheese-making significance, and the loss of this portion affects the historic integrity of the property to a degree. Implementation of the mitigation measures outlined below, in addition to the Conditions of Approval and Mitigation Measures already outlined, would lessen impacts of the proposed project at 2 West Spain Street to a degree that the Sonoma Cheese Factory would still be able to convey the historic significance that justifies its eligibility for listing in the California Register. Thus, the overall impact on the Sonoma Cheese Factory would be mitigated to a less-than-significant level.

SUGGESTED MITIGATION MEASURES

Historic resource mitigations are typically developed on a case-by-case basis, which provides the opportunity to tailor them to the characteristics and the significance of the resource and the impacts to the resource. In some instances, these mitigation measures are judged to reduce the level of adverse effects to a less-than-significant level.

In addition to the cultural resource mitigation measures already outlined in the Conditions of Approval and Mitigation Measures (March 22, 2018), Page & Turnbull recommends the following

mitigation measures to be required in order for the project to meet a level of impact that is less than significant with mitigation:

HABS-Style Documentation

The project sponsor shall undertake documentation in the style of HABS (Historic American Building Survey) of the subject property. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the *Secretary of the Interior's Professional Qualification Standards* (36 CFR, Part 61). The documentation shall consist of the following:

- **Measured Drawings:** A set of measured drawings that depict the existing size, scale, and dimension of the subject property shall be produced. An as-built set of architectural drawings (site and floor plans, sections, elevations, and other drawings as needed to depict the existing conditions of the property) shall be accepted. If using as-built drawings, notes shall be added to the drawings to indicate measurements and materials, according to the latest HABS Drawings Guidelines by the National Park Service. The measured drawings shall be printed on mylar. The measured drawings shall be produced by a qualified professional who meets the standards for architecture set forth by the *Secretary of the Interior's Professional Qualification Standards* (36 Code of Federal Regulations, Part 61).
- **HABS-Style Photography:** Digital photographs shall be taken of the subject property, including the site and the interior and exterior of building. Large-format negatives are not required. The photographs must adequately document the character-defining features and setting of the historic resource. The scope of the digital photographs shall be reviewed by Planning Department staff for concurrence, and all digital photography shall include post-processing perspective correction and shall be conducted according to the latest National Park Service Standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography. The photographs shall be provided as digital files in TIFF format on DVDs and as color hard copy prints (on 8-by-10 inch paper) with labels on the back and placed in archival sleeves, the hard copies prepared according to HABS standards.
- **HABS Historical Report:** A written historical narrative and report, per HABS Historical Report Guidelines and based on Page & Turnbull's Historic Resource Evaluation (2014), shall be produced. The report shall include historical information, including the physical history and historic context of the property; and an architectural description of the site setting, exterior, and interior of the building. The report shall be prepared by a qualified professional who meets the standards for history or architectural history set forth by the *Secretary of the Interior's Professional Qualification Standards* (36 Code of Federal Regulations, Part 61). The professional shall prepare the documentation and submit it for review and approval by the Planning Department.

Archival copies of the drawings, photographs, and report shall be presented to repositories such as the Sonoma League for Historic Preservation archives, the City of Sonoma Public Library, and/or the Northwest Information Center of the Historical Resources Information System at Sonoma State University. Repositories such as these are invested in archiving the history of Fremont. This mitigation would create a collection of preservation materials that would be available to the public and inform future research. Implementation of this mitigation measure would assist in reducing the project-specific impacts.

Interpretive Signage

The project sponsor shall facilitate the development of a permanent interpretative program and/or display that would commemorate the Sonoma Cheese Factory at 2 West Spain Street and the historic building's association with the development of the cheese industry in Sonoma. The program/display would be installed at a publicly accessible location at the interior or exterior of the building. It shall include, but not be limited to, historic photos and photos of the current (pre-project) appearance, narrative text, historic memorabilia, salvaged materials, and/or maps. Information and graphics may be incorporated from the Historic Resource Evaluation and/or HABS documentation. It should also be available in a format that can be posted on the City of Sonoma's and/or Sonoma League for Historic Preservation's website.

V. CONCLUSION

The Sonoma Cheese Factory at 2 West Spain Street was evaluated by Page & Turnbull in a Historic Resource Evaluation dated November 2014. It was determined to be individually eligible for listing in the California Register of Historical Resources under Criterion 1 (Events) for its association with the development of the cheese industry in Sonoma. Therefore, 2 West Spain Street is considered a historic resource under the California Environmental Quality Act. The building is also located immediately adjacent to Sonoma State Historic Park and within the Sonoma Plaza National Historic Landmark/Historic District.

The proposed project was evaluated according to the *Secretary of the Interior's Standards for Rehabilitation* and determined not to comply with all of the Standards because the center high-bay shed that contributes to the massing and general footprint of the building will be demolished. In addition to the Conditions of Approval and Mitigation Measures outlined in March 2018, implementation of two additional cultural resource mitigation measures would lessen impacts of the proposed project at 2 West Spain Street to a degree that the Sonoma Cheese Factory would still be able to convey the historic significance that justifies its eligibility for listing in the California Register. Thus, the overall impact on the Sonoma Cheese Factory would be mitigated to a less-than-significant level.

VI. REFERENCES CITED

City of Sonoma Planning Department, “Conditions of Project Approval and Mitigation Monitoring Program: Sonoma Cheese Factory Reconfiguration and Expansion Project, 2 West Spain Street.” March 22, 2018.

National Park Service. *The Secretary of the Interior’s Standards for Treatment of Historic Properties*. Accessed online 4 April 2018. <https://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm>

Page & Turnbull, “Historic Resource Evaluation: 2 West Spain Street.” November 2014.

State of California, California Environmental Quality Act, accessed 4 April 2018, http://resources.ca.gov/ceqa/docs/2016_CEQA_Statutes_and_Guidelines.pdf



MEMORANDUM

Date: April 9, 2018
To: David Goodison, City of Sonoma
From: Ian Barnes and Bob Grandy, Fehr & Peers
Subject: **Sensitivity Traffic Analysis and Additional Information for the Sonoma Cheese Factory Project Transportation Impact Analysis**

WC17-3452

This memorandum presents supplemental transportation setting information and a sensitivity intersection operations analysis as requested by City of Sonoma staff for the Sonoma Cheese Factory project. This memorandum includes supplemental information regarding the following topics:

- Additional discussion regarding the transportation setting and the trip generating characteristics of the proposed project versus other similar developments in the North Bay
- Sensitivity analysis for intersection operations

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

PROJECT TRANSPORTATION SETTING AND TRIP GENERATING CHARACTERISTICS

The proposed project is located at 2 West Spain Street in the heart of the Sonoma Plaza area; the project site is immediately adjacent to several compatible land uses, including other restaurants, wine tasting establishments, jewelry stores, hotels, historical sites, and other recreational uses. Given the high degree of interaction between these land uses, the proposed project is not anticipated to operate as a freestanding site, and thus an analysis of the project as a freestanding site would not reflect its setting in the transportation system.

The *ITE Trip Generation Manual, 10th Edition* notes that the rates contained in the *Manual* apply to suburban, freestanding sites, and recommends the use of site-specific trip generation rates in lieu of data in the *Manual*. A site-specific trip generation rate data collection effort and analysis was performed based on data collected at the project site and using a number of assumptions that take



into account the project's transportation setting, with the goal of providing a reasonable and defensible analysis of the project's impacts to the transportation system. A key assumption in this process is the assumption that each visitor of the Sonoma Cheese Factory will visit three other establishments in the Sonoma Plaza area.

During the course of the March 22, 2018 Planning Commission meeting, several comparisons were made between the proposed Sonoma Cheese Factory project and the similar Oxbow Market establishment in Napa. While the Oxbow Market and Sonoma Cheese Factory project may have similar operating characteristics, there are differences in the transportation setting between the two sites that would influence the trip generating characteristics of both sites.

- Proximity to compatible land uses: The Sonoma Cheese Factory project site is located on the Sonoma Plaza, whereas the Oxbow Market is located approximately one-quarter mile east of the eastern boundary of the Downtown Napa core retail area (Main Street/First Street). Therefore, while the Sonoma Cheese Factory is located immediately adjacent to several compatible land uses of different types and functions, the Oxbow Market requires at least a one-quarter mile walk to compatible land uses with the same diversity and intensity as the Sonoma Plaza.

A one-quarter mile walk represents about five minutes of travel time, which, in the field of transportation planning, is a commonly-accepted maximum threshold for walking trips between compatible land uses. It is also noted that walking trips between the Oxbow Market and the Downtown Napa core retail area would need to travel over the Napa River Oxbow Floodway and cross Soscol Avenue (a major four-lane arterial thoroughfare). Generally, crossings of major arterials or other barriers to travel (rivers, freeways, railroads, etc.) discourages walking and encourages driving, particularly for retail customers.

- Proximity to dedicated parking supply: The Oxbow Market has a dedicated off-street parking supply immediately adjacent to the project site, whereas the Sonoma Cheese Factory would draw from the public on-street and off-street parking supply. Typically, the presence of dedicated, off-street parking for a business influences visitors to drive directly to the site.
- Scale of development: The Oxbow Market is a 40,000 square foot project, with associated patios, and off-street parking. The scale of the Oxbow Market makes it a destination itself. The Sonoma Cheese Factory project is about 60 percent smaller than the Oxbow Market



project and immediately proximate to several tens of thousands of more square feet of compatible development.

These factors (proximity to compatible land uses, proximity to dedicated parking supply, and scale of development) suggest that the Oxbow Market is a freestanding site for trip generation purposes, and direct, unadjusted comparisons between the trip generation rate of the Oxbow Market and the Sonoma Cheese Factory project would neglect critical elements of each site's transportation setting.

Fehr & Peers collected Saturday person-trip generation data at the Oxbow Market for an unrelated project on Saturday, September 9, 2017. Recorded weather observations indicate that the weather was clear with a typical high temperature for the day (80 degrees Fahrenheit actual versus 81 degrees Fahrenheit average). As noted by several members of the public at the Planning Commission meeting, the general consensus is that early September is included in the "peak period" of tourist season in Wine Country, and thus the trip generating characteristics of the Oxbow Market should be reflective of the peak period of tourist season. The data collected at the Oxbow Market is provided in **Attachment A**.

The Saturday midday peak hour of trips generated by the existing Sonoma Cheese Factory project was observed to be 12:30 PM to 1:30 PM. As summarized in **Table 6** of the TIA, the existing project was observed to generate about 50.0 weekend midday peak hour person-trips per 1,000 square feet of gross floor area. The Oxbow Market person-trip generation was observed to peak in the 12:15 PM to 1:15 PM time period; during this time, the Oxbow Market was observed to generate about 32.6 weekend midday peak hour person-trips per 1,000 square feet of gross floor area¹. This data suggests that the Oxbow Market has a lower person-trip generating potential than the Sonoma Cheese Factory did on the day of the Sonoma Cheese Factory observations (November 11, 2017).

The observations at the Sonoma Cheese Factory suggest a vehicle occupancy rate of about 1.8 persons per vehicle during the weekend midday period, which is reasonable given tourist uses in the Plaza area. Applying a similar vehicle occupancy rate to the person-trip counts at the Oxbow Market yields a freestanding trip generation rate of about 18.1 automobile trips per 1,000 square feet of gross floor area². To draw a comparison between the Oxbow Market automobile trip generation rate and the Sonoma Cheese Factory automobile trip generation rate used in the

¹ 1,303 person-trips generated ÷ 40,000 square feet of floor area = 32.6 person-trips/1,000 square feet of floor area

² 32.6 person-trips ÷ 1.8 persons per vehicle = 18.1 automobile trips per 1,000 square feet.



analysis, an adjustment must be made to reflect the Sonoma Cheese Factory's setting on the Sonoma Plaza.

Applying the Oxbow Market trip generation rate and the Sonoma Cheese Factory analysis assumption that each visitor of the Sonoma Cheese Factory will visit three other Plaza-area establishments yields a trip generation rate of 4.52 trips per 1,000 square feet of gross floor area. This is lower than the 6.82 trips per 1,000 square feet of gross floor area used in the analysis. Therefore, a more conservative visitor assumption could be used in conjunction with the Oxbow Market rate to arrive at the trip generation rate (6.82 trips per 1,000 square feet) used in the analysis.

INTERSECTION OPERATIONS SENSITIVITY ANALYSIS

In response to comments made at the Planning Commission Meeting on March 22, 2018, a sensitivity analysis of intersection operations was conducted to estimate the project's level of impact assuming the Existing Conditions count data was more reflective of peak month traffic conditions. Data presented at the Planning Commission meeting indicates that peak month hotel room-nights rented in 2017 were approximately 17 percent higher than in November 2017 when traffic counts were collected. The following sensitivity analysis factors up existing peak hour volumes to levels that are 20 percent higher than the November 2017 counts. The volumes for the Existing + 20% Conditions and Existing + 20% with Project Conditions analysis are shown on **Figures A1 and A2**, respectively. All figures are provided at the end of this memorandum. The resulting Existing + 20% Conditions and Existing + 20% with Project Conditions analysis (assuming the smaller, revised project description) is presented in **Table A1**. Synchro LOS output sheets for these scenarios are presented in **Attachment B**.



TABLE A1: EXISTING SENSITIVITY TEST INTERSECTION LEVELS OF SERVICE

Intersection		Peak Hour ¹	Existing + 20% Conditions		Existing + 20% with Alternative Project Conditions		
			Delay ²	LOS ³	Delay ²	LOS ³	Δ Delay ⁴
1	First Street West/ West Spain Street	PM	15.7	C	15.7	C	+0.0
		MD	22.3	C	22.5	C	+0.2
2	First Street East/ East Spain Street	PM	12.8	B	12.8	B	+0.0
		MD	16.2	C	17.0	C	+0.8
3	First Street East/ East Napa Street	PM	14.1	B	14.2	B	+0.1
		MD	26.1	D	28.0	D	+1.9

Notes:

1. PM = Weekday evening peak hour, MD = Weekend midday peak hour

2. Whole intersection average delay reported for all-way stop-controlled intersections. Delay calculated per *HCM 2010* methodologies.

3. LOS designation per *HCM 2010*.

4. Change in delay between Cumulative (without Project) Conditions and Cumulative with Alternative Project Conditions.

Bold indicates operations below LOS D. **Bold and highlighted** indicates a significant impact.

Source: Fehr & Peers, 2018.

The intersection analysis results indicate that all intersections would operate at LOS D or better, and that the increase in projected intersection delay associated with the addition of project trips would be less than two seconds at the study intersections. It is also important to note that the analysis summarized above must comply with the provisions of General Plan Policy 1.5, namely that “The [LOS] standard shall be applied to the overall intersection operation and not that of any individual approach or movement” and “Consideration shall be given to the operation of the intersection over time, rather than relying exclusively on peak period conditions.” It is expected that some movements or approaches at the intersections will operate at higher delay levels than the reported averages both for short periods during the course of an entire peak hour as conditions change (i.e., a large pedestrian flow or a certain street segment being blocked by delivery trucks).

Additionally, the CEQA thresholds of significance used in the analysis require that an intersection meet the Peak Hour Signal Warrant before a finding of a significant impact can be made (see **Section 2.5** of the TIA). Under this sensitivity analysis, only East Napa Street/First Street East would meet the Peak Hour Signal Warrant under Existing + 20% with Project Conditions. If the growth rate used in the sensitivity analysis was reduced to 17 percent (as indicated by the hotel occupancy data), then East Napa Street/First Street East would not meet the Peak Hour Signal Warrant. Signal Warrant analysis sheets are provided in **Attachment C**.



CUMULATIVE SENSITIVITY ANALYSIS

Cumulative (Year 2040) volumes are forecasts that rely, in part, on the existing count volumes. Several data sources were used as a basis to grow the existing volumes to estimate Year 2040 volumes at the study intersections. Ultimately, the Year 2040 volumes used in the analysis presented in the TIA were forecast using existing counts and a 1.1 percent per year growth factor applied over the 23 years from 2017 to 2040. This growth factor is substantially higher than the background growth in jobs and housing estimated by *Plan Bay Area* for the City of Sonoma (about 0.2 percent per year to 0.4 percent per year).

The Existing + 20% sensitivity test described above results in a growth in the total entering volumes (TEV) at the study intersections. However, the Year 2040 volumes in the original analysis were grown at such a high growth rate relative to the background socioeconomic data such that the resulting growth rate between the Existing +20% Conditions volumes and the original Year 2040 volumes may be considered to be reasonable. An analysis of TEV growth rates between the Existing + 20% Conditions volumes and the Year 2040 forecasts used in the TIA analysis is presented below in **Table A2**.

TABLE A2: SENSITIVITY TEST TOTAL ENTERING VOLUME GROWTH RATES

Intersection		Peak Hour ¹	Intersection Total Entering Volume (TEV)		
			Existing + 20% Conditions Analysis	Original Cumulative Conditions Analysis	Growth Rate ²
1	First Street West/ West Spain Street	PM	1,011	1,130	0.5%
		MD	1,242	1,380	0.5%
2	First Street East/ East Spain Street	PM	854	940	0.4%
		MD	1,024	1,140	0.5%
3	First Street East/ East Napa Street	PM	941	1,050	0.5%
		MD	1,176	1,280	0.4%

Notes:

1. PM = Weekday evening peak hour, MD = Weekend midday peak hour

2. Growth rate calculated over the 23 years between 2017 and 2040.

Source: Fehr & Peers, 2018.

The results in **Table A2** suggest that the TEV growth rates between the Existing + 20% Conditions sensitivity analysis and the original Cumulative conditions analysis would be at or above the growth rates in background socioeconomic data expected for the City of Sonoma. Therefore, the Cumulative analysis and findings of intersection impacts that are ***less-than-significant*** (as presented in a March 20, 2018 memorandum by Fehr & Peers to City staff) would hold.



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

ATTACHMENTS

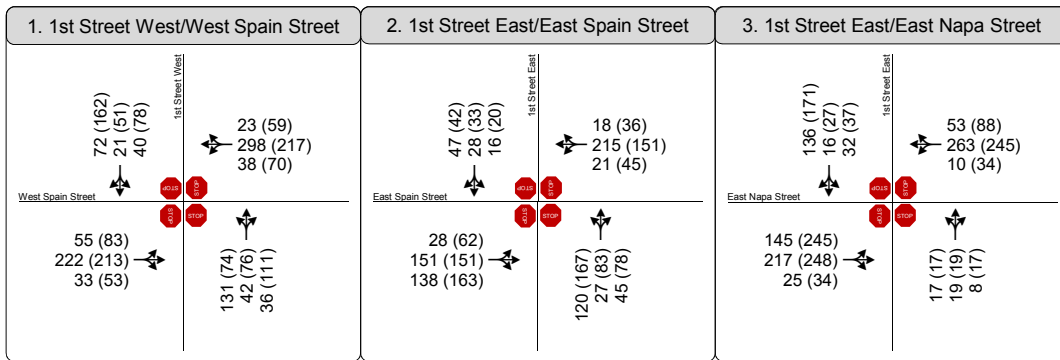
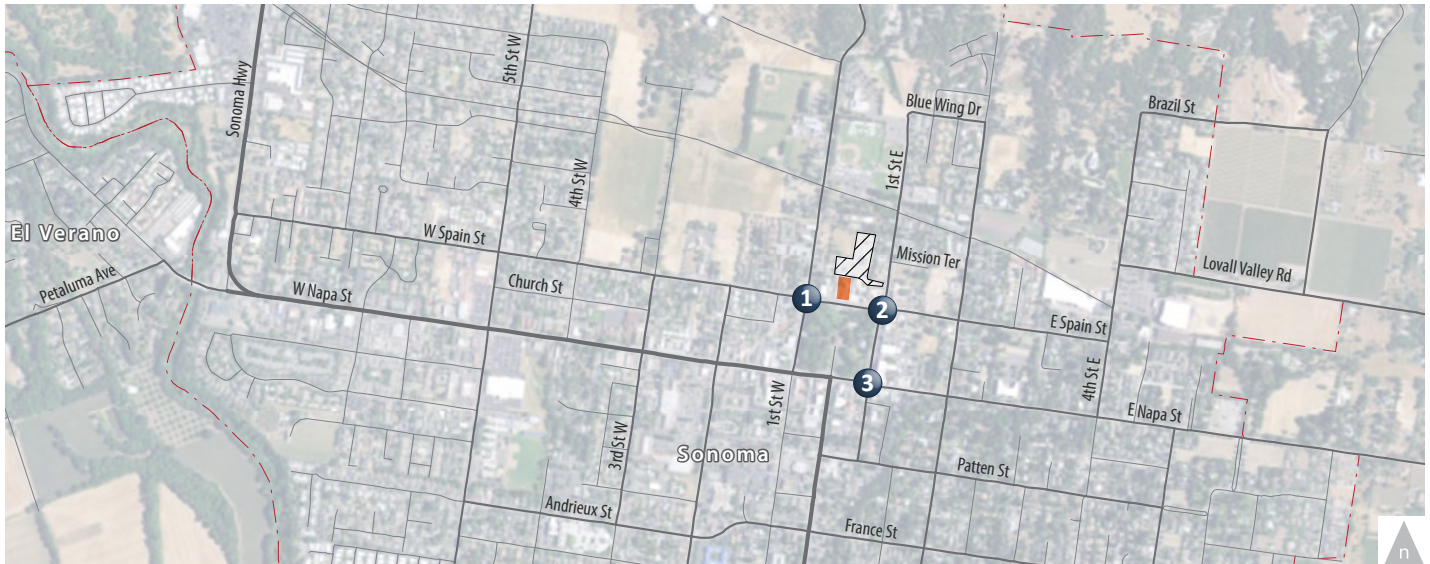
Figure A1 Existing + 20% Conditions Intersection Traffic Volumes, Lane Configurations and Intersection Control Devices

Figure A2 Existing + 20% with Project Conditions Intersection Traffic Volumes, Lane Configurations and Intersection Control Devices

Attachment A Oxbow Market Person-Trip Generation Data

Attachment B Sensitivity Analysis Synchro LOS Worksheets

Attachment C Signal Warrant Analysis Worksheets

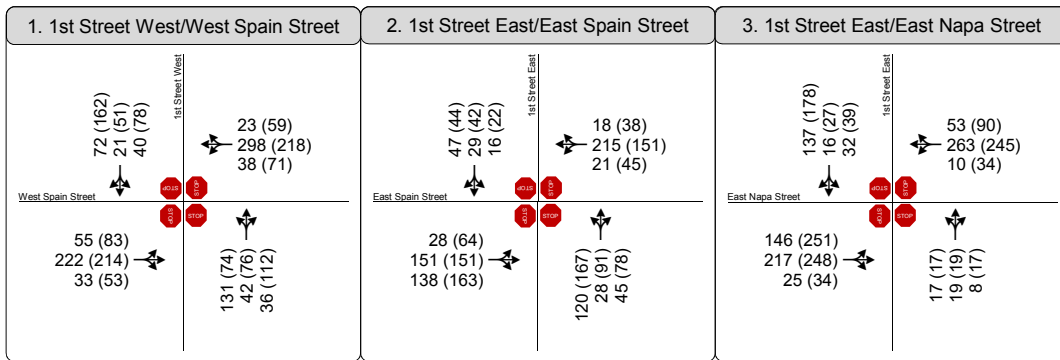
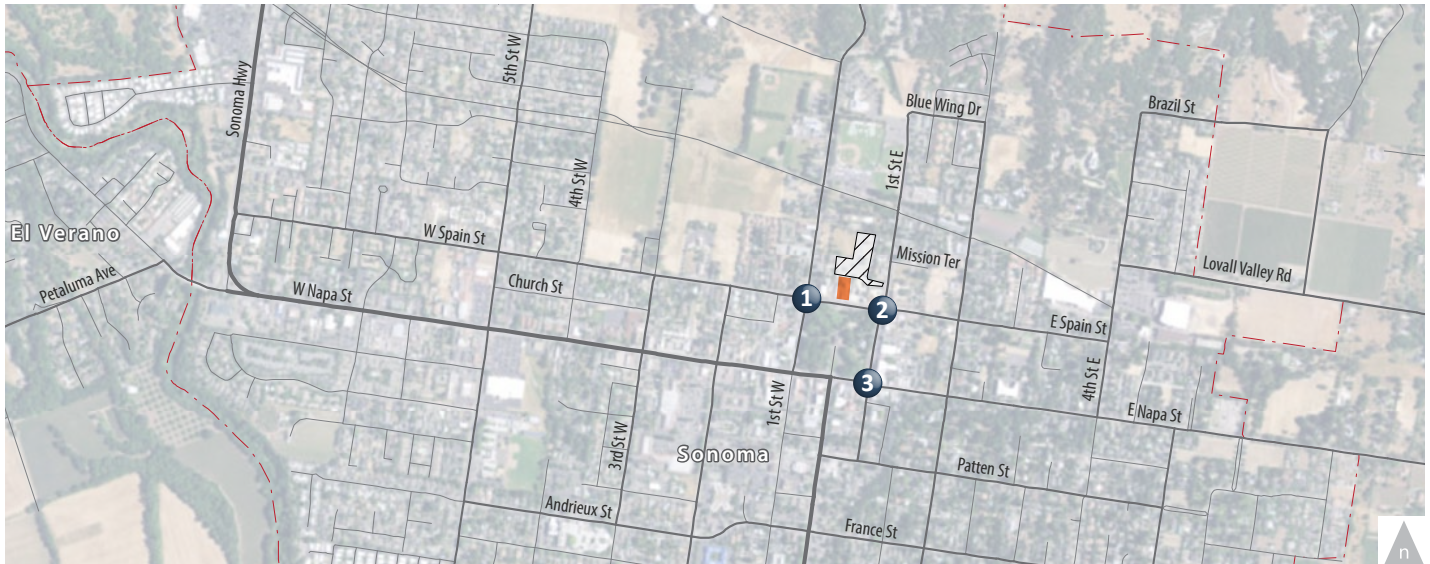


LEGEND

- Project Site
 Casa Grande Parking Lot
 Study Intersection
- XX (YY) Weekday PM (Weekend MIDDAY) Peak Hour Traffic Volumes
 Stop Sign



Figure A1
Existing + 20% Conditions Peak Hour Intersection
Traffic Volumes, Lane Configurations and Traffic Controls



LEGEND

- Project Site
- Casa Grande Parking Lot
- Study Intersection
- XX (YY) Weekday PM (Weekend MIDDAY) Peak Hour Traffic Volumes
- Stop Sign

Figure A2

Existing + 20% with Alternative Project Conditions Peak Hour
Intersection Traffic Volumes, Lane Configurations and Traffic Controls







North Bay Trip Generation
Saturday, September 9, 2017
IDAX Data Solutions
Oxbow Market Pedestrians

Doorway Total			
Time	In	Out	Running Hour
7:00	17	8	96
7:15	8	2	126
7:30	13	7	179
7:45	26	15	217
8:00	43	12	249
8:15	44	19	284
8:30	33	25	354
8:45	39	34	430
9:00	44	46	466
9:15	83	50	507
9:30	82	52	537
9:45	60	49	595
10:00	68	63	652
10:15	99	64	727
10:30	100	92	773
10:45	105	61	806
11:00	121	85	896
11:15	114	95	934
11:30	139	86	1099
11:45	136	120	1168
12:00	152	92	1258
12:15	234	140	1303
12:30	156	138	1195
12:45	197	149	1189
13:00	122	167	1129
13:15	125	141	1102
13:30	148	140	1053
13:45	133	153	1003
14:00	112	150	976
14:15	97	120	932
14:30	120	118	913
14:45	136	123	941
15:00	87	131	909
15:15	120	78	890
15:30	121	145	952
15:45	103	124	875
16:00	96	103	909
16:15	151	109	915
16:30	110	79	841
16:45	128	133	891
17:00	87	118	888
17:15	93	93	902
17:30	135	104	942
17:45	113	145	929
18:00	114	105	898
18:15	119	107	876
18:30	138	88	842
18:45	120	107	808
19:00	111	86	765
19:15	106	86	710
19:30	95	97	630
19:45	70	114	551
20:00	52	90	470
20:15	31	81	
20:30	38	75	
20:45	30	73	
Total	5474	5087	--

Maximum Hour Total	1303
Building Size (ksf)	40.0
Person-Trip Generation Rate	32.6

Intersection

Intersection Delay, s/veh	15.7
Intersection LOS	C





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	222	33	38	298	23	131	42	36	40	21	72
Future Vol, veh/h	55	222	33	38	298	23	131	42	36	40	21	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	241	36	41	324	25	142	46	39	43	23	78
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.9	18.1	13.8	11.6
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	18%	11%	30%
Vol Thru, %	20%	72%	83%	16%
Vol Right, %	17%	11%	6%	54%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	310	359	133
LT Vol	131	55	38	40
Through Vol	42	222	298	21
RT Vol	36	33	23	72
Lane Flow Rate	227	337	390	145
Geometry Grp	1	1	1	1
Degree of Util (X)	0.404	0.55	0.628	0.255
Departure Headway (Hd)	6.406	5.877	5.795	6.355
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	561	617	624	564
Service Time	4.456	3.892	3.808	4.412
HCM Lane V/C Ratio	0.405	0.546	0.625	0.257
HCM Control Delay	13.8	15.9	18.1	11.6
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	1.9	3.3	4.4	1

Intersection

Intersection Delay, s/veh	12.8
Intersection LOS	B





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	151	138	21	215	18	120	27	45	16	28	47
Future Vol, veh/h	28	151	138	21	215	18	120	27	45	16	28	47
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	176	160	24	250	21	140	31	52	19	33	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.8	12.9	12.3	10.2
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	9%	8%	18%
Vol Thru, %	14%	48%	85%	31%
Vol Right, %	23%	44%	7%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	317	254	91
LT Vol	120	28	21	16
Through Vol	27	151	215	28
RT Vol	45	138	18	47
Lane Flow Rate	223	369	295	106
Geometry Grp	1	1	1	1
Degree of Util (X)	0.363	0.527	0.447	0.172
Departure Headway (Hd)	5.86	5.146	5.453	5.866
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	612	697	659	607
Service Time	3.92	3.196	3.507	3.939
HCM Lane V/C Ratio	0.364	0.529	0.448	0.175
HCM Control Delay	12.3	13.8	12.9	10.2
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.7	3.1	2.3	0.6

Intersection

Intersection Delay, s/veh	14.1
Intersection LOS	B





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	145	217	25	10	263	53	17	19	8	32	16	136
Future Vol, veh/h	145	217	25	10	263	53	17	19	8	32	16	136
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	159	238	27	11	289	58	19	21	9	35	18	149
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.4	13.7	10	11.2
HCM LOS	C	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	37%	3%	17%
Vol Thru, %	43%	56%	81%	9%
Vol Right, %	18%	6%	16%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	387	326	184
LT Vol	17	145	10	32
Through Vol	19	217	263	16
RT Vol	8	25	53	136
Lane Flow Rate	48	425	358	202
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.618	0.518	0.315
Departure Headway (Hd)	6.352	5.231	5.203	5.608
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	561	689	691	639
Service Time	4.423	3.272	3.246	3.662
HCM Lane V/C Ratio	0.086	0.617	0.518	0.316
HCM Control Delay	10	16.4	13.7	11.2
HCM Lane LOS	A	C	B	B
HCM 95th-tile Q	0.3	4.3	3	1.3

Intersection

Intersection Delay, s/veh	22.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	213	53	70	217	59	74	76	111	78	51	162
Future Vol, veh/h	83	213	53	70	217	59	74	76	111	78	51	162
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	222	55	73	226	61	77	79	116	81	53	169
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	24.9	24.5	18.5	19.8
HCM LOS	C	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	24%	20%	27%
Vol Thru, %	29%	61%	63%	18%
Vol Right, %	43%	15%	17%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	261	349	346	291
LT Vol	74	83	70	78
Through Vol	76	213	217	51
RT Vol	111	53	59	162
Lane Flow Rate	272	364	360	303
Geometry Grp	1	1	1	1
Degree of Util (X)	0.542	0.702	0.695	0.59
Departure Headway (Hd)	7.178	6.95	6.941	7.006
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	500	520	519	512
Service Time	5.258	5.023	5.016	5.082
HCM Lane V/C Ratio	0.544	0.7	0.694	0.592
HCM Control Delay	18.5	24.9	24.5	19.8
HCM Lane LOS	C	C	C	C
HCM 95th-tile Q	3.2	5.5	5.4	3.8

Intersection	
Intersection Delay, s/veh	16.2
Intersection LOS	C





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	62	151	163	45	151	36	167	83	78	20	33	42
Future Vol, veh/h	62	151	163	45	151	36	167	83	78	20	33	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	162	175	48	162	39	180	89	84	22	35	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.1	13.5	17.5	11
HCM LOS	C	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	16%	19%	21%
Vol Thru, %	25%	40%	65%	35%
Vol Right, %	24%	43%	16%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	328	376	232	95
LT Vol	167	62	45	20
Through Vol	83	151	151	33
RT Vol	78	163	36	42
Lane Flow Rate	353	404	249	102
Geometry Grp	1	1	1	1
Degree of Util (X)	0.592	0.636	0.422	0.183
Departure Headway (Hd)	6.044	5.663	6.086	6.453
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	600	639	591	555
Service Time	4.065	3.685	4.134	4.513
HCM Lane V/C Ratio	0.588	0.632	0.421	0.184
HCM Control Delay	17.5	18.1	13.5	11
HCM Lane LOS	C	C	B	B
HCM 95th-tile Q	3.9	4.5	2.1	0.7

Intersection

Intersection Delay, s/veh	26.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	245	248	34	34	245	88	17	19	17	37	27	171
Future Vol, veh/h	245	248	34	34	245	88	17	19	17	37	27	171
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	261	264	36	36	261	94	18	20	18	39	29	182
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	38.3	18.4	11.2	14.2
HCM LOS	E	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	46%	9%	16%
Vol Thru, %	36%	47%	67%	11%
Vol Right, %	32%	6%	24%	73%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	527	367	235
LT Vol	17	245	34	37
Through Vol	19	248	245	27
RT Vol	17	34	88	171
Lane Flow Rate	56	561	390	250
Geometry Grp	1	1	1	1
Degree of Util (X)	0.113	0.892	0.632	0.437
Departure Headway (Hd)	7.216	5.727	5.831	6.294
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	494	634	621	570
Service Time	5.291	3.742	3.85	4.347
HCM Lane V/C Ratio	0.113	0.885	0.628	0.439
HCM Control Delay	11.2	38.3	18.4	14.2
HCM Lane LOS	B	E	C	B
HCM 95th-tile Q	0.4	10.9	4.5	2.2

Intersection

Intersection Delay, s/veh	15.7
Intersection LOS	C





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	55	222	33	38	298	23	131	42	36	40	21	72
Future Vol, veh/h	55	222	33	38	298	23	131	42	36	40	21	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	241	36	41	324	25	142	46	39	43	23	78
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.9	18.1	13.8	11.6
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	18%	11%	30%
Vol Thru, %	20%	72%	83%	16%
Vol Right, %	17%	11%	6%	54%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	310	359	133
LT Vol	131	55	38	40
Through Vol	42	222	298	21
RT Vol	36	33	23	72
Lane Flow Rate	227	337	390	145
Geometry Grp	1	1	1	1
Degree of Util (X)	0.404	0.55	0.628	0.255
Departure Headway (Hd)	6.406	5.877	5.795	6.355
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	561	617	624	564
Service Time	4.456	3.892	3.808	4.412
HCM Lane V/C Ratio	0.405	0.546	0.625	0.257
HCM Control Delay	13.8	15.9	18.1	11.6
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	1.9	3.3	4.4	1

Intersection

Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	151	138	21	215	18	120	28	45	16	29	47
Future Vol, veh/h	28	151	138	21	215	18	120	28	45	16	29	47
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	176	160	24	250	21	140	33	52	19	34	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.9	12.9	12.3	10.2
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	9%	8%	17%
Vol Thru, %	15%	48%	85%	32%
Vol Right, %	23%	44%	7%	51%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	193	317	254	92
LT Vol	120	28	21	16
Through Vol	28	151	215	29
RT Vol	45	138	18	47
Lane Flow Rate	224	369	295	107
Geometry Grp	1	1	1	1
Degree of Util (X)	0.366	0.528	0.448	0.175
Departure Headway (Hd)	5.865	5.155	5.462	5.874
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	610	697	656	607
Service Time	3.928	3.21	3.521	3.95
HCM Lane V/C Ratio	0.367	0.529	0.45	0.176
HCM Control Delay	12.3	13.9	12.9	10.2
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.7	3.1	2.3	0.6

Intersection

Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	146	217	25	10	263	53	17	19	8	32	16	137
Future Vol, veh/h	146	217	25	10	263	53	17	19	8	32	16	137
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	160	238	27	11	289	58	19	21	9	35	18	151
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.5	13.8	10	11.3
HCM LOS	C	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	38%	3%	17%
Vol Thru, %	43%	56%	81%	9%
Vol Right, %	18%	6%	16%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	388	326	185
LT Vol	17	146	10	32
Through Vol	19	217	263	16
RT Vol	8	25	53	137
Lane Flow Rate	48	426	358	203
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.62	0.518	0.317
Departure Headway (Hd)	6.359	5.236	5.209	5.61
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	560	691	691	638
Service Time	4.43	3.276	3.252	3.665
HCM Lane V/C Ratio	0.086	0.616	0.518	0.318
HCM Control Delay	10	16.5	13.8	11.3
HCM Lane LOS	A	C	B	B
HCM 95th-tile Q	0.3	4.3	3	1.4





HCM 2010 AWSC
1: 1st Street West & West Spain Street

Existing + 20% + Project Weekend Midday Peak Hour

04/09/2018

Intersection

Intersection Delay, s/veh	22.5
Intersection LOS	C





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	214	53	71	218	59	74	76	112	78	51	162
Future Vol, veh/h	83	214	53	71	218	59	74	76	112	78	51	162
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	223	55	74	227	61	77	79	117	81	53	169
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	25.2	24.9	18.7	19.9
HCM LOS	D	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	24%	20%	27%
Vol Thru, %	29%	61%	63%	18%
Vol Right, %	43%	15%	17%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	262	350	348	291
LT Vol	74	83	71	78
Through Vol	76	214	218	51
RT Vol	112	53	59	162
Lane Flow Rate	273	365	362	303
Geometry Grp	1	1	1	1
Degree of Util (X)	0.546	0.706	0.701	0.592
Departure Headway (Hd)	7.199	6.972	6.962	7.032
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	499	518	518	512
Service Time	5.282	5.046	5.037	5.111
HCM Lane V/C Ratio	0.547	0.705	0.699	0.592
HCM Control Delay	18.7	25.2	24.9	19.9
HCM Lane LOS	C	D	C	C
HCM 95th-tile Q	3.2	5.6	5.5	3.8

Intersection

Intersection Delay, s/veh	17
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	151	163	45	151	38	167	91	78	22	42	44
Future Vol, veh/h	64	151	163	45	151	38	167	91	78	22	42	44
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	162	175	48	162	41	180	98	84	24	45	47
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19	14	18.5	11.4
HCM LOS	C	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	17%	19%	20%
Vol Thru, %	27%	40%	65%	39%
Vol Right, %	23%	43%	16%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	336	378	234	108
LT Vol	167	64	45	22
Through Vol	91	151	151	42
RT Vol	78	163	38	44
Lane Flow Rate	361	406	252	116
Geometry Grp	1	1	1	1
Degree of Util (X)	0.614	0.651	0.434	0.212
Departure Headway (Hd)	6.116	5.763	6.21	6.565
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	589	626	579	545
Service Time	4.16	3.806	4.262	4.625
HCM Lane V/C Ratio	0.613	0.649	0.435	0.213
HCM Control Delay	18.5	19	14	11.4
HCM Lane LOS	C	C	B	B
HCM 95th-tile Q	4.2	4.8	2.2	0.8

Intersection	
Intersection Delay, s/veh	28
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	251	248	34	34	245	90	17	19	17	39	27	178
Future Vol, veh/h	251	248	34	34	245	90	17	19	17	39	27	178
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	267	264	36	36	261	96	18	20	18	41	29	189
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	42	18.9	11.4	14.7
HCM LOS	E	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	47%	9%	16%
Vol Thru, %	36%	47%	66%	11%
Vol Right, %	32%	6%	24%	73%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	533	369	244
LT Vol	17	251	34	39
Through Vol	19	248	245	27
RT Vol	17	34	90	178
Lane Flow Rate	56	567	393	260
Geometry Grp	1	1	1	1
Degree of Util (X)	0.115	0.914	0.641	0.457
Departure Headway (Hd)	7.312	5.802	5.874	6.342
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	488	629	612	566
Service Time	5.393	3.802	3.924	4.4
HCM Lane V/C Ratio	0.115	0.901	0.642	0.459
HCM Control Delay	11.4	42	18.9	14.7
HCM Lane LOS	B	E	C	B
HCM 95th-tile Q	0.4	11.6	4.6	2.4

Major Street West Spain Street
Minor Street 1st Street West

Project Sonoma Cheese Factory TIA
Scenario Existing + 20% with Project Conditions
Peak Hour Weekend Midday Peak Hour

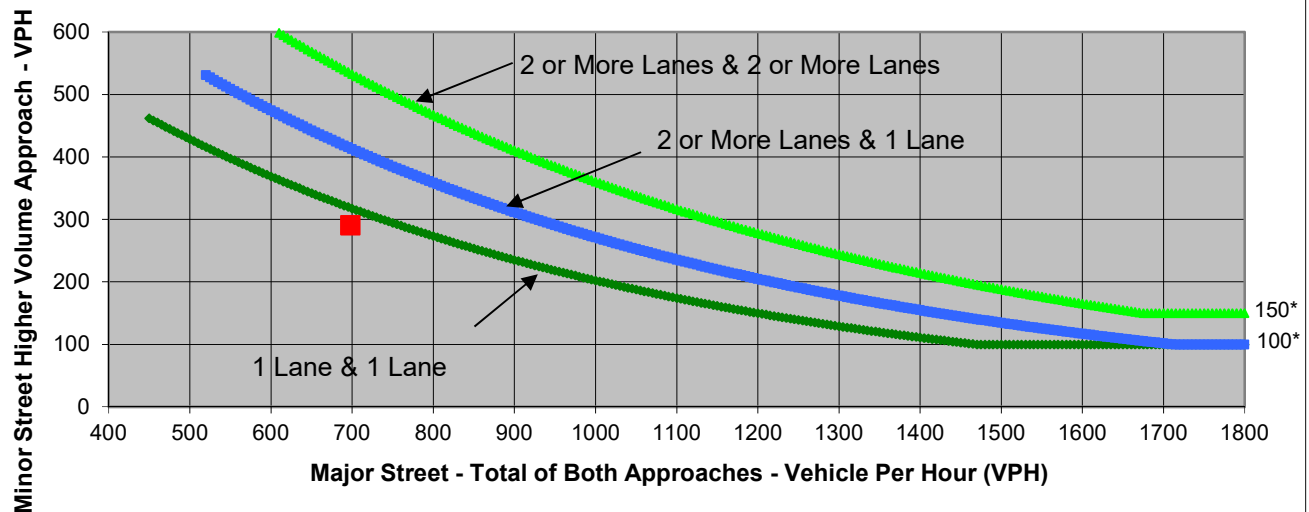
Turn Movement Volumes

	NB	SB	EB	WB
Left	74	78	83	71
Through	76	51	214	218
Right	112	162	53	59
Total	262	291	350	348

Major Street Direction

	North/South
x	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	West Spain Street	1st Street West	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	698	291	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street East Spain Street Street
 Minor Street 1st Street East

Project Sonoma Cheese Factory TIA
 Scenario Existing + 20% with Project Condition
 Peak Hour Weekend Midday Peak Hour

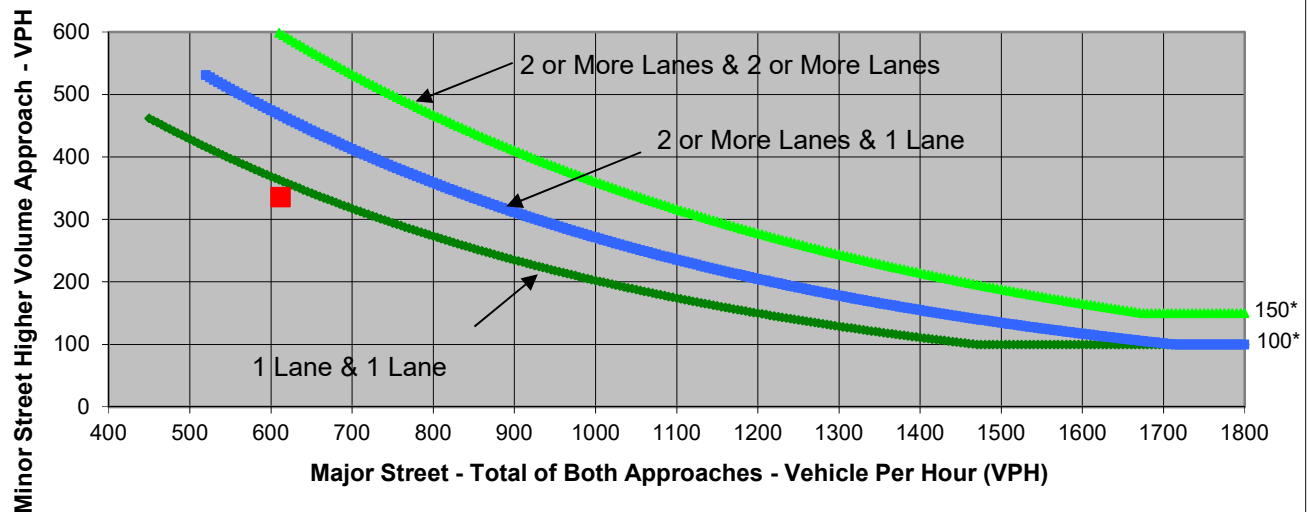
Turn Movement Volumes

	NB	SB	EB	WB
Left	167	22	64	45
Through	91	42	151	151
Right	78	44	163	38
Total	336	108	378	234

Major Street Direction

	North/South
x	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	East Spain Street Street	1st Street East	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	612	336	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street **East Napa Street**
 Minor Street **1st Street East**

Project **Sonoma Cheese Factory TIA**
 Scenario **Existing + 20% with Project Conditions**
 Peak Hour **Weekend Midday Peak Hour**

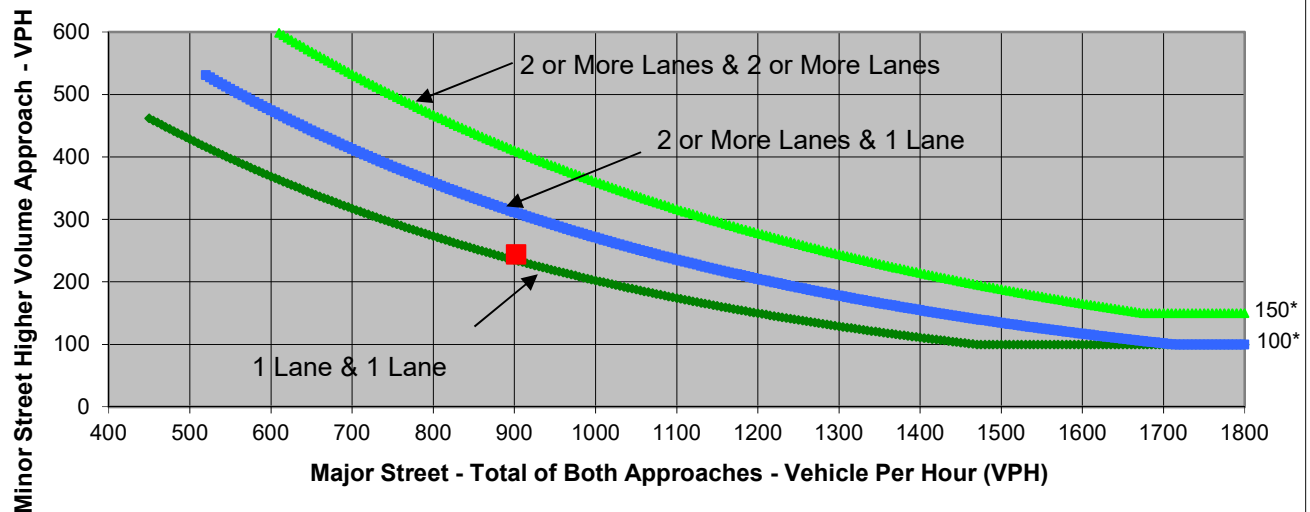
Turn Movement Volumes

	NB	SB	EB	WB
Left	17	39	251	34
Through	19	27	248	245
Right	17	178	34	90
Total	53	244	533	369

Major Street Direction

	North/South
x	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	East Napa Street	1st Street East	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	902	244	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street East Napa Street
Minor Street 1st Street East

Project Sonoma Cheese Factory TIA
Scenario Existing + 17% with Project Conditions
Peak Hour Weekend Midday Peak Hour

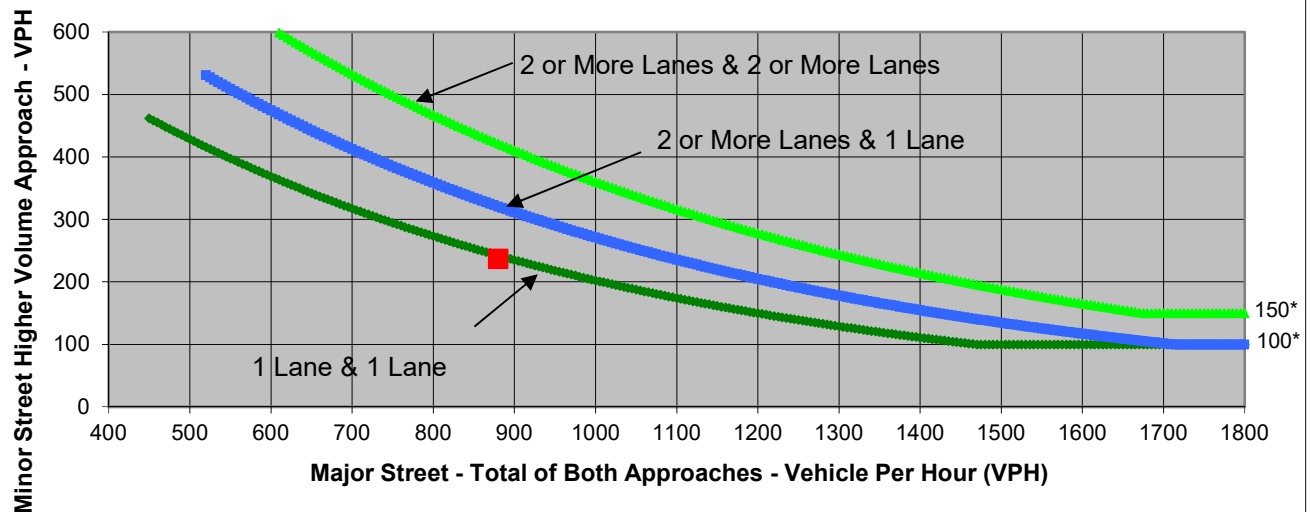
Turn Movement Volumes

	NB	SB	EB	WB
Left	17	38	245	33
Through	18	26	242	239
Right	17	173	33	88
Total	52	237	520	360

Major Street Direction

	North/South
x	East/West

Warrant 3B, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	East Napa Street	1st Street East	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	880	237	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			