

August 3, 2018

Via E-Mail CityCouncil@sonomacity.org

Mayor Madolyn Agrimonti
and members of the City Council
City of Sonoma
No. 1 The Plaza
Sonoma, CA 95476

Re: August 6, 2018 City Council Appeal Hearing
Sonoma Gateway Mixed Use Project, 870 Broadway

Mayor Agrimonti and Councilmembers,

As the appellants of this project with a combined experience as practicing architects of over 75 years in the City of Sonoma, we seek adherence to the proper review and processing of projects in our community.

One or both of us have been appointed to planning task force committees, the Sonoma Citizens Advisory Commission, Sonoma Planning Commission, and have continually participated in community discussions related to the planning of our community over the last 30 plus years.

We were participants in the formation of the City of Sonoma's General Plan, members of the task force that ultimately formed the City of Sonoma's current Development Code and have participated in every update of the housing element.

We have also always advocated for higher densities as a solution to our housing needs. We worked to include the, then, new zoning designation of "Mixed Use" in our Development Code, argued for increasing the density in this zoning designation so as to provide affordable forms of housing and have supported many higher density, and affordable housing projects that met the goals and aspirations of our community as expressed in the General Plan and Development Code.

However, not every project rises to the high standards of compatibility that we and many others who live and visit value in our community.

The project we are appealing is at a prominent location in our community. The project site borders and is the unofficial "Gateway" to the Broadway Historic District and the Plaza National Historic District. Any project proposed at this location requires a careful and thorough review not only for "checking the boxes" of the requirements for any planning application, but also for its impacts on and compatibility with the important historical qualities in our City.

Those qualities are not style-based but rather based on recurring patterns of development, and a pedestrian, not automobile scale, and that of a small town that developed slowly and organically. These are the qualities highlighted in the Historic Resource Evaluation (attached) of the Broadway Street Historic District of 2002. These patterns and this scale can sometimes be at odds with the "normal" forms of development today.

The Sonoma Gateway project demonstrates that disconnect. The Sonoma Gateway project design is an automobile-centric, standard-commodity housing project. Its scale and development pattern are out of character with the Historic District with which it is required to be compatible. Changing the building style and adding porches here and there do not overcome the overall incompatibility of mass and scale of this project.

As outlined in the letter of August 3, 2018, from Kristina D. Lawson of Hanson Bridgett LLP, our legal counsel, these issues of compatibility are a source of many of the potential environmental impacts of this project when reviewed for its compliance with the California Environmental Quality Act (CEQA). It is clear from her evaluation of the Initial Study and Mitigated Negative Declaration that this project requires the preparation of an EIR that covers the areas of Aesthetics, Cultural Resources, Land Use and Planning, Transportation and Traffic, and Cumulative Impacts.

We presented, as did others, public testimony at the Planning Commission hearings of September 14, 2017, March 29th 2018, and May 10th 2018, that supports this opinion. We are attaching transcripts from all three of the Commission's meetings on this project for your review and information.

The following is our review of Sonoma Gateway project and in our opinion why it does not conform to the General Plan and Development Code. When the project requires an exception from the Development Code, findings of fact must also be made to allow the exception. We believe that the findings of fact for this project cannot be made and thus the exceptions make the project not approvable.

General Plan and Development Code Discussion

The project is in an area regulated by three overlaying Broadway zoning districts:

1. The Development Code, Broadway Corridor Planning Area

The Broadway Corridor Planning Area 19.32.010 states:

*B. Desired Future. Historic structures on Broadway will be preserved, restored and re-used, while **new development will respect and contribute to the character of the area. Mixed-use development... enlivening Broadway with small-scale retail, office, and residential uses.***

The **proposed project is not "small-scale"**. On the contrary, the corner mixed-use building is over **120' long** along the Broadway frontage, **65' wide** along the MacArthur frontage, and **32' high** from the Broadway sidewalk to the ridge. In the Broadway Corridor Section of the Development Code, it states: **"North of Mac Arthur Street, Broadway possesses a clear visual organization defined by historic structures with landscaped front yards and generally regular setbacks, street trees, and a consistent street width."** (SMC 19.32.010) Though this is a large site which gives the developer more flexibility in how to place the buildings, it is incumbent on the developer to respect the historical patterns of development of this historic district.

The two buildings along the north property line, next to the Tillem property, are **80' & 60' long, 39' wide and 35' high**. These two buildings face north and would be clearly visible while traveling south along Broadway, above the adjacent one-story historic craftsman building that is a part of the Tillem office building.

The three proposed buildings mentioned above, clearly visible along Broadway and MacArthur, are **out of scale** with the historic buildings in the Broadway Corridor Planning Area and the Broadway Street Historic District (which have typical widths of 30' to 35' and typical heights of 25' to 30'), as they are taller and far more massive.

2. The Development Code Historic Overlay Zone:

Section 19.42.040 provides Guidelines for Infill Development. "The single most important issue of new infill development is one of compatibility, especially when considering larger structures.... There are concerns that the bulk and height of the infill structures may have a negative impact on the adjoining smaller-scale structures."

Again, the **project does not conform** to the "concern that the bulk and height may have a negative impact on the adjoining small-scale structures." – See project building dimensions above.

This is such an important gateway site at the entrance to this 110' wide historic tree-lined avenue leading directly to the Historic Plaza. This project does not fit into the fabric or context of this critically important site at the entrance to our historic town.

In the Historic Overlay Zone, under "Site plan considerations... **Front setbacks should follow either of the following:** (1) Equal to the **average front setback** of all residences on both sides of the street **within 100 feet of the property... or** (2) Equal to the **average front set back of the two immediately adjoining structures** on each side of the new project."

Along the Broadway frontage, the front setback defined in (1) would result in a front setback of approximately 25' and defined in (2) would result in approximately 55'(given the very large atypical setback at MacArthur Place Hotel to the south). This averaging is reflected in SMC 19.32.020 Code Table 3-24, Setbacks, Front/Street-side, "15 feet or within the range of adjacent structures on either side," which, similar to (2), would require 55'. Note: Where there are conflicting requirements in the Development Code, Section 19.02.020 F. states "the most restrictive shall apply." The fact that this is a Use Permit, would give the Council the ability to decide that a 55' setback would be too restrictive, and therefore could use a 25' setback.

The project proposes a **16' front setback** to the commercial building wall and a **10' setback** to the front porch. These front setbacks clearly do not meet the Historic Overlay Zone setback guidelines, particularly given that this building presents **120 feet of length** along Broadway, a pattern anomalous with the Broadway Corridor. See (SMC 19.32.010).

Note "guidelines are considered suggestive" but are "strongly recommended". And "failure to comply... may be used... as a basis for denial." Also, "To approve a project that fails to comply... the decision-making body must find that substantial reasons exist to justify the non-compliance."

There are no substantial reasons to justify non-compliance, as a project with smaller "higher density building types such as apartments and condominiums" called for in the Mixed Use zone could easily be designed with the same density, and have conforming front setbacks.

3. State of California "Broadway Street Historic District":

The Broadway Historic District, described in the 2002 Historic Resource Evaluation, determined that Broadway, from the Plaza to just north of MacArthur St., is one of the few remaining intact grand

boulevards, with many contributing well preserved historic buildings, acting as the grand entrance to the Plaza, and is an historic district worthy of being added to the Plaza Historic District, which is on the National Registry of Historic Places. The State designation sets a high standard for new developments, and the use of the Secretary of the Interior Guidelines. These include evaluating building siting, massing, scale, height, building forms and details, and states that they be compatible with the surrounding district.

Again, the proposed project siting (non-conforming front setbacks), massing, scale, and height, are not compatible with the Broadway Historic District. (See project building dimensions above).

Mixed Use Zoning District - Section 19.10.020

This is the Development Code section that defines the basic requirements of the Mixed Use Zoning, and states “The MX Zoning district is intended to allow for **higher density housing types, such as apartments or condominiums**”.

This does not include larger townhouses or detached single-family housing types. The townhouse and single-family housing types defeat the purpose of the Mixed Use zoning, and use valuable MX zoned land for housing types that do not help solve the need for modest size “affordable by design” housing. The current project represents a lost opportunity for the use this MX land to build a project that could help reduce the housing crisis Sonoma is experiencing.

We believe that an “affordable by design” housing project can be as profitable as a conventional development. It could be developed at the 20 unit per acre density, at a lesser construction cost per square foot, and sold for an equivalent price per square foot as the proposed project.

The 20 unit/acre density of the MX Zone assumes that higher density housing types, will be built. Trying to build townhouse and single-family housing types at 20 units/acre results in unacceptable site planning outcomes, with inadequate building separations, inadequate landscaped open spaces, unattractive vehicular and parking patterns and dominance of tall buildings, all of which results in an unacceptable scale, massing and intensity. This project with townhouses and single-family building types, is not the “housing types, such as apartments and condominiums” we need and described in the Mixed Use Zoning designation.

Inclusionary Affordable Units:

Development Code section 19.44.060 states “Normally, inclusionary affordable units should be reasonably dispersed throughout the development...”.

The two adjacent four-plex buildings which provide the eight one-bedroom affordable units **are not “dispersed.”** . Locating all the affordable units in one area of the site isolates the affordable units and separates these residents from their neighbors. Also, previously approved projects have provided inclusionary affordable units that are close in size and number of bedrooms to the range offered in the market-rate units. This would require that there be a similar proportion of various number of bedrooms in the affordable units, as are found in the market-rate units.

Development Code Standard Parking Requirements:

The 4 units above the commercial space, plus 8 affordable units (12 total units) require 12 covered spaces, 6 uncovered resident spaces plus 5 guest spaces, for a total of 23 spaces (12 covered & 11 uncovered). The only covered spaces provided are 10 spaces at the rear of the commercial building. Therefore 2 covered spaces have not been provided, and no exception was discussed or approved at the Planning Commission hearings.

The townhouses and single family residences have 2-car private garage spaces, which is in excess of the 1-1/2 space per unit minimum requirement. This is the choice of the developer to meet the market’s requirement of a 2-car garage for this price-level home. These garages are for the exclusive use of the homeowner, and no resident guests can use them. To perform the calculations these units should be separated out to avoid including their excess private garage spaces, which are not available for their residential guests or the commercial building customers. This was not done by the traffic consultant, who included the extra private garage spaces in their calculations, as if they could be used for the requirements for guest parking.

Development Code Minimum Required Uncovered Parking

The Townhouses and Single-Family Homes will have guests, and therefore guest parking needs. The Development Code requires a minimum number of 0.375 guest spaces per unit.

8 – Apartment residents	0.5 per unit	=	4 spaces
8 – Apartment guests	0.375 per unit	=	4 spaces
4 – Flat residents	0.5 per unit	=	2 spaces
4 – Flat residents	0.375 per unit	=	2 spaces
30 – Townhouse guests	0.375 per unit	=	11 spaces
3 – Single Family guests	0.375 per unit	=	1 space
Commercial Parking	3,500 SF /300 SF	=	12 spaces
Sub-total Guest Parking Required		=	18 spaces
Total Uncovered Parking Required		=	36 spaces

Proposed Uncovered Parking

For entire site and all uses: = **20 spaces**

This is a huge deficit of 16 spaces, which requires an exception, and required findings that have not been made.

The code does allow for **sharing of residential guest parking** with a commercial use, **if the two uses have high parking demand periods that are compatible** because they are at different times. This is the case with mixed office and residential uses. But this is **not the case with retail uses**, where parking demand is high during evenings and weekends, when residential parking demand is also high.

The 16-space deficit is more than the entire commercial use 12 parking space requirement. This will result in essentially no parking available for the commercial use during peak periods, resulting in parking along Broadway and MacArthur Street, and will result in employees parking on the residential neighborhood streets, which are already impacted by MacArthur Place hotel employees. This is why minimum parking standards are required to be on-site. To further exacerbate the situation, the City of Sonoma's parking requirements are low compared with other regional cities, especially for larger townhouse and single-family uses, where guest parking typically exceeds the low ratio required by the Development Code.

These parking deficits require an Exception that also requires Commission discussion and formal findings, which was not done.

Development Code and Three-Story Buildings:

The 36' building height is allowed as an exception and **is given as a height bonus**, to allow *"third floor multifamily residential development"*, **not three-story residential buildings**. (See comments by Carol Marcus). An example of this is the Lynch Building on W. Napa St., which has two floors of commercial and a third floor of small residential apartments.

If the applicant were to propose a modified project, where...

- The building types were apartments and condominiums
- The site plan used detached, at-grade aggregated parking
- There were no luxury townhouses or single-family residential building types;
- There were a mix of rentals, and modest for-sale units;
- Units were "affordable by design" - smaller and modest

- The scale and massing were reduced; and
- The buildings were two-story

Then it is likely that:

- the parking demand would be reduced;
- the Site Plan would include generous usable open spaces;
- the project would be more compatible in mass and scale with the existing Broadway Historic District;
- the project would not require any exceptions;
- the neighbors might be more supportive; and
- the project could get approved.

This is such an important gateway location at the entrance to the Broadway Historic District leading to our Historic Plaza and deserves a project that we can all be proud of.

We ask that you uphold our appeal and require a complete EIR and thus overturn the approval of this project and the associated tentative map.

Sincerely,

Victor Conforti – Architect

Bill Willers - Architect

KRISTINA D. LAWSON
PARTNER
DIRECT DIAL (925) 746-8474
DIRECT FAX (925) 746-8490
E-MAIL klawson@hansonbridgett.com



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City of Sonoma
No. 1 The Plaza
Sonoma, CA 95476

**Re: August 6, 2018 City Council Appeal Hearing
Sonoma Gateway Mixed Use Project, 870 Broadway**

Dear Honorable Mayor Agrimonti and Councilmembers:

This office represents Bill Willers and Victor Conforti in connection with their appeal of the Planning Commission's May 10, 2018, decision to approve a Use Permit, Tentative Map, and Site Design for the Sonoma Gateway Mixed Use Project, a development project comprised of 33 residential units, including eight one-bedroom apartments, four two-bedroom flats, and 21 townhomes, and 3,500 square feet of commercial space within eleven buildings up to 35 feet in height and located on an approximately 1.86-acre corner lot at 870 Broadway (the "Project"). The site is currently developed with a building formerly used for truck rental and auto sales, and a garage and storage building, which have been vacant since 2011.

On behalf of our clients, we have reviewed the Initial Study and Mitigated Negative Declaration ("IS/MND") prepared for the Project for purposes of compliance with the California Environmental Quality Act ("CEQA"; Pub Resources Code, §§ 21000 *et seq.*; 14 Cal. Code Regs., §§ 15000 *et seq.* ["CEQA Guidelines"].) For the reasons described more fully below, presented during public hearings conducted by the Planning Commission on March 29, 2018, and May 10, 2018, and outlined in the appeal statement submitted by our clients on May 25, 2018, a copy of which is attached hereto and incorporated herein, the City cannot approve the Project based on the IS/MND and must prepare an environmental impact report. We have not yet had an opportunity to review the Staff Report prepared for your consideration of the appeal on August 6, 2018, and reserve the right to submit additional comments in response to the Staff Report.

The IS/MND is inadequate and the Project requires preparation of an EIR.

A mitigated negative declaration is a negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the

effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment. (CEQA § 21064.5; 14 Cal. Code Regs., §15064(f).)

If, however, a lead agency is presented with a fair argument that a project may have a significant effect on the environment, the lead agency is required to prepare an environmental impact report even though it may also be presented with other substantial evidence that the project will not have a significant effect. (*Id.*; see *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal. 3d 68; *Quail Botanical Gardens Found., Inc. v. City of Encinitas* (1994) 29 Cal. App. 4th 1597, 1602; *Friends of "B" St. v. City of Hayward* (1980) 106 Cal. App. 3d 988, 1002.)

In this context, the "substantial evidence" required to support a fair argument includes "facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." (14 Cal. Code Regs., §15384(b). Where there are credible conflicting opinions regarding the significance of an impact, the City must treat the impact as significant and prepare an EIR. (*Stanislaus Audubon Soc'y v. County of Stanislaus* (1995) 33 Cal. App. 4th 144, 150-51.) Here, substantial evidence supports a fair argument that the Project may have, at a minimum, significant effects on the environment in the areas of Aesthetics, Cultural Resources, Land Use and Planning, and Transportation and Traffic, and therefore, an environmental impact report must be prepared.

1. Aesthetics. The Project involves the demolition and replacement of three (3) existing buildings that range from 24 feet to 30 feet in height, with the construction of eleven (11) buildings ranging up to 35 feet in height, with housing and commercial uses for three tenants. The proposed Project will place three buildings that stretch along the entire frontage along Broadway and four buildings along E. MacArthur Street where no buildings currently front the street. Remarkably, the IS/MND concludes that the Project will have a less than significant impact in the area of Aesthetics. (IS/MND, p. 11.)

In terms of whether the Project will have a substantial adverse effect on a scenic vista, the IS/MND acknowledges that scenic vistas potentially affected by the Project, consist of views of the hills to the north and west as seen from adjoining public streets and sidewalks (Broadway and East MacArthur Street). It explains, however, that "the site itself "because it is not a park, a landmark, or permanent open space, is not considered to be part of a "scenic vista" as defined in the Municipal Code." An official designation is not required for a viewpoint that provides views of a highly valued landscape for the benefit of the general public to be considered a scenic vista for purposes of CEQA. As stated in the IS/MND, existing buildings on the Project site block views of the hills to north, and the IS/MND conclusion that construction of the Project would not have a substantial adverse impact on a scenic vista and would result in a less-than-significant impact is not supported. (IS/MND, p. 7.)

The IS/MND appears to rely on the fact that the General Plan anticipates high density mixed-use development on the site to conclude that the Project will not substantially degrade the existing visual character or quality of the site and its surroundings. Contrary to this bare conclusion, the Project's proposed construction of eleven buildings, its removal of 36 trees, including five oak trees of significant stature, will potentially impact scenic vistas, scenic resources, the visual character and quality of the site and its surroundings, and create new sources of substantial light. These potentially significant impacts must be further analyzed in an

EIR. The Municipal Code describes the Broadway Corridor as possessing "considerable historic, visual, and functional significance." (SMC 19.32.010.) Impacts to scenic resources and the Project's consistency with the General Plan policies and Code provisions aimed to preserve them would be potentially significant and must be further analyzed in an EIR. The proposed development would alter the visual character of the Broadway Corridor and its surroundings. While an analysis of aesthetic impacts is somewhat subjective, the City is not excused from evaluating potential impacts altogether.

2. Cultural Resources. The IS/MND's conclusion that the Project will result in no impact in the significance of a historical resource is unsupported. In order to satisfy the requirements of CEQA, environmental review must include an analysis of the proposed Project's impacts on the historical significance of the Broadway Corridor.

For purposes of determining the significance of impacts to historical resources, the term "historical resources" includes "[a]ny object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant..." (14 Cal.Code Regs., §15064.5(a)(3).) Here, in the City's designation of the Broadway Corridor, it determined the area to be historically significant. Specifically, Section 19.32.010 of the Municipal Code describes the existing conditions of the Broadway corridor as follows:

Connecting the southern gateway to the downtown, the Broadway corridor possesses considerable historic, visual, and functional significance. Historically, Broadway completes the Camino Real or "Royal Road" of Spanish/Mexican mission settlements. Visually, Broadway provides a grand entrance to downtown Sonoma with its axial view of the Plaza, City Hall, and the northern hills, its 110-foot right-of-way, and its procession of street trees. Functionally, Broadway is a segment of State Route 12 and is a major traffic arterial. The Broadway corridor is flanked by residential areas, with Nathanson Creek forming its eastern edge and First Street West its western boundary. Parcels along Broadway tend to be long and narrow (to widths of 50 feet) and some have double frontages.

North of MacArthur Street, Broadway possesses a clear visual organization defined by historic structures with landscaped front yards and generally regular setbacks, street trees, and a consistent street width.

Thus, even assuming the Project site and existing structures located thereon are not determined to be historically significant, the Broadway Corridor area, within which the Project site is located, is an historical resource for purposes of CEQA.

Under CEQA, a substantial adverse change in the significance of a historical resource is a significant effect on the environment. (Pub Res C §21084.1; 14 Cal Code Regs §15064.5(b).) A substantial adverse change means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings resulting in the significance of the resource being materially impaired. (14 Cal Code Regs §15064.5(b).) The significance of a resource is materially impaired when the physical characteristics that convey its historical significance and

that justify its designation as a historical resource are demolished or materially altered in an adverse manner. (*Id.*) In other words, if a project alters the historical resource or its immediate surroundings, resulting in the significance of the resource being materially impaired, it is a significant effect on the environment.

Among the project planning and design standards aimed to preserve the historical significance of the Broadway Corridor area are requirements that "mature trees shall be preserved," that "multifamily developments shall require screening and buffering of parking and driveway areas, and noise and light sources," that "structures shall not exceed a maximum height of 30 feet," and that uses "respect and contribute to the historic qualities on the area in terms of building design and signs." (SMC §19.32.020.) The proposed Project does not satisfy any of these standards. The proposed Project involves the demolition of three existing structures that are nearly a century old, the removal of mature trees, and construction of eleven new buildings ranging up to 35 feet in height, and associated parking and landscaping, thereby materially altering the existing visual character of the Project site and its surroundings. And yet the IS/MND summarily concludes that "[b]ecause there are no historic resources on the site, the redevelopment of the property as proposed by the Project would have no impact." (IS/MND, p. 22.)

The No Impact conclusion is unsupported and is based on the erroneous assumption that for purposes of CEQA, only the historical status of the buildings on site is relevant. An environmental impact report that considers the Project's impacts on the historical significance of the Broadway Corridor and immediate surroundings must be prepared prior to the City's decision of whether to approve the proposed Project.

3. Land Use and Planning. The IS/MND does not include an adequate discussion of the Project's impacts on Land Use and Planning. Section 19.42.050 of the Sonoma Municipal Code establishes guidelines for infill development within the Historic Overlay Zone. Subsection B states, "the single most important issue of new infill development is one of compatibility, especially when considering larger structures. When new structures are developed adjacent to older single-family residences, there are concerns that the bulk and height of the infill structures may have a negative impact on the adjoining smaller-scale structures."

The Project's failure to conform to site plan design requirements, including those that require new development to continue the functional, on-site relationships of the surrounding neighborhood, and architectural considerations such as those that would support the distinctive architectural characteristics of development in the surrounding neighborhood, results in inconsistencies with the Development Code. The IS/MND not only fails to discuss inconsistencies with the Development Code provisions relating to the Mixed Use zoning district and Historic Overlay Zone, it includes no discussion at all of project planning and design standards set forth in Section 19.32.010, applicable to new development within the Broadway corridor.

4. Transportation and Traffic. The IS/MND fails to adequately support its less-than-significant impact conclusion concerning transportation impacts where a substantial Project-caused degradation in level of service (LOS) from LOS B to LOS C is expected to occur. (*See East Sacramento Partnership for a Livable City v. City of Sacramento* (2016) 5 Cal.App.5th 281 [holding that compliance with a general plan's traffic mobility policy alone did not establish that the project would not result in significant impacts where the environmental document did

not explain why increases in traffic were not significant impact.) The IS/MND concludes without any discussion or support, that because the traffic generated by the Project would not cause the LOS at the intersection of Broadway and East MacArthur Street to exceed LOS D under existing and future conditions, its impact on the operation of the intersection is considered to be less-than-significant.

Moreover, the February 2018 Traffic Impact Study for the Sonoma Gateway Project prepared by W-Trans did not consider an adequate number of study intersections given the size and type of the Project, and the fact that a site that has been unused since 2011. The Traffic Study's identification of only one study intersection, at Broadway and MacArthur, is wholly inadequate. (IS/MND, p. 4.) Intersections located at Second Street East and MacArthur, as well as First Street West and MacArthur, should also be considered, and if not studied, the environmental document must provide an explanation for the decision to exclude them from analysis.

5. Cumulative Impacts. The IS/MND fails to adequately evaluate the Project's cumulative impacts. The IS/MND summarily concludes without any discussion, that "the proposed development would not result in cumulative impacts deemed considerable. Impacts on public services, traffic, and utilities could contribute incrementally, but the combined effect would not be significant." The discussion of cumulative impacts further states, "implementation of Mitigation Measures 9.a.1, 9.a.2, 17.b, and 17.f would reduce the magnitude of potential cumulative impacts to a less-than-significant level." (IS/MND, p.56.) The IS/MND does not, for example, consider the potential cumulative impacts resulting from the proposed Project, combined with the effects of the recently approved 48-unit Aitamira Apartments Project, located two blocks south of the Project. The determination that cumulative impacts would not be cumulatively considerable is legally inadequate because there are no facts or analysis supporting the conclusion.

Finally, we would note that the Planning Commission's departure from its past practices of considering the adequacy of the environmental document prepared for a proposed project prior to deciding on the merits of the proposed project was improper. CEQA Guidelines Section 15074, as it relates to the negative declaration process, clarifies that "[p]rior to approving a project, the decisionmaking body of the lead agency shall consider the proposed...mitigated negative declaration together with any comments received during the public review process. While staff presented the Project and IS/MND at the Planning Commission meeting on March 29, 2018, there was no commission discussion of the environmental document at that meeting, or at the public hearing conducted on May 10, 2018, at the close of which the Commission approved the Project.

Given the serious deficiencies in the IS/MND, many of which were raised during the public hearing, the Planning Commission's decision to approve the Project with little to no discussion or deliberation concerning potential environmental impacts was contrary to the purpose of CEQA, to compel government at all levels to make decisions with environmental consequences in mind. (*See Laurel Heights Improvement Assn v. Regents of University of California* (1988) 47 Cal.3d 376, 393.)

In sum, and as demonstrated above, the City may not rely on the IS/MND in approving the Project and the City must prepare an environmental impact report that analyzes the Project's potentially significant adverse environmental effects. Until such time as complete and proper

Mayor Madolyn Agrimonti and Members of the City Council
August 3, 2018
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environmental review has been conducted, the City may not lawfully proceed with the approval of the Project.

Very truly yours,



Kristina D. Lawson

KDL:rsc

Enclosure

cc: David Goodison, Planning Director
Bill Willers
Victor Conforti

THE FACTS OF THE CASE AND BASIS FOR APPEAL
SONOMA GATEWAY MIXED USE PROJECT
870 BROADWAY SONOMA, CA

(A) Inadequate CEQA process.

1. The Planning Commission did not adequately discuss or take separate action on the Initial Study and Mitigated Negative Declaration before discussion of the merits the project and the use permit approval.

(B) Inadequate Environmental Review: The Initial Study failed to adequately identify the potentially significant impacts including, but not limited to, the following issues regarding Aesthetic and Visual Impacts.

1. The project is inconsistent with the development patterns of the Broadway Corridor Planning Area and the Historic Zone including, but not limited to, setbacks, scale, massing and height.
2. The project setbacks, scale, massing and height were not adequately analyzed for consistency with the "desired future" statement of the Broadway Corridor Planning Area, and the Historic Zone.
3. The requested height exceptions require review as a potentially significant visual impact.
4. The project applicant did not provide adequate analysis and other materials that would demonstrate the compatibility with surrounding historic development patterns of the Broadway Corridor Planning Area and Historic Zone.
5. The Initial Study relies on the future decisions of the Design Review Historic Preservation Committee to mitigate potential Aesthetic and Visual Impacts. These potential impacts must be evaluated and mitigated as a part of the CEQA process prior to discussion of the merits of the project.

(C) Failure to analyze the project for consistency and conformance with the General Plan and Development Code including, but not limited to, the following development standards and guidelines:

1. The proposed development is inconsistent with policies of the General Plan and Development Code to ensure compatibility of infill development within the Historic Zone.
2. Project exceptions and findings were not adequately reviewed, discussed or acted upon and cannot be made.

3. Broadway setbacks do not conform to the requirements of the Development Code and the Historic Zone.

(D) Traffic and Parking:

1. The traffic and parking analysis was not adequate, including, but not limited to, the review of the following: The applicant's discussion of a food service use in the commercial building, lack of a required loading space, inadequate covered parking for the apartments, inadequate guest parking, and the interaction of unrestricted residential parking and commercial parking.
2. The supplemental parking analysis was not adequate, including, but not limited to, the following: Reduction factors used, periods of demand, shared parking dynamics.
3. Inadequate analysis of the impacts of the adjacent high school traffic and parking issues.

We request that the Appeal Body take the following specific action(s)

Grant the appeal and deny the project as (1) having an improperly conducted CEQA review and (2) containing an inadequate Initial Study and (3) being inconsistent with the General Plan and Development Code.

HISTORIC RESOURCE EVALUATION REPORT
For the

**Proposed Visual Enhancement Project: Pedestrian and Vehicular Street Lighting on
Highway 12 (Broadway Street) in the City of Sonoma**


**04-SON-12
KP 60.4/ 61.2 (PM 37.5/38.1)**

**EA 04-299100
20.20.204.735 (TEA HB1)**

Prepared For:

Susan Simpson, Chief
Environmental Management Office D4 "North"
California Department of Transportation
Oakland

Prepared By:

Andrea Galvin 
Associate Environmental Planner (Architectural History)
Division of Environmental Analysis
Cultural and Community Studies Office
Sacramento

September, 2002

SUMMARY OF FINDINGS

The following document evaluates the historical and architectural significance of properties in the town of Sonoma, along State Route 12 (Broadway Street) from KP 60.4 to KP 61.2 (PM 37.5 to 38.1) in Sonoma County (please refer to maps A & B in HPSR). The Historic Resource Evaluation Report is used to identify significant historic and/or architectural resources within the project area. The proposed project is a federal undertaking under the Transportation Enhancement Act (U.S. Code, Title 23 Sections 104b(3) and 133d[2]). Proposed enhancements include the installation of 71 historic style streetlights and related electrical/traffic systems, and removal and replacement of 37 existing “cobra head style” (Type 30) light fixtures along Broadway (Route 12) between West Napa Street and MacArthur Street (Refer to Exhibit E1 in the HPSR for example of streetlights). This report is based on regulations outlined in Section 106 of the National Historic Preservation Act as it applies to FHWA projects and cultural resources. It is subject to review by the State Historic Preservation Officer (SHPO).

This Historic Resource Evaluation Report (HRER) was completed between April and August 2002 by Sonoma State University Staff Architectural Historian, Bright Eastman, and Caltrans Associate Architectural Historian, Andrea Galvin. The purpose of the HRER is to inventory extant buildings in the project’s Area of Potential Effect (APE) and to evaluate these structures according to National Register eligibility criteria. Survey forms and photographs are included for all intact buildings that were built prior to 1957 that have not previously been evaluated for National Register eligibility. The APE map is appended to the HPSR as Map C.

The project is located in a richly historic area of Sonoma, near the town Plaza. There are numerous historically significant resources directly within or adjacent to the project’s APE. There are fifteen (15) properties located within the APE, including one potentially eligible historic district, a portion of a National Historic Landmark District & National Register Historic District (co-terminous), and thirteen (13) individual properties.

The Broadway Street Historic District appears eligible for the National Register of Historic Places at the local level of significance under Criteria A and C, for its association with the development of the town during its tourism and post gold-rush period and for its design and concentration of architectural styles. The concentration of buildings and period of significance date between 1880 and 1930.

The potentially eligible Broadway Street Historic District includes a total of forty-one (41) buildings with twenty-eight (28) contributing buildings, five (5) historically compatible non-contributing buildings, and seven (7) non-contributing buildings. A portion of the Sonoma Plaza National Historic Landmark District (NHL) and National Register Historic District is located within the northern segment of the APE. Although the NHL is very large and includes the Plaza and numerous buildings outside the APE, there are thirteen (13) buildings of this listed property inside the APE, which include six (6) contributing buildings and seven (7) non-contributing buildings.

Of the thirteen (13) individual properties, nine (9) have been treated in accordance with the June 1, 2001 Caltrans Interim Policy for the Treatment of Buildings Constructed in 1957 or Later. The

four (4) remaining properties were constructed prior to 1957, and were evaluated for historic significance by a qualified architectural historian. These four properties were evaluated for individual significance, and as contributors to a potentially eligible Broadway historic district. The architectural inventory and evaluation forms (DPR 523 forms) are included in this report as Appendix 1.

All properties were evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines. Two properties, the Broadway Street Historic District and the Sonoma Plaza National Historic Landmark District and National Register Historic District (co-terminous) are historic resources for purposes of CEQA. The thirteen individual properties are not historic resources for purposes of CEQA.

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APPENDICES :

- 1-ARCHITECTURAL INVENTORY/ EVALUATION FORMS
- 2-LIST OF ALL PROPERITES LOCATED WITHIN APE

For individuals with sensory disabilities, this document is available in alternate formats upon request. Please call or write to Andrea Galvin, Caltrans Division of Environmental Analysis, P.O. Box 942874, MS-27, Sacramento, CA 94274-0001. (916) 653-0495 Voice, or use the CA Relay Service TTY number 1-800-735-2929.

PROJECT DESCRIPTION

The proposed project is a federal undertaking under the Transportation Enhancement Act (U.S. Code, Title 23 Sections 104b(3) and 133d[2]). Proposed enhancements include the installation of 71 historic style streetlights and related electrical/traffic systems, and removal and replacement of 37 existing “cobra head style” (Type 30) light fixtures along Broadway (Route 12) between West Napa Street and MacArthur Street. (Refer to Exhibits E1, E2, & C1-C6 in the HPSR for examples of streetlights and locations.) The new lighting layout will provide light distribution patterns and illumination levels that meet industry standards and has been designed to create a more pedestrian friendly corridor, which will be visually compatible with the historic surroundings.

Some of the proposed work could entail trenching for utilities and excavation for light stand footings to a depth of 5 to 6 feet. All proposed work is within the state right-of-way. The properties directly adjacent to the sidewalks along Broadway Street were evaluated for potential indirect effects.

The Area of Potential Effects (APE) for this project includes the state right-of-way, sidewalk, and facing buildings along Broadway (Route 12) from West Napa Street to MacArthur Street. The APE map (Map C) is attached to the HPSR for reference.

Research Methods

Background research was undertaken to determine the proximity of previously documented historic and architectural resources to the project area and to help establish a context for resource significance. National, state and local inventories of architectural/historic resources were examined in order to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles.

The following inventories, sources, and organizations were consulted in the process of compiling this report:

- The National Register of Historic Places, updates to 1999;
- California Historical Landmarks, (Sacramento: State of California 1990 and as updated through 1999);
- California Inventory of Historic Resources (Sacramento: State of California, March, 1976 and as updated through November 29, 1990);
- California Historical Resources Information System; accessed at the Northwest Information Center, Sonoma State University;
- California Points of Historical Interest, (State of California 1992);
- Building Permit records, located in Sonoma Building Inspector’s Office;
- Local surveys, located in City of Sonoma Planning Dept.;
- Sonoma County Assessor’s/Recorder’s Records accessed by WINDATA 2000 software program;
- Survey of Surveys: A Summary of California’s Historical and Architectural Resource Surveys, (State of California 1989);

- State of California Department of Transportation, Transportation Library, Sacramento, CA,;
- Previously documented historic/architectural surveys included in previous studies-located in Caltrans Office of Environmental Analysis, Cultural and Community Studies Office, Sacramento, and;
- Personal interview with long-time resident of Broadway Street, Newton dal Poggetto on September 23, 2002.

Research Themes

In order to evaluate properties for inclusion in the National Register of Historic Places, the Criteria for Evaluation [36 CFR Part 60.4] were applied according to the guidelines set forth in National Register Bulletin 15. These contextual guidelines illustrate evaluation of significance according to themes, periods of significance, property types and area. Research themes for this report include the planning, layout and development of Sonoma's town plaza, the Historic Route 12 (formerly Route 51), and late nineteenth-century and early twentieth-century architecture and planning.

HISTORICAL OVERVIEW

Overview

The town of Sonoma is a richly historic area in California History, having been a location selected for the formation of a mission, its own republic for a brief period, and an area that attracts numerous tourists to its wineries and resorts.

Sonoma was the first Mexican settlement north of San Francisco Bay, with the establishment of Mission San Francisco de Solano on July 7, 1823 by Franciscan Father José Altimira and the Catholic Missionaries. This mission was the first and only one built during the time of Mexican rule and the final and most northerly mission in California, placing it at the end of El Camino Real (the King's Highway). This mission is located just one block north-east of the project area, on the other side of the Plaza.

Only ten years after the mission's establishment, the Mexican government decided to secularize the missions, and appointed the Commandante of the San Francisco Presido, Mariano Guadalupe Vallejo, "Comisionado" for the Mission San Francisco Solano de Sonoma. It was Vallejo who protected the former mission and laid out the village of Sonoma, including the plan of the current Plaza. The village was founded in 1835 and consisted of the Presidio, former mission, and pueblo. The Pueblo of Sonoma was laid out according to the plans of the Laws of the Indies, established in 1573 by King Phillip II of Spain, and was the last town to be laid out according to his standards for planning. The Plaza location was dictated by the location of the existing church, however it was oriented true north-south-east-west, leaving the mission complex askew in its block. The gridiron arrangement of the blocks surrounding the Plaza radiated out four blocks in each direction and included a wide boulevard to the south (Broadway Street) that terminated at the Plaza. The original planning of Vallejo's Plaza and streetscape still exists today, and a portion of the town, including the Plaza, has been designated as a National Historic Landmark District.

On June 14th, 1846, Mexico lost possession of California. Sonoma was the site of the Bear Flag Revolt and the birthplace of the new republic. Declaring California independent, the Bear Flag was raised on the pole in the Plaza that had previously flown the Mexican flag. The Bear Flag remained for only 25 days before it was replaced by the U.S. flag; California became a part of the U.S. territory, and, in 1850, the 31st state of the Union.

Late nineteenth-century town development

The town of Sonoma was slow to develop until the gold rush, as it was not easily accessible by water or land. Despite these limitations however, it did attract the new elite who were enamored with the respectability, wealth and sophistication of General Vallejo. Sonoma became the social center of Alta California. In 1848, the town was resurveyed to lie out an official map of Sonoma. The new map retained the integrity of Vallejo's original plan but added new streets running north/south and east/west parallel to each side. The town was incorporated in 1850 as a city and confirmed by the land commissioners in 1856. However, opposition to the incorporation of the city led to its dissolution as a town in the 1860s, and it remained unincorporated until 1883.

Sonoma grew steadily until the turn of the century, due largely in part to the rush of gold seekers and many new viticulture and agricultural-related industries. The population grew eight times what it was when the Statehood was granted. The 1880s marked a large period of development for the region, as the valley became known as one of the finest vineyard sections in the State. The Sonoma Valley, in particular was well suited for the cultivation of premium wine grapes, and as this industry grew, the town prospered. Other successful industries established in the area included agricultural products, dairies, and quarries. During this period, the railroad was built through the town with a station close to the Plaza, making the town more accessible to the growing tourist population.

The direction of Sonoma's development is defined by the architectural style and materials used. As the close of the century neared, two and three story wood, brick, and stone buildings replaced the numerous crumbling adobe structures from the prior Mexican era. The houses along Broadway Street were mostly constructed during this period. Most of the buildings are one or two story single-family residences built in the transitional Victorian and Queen Ann style. Some of the buildings constructed after the turn of the century, Craftsman and Tudor styles, reflect the changing trends in architectural style of the following decades.



Victorian; Period 1880-1900



Craftsman; Period 1900-1920



Tudor; Period 1920-1930

This street historically served as the main residential street. Some of the families who lived there were pioneer families of Sonoma, but most were ordinary citizens who contributed to the community as shop owners, teachers, mailmen, and mayors. It is a stereotypical main street for a

turn-of-the century town. What is not stereotypical is the size of the street. This street is wider than most, and remains so, reflecting Vallejo's original design plan for the Plaza and the town of Sonoma.

As described earlier, Sonoma's streets were laid out in a gridiron pattern with the Plaza as the central focus, which was consistent with the Spanish plan. The streets surrounding the Plaza and Broadway exiting the Plaza on the south side are all very wide streets, particularly when compared to other nineteenth century California cities and towns. The streets in the early years, prior to the period from 1890-1915 were dirt; there were no sidewalks except for the covered wooden porches in front of the homes and businesses surrounding the Plaza. The widths of these streets (approximately 60 feet wide) have not been altered in plan, but have been resurfaced and striped to accommodate the shifting modes of transportation.

Historic Highway Route

Prior to the establishment of the first railroad in Sonoma, transportation in and out of the community was arduous and indirect. In the 1860s, mail arrived once a week from Napa, a five-hour ride. In the 1870s, public transportation between Sonoma and Santa Rosa consisted of a four-horse mud wagon. From San Francisco, Sonoma was reached by boat, with the access via the tidal sloughs. Once the boats landed, the passengers and freight had to be transferred to wagons to make the final leg of the journey into town. This final leg was part of what is known today as the Historic Route 12.

Historic Route 12 has a traversable length of 116 miles and runs from Route 1 near Valley Ford in Sonoma County to Route 49 near San Andreas in Calaveras County. Historically, it was called Highway 51, and is known to local traffic as the "Valley of the Moon Scenic Route." A segment of Route 12 runs through the town of Sonoma as Broadway Street, on the alignment of the north/south axis laid out by Vallejo when he laid out the Plaza plan.

During Sonoma's early years, the town was fairly isolated due to its remoteness and the limited roads. Mostly the town was reached by horseback. By 1863 however, a stagecoach line ran along what is now Route 12. This old stagecoach line is 95 percent the same as the Route 12 alignment today. This overland route served as the primary transportation facility for one-horse family carriages, stagecoaches and horseback riders until the late 1880s when the railroad came in.

After the turn of the century, the automobile became the preferred means of transportation. However the dirt roads did not suit the "mechanical horses" that left ruts in the road after the rain. In response to the need for better roads, county supervisors pushed for building or repairing roads in their districts. In 1919, the California Highway Commission adopted "Route 51" into the system of highways. This route was not only intended to improve transportation for the automobile, but also was intended to connect all the state's major population centers and county seats.

Route 51 from Beltane and Schellville was completed in February 1925 under Contract number 433. The Contractors were Galbraith & Janes, with Resident Engineer, R.E. Messner, overseeing the construction. This contract included grading, gravel, and Portland Cement Concrete Pavement. The highway was graded with a crown width of 30 feet in most areas, with

cuts of extra widths to provide side drainage. The center section was 20-feet wide and covered in cement. The section of highway down Broadway Street was wider than the rest of the highway, as it was laid in the corridor previously developed when the Sonoma Plaza was constructed. Therefore, to accommodate the width of the section of highway between MacArthur Street and West Napa Street 20 feet of concrete was laid down the center, with 20 feet of gravel on either side that met the sidewalk. This section of road was also constructed with stone gutters, a planting strip, and sidewalk. Today, the entire 60 feet of road down Broadway Street is paved with Asphalt Concrete Overlay. The alignment, width, stone gutters and sidewalks however, remain the same.

Field Methods

Bright Eastman, Architectural Historian with Sonoma State University conducted an initial windshield survey in July 2002 and defined a preliminary APE, National Historic Landmark boundaries, and previously evaluated properties within the APE. A second field review was conducted in August by Caltrans Associate Architectural Historians, Andrea Galvin and Jill Hupp, resulting in an enlarged APE that included all buildings immediately adjacent to the sidewalk. A potentially eligible Historic District was identified within part of the APE. Andrea Galvin conducted additional field survey and historical research to evaluate the potential significance of the enlarged APE and its potentially eligible district and properties. Ms. Galvin compiled all the previous information collected by Ms. Eastman and prepared this report in September of 2002.

The following list outlines the methodology used in preparing this Historic Resource Evaluation Report:

- Delineation of Area of Potential Effects (APE);
- Review of previous surveys, comments from interested parties, and lists of significant historic properties;
- Preliminary identification of structures included in, or appearing eligible for listing on the National Register of Historic Places ;
- Three field surveys consisting of a visual on-site examination of every parcel within the APE (July, September 2002);
- Identification of the age of all major buildings and coherent districts located within the APE (using Assessor's records, dates on file at the Office of Historic Preservation, Sonoma Planning Dept., and visual estimation);
- Photography of each major building within the APE that was built prior to 1957 that had not yet been evaluated for National Register eligibility;
- Identification and segregation of previously evaluated properties, those in need of further evaluation, and those that are eligible for Caltrans Interim Policy for the Treatment of Buildings Constructed in 1957 or Later;
- Background historical research on the properties needing further evaluation, including study of historic aerial photographs and maps, Assessor's records, building and safety permits, City Directories, and personal interview, and;
- Cataloguing of the above information and preparation of historic resources inventory forms for all intact structures built prior to 1957, and a list of all remaining buildings.

FINDINGS AND CONCLUSIONS

The development of Sonoma along Route 12 (Broadway Street) is reflected in the architectural history of the buildings located within the APE and in the general neighborhood surrounding the project area. The commercial and residential buildings surveyed in this report consist of one and two-story, late nineteenth-century and early twentieth-century houses and a few brick commercial buildings. The corridor of Broadway Street, from MacArthur Street to Patten Street was also evaluated in terms of potential district significance.

The preliminary record search conducted by the Northwest Information Center at Sonoma State University indicated that several buildings located within the APE had been previously evaluated for historical significance in a local survey conducted by the Sonoma League for Historic Preservation in 1979. In addition to the locally designated buildings, some of the buildings located within the APE are contributors to the Sonoma Plaza National Historic Landmark District & National Register Historic District. (Co-terminus; # 75000489 National Register of Historic Places Sonoma Plaza Boundary Increase, signed March 13, 1992; Attachment C in the HPSR.) These properties were surveyed and determined that there has not been substantial change to the integrity or criteria to merit a change in their NR status. Several of the buildings that had previously been evaluated for individual significance are located within the potentially eligible Broadway Street Historic District, and were re-evaluated in terms of district significance. The results of the preliminary record search are summarized below. (The status of each building in the APE is included in the matrices listed under respective following sections. Some properties have more than one designation.)

RESULTS OF PRELIMINARY RECORD SEARCH:

Total Number of Buildings located in the APE	67
Number of buildings previously evaluated	34
Determined individually eligible (1S)	0
Appear individually eligible (3S)	8
May become eligible (4S)	11
Of local interest (5S)	2
Number of buildings in the APE located within the NHL District Boundaries	13
Determined eligible as contributors to NHL District (1D)	6
Determined not eligible (6X) (non-contributors to NHL District)	7

After the preliminary records search, field survey, and historical research, it appears that there are fifteen (15) properties located within the APE, including one potentially eligible historic district, a portion of a National Historic Landmark District & National Register Historic District (co-terminous), and thirteen (13) individual properties.

Evaluation



There is a high concentration of buildings that face Broadway Street that were constructed between 1880 and 1930, whose plan and physical development reflect the day-to-day activities during this period. These buildings are mostly one and two-story residential building constructed in the Victorian, Queen Anne, Craftsman, and Tudor styles. They all sit on large lots with large set-backs, and face the very wide Broadway Street. The character-defining features of this district include planting strips, stone gutters and curbs, large mature street trees, sidewalks, mature landscaping, side

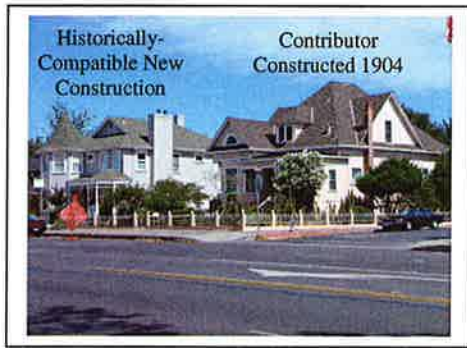
driveways with rear detached garages or backhouses, and low fences and rock walls. This was a pedestrian-oriented neighborhood, with the homes looking out onto the wide boulevard, Broadway Street, and toward the Plaza at its terminus. This neighborhood is contained within the four-block radius planned by Vallejo in the 1830s.

The district includes forty-one (41) buildings facing Broadway Street, and is roughly bounded by Patten Street to the north, and midway between Chase Street and MacArthur Street to the south. The boundaries for this potentially eligible historic district are delineated on the APE map (Map 3 in the HPSR).

Although the street was laid out in Vallejo's day, this section of town did not develop until the post-gold rush and tourism period. The concentration of turn-of-the century houses close to the town center defines the size and development pattern of the early town. The life and values of a newly established small-town destination can be seen in the size and architectural style of the houses facing this main street into town. Unlike other California towns that were developing after the gold rush (mining towns, agricultural communities, etc.), the types of businesses and houses represented around the Plaza and along Broadway Street reflect an image of higher society that attracted tourists, wine connoisseurs, and respectable citizens. The size of the buildings, the architectural styles, attention to design and ornament, the size of the lots, the streetscape, and its location all indicate the values of the new elite that populated the area. Even today, though the town remains small, its design and attention to architecture within the town core reflect the same desire for a reputation of respectability, wealth and sophistication that the Vallejo, and the pioneers sought toward the end of the nineteenth century.

The Broadway Street Historic District appears eligible for the National Register of Historic Places at the local level of significance under Criteria A and C, for its association with the development of the town during its tourism and post gold-rush period and for its design and concentration of architectural styles. The concentration of buildings and period of significance date between 1880 and 1930. The houses along Broadway Street represent a high concentration of good examples of architectural styles popular between this period. Additionally, the size of the street, and the view shed of the Plaza represent the planning and small town values as a main residential street. Broadway Street is exceptional in its width for a small town, and still retains the stone gutters, street trees, planting strips and sidewalks that were installed in the 1920s. Most

importantly, it still retains the feeling of prominence with its axis directed toward the historically significant Plaza, drawing the visitor down the street toward the center of town.



Of the forty-one (41) buildings that make up the potentially eligible historic district, twenty-eight (28) were constructed between the period of significance and possess sufficient integrity to merit inclusion to the National Register of Historic Places as contributors to the historic district. Of the remaining thirteen (13) non-contributing buildings, five were constructed within the past decade and were subject to design review under a City Overlay Zone. In compliance with the City of Sonoma’s Housing Element, these properties were designed using architectural guidelines to

ensure compatibility with the qualities and character of neighboring development. Therefore, these buildings, although non-contributing to the historic district, are historically compatible in design and do not substantially diminish the sense of time and place the district provides. Therefore, there are only seven buildings of the forty-one located within the historic district that lack cohesive association to the district’s period of significance. Photographs of all forty-one (41) buildings located within the district are included in the DPR 523 Form Continuation Sheets (Appendix 1).



Recently, the commercial section of Broadway Street (first block south of Plaza) has filtered into the historically residential street. However, instead of demolishing the turn-of the century residences, they have adapted the use to non-intrusive offices that have attracted businesses such as law offices, restaurants, B&Bs and realtor offices. This has protected the historic character of Broadway Street. Additionally, historically compatible free-standing signage for these businesses now adorn the front yards of the historic homes, that although not historically appropriate, adds

to the feeling and continuity of the district. The fact that these older homes are preserved and are subject to design review attests to the ongoing values that Sonoma residents hold; that Broadway Street and the buildings facing it are important visually, as they provide a first impression of the town for visitors entering from the south.

Number of buildings located in potentially eligible Broadway Historic District	41
Total Contributors	28
Total Non-Contributors	13
Historically compatible new construction	(5)
Non-historically compatible new construction	(7)

The following is a list of the forty-one (41) buildings located within potentially eligible district. Included in the matrix below is their prior National Register status, if any, and the map ID number on the APE map (appended to the HPSR) to identify its location in relation to other

features in its vicinity. For the buildings that have two dates listed in the matrix below, the first date refers to the assessor's date on file, and the second is the date given by the Office of Historic Preservation (OHP) on their California Historical Resources Inventory System (CHRIS). The buildings with an asterisk (*) after the street # are those that do not have inventory forms on file in the Office of Historic Preservation Historical Data File. There is an individual Primary Record (DPR 523A Form) included in Appendix 1 for these properties.

Map ID #	Street #	APN #	Description/ Use	Year Built	Status
12	620	018-302-019	Office Building	1868	3D Contributor, prior 3S
13	640	018-302-020	Office Building-Pacific Union	1997	Historically compatible new construction
14	654	018-302-007	Office Building-Broadway Realty	1956	Non-contributor
15	662	018-302-008	SFR	1900/ 1890s	3D Contributor, prior 3S
16	678*	018-302-009	Vacation Rentals	1928	3D Contributor
17	688	018-302-012	SFR-Studio	1998	Historically compatible new construction
18	698	018-302-018	SFR	1904/ 1906	3D Contributor, prior 3S
19	702-708	018-352-031	Office Building	1963	Non-contributor
20	720	018-352-003	SFR	1905/ 1890s	3D Contributor, prior 5S
21	730	018-352-004	Office Building	1897/ 1910	3D Contributor, prior 4S
22	746	018-352-005	Commercial (NEC)-law offices	1910/ 1880s	3D Contributor, prior 4S
23	752	018-352-006	Commercial Building	1886/ 1906	3D Contributor, prior 4S
24	762	018-352-007	Commercial Building	1900/ 1900	3D Contributor, prior 4S
25	770	018-352-008	Quadruplex	1905/ 1890	3D Contributor, prior 3S
26	778	018-352-039	SFR	1912/ 1910	3D Contributor, prior 4S
27	786	018-352-043	B&B	1889/ 1907	3D Contributor, prior 3S
28	790	018-352-044	B&B	1965	Non-contributor
29	800	018-412-028	Office Building	1978	Non-contributor
30	822	018-412-006	Office Building-Fidelity National Title	1912/ 1917	3D Contributor, prior 3S
31	830	018-412-031	SFR	1939	3D Contributor, prior 5S
37	853	018-411-020	SFR- business	1900/	3D Contributor, prior 4S

				1910	
38	843*	018-411-013	Commercial (NEC)	Ca. 1910	3D Contributor
39	835*	018-411-022	Office Building	1906	3D Contributor
40	827	018-411-004	SFR	1904/ 1900	3D Contributor, prior 4S
41	819/ 823	018-411-024	Duplex	1989	Historically compatible new construction
42	809	018-411-002	Office Building	1909	3D Contributor, prior 4S
43	801	018-411-018	Bookkeeping	Ca. 1980s	Historically compatible new construction
44	793	018-351-009	Office Condo	Ca. 1990s	Historically compatible new construction
45	783	018-351-008	Halby Marketing Inc.	1925/ 1880	3D Contributor, prior 4S
46	779*	018-351-007	SFR	1911	3D Contributor
47	771*	018-351-023	SFR	1920	3D Contributor
48	763	018-351-014	Medical Building	1937	Non-contributor
49	755*	018-351-015	SFR- Architect's Office	1910	3D Contributor
50	735	018-351-018	Stores & Residential- Hospice	1909/ 1900	3D Contributor, prior 4S
51	725	018-351-025	Triplex- State Farm	1905	3D Contributor, prior 3S
52	711	018-351-021	Bancroft's Flowers	1967	Non-contributor
53	691	018-303-022	Restaurant Building	1870	Non-contributor, prior 4S
54	681	018-303-021	Motel- Inn	1889/ 1870	3D Contributor, prior 3S
55	669	018-303-002	Office Building- Sonoma Masonic Temple	1973	Non-contributor
56	645*/ 651*	018-301-006	Chamber of Commerce	1928	3D Contributor
57	635*	018-301-005	Apartment	1905	3D Contributor

In addition to the Broadway Street Historic District, a portion of the Sonoma Plaza National Historic Landmark District (NHL) and National Register Historic District is located within the northern segment of the APE. Although the NHL is very large and includes the Plaza and numerous buildings outside the APE, there are thirteen (13) buildings of this historically designated and listed property inside the APE, including six (6) contributing buildings and seven (7) non-contributing buildings. A copy of the entire NHL District boundaries is provided in this report as Map F.

The following is a list of the thirteen (13) buildings that are included in the Sonoma Plaza National Historic Landmark & National Register Historic District Boundaries. For the buildings that have two dates listed in the matrix below, the first date refers to the assessor's date on file, and the second is the date given by the Office of Historic Preservation (OHP) on their California

Historical Resources Inventory System (CHRIS). The “Map ID #” is on the APE map (appended to the HPSR) to identify its location in relation to other features in its vicinity.

Map ID #	Street #	APN #	Description/Use	Year Built	Status
1	500	018-212-001	Office Building	1890	6X1, 4S
2	520/522	018-212-009	Commercial Building		6X1
3	524	018-212-009	Commercial Building		1D Contributor, 6X1
4	526	018-212-011	Commercial Building	1870	1D Contributor, 4S
5	530	018-212-011	Commercial Building	1880s	1D Contributor
6	536	018-212-013/014	Commercial Building	1910	1D Contributor, 4S
7	542/546	018-212-014	Commercial Building		6X1
8	552	018-212-017/018	Commercial Building- US Bank		6X1
9	568	018-212-018 018-212-019	Cleaner	1946	6X1
10	578	018-212-019 018-212-022	SFR	1886/ 1880	1D Contributor, 3S
65	527-531	018-211-004	Store Building	1910/ 1890s	4S
66	521/ 525	018-211-003	Restaurant	1911	1D Contributor, 3S
67	501	018-211-002	Financial Building- Washington Mutual	1969	Post 1957/ 6X1

Of the thirteen (13) individual properties evaluated, nine (9) have been treated in accordance with the June 1, 2001 Caltrans Interim Policy for the Treatment of Buildings Constructed in 1957 or Later. The four (4) remaining properties were constructed prior to 1957, and were evaluated for historic significance by a qualified architectural historian. These four properties were evaluated for individual significance, and as contributors to a potentially eligible historic district. The architectural inventory and evaluation forms (DPR 523 forms) are included in this report as Appendix 1.

Nine (9) properties have been treated in accordance with the June 1, 2001 Caltrans Interim Policy for the Treatment of Buildings Constructed in 1957 or Later. Andrea Galvin and Jill Hupp, each who meets the Secretary of the Interior’s Professional Qualifications Standards as architectural historians, have reviewed the project’s Area of Potential Effects and confirmed that none of the following properties within the APE appear to predate 1957 or appear to require further study.

The following is a list of the four (4) properties that were constructed prior to 1957 and were evaluated for this report. The “Map ID #” is used for the Primary and Building, Structure and

Object (BSO) Records prepared for each evaluated property, and are also on the APE map (appended to the HPSR) to identify its location in relation to other features in its vicinity.

Map ID #	Street #	APN #	Description/Use	Year Built	Status
33	870	018-412-025	Auto Sales	1920	Does not appear indiv. eligible
36	869	018-411-009	Garage	1948	Does not appear indiv. Eligible
59	601-605	018-301-002	Commercial Lot & Residential	Ca. 1900/ 1945	Does not appear indiv. Eligible
60	599	018-301-007	Stores & Residential- Thai Food	1950	Does not appear indiv. eligible

None of the properties listed above are associated with the potentially eligible Broadway Historic District or any other district, nor do they appear to be individually eligible because they lack association with significant historic events or persons, architectural quality or rarity, or integrity.

CONCLUSION

The project is located in a richly historic area of Sonoma, near the town Plaza. There are numerous historically significant resources directly within or adjacent to the project's APE. There are fifteen (15) properties located within the APE, including one potentially eligible historic district, a portion of a National Historic Landmark District & National Register Historic District (co-terminous), and thirteen (13) individual properties.

The Broadway Street Historic District appears eligible for the National Register of Historic Places at the local level of significance under Criteria A and C, for its association with the development of the town during its tourism and post gold-rush period and for its design and concentration of architectural styles. The concentration of buildings and period of significance date between 1880 and 1930. The district includes a total of forty-one (41) buildings with twenty-eight (28) contributing buildings, five (5) historically compatible non-contributing buildings, and seven (7) non-contributing buildings.

A portion of the Sonoma Plaza National Historic Landmark District (NHL) and National Register Historic District is located within the northern segment of the APE. Although the NHL is very large and includes the Plaza and numerous buildings outside the APE, there are thirteen (13) buildings of this listed property inside the APE, which include six (6) contributing buildings and seven (7) non-contributing buildings. The status of these buildings within the APE have not changed for the purposes of this survey. (One property, 548 Broadway, was included in the original NHL boundary but no longer exists.)

Of the thirteen (13) individual properties, nine (9) have been treated in accordance with the June 1, 2001 Caltrans Interim Policy for the Treatment of Buildings Constructed in 1957 or Later. The four (4) remaining properties were constructed prior to 1957, and were evaluated for historic significance by a qualified architectural historian. These four properties were evaluated for

individual significance, and as contributors to a potentially eligible historic district. None of these properties appear to meet the criteria for inclusion in the National Register of Historic Places.

All properties were evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines. Both the Sonoma Plaza National Historic Landmark District and National Register Historic District (co-terminous) and the Broadway Street Historic District and are historic resources for purposes of CEQA.

Preparer's Qualifications

Andrea Galvin is an Associate Environmental Planner (Architectural History) in the Caltrans HQ Division of Environmental Analysis, Cultural and Community Studies Office. Ms. Galvin holds a Master of Science Degree in Historic Preservation from the University of Pennsylvania in Philadelphia, a Bachelor of Science degree in Environmental Design from the University of California Davis, and a Certificate in Preservation Planning from Istanbul Technical University in Turkey. She has three years experience working for the California Department of Transportation as a qualified Architectural Historian and has six years experience working for the State doing architectural surveys.

Bright Eastman is a Staff Architectural Historian for the Anthropological Studies Center (ASC) at Sonoma State University. She is a former Caltrans Environmental Planner (Architectural History) in District 4 (North) and she meets the Secretary of the Interior's Professional Qualification Standards in Architectural History (48 FR 44716, Sept. 29, 1983). She has received training in Section 106, has completed qualifying coursework in architectural history, and has had eight years professional experience evaluating architectural properties for the National Register.

BIBLIOGRAPHY

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Stewart, Suzanne B. "From Horse Hooves to Wheel Ruts; The History of Transportation in Northern Sonoma County." The Journal of the Sonoma County Historical Society. 1987, no. 2. p. 10-14.

White Willmot. "Historic Highway." C B & T Magazine, April-May, 1974. p.17. On file at the Department of Transportation Library.

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # N/A

P1. Resource name(s) or number: Broadway Street Historic District

***P2. Location:** *a. County: Sonoma

*c. Address: see continuation sheet

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: see continuation sheet

***P3a. Description:**

There is a high concentration of buildings that face Broadway Street that were constructed between 1880 and 1930, whose plan and physical development reflect the day-to-day activities during this period. These buildings are mostly one and two-story residential building constructed in the Victorian, Queen Anne, Craftsman, and Tudor Revival styles. They all sit on large lots with large set-backs, and face the very wide Broadway Street. The character-defining features of this district include planting strips, stone gutters and curbs, large mature street trees, sidewalks, mature landscaping, side driveways with rear detached garages or backhouses, and low fences and rock walls. This was a pedestrian-oriented neighborhood, with the homes looking out onto the wide boulevard, Broadway Street, and toward the Plaza at its terminus. This neighborhood is contained within the four-block radius planned by Vallejo in the 1830s. The district includes forty-one (41) buildings facing Broadway Street, and is roughly bounded by Patten Street to the north, and midway between Chase Street and MacArthur Street to the south.

***P3b. Resource Attributes:** HP-39 (district)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking northeast

***P6. Date Constructed/Sources:**
1880-1930

***P7. Owner and Address:**

See individual primary records

***P8. Recorded by:**

Andrea Galvin
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic
Resource Evaluation Report for the
Visual Enhancement-Pedestrian and

Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Broadway Street Historic District

B1. Historic name: Broadway Street

B2. Common name: Broadway Street

B3. Original Use: Residential Neighborhood

B4. Present use: Mixed Use

***B5. Architectural Style:** Victorian, Queen Anne, Craftsman, Tudor Revival

***B6. Construction History:** Broadway Street laid out in 1840s, section of Broadway between Patten Street and MacArthur Street developed between 1880 and 1930. A few recent buildings constructed on prior vacant lots.

***B7. Moved?** No Yes Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:** Roadway, sidewalks, stone gutters, planting strips, street trees, fences, yards and view shed of Plaza

B9a. Architect: various

b. Builder: various

***B10. Significance: Theme:** Residential Development **Area:** Sonoma

Period of Significance: 1880-1930

Property Type: Residential **Applicable Criteria:** A, C -local

The Broadway Street Historic District appears eligible for the National Register of Historic Places at the local level of significance under Criteria A and C, for its association with the development of the town during its tourism and post gold-rush period and for its design and concentration of architectural styles. The concentration of buildings and period of significance date between 1880 and 1930. The houses along Broadway Street represent a high concentration of good examples of architectural styles popular between this period. Additionally, the size of the street, and the view shed of the Plaza represent the planning and small town values as a main residential street. Broadway Street is exceptional in its width for a small town, and still retains the stone gutters, street trees, planting strips and sidewalks that were installed in the 1920s. Most importantly, it still retains the feeling of prominence with its axis directed toward the historically significant Plaza, drawing the visitor down the street toward the center of town.

(see continuation sheet)

B11. Additional Resource Attributes:

***B12. References:**

Sonoma Assessor's Records

Historic Maps

Interview; Newton Dal Poggetto, lawyer & long time resident, September 23, 2002

B13. Remarks:

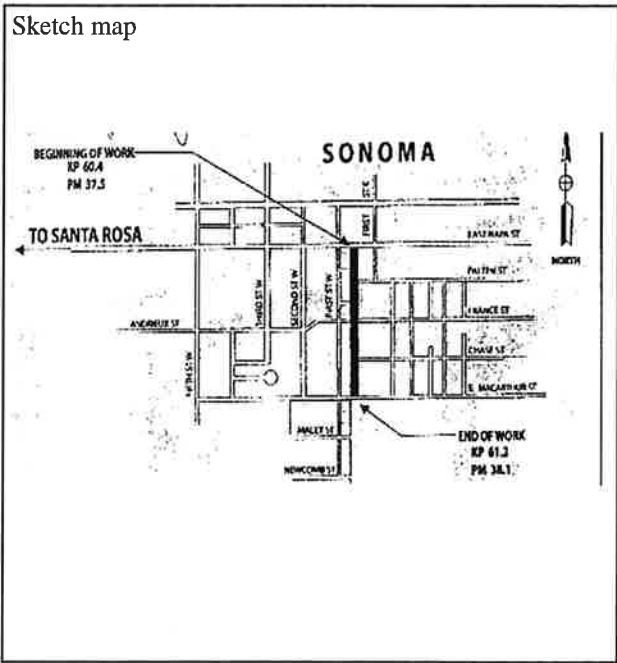
** Several properties located within this historic district have been previously evaluated in a city survey completed by the Sonoma League for Historic Preservation in 1976; the status of this survey is listed in the matrix of properties under P2c.

*** The city of Sonoma has an historic overlay zone that included Broadway Street. In conformance with the City of Sonoma Housing Element (Updated August 28, 2002), new residential development are subject to architectural guidelines to ensure compatibility with the qualities and character of neighboring development.

***B14. Evaluator:** Andrea Galvin, Caltrans

***Date of Evaluation:** September 26, 2002

(This space reserved for official comments.)



Continuation Update

Resource Name or # Broadway Street Historic District

P2c.-e. Address & Assessor's Parcel Numbers (continued):

Map ID #	Street #	APN #	Description/ Use	Year Built	Prior OHP Designation (** B13)	District Status
12	620	018-302-019	Office Building	1868	3S	Contributor
13	640	018-302-020	Office Building- Pacific Union	1997		Historically compatible new construction *** B13.
14	654	018-302-007	Office Building- Broadway Realty	1956		Non-contributor
15	662	018-302-008	SFR	1900/1890s	3S	Contributor
16	678	018-302-009	Vacation Rentals	1928		Contributor
17	688	018-302-012	SFR-Studio	1998		Historically compatible new construction *** B13
18	698	018-302-018	SFR	1904/1906	3S	Contributor
19	702-708	018-352-031	Office Building	1963		Non-contributor
20	720	018-352-003	SFR	1905/1890s	5S	Contributor
21	730	018-352-004	Office Building	1897/1910	4S	Contributor
22	746	018-352-005	Commercial (NEC)- law offices	1910/1880s	4S	Contributor
23	752	018-352-006	Commercial Building	1886/1906	4S	Contributor
24	762	018-352-007	Commercial Building	1900/1900	4S	Contributor
25	770	018-352-008	Quadruplex	1905/1890	3S	Contributor
26	778	018-352-039	SFR	1912/1910	4S	Contributor
27	786	018-352-043	B&B	1889/1907	3S	Contributor
28	790	018-352-044	B&B	1965		Non-contributor
29	800	018-412-028	Office Building	1978		Non-contributor
30	822	018-412-006	Office Building- Fidelity National Title	1912/1917	3S	Contributor
31	830	018-412-031	SFR	1939	5S	Contributor
37	853	018-411-020	SFR- business	1900/1910	4S	Contributor
38	843	018-411-013	Commercial (NEC)	Ca. 1910		Contributor
39	835	018-411-022	Office Building	1906		Contributor
40	827	018-411-004	SFR	1904/1900	4S	Contributor
41	819/823	018-411-024	Duplex	1989		Historically compatible new construction *** B13
42	809	018-411-002	Office Building	1909	4S	Contributor
43	801	018-411-018	Bookkeeping	Ca. 1980s		Historically compatible new construction *** B13
44	793	018-351-009	Office Condo	Ca. 1990s		Historically compatible new construction *** B13
45	783	018-351-008	Halby Marketing Inc.	1925/	4S	Contributor

				1880		
46	779	018-351-007	SFR	1911		Contributor
47	771	018-351-023	SFR	1920		Contributor
48	763	018-351-014	Medical Building	1937		Non-contributor
49	755	018-351-015	SFR- Architect's Office	1910		Contributor
50	735	018-351-018	Stores & Residential- Hospice	1909/ 1900	4S	Contributor
51	725	018-351-025	Triplex- State Farm	1905	3S	Contributor
52	711	018-351-021	Bancroft's Flowers	1967		Non-contributor
53	691	018-303-022	Restaurant Building	1870	4S	Non-contributor
54	681	018-303-021	Motel- Inn	1889/ 1870	3S	Contributor
55	669	018-303-002	Office Building-Sonoma Masonic Temple	1973		Non-contributor
56	645/ 651	018-301-006	Commercial Building- Broadway Hair Co.	1928		Contributor
57	635	018-301-005	Apartment	1905		Contributor

Resource Name or # Broadway Street Historic District

***B10. Significance: (continued):**

Context for Significance:

Guadalupe Vallejo laid out the village of Sonoma in 1835. The Pueblo of Sonoma was laid out according to the plans of the Laws of the Indies, established in 1573 by King Phillip II of Spain, and was the last town to be laid out according to his standards for planning. The gridiron arrangement of the blocks surrounding the main Plaza radiated out four blocks in each direction and included a wide boulevard, *El Calle Grande*, (now Broadway Street) that acted as a view shed for the Plaza at its terminus. The original planning of Vallejo's Plaza and streetscape still exists today, and a portion of the town, including the Plaza has been designated as a National Historic Landmark District.

The town of Sonoma was slow to develop until the gold rush, as it was not easily accessible by water or land. Despite these limitations however, it did attract the new elite who were enamored with the respectability, wealth and sophistication of General Vallejo. Sonoma became the social center of Alta California. Sonoma grew steadily until the end of the century, due largely in part to the rush of gold seekers and many new agricultural-related industries. The 1880s marked a large period of development for the region, as the valley became known as one of the finest vineyard sections in the State. The Sonoma Valley, in particular was well suited for the cultivation of premium wine grapes, and as this industry grew, the town prospered.

The direction of Sonoma's development during this period is defined by the architectural style and materials used as wood, brick, and stone buildings of two and three stories replaced a number of the crumbling adobe structures from the prior Mexican era. The houses along Broadway Street were mostly constructed during this period. Most of the buildings are one or two story, single family residences built in the Victorian and Queen Ann style. Some of the buildings were constructed after the turn of the century in the Craftsman and Tudor Revival styles that reflected the changing trends in architecture of following decades. This street historically served as the main residential street. Some of the families who lived there were pioneer families of Sonoma but most residents were ordinary citizens who contributed to the community as shop owners, teachers, mailmen, and mayors. It is a stereotypical main street for a turn-of-the century town. What is not stereotypical is the size of the street. This street is wider than most, and remains so, reflecting the Laws of the Indies, established in 1573 by King Phillip II of Spain.

Although Broadway Street was laid out in Vallejo's day, this section of town did not develop until the post-gold rush and tourism period. The concentration of turn-of-the century houses close to the town center defines the size and development pattern of the early town. The life and values of a newly established small-town destination can be seen in the size and architectural style of the houses facing this main street into town. Unlike other California towns that were developing after the gold rush (mining towns, agricultural communities, etc.), the types of businesses and houses represented around the Plaza and along Broadway Street reflect an image of higher society that attracted tourists, wine connoisseurs, and respectable citizens. The size of the buildings, the architectural styles, attention to design and ornament, the size of the lots, the streetscape, and its location all indicate the values of the new elite that populated the area. Even today, though the town remains small, its design and attention to architecture within the town core reflect the same desire for a reputation of respectability, wealth and sophistication that Vallejo, and the pioneers sought toward the end of the nineteenth century.

Integrity:

Of the forty-one (41) buildings that make up the potentially eligible historic district, twenty-eight (28) were constructed between the period of significance and possess sufficient integrity to merit inclusion to the National Register of Historic Places as contributors to the historic district. Of the remaining thirteen (13) non-contributing buildings, five were constructed within the past decade and were subject to design review under a City Overlay Zone. In compliance with the City of Sonoma's Housing Element, these properties were designed using architectural guidelines to ensure compatibility with the qualities and character of neighboring development. Therefore, these buildings, although non-contributing to the historic district, are historically compatible in design and do not substantially diminish the sense of time and place the district provides. Therefore, there are only seven buildings of the forty-one located within the historic district that lack cohesive association to the district's period of significance.

Continuation Update

Resource Name or # Broadway Street Historic District

***B10. Significance: (continued):**

Recently, the commercial section of Broadway Street (first block south of Plaza) has filtered into the residential section of the street. However, instead of demolishing the turn-of-the century residences, they have adapted the use to non-intrusive offices that have attracted businesses such as law offices and realtors. This has protected the historic character of Broadway Street. Additionally, historically compatible free-standing signage for these businesses now adorn the front yards of the historic homes, that although not historically appropriate, adds to the feeling and continuity of the district. The fact that these older homes are preserved and are subject to design review attests to the ongoing values that Sonoma residents hold; that Broadway Street and the buildings facing it are important visually, as they provide a first impression of the town for visitors entering town from the south.



Photo showing historically compatible new construction (left) next to District Contributor built in 1904 (right). View taken looking northeast at the intersection of Broadway and France Streets.



Photo showing free-standing historically compatible signage, low fences and rock walls, and mature landscaping. View taken looking southwest toward Andrieux Street.

Primary # _____
HRI# _____
Trinomial _____

P5a. Photos of Contributors (continued):



#12 620 Broadway 1868 3S, Contributor



#15 662 Broadway 1900/ 1890s 3S, Contributor



#16 678 Broadway 1928 Contributor



#18 698 Broadway 1904/1906 3S, Contributor



#20 720 Broadway 1905/1890s 5S, Contributor



#21 730 Broadway 1897 4S, Contributor

P5a. Photos of Contributors (continued):



#22 746 Broadway 1910/1880s 4S, Contributor



#23 752 Broadway 1886/1906 4S, Contributor



#24 762 Broadway 1900 4S, Contributor



#25 770 Broadway 1905/1890 3S, Contributor



#26 778 Broadway 1912 4S, Contributor



#27 786 Broadway 1889/1907 3S, Contributor

Resource Name or # Broadway Street Historic District

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____

HRI# _____

Trinomial _____

P5a. Photos of Contributors (continued):



#31 830 Broadway Ca.1905 5S, Contributor



#37 853 Broadway 1900/1910 4S, Contributor



#38 843 Broadway Ca.1910 Contributor



#39 835 Broadway 1906 Contributor



#40 827 Broadway 1904 4S, Contributor



#42 809 Broadway 1909 4S, Contributor

P5a. Photos of Contributors (continued):



#45 783 Broadway 1880 4S, Contributor



#46 779 Broadway 1911 Contributor



#47 771 Broadway 1920 Contributor



#49 755 Broadway 1910 Contributor



#50 735 Broadway 1909 4S, Contributor



#51 725 Broadway 1905 3S, Contributor

P5a. Photos of Contributors (continued):



#54 681 Broadway 1889/1870 3S, Contributor



#56 645/651 Broadway 1928 Contributor



#57 635 Broadway 1905 Contributor

P5a. Photos of Historically Compatible Non-Contributors:



#13 640 Broadway 1997 Historically Compatible



#17 688 Broadway 1998 Historically Compatible



#30 822 Broadway Ca. 1997 Historically Compatible



#41 819/823 Broadway 1989 Historically Compatible



#43 801 Broadway Ca 1980s Historically Compatible



#44 793 Broadway Ca 1990s Historically Compatible

P5a. Photos of Non-Contributors:



#14 654 Broadway 1956 Non-Contributor



#19 702-708 Broadway 1963 Non-Contributor



#28 790 Broadway 1965 Non-Contributor



#29 800 Broadway 1978 Non-Contributor



#48 763 Broadway 1937 Non-Contributor



#52 711 Broadway 1967 Non-Contributor

Resource Name or # Broadway Street Historic District

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____

HRI# _____

Trinomial _____

P5a. Photos of Non-Contributors (continued):



#55 699 Broadway 1973 Non-Contributor

PRIMARY RECORD

Primary # _____
HRI # _____

Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 12

***P1. Resource name(s) or number:** Broadway Street Historic District Contributor

***P2. Location:** *a. County: Sonoma

*c. Address: 620 Broadway St.

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-302-019

***P3a. Description:**

This is a one-story vernacular Italianate building, formerly a private residence. It has a pyramidal, hipped roof covered with composition shingles. It is clad with horizontal shiplap siding. A full-length porch spans the façade, with an integral roof supported by six wooden posts with decorative, carved capitals. Along the roofline of the porch are decorative corbels. There are two 4/4 double-hung sash windows trimmed with grooved, wooden molding on either side of the central front door, which is slightly recessed. The wooden steps leading up to the porch and the central concrete walkway appear to be fairly recent additions. The building is currently used as an office. It is sited on a city lot surrounded by a lawn and some mature vegetation.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1868; County Assessor

***P7. Owner and Address:**

Daniel J. Parks
620 Broadway
Sonoma, CA 95476-7002

***P8. Recorded by:**

Jill Hupp
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 3 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

- Common name: Raymond Realty
- Historic name, if known: Hope House
- Street or rural address: ~~640~~⁶²⁰ Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
- Present owner, if known: Mr. & Mrs. Wm. Raymond Address: 640 Broadway
 City: Sonoma ZIP: 95476 Ownership is: Public Private
- Present Use: Real Estate Office Original Use: Residence
 Other past uses: _____

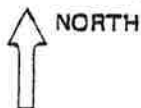
DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

Built in 1868, this single story, clapboard siding building has a low hip roof hidden by an added fascia used for signing. Many details are reminders of the Italianate style such as decorative brackets supporting the eaves. Across the front is a covered porch with posts with decorations added at a later date. Other features include arched glass front door, shutters on tall front windows of 4 lights over 4. Original brass fixtures are inside. *Originally there was a "widow's walk" around the roof.*

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

UTM (SONOMA QUAD)
 10/547,230/4,238,180
 10/548,210/4,238,070
 10/548,180/4,237,670
 10/547,800/4,237,740



See City Map Area 11

8. Approximate property size:

Lot size (in feet) Frontage 125
 Depth 235;
 or approx. acreage _____

9. Condition: (check one)

- a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:

- a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

13. Date(s) of enclosed photograph(s): April 1978

NOTE: The following (Items 14-19) are for structures only.

4. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other

5. Is the structure: a. On its original site? b. Moved c. Unknown?

6. Year of initial construction 1863 This date is: a. Exact b. Estimated

7. Architect (if known): _____

8. Builder (if known): Valentine Hope

9. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tank tower h. Other i. None

SIGNIFICANCE

10. Briefly state historical significance of site. Include dates, events, and persons associated with the site when known:

Built in 1863 by Valentine Hope for his Pennsylvania Dutch family, this house is situated on the east side of Broadway, contributes greatly to what is left of the historic grace to the City. Valentine Hope and McHarvey owned a wagon and blacksmith shop on First St. W. where Brailis and Masonic Building stands. Robert Lyon and James Martin, also blacksmiths, owned property on Broadway on either side of the Hope property. Valentine died in 1884. His widow, Adelaide, continued to raise four daughters were Natalie, Mrs. H.A. Wright, Emma, Mrs. W.A. Wright, and Claire, (2)

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Reuben Woodworth - Dec 1978
Saga of Sonoma

23. Date form prepared: 11/29/78 By (name): Johanna Patri
Address: 621 Napa Rd. City Sonoma ZIP: 95476
Phone: 996-6412 Organization: Sonoma League of Hist. Pres.

(State Use Only)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 13

***P1. Resource name(s) or number:** Broadway Street Historic District Non-contributor (historically compatible new construction)

***P2. Location: *a. County:** Sonoma

***c. Address:** 640 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-302-020

***P3a. Description:**

This property is a newly constructed 1-1/2 story high building, built in the style of a c.1900-1910 residence. Like many older houses in the neighborhood, it has a high-pitched hipped roof with cross gables, paired double-hung sash windows and shiplap siding.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1997; County Assessor

***P7. Owner and Address:**

Parks, Daniel J.
620 Broadway
Sonoma, CA 95476-7002

***P8. Recorded by:**

Jill Hupp
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 14

P1. Resource name(s) or number: Broadway Street Historic District Non-contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 654 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-302-007

***P3a. Description:**

This property is a 1-story, L-shaped building, formerly a private residence now used as a real estate office. It has a low-pitched cross-gable roof with very wide eave overhangs. The "L" form features a walkway covered by a shed-roof extension of the main roof, supported by plain 4x4 posts. The building is clad with stucco, with brick wainscoting on the L-shaped west and north elevations. The north and west elevations also feature large multi-light casement windows. The original front entrance is in "L" of the west elevation; a second entrance has been added on the façade, planked by two large fixed windows. This portion appears to have been the original garage. Part of the front lawn has been converted into an asphalt paved parking area; the remaining yard is minimally landscaped.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1956; County Assessor

***P7. Owner and Address:**

W.P. and J.E. Mori
PO Box 333
Sonoma, CA 95476-0333

***P8. Recorded by:**

Jill Hupp
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 4 SHL _____
 Lat. _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

- Common name: Dal Paggetto Property
 - Historic name, if known: None known
 - Street or rural address 652 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
 - Present owner, if known: Bill Mori Address: P.O. Box 353
 City: Sonoma ZIP: 95476 Ownership is: Public Private
 - Present Use: Residence Original Use: Residence
- Other past uses: _____

DESCRIPTION

- Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

Unfortunately, this unique unaltered historic single story residence, located on a deep lot on the east side of Broadway, south of the Plaza, surrounded by historic buildings, is obscured by a modern building in front of it. The raised building features a high pitched hip roof with a steep gable roof projecting out facing the front. There are shingles under the gable. The north front features a covered porch with wood posts and brackets, wood railings and steps. The raised base is vertical wood siding. The exterior is horizontal wood siding. There is a pair of narrow double hung windows to the north of the door and under the gabled roof projection.

- Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



UTM (SONOMA QUAD)
 10/547,230/4,238,180
 10/548,210/4,238,070
 10/548,180/4,237,670
 10/547,800/4,237,740

See City Map Area 11

- Approximate property size:

Lot size (in feet) Frontage 50
 Depth 235
 or approx. acreage _____

- Condition: (check one)

a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

- Is the feature a. Altered? b. Unaltered?

- Surroundings: (Check more than one if necessary)

a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

- Threats to site:

a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other Comm. Zoning

- Date of original photograph: April 1975

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction @1890'S This date is: a. Factual b. Estimated
17. Architect (if known): _____
18. Builder (if known): _____
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. _____ i. None

SIGNIFICANCE

1. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

The original owner is unknown but the property was purchased by Mr. Dal Paggetto who had built a home outhouse on Broadway at the corner in 1906. It was given as a wedding present to his son, Charles. In 1937 Mr. Mon bought the house.

This unaltered building, one of a row of historic buildings, obscured from view, is the only building of this style in Sonoma

- Main theme of the historic resource: (Check only one)
- a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social Education

2. Sources: List books, documents, surveys, personal interviews and their dates:

23. Date form prepared: _____ by (initials) Johanna Patri
Address: 621 Wagon Rd. City Sonoma ZIP: 95476
Phone: 996-6412 Organization: Sonoma League for Historic Pres

(State Use Only)



Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 15

P1. Resource name(s) or number: Broadway Street Historic District Contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 662 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-302-008

***P3a. Description:**

This property is a 1-story Queen Anne cottage style residence. It has a steeply pitched pyramidal hipped roof with a prominent cross-gable. It has a ¾ length porch covered by a shed-roof. Four spindle work posts with decorative millwork brackets support the porch roof. The windows, which appear to be original, are 1/1 double hung sash with wooden surrounds. The front gable wing features an angled window with decorative corner brackets. The building is sited on a deep, narrow city lot that is minimally landscaped. This property is relatively unaltered.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

c.1890s-1900; County Assessor/OHP property database

***P7. Owner and Address:**

W.P. and J.E. Mori
PO Box 333
Sonoma, CA 95476-0333

***P8. Recorded by:**

Jill Hupp
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)
 Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 3 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

1. Common name: Dal Paggetto Property
 2. Historic name, if known: None known
 3. Street or rural address 662 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
 4. Present owner, if known: Bill Mori Address: P.O. Box 333
 City: Sonoma ZIP: 95476 Ownership is: Public Private
 5. Present Use: Residence Original Use: Residence
- Other past uses: _____

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This modified, single story Queen Anne cottage is situated on the east side of Broadway approximately two blocks south of Broadway. The building features a hip roof and a projecting gable roof with cornice and pediment over a partial bay with decorative brackets. Below the cornice area are fish tail shingles and a small window. The bay has one front window and one diagonal window on south end. The covered porch features turned wood posts, cut-out brackets, wood rail. The original door has a glass pane. Exterior finish is wood ship lap siding.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

UTM (SONOMA QUAD)
 10/547,230/4,238,180
 10/548,210/4,238,070
 10/548,180/4,237,670
 10/547,800/4,237,740



See City Map Area 11

8. Approximate property size:

Lot size (in feet) Frontage 50
 Depth 235
 or approx. acreage _____

9. Condition: (check one)

- a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:

- a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other Comm. Zoning

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
 f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction @1900 This date is: a. Factual b. Estimated
17. Architect (if known): _____
18. Builder (if known): _____
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
 f. Windmill g. Watertower/tankhouse h. Other i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

The original owner is unknown but after 1906 the property was purchased by Mr. Dal Paggetto who had built his home south on the corner. He gave it as a wedding present to his daughter, Giglia Dal Paggetto Rivara. Mr. Mon bought it in 1939.

Although in fair condition, the building is unaltered and is an excellent example of this style of architecture. It is one of the few remaining residences in an area of historic buildings being converted to commercial use.

21. Main theme of the structure is: a. Architecture b. Arts & Leisure
 c. Education d. Government e. Military
 f. Religion g. Science h. Social Education

22. Sources: List books, documents, surveys, personal interviews and their dates:
 Newton Dal Paggetto, Jan. 1979

23. Date form prepared: 2/13/79 By (name): Johanna Patri
 Address: 441 1/2 St. City: Sausalito
 Phone: _____ State: California ZIP: 94964
 (State Use Only) California League for Historic Pres.



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 16

P1. Resource name(s) or number: Broadway Street Historic District Contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 678 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-302-009

***P3a. Description:**

This is a 1-1/2 story Tudor-influenced residence. It has a high-pitched cross-gable roof. The front-facing gable features a wing that slopes down to cover an integral front porch. There is a shed-roof dormer in the crux of the cross gables. The façade has a large arched picture window; other fenestration includes a row of 8-light casement windows; the dormer windows appear to be modern replacements. The building is clad with stucco and sits on a large city lot landscaped with mature shrubs and other vegetation. The property is relatively unaltered.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1928; County Assessor

***P7. Owner and Address:**

Ruth Maher

4701 Wallace Creek Rd.

Healdsburg, CA 95448-9750

***P8. Recorded by:**

Jill Hupp

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 17

***P1. Resource name(s) or number:** Broadway Street Historic District Non-contributor (historically compatible new construction)

***P2. Location: *a. County:** Sonoma

***c. Address:** 688 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-302-012

***P3a. Description:**

This property is a newly constructed building built in the style of a c. 1890s residential building. As such, it is compatible with historical examples in the neighborhood.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1998; County Assessor

***P7. Owner and Address:**

Robert H. and Pierrette D. Aicher

688 Broadway

Sonoma CA 95476-7000

***P8. Recorded by:**

Jill Hupp

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

DPR 523A (1/95)

***Required information**

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 18

***P1. Resource name(s) or number:** Broadway Street Historic District Contributor

***P2. Location:** *a. County: Sonoma

*c. Address: 698 Broadway St.

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-302-018

***P3a. Description:**

This property is a 1-1/2 story Queen Anne style cottage residence with a raised basement. It has a high-pitched hipped roof with cross gables and a dormer in the west (front) elevation. The building is clad with shiplap siding and has 1/1 double-hung sash windows with plain wooden surrounds. There is a small integral front porch with a wide staircase leading to it that appears to be a later replacement. The prominent front gable features a half-round window; below it are two angled windows with decorative spindle work corner brackets. There is an exterior chimney on the south (side) elevation. The building rests on a city lot landscaped with mature shrubbery, trees, and other vegetation.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**
c.1904-06; County Assessor/OHP
property database

***P7. Owner and Address:**

Rosemarie Indelicato
PO Box 4369
Houston, TX 77210-4369

***P8. Recorded by:**

Jill Hupp
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 3 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

1. Common name: Charles Dal Paggetto
 2. Historic name, if known: Charles Dal Paggetto Home
 3. Street or rural address 698 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
 4. Present owner, if known: Frank Indelicato Address: 698 Broadway
 City: Sonoma ZIP: 95476 Ownership is: Public Private
 5. Present Use: Residence Original Use: Residence
- Other past uses: _____

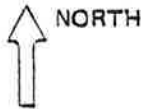
DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This unusual, two-story, raised, well-maintained, modified Queen Anne residence is located on the east side of Broadway at the north corner of France. The house features a multi-roof line. The basic square shape of the house is a high hip roof. At either end is a gable roof. Facing the street, over a diagonal bay window, is a gable roof line with fan-like window insert. Wood steps, rails, turned balustrades, and end posts are at entrance leading to recessed covered front porch. Over porch is a hip roof dormer. Center window of bay has Gothic design window panes in upper window. There are cut-out fan-like brackets at bay and on porch. Raised portion of building appears to have been covered with cement. Exterior is horizontal wood siding. Roof is shingled. On the back is a hip roof covered porch with wood railing and steps.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

UTM (SONOMA QUAD)
 10/547,230/4,238,180
 10/548,210/4,238,070
 10/548,180/4,237,670
 10/547,800/4,237,740



See City Map - Area 11

8. Approximate property size:

Lot size (in feet) Frontage 50
 Depth 235
 or approx. acreage _____

9. Condition: (check one)

- a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:

- a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

13. Date(s) of enclosed photograph(s): April 1978

The following items are for stock uses only.

Exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood

Structure: a. On its original site? b. Moved? c. Unknown?

Year of initial construction: 1905 a. Exact b. Estimated

Architect (if known): _____

Builder (if known): Dal Paggetto (maybe Quitty was the builder)

Attached features: a. Barn b. Garage c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Awnings h. Other i. None

REFERENCE

Briefly state historical and cultural importance, dates, events, and persons associated with the site when known:

The house was completed in April 1905 after an earthquake. It was built by Dal Paggetto, who came to Sonoma in 1898, and came to Sonoma with his family. He was married to a daughter of a local family. He was a barber, insurance & travel agency, pool hall and more. Their 3 children, Alma, Giglia & Charles, refurbished the house about 1934. The house was converted into 2 apartments in 1965.

Only the chimney fell during the earthquake. Dal Paggetto who was born in Italy in 1870, was a young man to join some members of the Prollitti family. They lived here until their death on December 1934. Charles was a barber, insurance & travel agency, pool hall and more. Their 3 children, Alma, Giglia & Charles, refurbished the house about 1934. The house was converted into 2 apartments in 1965.

This is the only building of this style in Sonoma, is situated on a prominent corner on Broadway, the entrance to the City.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Interview: Zolita Bates, January 1978
Newton Dal Paggetto

23. Date form prepared: 1/19/79 By (name): Johanna M. Patri
Address: _____ City Sonoma, CA 95476 ZIP: _____
Phone: 996-6412 Organization: Sonoma League for Historic Preservation

(State Use Only)



Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/TEA HB1) Map Ref. #19

P1. Resource name(s) or number: Broadway Street Historic District Non-contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 702-708 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-352-031

***P3a. Description:**

This is a 1-story L-shaped office building clad with white-painted faux-adobe bricks. In imitation of the nearby Sonoma Mission and other mission-era structures, the building has a covered L-shaped walkway leading to several office spaces under a single, low-pitched L-shaped roof. The central lawn area is lushly landscaped with mature vegetation.

***P3b. Resource Attributes:** HP6 (1-3 story commercial building)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1963; County Assessor

***P7. Owner and Address:**

Bonnie E. Storm
4320 Chiles Pope Valley Rd.
St. Helena, CA 94574-9654

***P8. Recorded by:**

Jill Hupp
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. #20

P1. Resource name(s) or number: Broadway Street Historic District Contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 720 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-352-003

***P3a. Description:**

This property is an unassuming, 1-story cottage residence with a low-pitched cross gable roof. It is clad with horizontal tongue-in-groove siding, which appears to be original. There is a ¾ length porch with a shed roof supported by four spindle work posts. The simple, slatted porch railing appears to be a more modern replacement. The front facing gable features a large bay window with 3 1/1 double hung sash windows and modest recessed-panel trim. The roof is covered with composition roll roofing. The city lot is minimally landscaped.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

c.1890s-1905; County Assessor/OHP property database

***P7. Owner and Address:**

James H. Mehew
658 Napa Rd.
Sonoma, CA 95476-7707

***P8. Recorded by:**

Jill Hupp
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only) Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 5 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

1. Common name: CARBONARO, Vito and Amelia
 2. Historic name, if known: _____
 3. Street or rural address 720 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
 4. Present owner, if known: Amelia Carbonaro Address: 720 Broadway
 City: Sonoma ZIP: 95476 Ownership is: Public Private
 5. Present Use: Residence Original Use: Residence
- Other past uses: _____

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This one story wood frame L shaped cottage has low gable at end and low gable facing street. Compatible with the cottage next door so they both have painted wood ship lap siding. Below front gable is a slanted bay window. There is a covered porch with turned wood posts and railing. There are large trees in the back and shrubs on either side of the front door.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

See City Map Area 13

↑ NORTH

UTM (SONOMA QUAD)
 10/547,560/4,238,570
 10/548,700/4,238,420
 10/548,420/4,236,210
 10/547,300/4,236,340

8. Approximate property size:
 Lot size (in feet) Frontage 50
 Depth 160;
 or approx. acreage _____

9. Condition: (check one)
 a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)
 a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:
 a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other

15. Is the structure: a. On its original site? b. Moved? c. Unknown?

16. Year of initial construction 1905 This date is: a. Factual b. Estimated

17. Architect (if known): _____

18. Builder (if known): _____

19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
Windmill g. Watertower/tankhouse h. Other i. None

IMPORTANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

This home is part of the block in Broadway to Chase that was open land until 1899 and then Blanche Weems subdivided. This home and the one next door are smaller in size than the others in the block. They are less elaborate but are the oldest and represent the 1900 style of cottage. The owner moved from Monterey. They are Italian descent and Mr. Carbonaro had a well-known repair shop in the next block nearer the Plaza. This block of homes is practically unaltered. It's only change was from home to commercial.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
Economic/Industrial d. Exploration/Settlement e. Government f. Military
Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Interview with Mr. Newton Dal Poggetto and Mrs. Carbonaro and Sonoma County Records also.

23. Date form prepared: 1978 By (name): J. Patri, C. DePetris
Address: _____ City Sonoma ZIP: 95476
Phone: 938-0510 Organization: Sonoma League for Historic Preservation

(State Use Only)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 21

P1. Resource name(s) or number: Broadway Street Historic District Contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 730 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-352-004

***P3a. Description:**

This property is a modest 1-story residential building, currently serving as an office. Clad with shiplap siding, it has a side-gable roof covered with composition shingles, and a full-length front porch. The porch is covered by a shed roof supported by 4 plain 4x4 posts, and is enclosed by a solid, shiplap clad railing. There are decorative millwork brackets between each of the porch posts. A 4-light double-hung sash window flanks the centrally placed front door. The building is sited on a city lot with mature landscaping.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**
c. 1897-1910; County Assessor/OHP
property database

***P7. Owner and Address:**

Henry P and Carmel M. Quinn
5181 Grove St.
Sonoma, CA 95476-6082

***P8. Recorded by:**

Jill Hupp
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 4 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

1. Common name: _____
2. Historic name, if known: _____
3. Street or rural address 730 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
4. Present owner, if known: HERMANS, Alice Frances Address: P O Box 277
 City: Sonoma ZIP: 95476 Ownership is: Public Private
5. Present Use: Residence Original Use: Residence
 Other past uses: _____

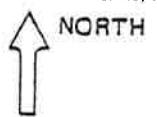
DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This is a one story craftsman cottage. It has wood shiplatch siding, high gabled roofs at end. Covered porch along front has square wood posts. A double hung window of 2 lights is on either side of the front door. Windows have vertical board outside shutters. There is a brick chimney on north end. An extra room is in the back.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

See City Map Area 13.



UTM (SONOMA QUAD)
 10/547,560/4,238,570
 10/548,700/4,238,420
 10/548,420/4,236,210
 10/547,300/4,236,340

8. Approximate property size:

Lot size (in feet) Frontage 50'
 Depth 160';
 or approx. acreage _____

9. Condition: (check one)

- a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
 c. 'Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other _____

12. Threats to site:

- a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other _____

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction 1910 This date is: a. Factual b. Estimated
17. Architect (if known): _____
18. Builder (if known): _____
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

This small but significant craftsman cottage is the second small house in this block of more impressive homes but is one of the first built in the area. Has significance for the historical development of Broadway Street which was open land until 1873 owned by Macster and then sold to Blanche Weems.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

23. Date form prepared: 5/31/78 By (name): Ed Viar / C. De Petris
Address: _____ City: Sonoma ZIP: 95476
Phone: 938-0510 Organization: Sonoma League for Historic Preservation

(State Use Only)



PRIMARY RECORD

Primary # _____
HRI # _____

Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 22

P1. Resource name(s) or number: Broadway Street Historic District (contributor)

***P2. Location:** *a. County: Sonoma

*c. Address: 746 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-352-005

***P3a. Description:**

This building, which was originally a residence and is now used for law offices, is two stories, with side gables and a front-gabled wing on the right side of the façade. There is a shed-roof dormer on the left side of the façade, partially inset to form a balcony above the porch. The ground floor plan is L-shaped, with a recessed porch along a portion of the front and one side. The roof is clad in asphalt composition shingles, while the walls have wide, channel siding with shingle siding in the gables. Craftsman style features include knee-braces in the front gable, projecting purlins at the wide roof overhangs of the side gables, and porch railings and columns of uncoursed fieldstone. The windows are mostly 2/2 wood sash in wood frames. The dormer has a pair of French doors leading to the balcony, and the main entry door has a multi-pane window and a glazed transom. There is also an entrance at the rear of the porch, and a three-part window at the rear of the north wall, with a fixed sash flanked by two double-hung sash.

The house appears to have originally been an upright-and-wing design from the late nineteenth century. The 2/2 windows and door frame with transom are original features. It was extensively remodeled in 1910 to its present, Craftsman appearance.

Most of the porch railing is covered in ivy, and the front yard is landscaped with numerous shrubs and small trees. A wood sign in the front yard, giving the street number and the name of the law firm, is of recent construction.

***P3b. Resource Attributes:** HP2 – single family residence (original); HP6 – commercial (current)

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5b. Photo date:

September 17, 2002
View looking southeast

***P6. Date Constructed/Sources:**
originally 1880s (OHP files)
remodeled in 1910 (assessors records)

***P7. Owner and Address:**
Kenneth & Patricia Taggart
402 4th St. East
Sonoma, CA 95476

***P8. Recorded by:**
Andrew Hope
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**
September 26, 2002

***P10. Survey Type:**
Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)
 Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 4 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

- Common name: McTaggart, McQuaid & Bedford Law Building
- Historic name, if known: _____
- Street or rural address 746 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
- Present owner, if known: McTaggart, Kenneth & Patricia Address: P. O. Box 1268
 City: Sonoma ZIP: 95476 Ownership is: Public Private
- Present Use: Commercial Original Use: Residence
 Other past uses: _____

DESCRIPTION

- Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:
 Is a gable roof wood frame, wood siding, large house. Has extended eaves with pulins and exposed rafters. This is a two-story wood craftsman building features a stone (from the hill & quarry) porch, stone pillars and low stone wall across the front. It is situated on a large lot with surrounding mature trees. Exterior s ship lap siding, with painted wood shingles in gable. The front windows are tall, double hung, with 2 on 2 lights. Front door has small panes and double light transom above. Porch has mansard type roof with parapet on top as balcony. Second floor has French doors onto balcony and there is a pair of French doors onto the porch. There is also a large 3 car garage in the back of the property.

- Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



See City Map - Area 13.

UTM (SONOMA QUAD)
 10/547,560/4,238,570
 10/548,700/4,238,420
 10/548,420/4,236,210
 10/547,300/4,236,340

- Approximate property size:
 Lot size (in feet) Frontage 100
 Depth 178;
 or approx. acreage _____
- Condition: (check one)
 a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence
- Is the feature a. Altered? b. Unaltered?
- Surroundings: (Check more than one if necessary)
 a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other
- Threats to site:
 a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction 1906-1910 This date is: a. Factual b. Estimated
17. Architect (if known): _____
18. Builder (if known): McGillicuddy
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other Three-car garage i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

Until 1899, this was open land and was sold by Frances Wooster to Blanche L. Weems, then was subdivided. The house was probably built between 1906 or 1910. Mr. Allen Bean remembers having moved with his Father and Mother from Stockton to Sonoma in 1919, because of the flu epidemic. The dining room was enlarged. Otherwise, there was no major alteration. Mr and Mrs Kenneth McTaggart bought the house in 1973. Now it is used as a law office.

It is the largest house on the block of France to Chase. It needs more research on the initial construction. It is part of a cluster of homes of significant architectural craftsmanship. Has extremely diversified features of historical significance and is highly visible on Broadway.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Interview with Mrs. McTaggart, Mr. Laurence Tate, Sonoma County Records, Mr. Allen Bean

23. Date form prepared: 31 May '78 By (name): Carla N. DePetris/Ed Weiner
Address: 853 Chase Street City Sonoma ZIP: 95476
Phone: 707-938-5348 Organization: Sonoma League for Historic Preservation

(State Use Only)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 23

P1. Resource name(s) or number: Broadway Street Historic District (contributor)

***P2. Location:** *a. County: Sonoma

*c. Address: 752 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-352-006

***P3a. Description:**

This 1-1/2 story, frame building has front and rear gables, and a recessed porch at the left side of the façade. The roof is clad in asphalt composition shingles, while the walls have horizontal siding on the main floor and shingles in the front gable. The wide gable overhang is supported by projecting purlins. The porch has square columns, with a railing of closely spaced, square balusters. The projecting porch steps have only a simple, 2x4 wood handrail. The windows are mostly 1/1 wood sash in wood frames, while the small window on the façade has a fixed sash with leaded glass. The attic window in the front gable is a three-part window with 1/1 sash in the center, flanked by trapezoidal fixed sash (one of which has been modified to accommodate an air conditioner).

The front yard is landscaped with small shrubs and tress. A wood sign in the front yard, giving the address and the names of the doctors and therapists who occupy the building, is of modern construction.

***P3b. Resource Attributes:** HP2 – single family residence (original); HP6 – commercial, medical offices (present)

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5b. Photo date:

September 17, 2002

View looking northeast

***P6. Date Constructed/Sources:**

1906 (OHP database files)

***P7. Owner and Address:**

QTIP CT
100 Spear St., 10th Floor
San Francisco, CA 94105

***P8. Recorded by:**

Andrew Hope
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

IDENTIFICATION

(State use only)
 Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 4 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

1. Common name: Hirshfield, Andrew H. and Susan Joy
 2. Historic name, if known: _____
 3. Street or rural address: 752 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
 4. Present owner, if known: Hirshfield Address: P.O. Box 417
 City: _____ ZIP: _____ Ownership is: Public Private
 5. Present Use: Commercial/Residence Original Use: Residence
- Other past uses: _____

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:
Craftsman cottage

This two story wood building has shiplatch siding, gabled roof with painted wood shingles. On north side is porch with square wood posts, railing and wood steps. Building features double hung windows with wide wood surrounding sill and a small decorative stained glass window on front. There is a cut stone low rock wall with added rough stone on top.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

See City Map Area 13.



UTM (SONOMA QUAD)
 10/547,560/4,238,570
 10/548,700/4,238,420
 10/548,420/4,236,210
 10/547,300/4,236,340

8. Approximate property size:

Lot size (in feet) Frontage 50
 Depth 284
 or approx. acreage _____

9. Condition: (check one)

a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:

a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other

15. Is the structure: a. On its original site? b. Moved? c. Unknown?

16. Year of initial construction 1906 This date is: a. Factual b. Estimated

17. Architect (if known): _____
18. Builder (if known): Warriner/Father and Son

19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known)

This property was part of open space until 1899 owned by Frances Woost which sold to Blanche L. Weems and subdivided probably in 1900. It was built by Al Warriner. One of the owners was Roy Josephon. Mr. and Mrs. Boyd Miller, sister-in-law of Wedekind, lived there in for a few years. The Hirshfield have their own residence and "Antiques" furniture shop on the first floor since December 1976. They built a dormer on the west side and enlarged the front gable window. Major alteration have occurred

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:
Interview with Mr. Herschfield; Sonoma County Records:

23. Date form prepared: 1978 By (name): Johann. Patri; F. I. Verna; Carla N. De Petri;
Address: 384 Chase Street City: Sonoma ZIP: 95476
Phone: 707-938-5348 Organization: Sonoma League for Historic Preservation
(State Use Only)



Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 24

P1. Resource name(s) or number: Broadway Street Historic District (contributor)

***P2. Location:** *a. County: Sonoma

*c. Address: 762 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-352-007

***P3a. Description:**

This two story, frame building has a hip roof clad in asphalt composition shingles. The roof has boxed eaves and a narrow overhang. The main mass of the house is L-shaped, with a projecting wing at the rear of the north side. A one story, hip-roof porch extends across the façade and along the north side to the face of the projecting wing. Most of the porch has been enclosed, with only the entry area at the right side of the façade remaining open. The walls are clad in horizontal wood siding, with clapboard siding on the lower walls of the porch. The windows are 1/1 wood sash in wood frames, and the front door is mostly glazed, with ten panes. The enclosed porch has nine-pane windows set between square columns. Each column is ornamented with a turned half-column applied to the front. A single, round column supports the roof at the southwest corner of the porch. The projecting steps are of concrete, with a simple, iron railing of modern manufacture.

In the front yard is a wooden sign of recent construction, advertising the business which occupies the building.

***P3b. Resource Attributes:** H2 – single family residence; HP6 – commercial building

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1900 (OHP database files and assessor's records)

***P7. Owner and Address:**

Scott Sherman
762 Broadway
Sonoma, CA 95476

***P8. Recorded by:**

Andrew Hope
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)
Ser _____ Site _____ Mo. 4 Yr. _____
UTM _____ Q _____ NR 4 SHL _____
Lat _____ Lon _____ Era _____ Sig _____
Adm _____ T2 _____ T3 _____ Cat _____ HAB5 _____ HAER _____ Fed _____

IDENTIFICATION

1. Common name: _____
2. Historic name, if known: _____
3. Street or rural address 762 Broadway
City: Sonoma ZIP: 95476 County: Sonoma
4. Present owner, if known: Scott Wm. Sherman Address: P.O. Box 417
City: Sonoma ZIP: 95476 Ownership is: Public Private
5. Present Use: Commercial & Residence Original Use: Commercial & Residence
Other past uses: Residence

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This is a craftsman, hipped roof with irregular floor plan, cottage. There is a covered shed roof porch with small panes in the windows. There are open steps up to the front door. The cottage has horizontal wood siding and detailed windows on the second floor. Horizontal wood siding and barge board on the roof line. Tall trees and shrubs in the front.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



See City Map Area 13.

UTM (SONOMA QUAD)
10/547,560/4,238,570
10/548,700/4,238,420
10/548,420/4,236,210
10/547,300/4,236,340

8. Approximate property size:

Lot size (in feet) Frontage 50
Depth 284
or approx. acreage _____

9. Condition: (check one)

- a. Excellent b. Good c. Fair
d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
c. Densely built-up d. Residential
e. Commercial f. Industrial
g. Other

12. Threats to site:

- a. None known b. Private development
c. Zoning d. Public Works project
e. Vandalism f. Other

NOTE: The following (Items 14-19) are for structures only.

Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other

Is the structure: a. On its original site? b. Moved? c. Unknown?

Year of initial construction 1900 This date is: a. Factual b. Estimated

Architect (if known): _____

Builder (if known): _____

Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

DANCE

Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

This land was owned by Wooster until 1899 and sold to Blanche Weems who then subdivided and sold to individuals. In the 20's and 30's it was 4 unit apartments, then became a residence. Has been remodeled in the inside but the woodwork has been restored by Scott Sherman from October 1975. It is a private residence but Mr. Sherman, an artist, also uses it as a business, "The Framery". There is Nathanson creek flowing through the backyard. It is one of the significant buildings and supports the historical development in this block on Broadway now commercial and residential.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

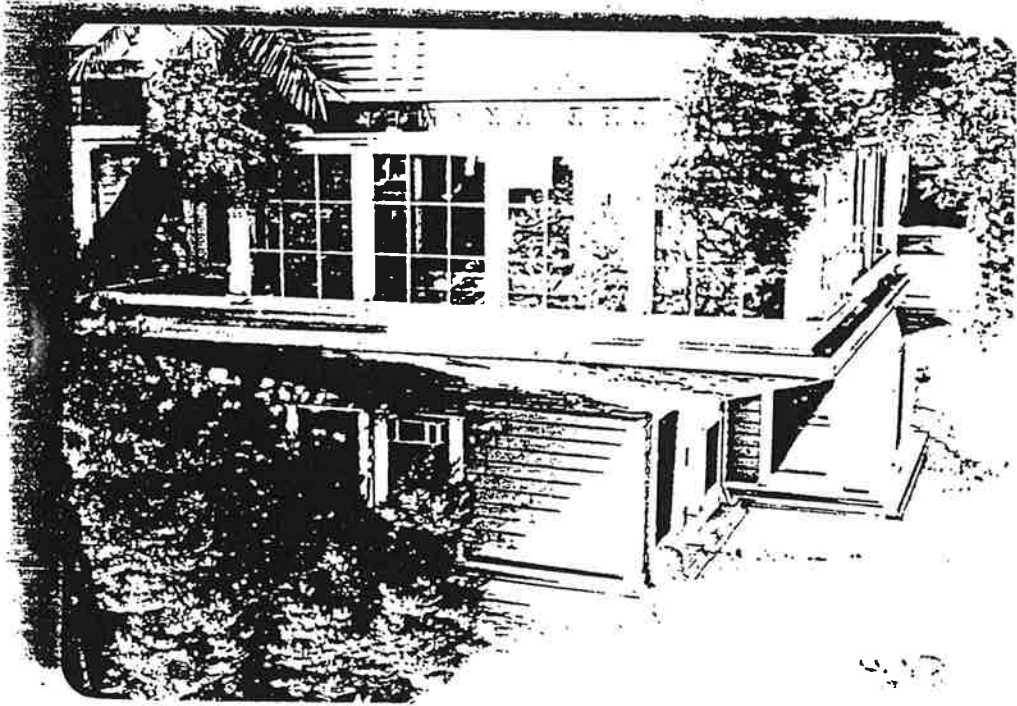
Sonoma County Records and Mr. Scott Wm. Sherman

5/31/78

Ed Viera - C. De Petris

23. Date form prepared: _____ By (name): _____
Address: 384 Chase Street City Sonoma ZIP: 95476
Phone: 938-5348 Organization: Sonoma League for Historic Preservation

(State Use Only)



PRIMARY RECORD

Primary # _____
HRI # _____

Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 25

P1. Resource name(s) or number: Broadway Street Historic District (contributor)

***P2. Location: *a. County:** Sonoma

***c. Address:** 770 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-352-008

***P3a. Description:**

This building is a 1-1/2 story, Queen Anne style cottage of frame construction. The complex form includes end-gables, a projecting front-gabled wing, and a square tower with a flared, pyramidal roof. The roof is clad in wood shingles, and the tower roof is capped by a ball finial. The tower has closely-spaced eave brackets, and there are also ornamental brackets on the front wing and the porch. The exterior walls are clad in horizontal wood siding, with corner boards and other trim boards. The windows are mostly 1/1 wood sash in wood frames. The façade gable has a semi-circular attic window with a decorative muntin pattern, and an ornamental fascia board below the sill. There is an exterior, brick chimney on the north side of the house. The hip-roof porch, which extends across the right side of the façade and continues along the south wall, has turned posts and a railing of closely-spaced, turned balusters. The front entrance has a screen door of Craftsman style design, with the glazed area divided by narrow muntins.

The property is landscaped with shrubs and small trees, and there is a picket fence at the front of the property, adjacent to the sidewalk.

***P3b. Resource Attributes:** HP2 – single family residence (original); HP3 – four-unit residential (current)

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1890 (OHP database files)

1905 (assessor's records)

***P7. Owner and Address:**

Thomas Atwood

P.O. Box 516

Colma, CA 94014

***P8. Recorded by:**

Andrew Hope

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 3 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

- Common name: Weber, Henry M. and Viola E
- Historic name, if known: _____
- Street or rural address: 770 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
- Present owner, if known: Weber, Henry and Viola Address: 178 C. Majorca
 City: Laguna Hills, California ZIP: 92653 Ownership is: Public Private
- Present Use: Residence Original Use: Residence
 Other past uses: Same

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This irregular floor plan cottage has a Queen Anne square bracketed tower, gable roof with fan light under gable. It was built in 1899 and has a covered veranda around the tower. Has sawed decorative posts. Has horizontal boards siding. There are small decorative brachet around the tower and a finial. There are many fine detail from the basement to the roof.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



See City Map Area 13.

UTM (SONOMA QUAD)
 10/547,560/4,238,570
 10/548,700/4,238,420
 10/548,420/4,236,210
 10/547,300/4,236,340

8. Approximate property size:

Lot size (in feet) Frontage 50
 Depth 284
 or approx. acreage _____

9. Condition: (check one)

- a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:

- a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other

15. Is the structure: a. On its original site? b. Moved? c. Unknown?

16. Year of initial construction 1890 This date is: a. Factual b. Estimated

17. Architect (if known): _____

Builder (if known): _____

Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

FINANCE

Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

This land was part of the property and open space of Woorster until 1899. It was sold to Blanche Weems who in turn subdivided the land and sold to individual, probably to Coates or Coster. The Bancraft family lived there for several years when they moved from Glen Oak Farm in Glen Ellen in July of 1917 or 1918. Bancraft moved next door five years later.

It is probably the oldest house on the block and is a unique style and of historical value in the area.

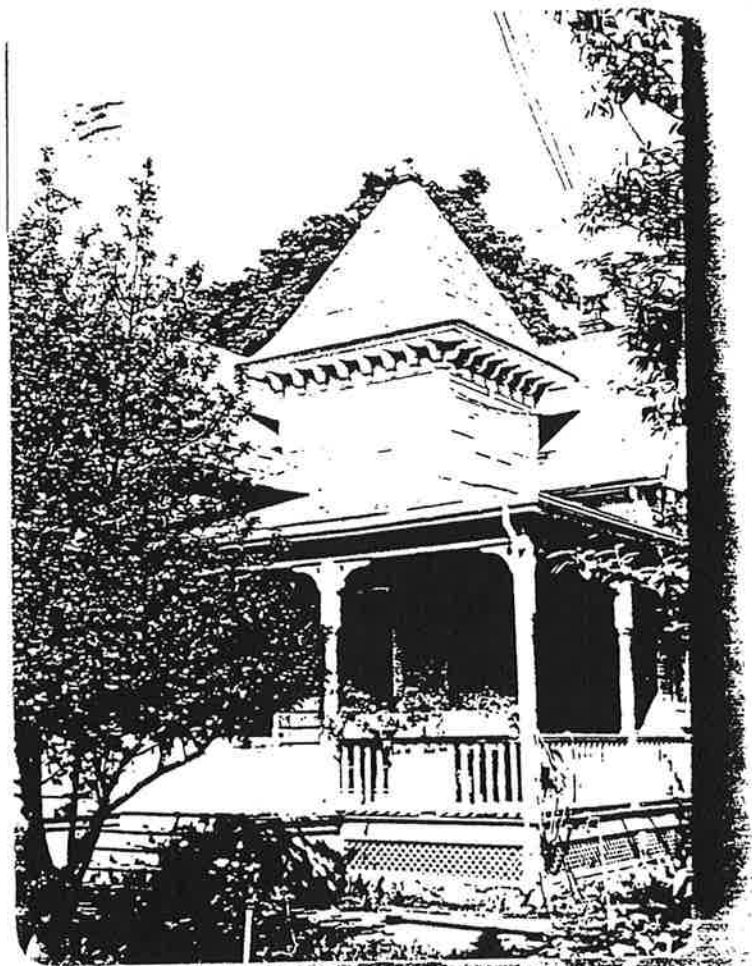
Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

Sources: List books, documents, surveys, personal interviews, and their dates:

Interview with Mr. Bancroft, Mrs. T. Vella, Mr. Newton Del Paggetto, County record in Santa Rosa.

23. Date form prepared: 1978 By (name): Carla N. De Petris
Address: 384 Chase Street City Sonoma ZIP: 95476
Phone: 707-938-5348 Organization: Sonoma League for Historic Preservation

(State Use Only)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 26

P1. Resource name(s) or number: Broadway Street Historic District (contributor)

***P2. Location:** *a. County: Sonoma

*c. Address: 778 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-352-039

***P3a. Description:**

This one story residence has end gables covered in asphalt shingles. The walls are clad in two-ply, false-bevel siding. The windows are 1/1 wood sash in wood frames, with the façade windows set in pairs on either side of the front entrance. The house has a small, gabled front porch with solid side walls. The fronts of these side walls are ornamented with paired half-columns. The porch floor and steps are concrete, and the steps have modern, metal railings. The entrance has a screen door and a main door with a single, rectangular window.

A concrete walk leads to the front entrance and around both sides of the house, and much of the rest of the yard is paved with bricks. There are also small shrubs and a few trees in the front yard.

***P3b. Resource Attributes:** HP2 – single family residence

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1912 (assessor's records)

1910 (OHP database files)

***P7. Owner and Address:**

Desiree Glinden
778 Broadway
Sonoma, CA 95476

***P8. Recorded by:**

Andrew Hope
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)
 Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 4 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm T2 T3 Cat HABS HAER Fed _____

IDENTIFICATION

- Common name: _____
- Historic name, if known: _____
- Street or rural address 778 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
- Present owner, if known: ALLEN, Donald & Sheila R. Address: 778 Broadway
 City: Sonoma ZIP: _____ Ownership is: Public Private
- Present Use: Residence Original Use: Residence
 Other past uses: _____

DESCRIPTION

- Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This one story low, hipped roof cottage has narrow ship-latch siding exterior. It features a center, Greek Revival enclosed entrance way with rounded pilasters. Diamond leaded glass window on sides and concrete steps. Large trees on the sides giving privacy to the house from Broadway.

- Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

See City Map Area 13.



UTM (SONOMA QUAD)
 10/547,560/4,238,570
 10/548,700/4,238,420
 10/548,420/4,236,210
 10/547,300/4,236,340

- Approximate property size: _____
 Lot size (in feet) Frontage 50
 Depth 284
 or approx. acreage _____
- Condition: (check one)
 a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence
- Is the feature a. Altered? b. Unaltered?
- Surroundings: (Check more than one if necessary)
 a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other _____
- Threats to site:
 a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other _____
- Date(s) of enclosed photograph(s): May 1978

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction 1912 This date is: a. Factual b. Estimated
17. Architect (if known): _____
18. Builder (if known): _____
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

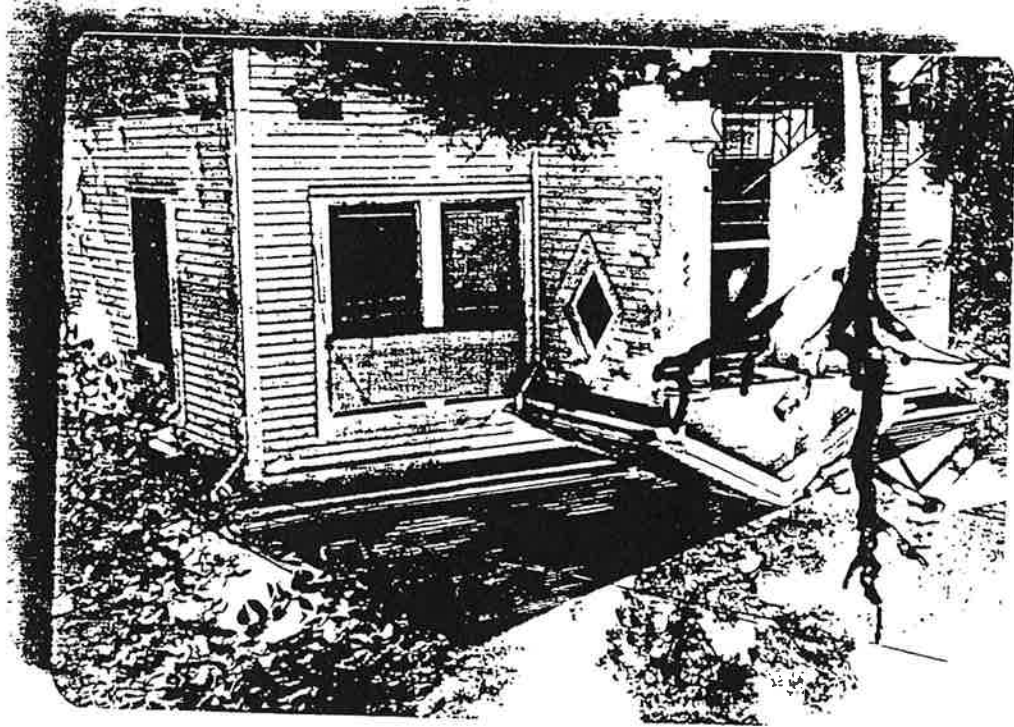
This large parcel from France to Chase on Broadway was open land until 1899. Wooster sold to Blanche Weems who subdivided for individual owner. This house probably is the third house built in the block. It is still neo-classical in style and has nice features in the porch and windows. Has large trees and green edge on the front.

21. Main theme of the historic resource. (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

23. Date form prepared: 5/31/73 By (name): Ed Vierstra/C. De Petris
Address: _____ City: Sonoma ZIP: 95476
Phone: 938-0510 Organization: Sonoma League for Historic Preservation

(State Use Only)



Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 27

P1. Resource name(s) or number: Broadway Street Historic District (contributor)

***P2. Location:** *a. County: Sonoma

*c. Address: 786 Broadway Street

City: Sonoma

Zip: 95476

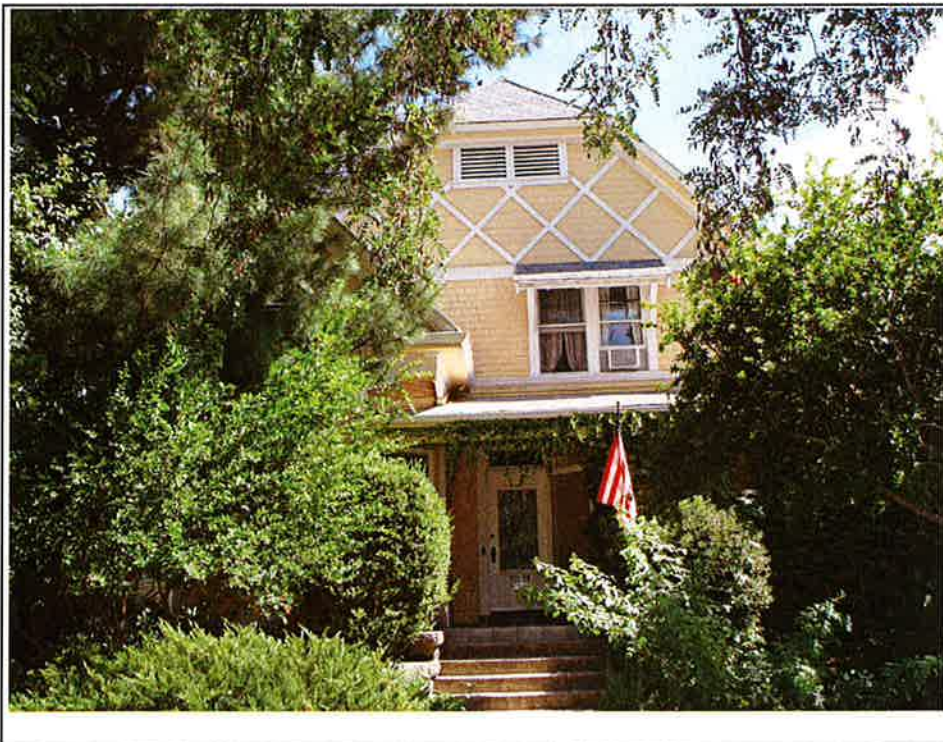
*e. Assessor's Parcel Number: 018-352-043

***P3a. Description:**

This frame building is two stories plus an attic, with a gambrel roof. The main roof has a clipped gable at the front, and there is a 1-1/2 story, front-gabled wing on the left side of the façade. This projecting wing has a steeply pitched roof, with boxed eaves and Colonial Revival style cornice returns. The main gable has a louvered, attic vent beneath the eave, and decorative boards forming a diamond pattern over the horizontal wood siding. The walls of the second floor are clad in wood shingles, while the first floor walls have clapboard or false-bevel siding. The windows are 1/1 wood sash in wood frames. A small, pent roof shades the paired windows on the second floor of the façade. There is a hip-roof porch on the right side of the façade, with concrete steps. Much of the house is shrouded by mature vegetation.

***P3b. Resource Attributes:** HP2 – single family residence (original); HP6 – bed & breakfast inn (present)

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1907 (OHP database files)

***P7. Owner and Address:**

Michael & Diane Woods

790 Broadway Street

Sonoma, CA 95476

***P8. Recorded by:**

Andrew Hope

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ G _____ VR 3 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HAAS _____ HAER _____ Fed _____

IDENTIFICATION

- Common name: Bancroft, Ernest and Nellie (Flower Shop)
- Historic name, if known: _____
- Street or rural address 786 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
- Present owner, if known: Bancroft, Ernest and Nellie Address: P.O. Box 386
 City: Sonoma ZIP: _____ Ownership is: Public Private
- Present Use: Commerical and residence Original Use: Residence
 Other past uses: _____

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This large two story Queen Anne-stick composit has clipped gabled with crossed stick wood applied trim above and paenled shingle below. North side is gabled roof facing street with broken pediment and slanted bay below and crossed stick wood applied trim. There is a small window in gable. Large gable has pair of window with added slanted hood. There is front and side ashlar rock porch that has recently been enclosed to accomodate flower shop. There is an extended roof over drive way probably added later. Exterior is overlapped wood siding.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

See City Map Area 13.



UTM (SONOMA QUAD)
 10/547,560/4,238,570
 10/548,700/4,238,420
 10/548,420/4,236,210
 10/547,300/4,236,340

8. Approximate property size:

Lot size (in feet) Frontage 100
 Depth 284
 or approx. acreage _____

9. Condition: (check one)

- a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:

- a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
 f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction _____ This date is: a. Factual b. Estimated
17. Architect (if known): _____
18. Builder (if known): Warriner/Father and Son
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
 f. Windmill g. Watertower/tankhouse h. Other Creek i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known).
 The Bancrofts came to live in Sonoma from Glen Oak Farm in Glen Elie in 1917 or 1918 July, and lived at 770 Broadway until he bought this House from Campbell. Mr. Bancraft senior had the office for R.R. Exp in a small building on Broadway close to the Freiberg Drug Store. They also owned the barn on Chase were they used to keep the Model Ford car. In 1928 a fire destroyed the top of the gable and it was reconstructed, There is Nathanson Creek running in the back yard. It is one of the most historical and significant on the corner of Broadway and Chase.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
 c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
 g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Mrs. Bancroft; Mr. Laurence Tate
County of Sonoma

23. Date form prepared: 1978 By (name): Carla N. De Petris
 Address: 384 Chase Street City Sonoma ZIP: 95476
 Phone: 707-938-5348 Organization: Sonoma League for Historic Preservation

(State Use Only)



Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 28

P1. Resource name(s) or number: Broadway Street Historic District (non-contributor)

***P2. Location: *a. County:** Sonoma

***c. Address:** 790 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-352-044

***P3a. Description:**

This small building is one story, with an end-gabled roof and a full-width front porch. The roof is clad in wood shingles, and there is a small cupola in the center with louvered vents on all four sides. The cupola is topped by a metal weathervane. The exterior walls are clad in wide, horizontal wood siding. The porch is at the same level as the ground, and the porch roof is supported by plain, square posts. Across the front eave of the porch is a decorative band of scalloped, vertical boards. The porch railing consists of closely-spaced, wood slats between the top and bottom rails. The porch railing consists of closely-spaced, wood slats between the top and bottom rails. The front entrance has a plain, solid door flanked by wall-mounted porch lights. To the right of the door is a large, fixed-sash window, with false muntins behind the glass. Solid, decorative shutters flank the wood window frame.

A curving, concrete path leads to the front porch, while most of the yard consists of ornamental plantings. There is also a lamppost in the front yard, with a hanging sign attached, advertising the bed & breakfast.

***P3b. Resource Attributes:** HP2 – Single family residence (original); HP6 – Bed & breakfast inn (current)

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5b. Photo date:

September 17, 2002
View looking southeast

***P6. Date Constructed/Sources:**
1965 (assessors records)

***P7. Owner and Address:**
Michael & Diane Woods
790 Broadway Street
Sonoma, CA 95476

***P8. Recorded by:**
Andrew Hope
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**
September 26, 2002

***P10. Survey Type:**
Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 29

P1. Resource name(s) or number: Broadway Street Historic District (non-contributor)

***P2. Location: *a. County:** Sonoma

***c. Address:** 800 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-412-028

***P3a. Description:**

This building is one story, ranch style house which has been converted to an office. The low-pitch roof is clad in wood shingles, with a horizontal projection across the façade. The exterior walls are stucco, with brick on the façade wall of the recessed entrance. There are also low planters along the façade, of matching brick. The front entrance has paired doors, with a 15-panel, solid door on the left and a 15-lite, glazed door on the right. There are also French doors on the façade, on both sides of the entrance.

A concrete walk leads to the main entrance, and most of the remaining yard area consists of low plantings, with a few trees.

***P3b. Resource Attributes:** HP2 – single family residence (original); HP6 – commercial (current)

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5b. Photo date:

September 17, 2002
View looking east

***P6. Date Constructed/Sources:**
1978 (assessor's records)

***P7. Owner and Address:**
John Romero
1060 Fourth Street, Suite B
Santa Rosa, CA 95404

***P8. Recorded by:**
Andrew Hope
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**
September 26, 2002

***P10. Survey Type:**
Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 30

P1. Resource name(s) or number: Broadway Street Historic District (contributor)

***P2. Location: *a. County:** Sonoma

***c. Address:** 822 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-412-006

***P3a. Description:**

This building is a 1-1/2 story, Craftsman bungalow which has been converted to an office. The wide, front gable has knee braces supporting the roof overhang, and the walls are clad in wood shingles which appear to have been applied in recent years, as they do not show much weathering. The front entrance was probably a porch originally, which has been enclosed. There is a small, shed-roof bay on the left side of the façade. The first floor fenestration is all modern, although the small attic window in the gable is probably original. The projecting front steps are of concrete, with metal pipe handrails.

A concrete walk leads to the front entrance, with the remainder of the front yard covered with low plantings. There are also two large trees in the front yard. A wood sign of modern construction advertises the business housed in the building.

***P3b. Resource Attributes:** HP2 – single family residence (original); HP6 – commercial (present)

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1912 (assessor's records)

***P7. Owner and Address:**

Thomas and Kathleen Anderson

424 Denmark Street

Sonoma, CA 95476

***P8. Recorded by:**

Andrew Hope

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 3 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm T2 T3 Cat HABS HAER Fed _____

IDENTIFICATION

- Common name: _____
- Historic name, if known: William and Jessie M. Ryan
- Street or rural address 822 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
- Present owner, if known: _____ Address: _____
 City: Sonoma ZIP: 95476 Ownership is: Public Private
- Present Use: Residence Original Use: Residence
 Other past uses: _____

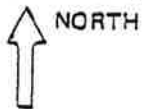
DESCRIPTION

- Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

One-half story shingle style house, all original interior with interior doors with beveled glass panel. This is a large gable roof cottage. Has overhang with barge and purlins. The windows and doors have multi-panes glass. There are shed hooding over large windows and door, obviously added later.

- Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

See City Map Area 13.



UTM (SONOMA QUAD)
 10/547,560/4,238,570
 10/548,700/4,238,420
 10/548,420/4,236,210
 10/547,300/4,236,340

- Approximate property size:
 Lot size (in feet) Frontage 52
 Depth 300;
 or approx. acreage _____
- Condition: (check one)
 a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence
- Is the feature a. Altered? b. Unaltered?
- Surroundings: (Check more than one if necessary)
 a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other _____
- Threats to site:
 a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other _____

NOTE: The following (Items 14-19) are for structures only.

Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other

Is the structure: a. On its original site? b. Moved? c. Unknown?

Year of initial construction 1917 This date is: a. Factual b. Estimated

Architect (if known): _____

Builder (if known): Shaw

Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)

Windmill g. Watertower/tankhouse h. Other i. None

ANCE

State historical and/or architectural importance (include dates, events, and persons associated with the site when known):

This is one of the oldest buildings in the block between Chase and MacArthur. It is well kept and the last owner was a sheriff in Sonoma. The land around that block was subdivided in 1900 from Mrs. Weems and sold by parcel to individual owners. The architectural style of this building is a fine representative of "builder bungalow". Most notable details are the windows and doors, exposed brick. The integrity of the house is intact and is extremely significant to maintaining the historical significance in this block.

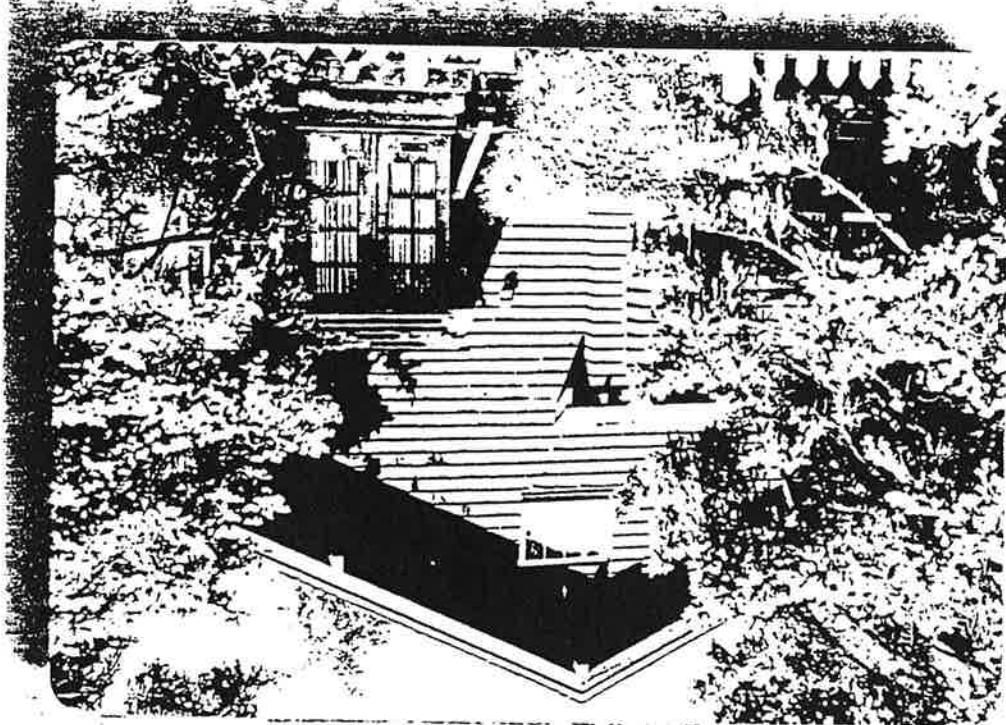
21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Interview with Mrs. Bancroft, Mr. Henri Maysonnave and Mrs. Vella.

23. Date form prepared: May 31, 1978 by (name): Carla De Petris
Address: 384 Chase City Sonoma ZIP: 95476
Phone: 938-5348 Organization: Sonoma League for Historic Preservation

(State Use Only)



Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 31

P1. Resource name(s) or number: Broadway Street Historic District (contributor)

***P2. Location: *a. County:** Sonoma

***c. Address:** 830 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-412-031

***P3a. Description:**

This one story residence has end gables, with an octagonal, hip-roof projecting wing on the front. There is an exterior, brick chimney on the south wall, as well as a brick chimney extending from the roof ridge at the center of the building. On the left side of the façade is an attached garage at the rear of the building, and there is a small, recessed porch on the right side. The exterior walls are clad in horizontal wood siding with corner boards, and the windows are 1/1 wood sash in wood frames.

There are shrubs and a young tree adjacent to the building façade, while the rest of the yard is grass, with a driveway to the garage and a curving, concrete walkway to the front porch.

***P3b. Resource Attributes:** HP2 – single family residence

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5b. Photo date:

September 17, 2002
View looking east

***P6. Date Constructed/Sources:**
1939 (assessor's records)

***P7. Owner and Address:**
William & Mildred Tynan
3573 Mariposa Court
Napa, CA 94558

***P8. Recorded by:**
Andrew Hope
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**
September 26, 2002

***P10. Survey Type:**
Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 5 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

1. Common name: TYNAN, Lester and Katherine
2. Historic name, if known: _____
3. Street or rural address 830 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
4. Present owner, if known: Tynan, L and K Address: 830 Broadway
 City: Sonoma ZIP: 95476 Ownership is: Public Private
5. Present Use: Residence Original Use: Residence
 Other past uses: _____

DESCRIPTION

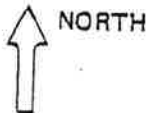
6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

Craftsman, hipped roof, cottage. Built in 1939 by Tynan, has a slanted bay window with double hung glass with trim. There is a trellis in wood on either side of the front door porch. The large front window has multi-panes. There are two brick chimneys, one in the middle and the other on the gable side.

Green edge in front. Large trees at the back.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

See City Map Area 13.



UTM (SONOMA QUAD)
 10/547,560/4,238,570
 10/548,700/4,238,420
 10/548,420/4,236,210
 10/547,300/4,236,340

8. Approximate property size:

Lot size (in feet) Frontage 45
 Depth 300;
 or approx. acreage _____

9. Condition: (check one)

- a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature: a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:

- a. None known b. Private development
 c. Zoning d. Public Works project

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction 1939 This date is: a. Factual b. Estimated
17. Architect (if known): _____
18. Builder (if known): Tynan
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

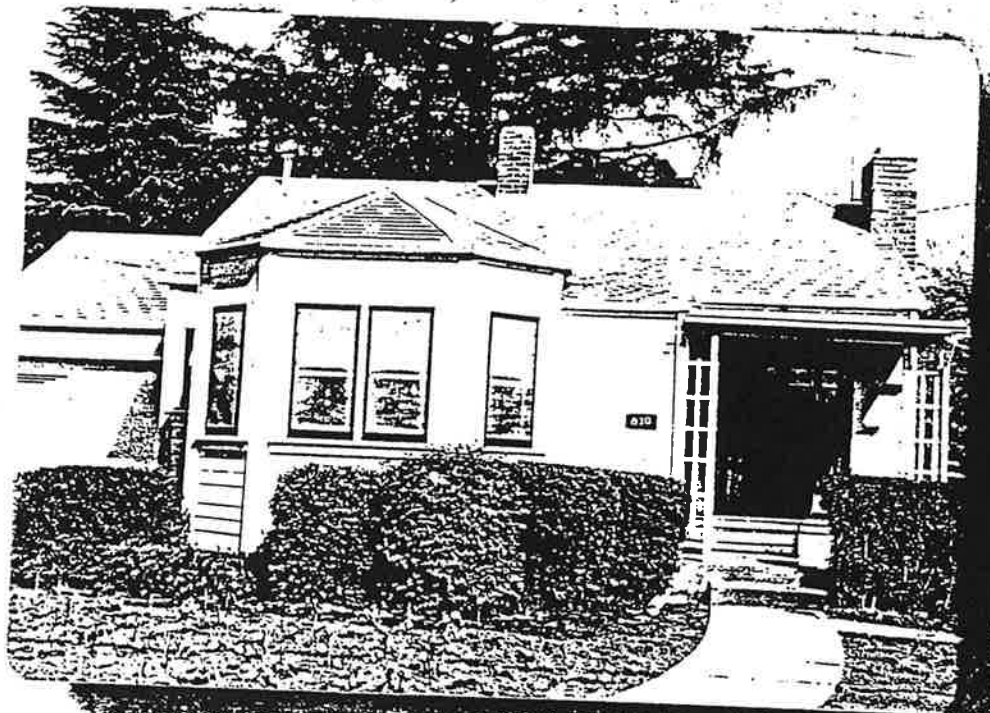
Is a fine example of a small cottage with large slanted bay window.
Is in the middle of older homes and bungalow style.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

23. Date form prepared: May 31, 1978 By (name): Carla De Petris
Address: _____ City Sonoma ZIP: 95476
Phone: 938-0510 Organization: Sonoma League for Historic Preservation

(State Use Only)



Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 37

P1. Resource name(s) or number: Broadway Street Historic District (Contributor)

***P2. Location: *a. County:** Sonoma

***c. Address:** 853 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-411-020

***P3a. Description:**

The house at 853 Broadway Street was built between 1900 and 1910 in the Pyramidal Bungalow style. Its pyramid form is created by a steep pitched hip roof, with a minimal ridge running front to rear, and boxed eaves that are set on walls surrounding a square floor plan. A full hipped porch lines the front of the house with turned posts and baluster railings.. The façade of the house is symmetrical with a central door flanked by a pair of double hung wood sash windows in 6/1-light configuration. Wide weatherboard siding sheathes the walls.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002
View looking west

***P6. Date Constructed/Sources:**

1900/1910 (Office of Historic Preservation)

***P7. Owner and Address:**

Richard Carcione
43 Marin Avenue
Sausalito, CA 94965

***P8. Recorded by:**

Andrea Galvin / Janice Calpo
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 38

P1. Resource name(s) or number: Broadway Street Historic District (Contributor)

***P2. Location: *a. County:** Sonoma

***c. Address:** 843 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-411-013

***P3a. Description:**

The house at 843 Broadway Street was built around 1910 in the Pyramidal Bungalow style. Although the house appears pyramidal in form looking directly at its front elevation, the house is larger than the typical pyramidal-type, and extends depth-wise into the lot with two ridged hipped roof elements. The roof is steep in pitch and has boxed eaves. A recessed porch is located at the front right corner of the house and is supported by a single square porch post. Simple open railing lines the porch. Walls of the house are sheathed in horizontal drop siding. A multiple-light square picture window is located at the front and double hung wood sash windows are found around the building.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002
View looking west

***P6. Date Constructed/Sources:**
Ca. 1910

***P7. Owner and Address:**
Robert L. & Debbie K. Withrow
75 Andrieux Street
Sonoma, CA 95476

***P8. Recorded by:**
Andrea Galvin / Janice Calpo
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**
September 26, 2002

***P10. Survey Type:**
Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 39

***P1. Resource name(s) or number:** Broadway Street Historic District (Contributor)

***P2. Location: *a. County:** Sonoma

***c. Address:** 835 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-411-022

***P3a. Description:**

The house at 835 Broadway Street was built in 1906 in the Pyramidal Bungalow style. Its pyramid form is created by a moderate pitched hip roof with boxed eaves over a square floor plan. A full hipped porch lines the front of the house and has turned posts to support it. The front façade is symmetrical with a central door flanked on the left side by a double hung wood sash window and on the right side by a larger fixed window with small multiple lights lining the top. Walls of the house are sheathed in horizontal drop siding.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

1906 (Assessor Records)

***P7. Owner and Address:**

Tyrannosaurus Ventures LLC

P.O. Box 1309

Sonoma, CA 95476

***P8. Recorded by:**

Andrea Galvin / Janice Calpo

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)
 Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 4 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HAB5 _____ HAER _____ Fed _____

IDENTIFICATION

- Common name: Unknown
- Historic name, if known: Un known
- Street or rural address: 853 Broadway, 843 Broadway, 835 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
853: John & Rita Shine 7850 Sonoma Mt. Rd.
 4. Present owner, if known: 843: Walteen Whitaker * Address: 843 Broadway
Glen Ellen 95442
 City: Sonoma ZIP: 95476 Ownership is: Public Private
- Present Use: Offices, antique store Original Use: Residences
 Other past uses: _____

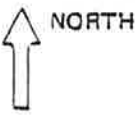
*835: John & Sherrie DuBois, P.O.Box 328, Sonoma, Ca. 95476

DESCRIPTION

- Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

These 3 hip roof square buildings, located on the west side of Broadway, south of the Plaza, were originally built as residences and have been converted to office and commercial use. The south building (853) is a high peaked hip roof with a hip roof covered porch with turned posts across front and wood railing and wood steps. The pair of double hung windows on either side of the door have 6 lights over 1. The door is new, but the building is unaltered. The middle building (843) has a double hip roof with recessed porch with entrance on side, wood steps, and probably a new window of small horizontal panes on the front. The north building (835) has a shed roof porch, turned wood posts and the wood railing & steps have been replaced with brick. The front door with glass pane is original as are windows. Exterior finish is horizontal wood

- Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



- Approximate property size: siding.
 Lot size (in feet) Frontage 150
 Depth 245
 or approx. acreage _____

- Condition: (check one)
 a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

- Is the feature a. Altered? b. Unaltered?

- Surroundings: (Check more than one if necessary)
 a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

- Threats to site:
 a. None known b. Private developoment
 c. Zoning d. Public Works project
 e. Vandalism f. Other

- Date(s) of enclosed photograph(s) Feb. 1979

See City Map Area 12

UTM (SONOMA QUAD)
 10/545,700/4,238,580
 10/547,540/4,238,340
 10/547,300/4,236,340
 10/546,180/4,236,520

NOTE: The following (Items 14-19) are for structures only.

Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other

Is the structure: a. On its original site? b. Moved? c. Unknown?

Year of initial construction @1900 This date is: a. Factual b. Estimated

Architect (if known): _____

Builder (if known): _____

Attached features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
Windmill g. Watertower/tankhouse h. Other i. None

CE

State historical and/or architectural importance (include dates, events, and persons associated with the site when known):

The building on the south (left #853) was the home of George Britenb and a harness and bicycle shop on E. Napa St. next to Glendale Saving ilding in the middle (#843) was the home of the Everhardts. Henri avis family lived here at one time. The building to the north #835) was the Manuel home, Mr. Manuel was a blacksmith.

These three buildings, each representing a variation of the single ip roof cottage, originally residences, have been put to com- uses. They are the last in a two block row of historic buildings ay, the entrance to the City of Sonoma, and they greatly contribu- tance of this entrance.

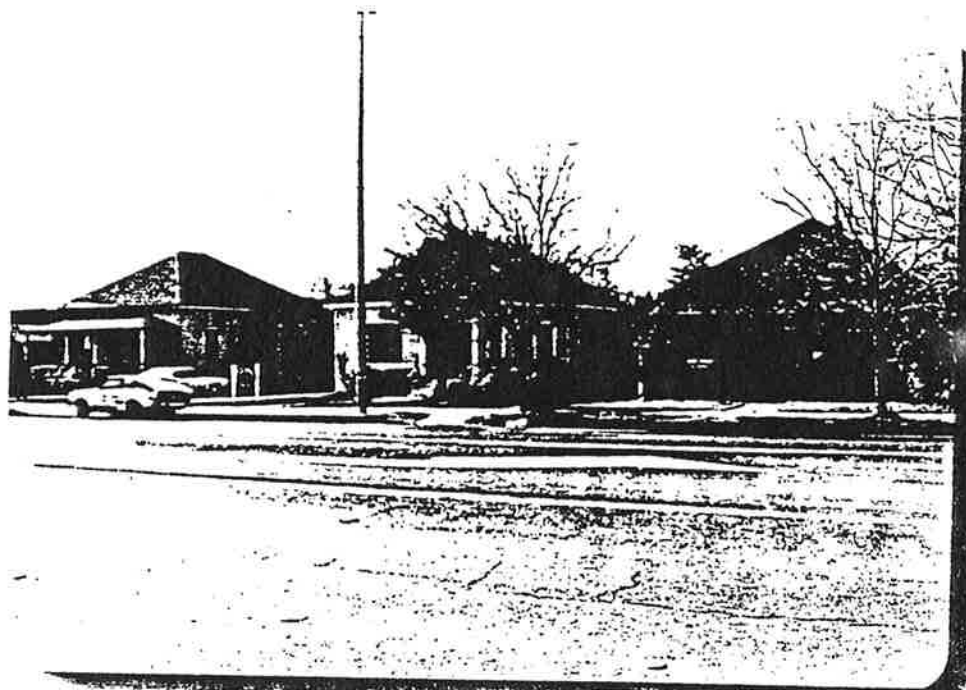
21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Reuben Woodworth, Feb. 1979

23. Date form prepared: 2/19/79 By (name): Johanna Patri
Address: 621 Napa Rd. City Sonoma ZIP: 95476
Phone: 996-6412 Organization: Sonoma League for Hist. Pres.

(State Use Only)



Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 40

P1. Resource name(s) or number: Broadway Street Historic District (Contributor)

***P2. Location: *a. County:** Sonoma

***c. Address:** 827 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-411-004

***P3a. Description:**

The house at 827 Broadway Street was built in 1948 in a simplified Colonial Revival style. It is a 1½ story symmetrical structure with a small central gabled entry porch flanked by single windows and a dormer hipped dormer above. The overall roof shape is a Jerkinhead-type gable with the truncated gable ends at each side. The windows appear to be fixed vinyl sash replacements. Narrow beveled lapped siding sheathes the walls.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002
View looking west

***P6. Date Constructed/Sources:**
1948 (Assessor Records)

***P7. Owner and Address:**
Penney K. Magrane
225 Hoffman Avenue
San Francisco, CA 94114

***P8. Recorded by:**
Andrea Galvin / Janice Calpo
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**
September 26, 2002

***P10. Survey Type:**
Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

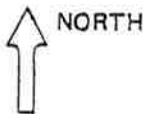
1. Common name: Glaister Residence
2. Historic name, if known: Glaister Residence
3. Street or rural address 827 Broadway
 City Sonoma ZIP: 95476 County: Sonoma
4. Present owner, if known: _____ Address: 827 Broadway
 City: Sonoma ZIP: 95476 Ownership is: Public Private
5. Present Use: Residence Original Use: Residence
 Other past uses: _____

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This large two story clip roof residence is located on the west side of Broadway, south of the Plaza. The building features a clip roof on either end and a hip roof dormer facing the street. The classic style entrance features a two column gabled roof portico with cornice, pediment and round columns. The wood paneled door has a small vertical side light. On either side of the entrance is a hip roof projection with a double hung window of one light over one.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



See City Map Area 12

UTM (SONOMA QUAD)
 10/545,700/4,238,580
 10/547,540/4,238,340
 10/547,300/4,236,340
 10/546,180/4,236,520

8. Approximate property size:

Lot size (in feet) Frontage 50
 Depth 245
 or approx. acreage _____

9. Condition: (check one)

- a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:

- a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction @ 1900 This date is: a. Factual b. Estimated
17. Architect (if known): _____
18. Builder (if known): _____
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known)

Skelton Glaister is believed to have been the original owner. He was a partner with Gottenberg in a grocery store at 521 Broadway. The Glaister family had a ranch south of Napa Rd. near the Huichica School District, shown in the Atlas of 1877 (it was 238 acres). Blanch Glaister married D.R. Wagoner and lived at the south west corner of Broadway and Andrieux (home now demolished). About 1936 Miss Aguilon owned it.

This well kept home with its varied roof lines built before 1910, is the only one of its style in Sonoma and is one of the more impressive residences left on a block of buildings originally built as homes and now being adapted for commercial use.

21. Main theme of the historic resource: (Check only one) a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Reuben Woodworth, Feb. 1979

23. Date form prepared: 2/19/79 By (name): Johanna Patri
Address: 621 Napa Rd. City Sonoma ZIP 95476
Phone: 996-6412 Organization: Sonoma League for Hist. Pres.

(State Use Only)



Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) **Map Ref. # 41**

P1. Resource name(s) or number: Broadway Street Historic District (Historically compatible new construction)

***P2. Location: *a. County:** Sonoma

***c. Address:** 819/823 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-411-024

***P3a. Description:**

The house at 819/823 Broadway Street was built in 1989. It is a two story wood frame structure with a multiple-tiered hip roof and was built in a style that is compatible with the historic neighborhood.

***P3b. Resource Attributes:** HP3 (Multiple family property)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002
View looking west

***P6. Date Constructed/Sources:**

1989 (Assessor Records)

***P7. Owner and Address:**

John G. Cofer
1790 Denmark Street
Sonoma, CA 95476

***P8. Recorded by:**

Andrea Galvin / Janice Calpo
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 42

P1. Resource name(s) or number: Broadway Street Historic District (Contributor)

***P2. Location:** *a. County: Sonoma

*c. Address: 809 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-411-002

***P3a. Description:**

The building at 809 Broadway Street was built in 1909. It is a two story wood frame structure, rectangular in plan, with a front gable medium pitch roof that has deep-set return cornice eaves. The return eaves are the only stylized detail of the building that gives it a classical influence. A full hipped porch lines the front of the building and is supported by squared columns tied in to turned baluster railings. Three-part beveled lapped siding sheathes the walls. Double hung windows line all sides of the building, some with the original double hung wood sash and some with replacement vinyl sash. Windows at the front lower story are the original multiple light upper sash with lambs tongues over a large single pane.

***P3b. Resource Attributes:** HP6 (1-3 story commercial building)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

1909 (Assessor Records)

***P7. Owner and Address:**

Maria Biasetto
P.O. Box 2223
Sonoma, CA 95476

***P8. Recorded by:**

Andrea Galvin / Janice Calpo
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

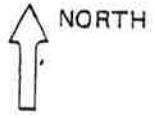
1. Common name: Murphy Residence
 2. Historic name, if known: None known
 3. Street or rural address: 809 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
 4. Present owner, if known: Frank and Monica Wrobel Address: 809 Broadway
 City: Sonoma ZIP: 95476 Ownership is: Public Private
 5. Present Use: _____ Original Use: _____
 Other past uses: _____

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This Greek Revival two story home is situated on the west side of Broadway, south of the Plaza. The gabled roof line with cornice and broken pediment has a more recently added plain board inside the cornice. Under peak is louvred vent. Across the front is a hip roof covered wood porch with square wood columns. Windows are double hung. Front door has glass panel. Exterior is narrow horizontal wood siding.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



See City Map Area 12
 UTM (SONOMA QUAD)
 10/545,700/4,238,580
 10/547,540/4,238,340
 10/547,300/4,236,340
 10/546,180/4,236,520

8. Approximate property size:
 Lot size (in feet) Frontage 50
 Depth 120
 or approx. acreage _____

9. Condition: (check one)
 a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)
 a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:
 a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction @1900 This date is: a. Factual b. Estimated
17. Architect (if known): _____
18. Builder (if known): May have been Ralph Murphy
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

May have been built by Ralph Murphy for his mother and his sister Florence Murphy. The house, which has been altered with a panel under the gabled roof line, nevertheless is significant in a two block row of historic buildings south of Broadway and is the only style of this type in the area.

21. (Check only one): a. Architecture b. Arts & Leisure
c. Exploration/Settlement d. Government e. Military
f. Social Education

22. List books, documents, surveys, personal interviews, and their dates:

Laurence Tate, Feb. 1979
Reuben Woodworth, Feb. 1979

By (name): Johanna Patri
City Sonoma ZIP 95476
Address: 851 Napa Rd.
Phone: 996-6412 Organization: Sonoma League for Hist. Pres.

(State Use Only)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) **Map Ref. # 43**

P1. Resource name(s) or number: Broadway Street Historic District (Historically compatible new construction)

***P2. Location: *a. County:** Sonoma

***c. Address:** 801 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-411-018

***P3a. Description:**

The house at 801 Broadway Street was built in 1990 as a one story residence that is compatible in style with the historic area. The house is rectangular in plan with a front gabled roof and moderate eave returns that reflecting the prominent cornice eave returns of the larger building next door at 809 Broadway Street.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002
View looking west

***P6. Date Constructed/Sources:**
1990 (Assessor Records)

***P7. Owner and Address:**
Maria J. Biassetto
801 Broadway
Sonoma, CA 94476

***P8. Recorded by:**
Andrea Galvin / Janice Calpo
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**
September 26, 2002

***P10. Survey Type:**
Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) **Map Ref. # 44**

P1. Resource name(s) or number: Broadway Street Historic District (Historically compatible new construction)

***P2. Location: *a. County:** Sonoma

***c. Address:** 793 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-351-009

***P3a. Description:**

The office building at 793 Broadway Street was built in the 1990s as a two story shingled structure that is compatible in style with the surrounding historic area. The building has multiple rooflines with hipped and gabled forms.

***P3b. Resource Attributes:** HP6 (1-3 story commercial building)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

Ca. 1990s

***P7. Owner and Address:**

Remo N. & Johanna M. Patri
584 1st St. E.
Sonoma, CA 95476

***P8. Recorded by:**

Andrea Galvin / Janice Calpo
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 45

P1. Resource name(s) or number: Broadway Street Historic District (Contributor)

***P2. Location:** *a. County: Sonoma

*c. Address: 783 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-351-008

***P3a. Description:**

The house at 783 Broadway Street was built between 1880 and 1925 in a simple front gabled style with a rectangular floor plan. A full hipped front porch is supported by round columns with scrolled brackets. Decorative vergeboards line the porch eaves, fish scale shingles line the gable end, and wide horizontal wood drop siding sheathes the walls. Large double hung wood sash windows are located at the front of the house.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002
View looking west

***P6. Date Constructed/Sources:**

1925/1880 (Office of Historic Preservation)

***P7. Owner and Address:**

Margaret Wickett
P.O. Box 1428
Sonoma, CA 95476

***P8. Recorded by:**

Andrea Galvin / Janice Calpo
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 46

***P1. Resource name(s) or number:** Broadway Street Historic District (Contributor)

***P2. Location: *a. County:** Sonoma

***c. Address:** 779 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-351-007

***P3a. Description:**

The house at 779 Broadway Street was built in 1911 in the Pyramidal Bungalow style. Its pyramid form is created by a steep pitched hip roof, with a minimal ridge running front to rear, and boxed eaves over a square floor plan. A partial hipped porch lines the front of the house and has been enclosed with a later alteration. The front façade of the house (under the enclosed porch alteration) is symmetrical with a central door flanked by a double hung wood sash window at each side. Wide wooden drop siding sheathes the walls.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**
1911 (Assessor Records)

***P7. Owner and Address:**
Loring R. Brown
779 Broadway
Sonoma, CA 95476

***P8. Recorded by:**
Andrea Galvin / Janice Calpo
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**
September 26, 2002

***P10. Survey Type:**
Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) **Map Ref. # 47**

P1. Resource name(s) or number: Broadway Street Historic District- Contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 771 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-351-023

***P3a. Description:**

This one-story single family residence sits mid-block on the west side of Broadway Street on a medium sized lot that is compatible to the neighborhood. It has a consistent setback with adjacent houses, with a side driveway that leads to a detached single car garage in the rear. This house has a simple form in the Craftsman Bungalow Style. It is surrounded by manicured landscaping and a brick walkway leading to the front door. It is a timber framed building that sits on a concrete foundation. This symmetrical box-shaped house has a moderately-pitched pyramid roof with a front-gabled secondary roof over the porch. The roof is covered in composition shingles, has open eaves that are supported by decorated chamfered brackets. There is a louvered attic vent under the front gable. The front porch is supported by Craftsman posts sitting on battered wood columns and piers. Three concrete steps lead to the main entry door which is located under the porch on the right wall. The windows are large, wood cased double hung sash with 1/1 lights. They have large wood window surrounds and the front two windows have shutters attached to the outside of the surround. (The shutters are not hung properly, nor are they compatible historical features to the house.)

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

1920

Assessor's Records

***P7. Owner and Address:**

SBS Investments LLC

866 Virginia CT

Sonoma CA 95476-7172

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

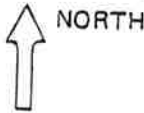
- Common name: None known
- Historic name, if known: None known
- Street or rural address 783, 779, 771 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
- Present owner, if known: _____ Address: _____
 City: Sonoma ZIP: 95476 Ownership is: Public Private
- Present Use: Residence Original Use: Residence
 Other past uses: _____

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

These three well-maintained single story residences, located in a row, on the west side of Broadway, south of Andrieux, are excellent examples and reminders of three distinctly different styles of architecture, prevalent in Sonoma, in a neighborhood cluster. Though different in style they are extremely compatible because of their scale, their height, their street setback and their exterior finish. The left (783) furthest south building is a gabled roof residence featuring a covered porch across the front, the middle (779) is a hip roof with a porch partially across the front. The right (771) and northern building is a newer hip roof version of a California bungalow featuring a gabled roof covered porch & wood siding. All 3 are still residences in a neighborhood turning commercial.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



See City Map, Area 12

UTM (SONOMA QUAD)
 10/545,700/4,238,580
 10/547,540/4,238,340
 10/547,300/4,236,340
 10/546,180/4,236,520

- Approximate property size:
 Lot size (in feet) Frontage 145
 Depth 240
 or approx. acreage _____
- Condition: (check one)
 a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence
- Is the feature a. Altered? b. Unaltered?
- Surroundings: (Check more than one if necessary)
 a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other _____
- Threats to site:
 a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other _____

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other

15. Is the structure: a. On its original site? b. Moved? c. Unknown?

16. Year of initial construction 1910 This date is: a. Factual b. Estimated

17. Architect (if known): 1925

18. Builder (if known): _____

19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

20. SIGNIFICANCE

Describe historical and/or architectural importance (include dates, events, and persons associated with the site when known):

Eva Dressel, 771 Broadway, a piano teacher; one of the original owners. The Dressel family had a winery on the east side of Sonoma.

Francis Abele, 779 Broadway, one of the original owners.

Valenti, 783 Broadway, mayor of Sonoma in 1936, one of the owners.

three well maintained structures, representing three distinct architectural styles, are part of a row of historic buildings on the westside of Broadway, the entrance to the City.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

23. Date form prepared: 2/8/79 By (name): Johanna M. Patri
Address: 621 Napa Rd. City Sonoma ZIP: 95471
Phone: 996-6412 Organization: Sonoma League for Historic Pres.

(State Use Only)



Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 48

P1. Resource name(s) or number: Broadway Street Historic District- Non- contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 763 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-351-014

***P3a. Description:**

This house was originally constructed in the late 1930s as a single-family residence. It currently is being used as a dentist's office. It sits mid-block on the west side of Broadway Street on a medium sized lot with a setback that is compatible to the district. There is a very abundant flower garden in front and a side driveway that leads to a paved parking lot in the rear. This building is a simple box shaped single-story cottage with a full-width one story front porch under the principal roof. The roof has a low-pitched side gable, is covered in wood shingles, and has clipped eaves. The porch consists of a concrete slab with one step and has plain wood posts supporting the roof. Originally this building had a smooth-coat stucco siding with narrow deco-styled window surrounds. There are three tall, narrow windows on the front façade and one door. They are symmetrically spaced with two windows to the left of the door and one to the right. The windows on the front façade have been replaced with double-paned vinyl windows with fake mutins. The other three elevations on the building still have the original siding and wood double-hung windows that date to the 1930s. The house appears to have undergone a remodel in the 1970s to include elements on the front façade to replicate a southwestern pueblo building. These elements include the application of a heavy modeled stucco finish, large heavy wood window surrounds and a paneled front door that is currently painted turquoise. This house is not a contributor to the Broadway Street Historic District.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking East

***P6. Date Constructed/Sources:**

1937

Assessor's Records

***P7. Owner and Address:**

De Vincenzi Donald Mark

Beckman Kristin

763 Broadway

Sonoma CA 95476

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Photograph Record Other

DPR 523A (1/95)

***Required informatio**

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 49

P1. Resource name(s) or number: Broadway Street Historic District- Contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 755 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-351-015

***P3a. Description:**

755 Broadway Street sits mid-block on the west side of Broadway Street on a large lot with a setback that is compatible to the district. It has mature landscaping to include two large palm trees in its front yard. It has a side driveway that leads to the back of the house, but it does not appear to have a garage associated with the building. This 1 ½ story building was originally constructed in 1910 as a single-family residence but is currently being used as an architect's office. It is a complex building in a minimally decorated Queen Ann style. The house consists of two main bays; one large section under a pyramid roof to form a wing and one upright section with a pedimented front gable in the front left section of the building. The roof is covered in composition shingles and has boxed eaves. There is a small pedimented dormer on the pyramid roof with a louvered attic vent. There is also a secondary roof that covers a wrap around porch. The building is a timber-framed structure with a high basement. The siding is made of wood, with horizontal channel siding and 4" corner trim and frieze board. The windows are very tall and narrow single-hung sash, with a 4" wood surrounds. The front upright section has a pair of these windows while there are four windows under the porch that form a curved wall that wraps around the pyramid section of the house. The porch is supported by turned narrow columns with a stylized geometric low railing. The main entry door is covered by a wood screen that is compatible to the style of the house.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

1910

Assessor's Records

***P7. Owner and Address:**

Conforti, Victor L & Katherine C.
755 Broadway, Sonoma CA 95476-7010

***P8. Recorded by:**

Andrea Galvin
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

DPR 523A (1/95)

***Required information**

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 3 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HAB5 _____ HAER _____ Fed _____

IDENTIFICATION

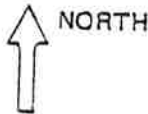
1. Common name: McElroy Home
 2. Historic name, if known: McElroy Home
 3. Street or rural address 755 Broadway
 City: Sonoma ZIP 95476 County: Sonoma
 4. Present owner, if known: Victor Conforti Address: 755 Broadway
 City: Sonoma ZIP: 96476 Ownership is: Public Private
 5. Present Use: Offices Original Use: Residence
- Other past uses: Rest home

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This beautifully maintained, large, single story building, now used as a professional office building, is situated on the west side of Sonoma, south of Andriuex. The buildings outstanding features are its varied roof line and covered front porch and recessed entrance. The main structure has a hip roof with a gabled roof dormer and a projecting gabled roof wing facing street at south end. Gabled roof has cornice, continued pediment with over-scaled dentils and fish scale shingles under the peak. Exterior is horizontal wood siding.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



See City Map, Area 12

UTM (SONOMA QUAD)
 10/545,700/4,238,580
 10/547,540/4,238,340
 10/547,300/4,236,340
 10/546,180/4,236,520

8. Approximate property size:

Lot size (in feet) Frontage 55
 Depth 130
 or approx. acreage _____

9. Condition: (check one)

- a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:

- a. None known b. Private development
 c. Zoning d. Public Works project

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction @ 1910 This date is: a. Factual b. Estimated
17. Architect (if known): _____
18. Builder (if known): _____
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known)
This house was built for the McElroy family who had been ranchers. According to the Sonoma Atlas of 1898 William McElroy had been at that time a resident of Sonoma Valley for 37 years. He had 45 acres south of Sonoma on what is now Watmaugh Road where the Wedekinds now live. Here he raised grapes, fruits, and nuts. This beautifully restored, unaltered residence, now used for professional offices, has a unique roof line and is one of a group of three large outstanding, unaltered historic buildings on the west side of Broadway, south of the Plaza.

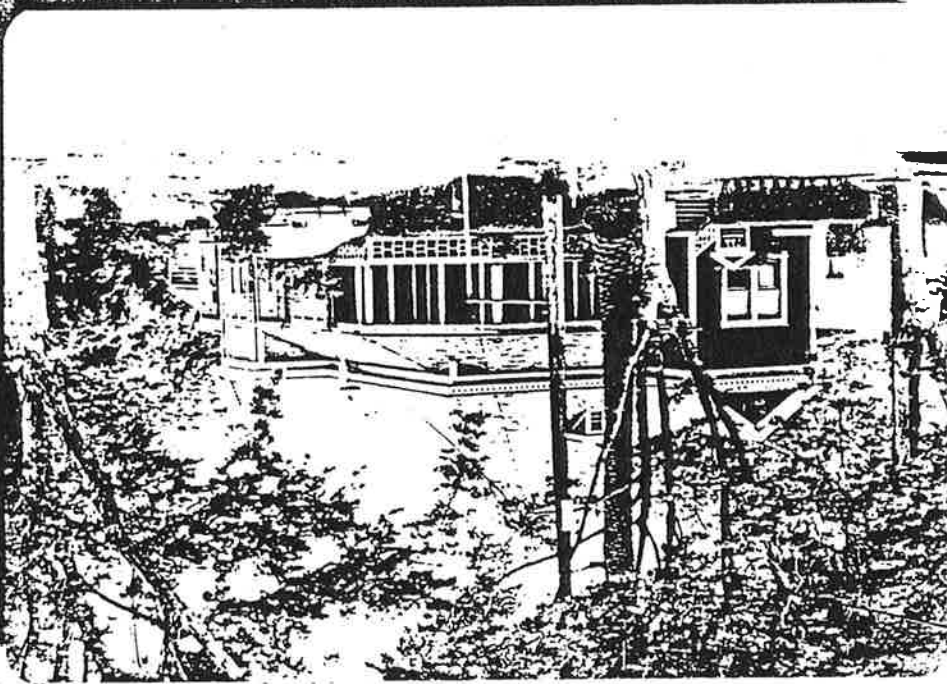
21. Main theme of the historic resource: (Check only one) a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Sonoma County Atlas, 1898
Laurence Tate, interview Jan. 1979

23. Date form prepared: 2/9/79 By (name): J.M. Patri
Address: 621 Napa Rd. City: Sonoma ZIP: 95476
Phone: 996-6412 Organization: S.L.H.P.

(State Use Only)



Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 50

P1. Resource name(s) or number: Broadway Street Historic District- Contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 735 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-351-018

***P3a. Description:**

This building sits mid block on the west side of Broadway Street on a large lot with a setback that is consistent to the district. It is a two story single-family residence built in a minimally decorated Queen Anne style with a few Prairie style influences. It is a timber-framed building with a high basement made of a brick foundation with wood horizontal false beveled siding. The footprint of the building forms an "L", with one large section under a pyramid roof with an upright wing toward the front left which is also under a smaller pyramid roof. There is also a pent roof over the partial front porch that takes up the space of the inner "L". The roofs are each moderately pitched, but have exaggerated eaves with large overhangs, boxed eaves and chamfered brackets. There is a very wide frieze band under the eaves and also separating the first and second floors. The upright section of the "L" is separated into two parts, with the first floor (half-octagonal in form) distinguished from the top floor (square) by clipping the corners in a 45 degree angle. The top section of the upright has a band of three, tall and narrow wood cased single light double hung windows, while the first floor has five windows- one on each side of the half-octagon. The porch is supported by turned narrow columns and has a solid brick half wall. Most of the rest of the windows are the same as the 1/1 double hung windows on the upright section, with one oval window under the front porch.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking West

***P6. Date Constructed/Sources:**

1909- Assessor's Records

1900- OHP Database

***P7. Owner and Address:**

Mathison, Robert A & Nanci B.

18968 Sweet William CT

Sonoma CA 95476-8950

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)
 Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

1. Common name: Goodman Home
2. Historic name, if known: Goodman Home
3. Street or rural address 735 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
4. Present owner, if known: Lee De Koker Address: 735 Broadway
 City: Sonoma ZIP: 95476 Ownership is: , Public Private
5. Present Use: Apts, Shop Original Use: Boarding House
 Other past uses: _____

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This large, raised two story over-hanging hip roof Classic Box, is located on the west side of Broadway, south of Andrieux. It features the west side of Broadway, south of Andrieux. It features a hip roof porch on the north corner facing street with round wood posts. The top floor features 3 double hung windows 1 light over 1 and below it is a broad, diagonal bay each with narrow double hung window, 1 light over 1. The original front door has a glass pane and a light transom over it. Exterior is horizontal wood siding.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



See City Map Area 12

UTM (SONOMA QUAD)
 10/545,700/4,238,580
 10/547,540/4,238,340
 10/547,300/4,236,340
 10/546,180/4,236,520

8. Approximate property size:
 Lot size (in feet) Frontage 100
 Depth 123
 or approx. acreage _____
9. Condition: (check one)
 a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence
10. Is the feature a. Altered? b. Unaltered?
11. Surroundings: (Check more than one if necessary)
 a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other
12. Threats to site:
 a. None known b. Private development
 c. Zoning d. Public Works project

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction @1900 This date is: a. Factual b. Estimated
17. Architect (if known): _____
18. Builder (if known): _____
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

The Goodmans originally lived around Schellville and built this house as a Boarding House, primarily used by school teachers. Miss Goodman and her mother ran the Boarding House when Miss Goodman died it was sold, and ran as a rooming house. There are now apartments upstairs, living quarters and a shop downstairs.

This large, two story, unaltered building, the only building of its style in Sonoma, is the middle of three outstanding prominent buildings, each a different architectural style located on Broadway.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Solita Bates, Jan. 1979
Laurence Tate, Feb. 1979

Form prepared: 2/9/79 By (name): J.M. Patri
621 Napa Rd. City: Sonoma
949-5412 Organization: S.L.H.P. ZIP: 95476

(State Use Only)



Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 51

P1. Resource name(s) or number: Broadway Street Historic District- Contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 725 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-351-025

***P3a. Description:**

This two-story building was constructed in 1905 in the Victorian style with a few Stick and Moorish influences. It was originally constructed as a single-family residence, but is currently being used as an insurance office. This building sits mid-block on the west side of Broadway Street on a large lot with a set-back that is consistent with the district. It has formal landscaping and a wide walkway that leads to the main entry. This house is complex in form with many unusual stylistic features. Although these features are non-characteristic of the era and appear to be alterations, they are original as designed (according to personal interview with Newton Dal Pagetto, local resident for over 80 years.) The house is timber framed with horizontal beveled siding. The windows are wood cased with mostly single lights, although there are some multi-light windows and French -style doors. The house primarily has a steeply-pitched side gable roof with a large exaggerated dormer section on the right side with a bay window below and a balcony above. Some of the stylistic features include large overhangs, the use of arches in the design (including a pierced verge board creating a large arch over a set of French doors that lead to a balcony over the bay window.) A secondary balcony is formed within the slope of the main gable and a dormer type protrusion is carved out of the roof in a pointed arch form. This too has a set of French doors leading to a small landing that is formed within the slope of the roof. The main entry door has a large arched surround with two half-arch side lights and a fixed transom light above.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking West

***P6. Date Constructed/Sources:**

1905

Assessor's Records

***P7. Owner and Address:**

Patri Remo N. & Johanna M
621 Napa Rd., Sonoma CA 95476-7706

***P8. Recorded by:**

Andrea Galvin
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State area only)
 Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ C _____ NR 3 SPL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

1. Common name: Stofen House
2. Historic name, if known: Stofen House
3. Street or rural address 725,727,729 Broadway
 City: Sonoma ZIP: 95476 County: Sonoma
4. Present owner, if known: Remo N. & Johanna M. Patri Address: 621 Napa Rd.
 City: Sonoma ZIP: 95476 Ownership is: Public Private
5. Present Use: Offices Original Use: Residence
 Other past uses: _____

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This unique two story building situated on Vallejo Lot #91 is the closest example of Eastern Stick Style architecture in Sonoma. Its asymmetrical composition features many high pitched gabled roofs. The building has a rough cut stone foundation and stone wainscoting on the front side. The south end roof overhangs to cover the arched front entrance with door and side windows having many small panes. On the south end projecting a large open veranda with large square wood rafters. The north end features a flat roof, glass enclosed sunporch which at one time may have been an open veranda. The front features an oversize gabled roof with over sized purlins, corner posts and struts. Below a second floor balcony under the gabled roof is a projecting bay window with unusual center window with arched wood trim and small upper panes. Side windows are double hung 6 over 1 light; siding is wood clapboard.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



8. Approximate property size:

Lot size (in feet) Frontage 90
 Depth 243
 or approx. acreage _____

9. Condition: (check one)
 a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence
10. Is the feature a. Altered? b. Unaltered?
11. Surroundings: (Check more than one if necessary)
 a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other
12. Threats to site:
 a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

See City Map - Area 12

UTM (SONOMA QUAD)
 10/545,700/4,238,580
 10/547,540/4,238,340
 10/547,300/4,236,340
 10/546,180/4,236,520

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other

15. Is the structure: a. On its original site? b. Moved? c. Unknown?

16. Year of initial construction @1905 This date is: a. Factual b. Estimated

17. Architect (if known): _____

18. Builder (if known): Capt. Peter N. Stofen

19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/cankhouse h. Other i. None

20. SIGNIFICANCE

20. Briefly state historical and/or architectural importance (dates, events, and persons associated with the site when known):

This elegant home was built by Capt. Stofen. According to the Sonoma County Records the property was purchased by Dora M. Stofen from Blanche Wagner in 1904. The house is believed to have been built shortly thereafter. Meta Stofen acquired the property on February 24, 1923. Capt. Peter N. Stofen with his brother John J. Stofen came to the Embarcadero or St. Louis, now known as Schellville in 1853. They established Stofen's Landing on Sonoma Creek & became actively engaged in Sonoma Valley & San Francisco. In 1874 they built the "Sonoma", a stage connected the 8' beam, 3' draft, 170 tons register vessel, 13" d and 5' stroke. The advent of the steamship by Peter Donahue, put the "Sonoma" out of business. Later the Stofen brothers were again asked to engage in the shipping of fruit. Capt. J. Stofen built the "Alice Stofen". Capt. P.N. Stofen built the "Gazelle" which later won 10 consecutive races of the "Master Mariner's Assoc." until she was barred from racing. Meta Stofen was appointed Postmistress of Sonoma on March 8, 1923.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education *Dorothea A Stofen 1883-1885 Peter N. Stofen 1836-1910*

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Saga of Sonoma, article Meta Stofen
History of Sonoma County, California 1879

23. Date form prepared: 12/29/78 By (name): Johanna M. Patri
Address: 621 Napa Rd. City Sonoma ZIP 95476
Phone: 996-6412 Organization: Sonoma League for Historic Preservation

(State Use Only)



PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 52

P1. Resource name(s) or number: Broadway Street Historic District- Non Contributor

***P2. Location:** *a. County: Sonoma

*c. Address: 711 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-351-021

***P3a. Description:**

711 Broadway Street sits on a corner lot on the west side of Broadway on a large lot that is not compatible to the district. This building is a non-contributing element to the district. This building was originally constructed in the late 1960s as a gas station, to include space for the movement of automobiles. It is currently a floral shop. It is a one-story masonry building with a Spanish clay tile roof and a large canopy over the old pump islands. There are open eaves, brackets, and a smaller pent type roof over the main entry and large picture windows. The main entry door consists of a pair of commercial style doors with glazed fronts and the windows appear to be cased in wood but have one large single pane. There is very little ornamentation on this building but it appears to have been designed in the neo-Spanish colonial style.

***P3b. Resource Attributes:** HP 6 (1-3 story commercial)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

1967

Assessor's Records

***P7. Owner and Address:**

SBS Investments LLC

866 Virginia CT

Sonoma CA 95476-7172

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 53

P1. Resource name(s) or number: Broadway Street Historic District- Non Contributor

***P2. Location: *a. County:** Sonoma

***c. Address:** 691 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-303-022

***P3a. Description:**

This building is located on a corner lot on the west side of Broadway on a medium sized lot with a setback that is compatible to the district. It was originally constructed in the late 19th century as a single family residence but is currently being used as a restaurant. This building is not a contributor to the district as it has undergone many alterations that have changed the appearance from its 19th century design. It is a two-story building with three steeply-pitched front gables. The footprint of the building forms a "U" shape with one large gable in the rear and two smaller gabled wings in the front. The original porch was formed between the two front wings, but has been filled in to form a lobby for the restaurant. It is a timber-framed building with horizontal wood siding. Most of the windows have been altered and include large picture windows of various sizes and shapes. The main entry door is a pair of paneled wood doors. The front yard is heavily landscaped and there is a business sign in the front yard. Although a non-contributor to the district, the size, scale, materials, roofline and setback are all consistent to the district such that it does not detract negatively from the whole.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

1870

Assessor's Records

***P7. Owner and Address:**

Stewart Peter & Kirsten

2933 Cavedale RD

Glen Ellen CA 95442-9700

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 4 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

- Common name: Au Relais Restaurant
- Historic name, if known: George Clark Residence
- Street or rural address: 691 Broadway
 City: Sonoma, CA ZIP: 95476 County: Sonoma
- Present owner, if known: Harold & Dorothy Marsden Address: 691 Broadway
 City: Sonoma ZIP: 95476 Ownership is: Public Private
- Present Use: Restaurant Original Use: Residence
 Other past uses: Mortuary

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This two-story, large, gabled roof building is situated on the west side of Broadway on the north corner of Andrieux. Once a prominent residence, then a mortuary, it has been converted into a restaurant. There was once a covered porch across the front which has been extensively remodeled and closed for an entrance and bar. The intact, outstanding feature of the house is the high center gable roof with a gabled roof wing on either side. Below peaks are lowered vents. Exterior is horizontal siding. The back has been extensively remodeled. The building is surrounded by well-maintained gardens. Stationary shutter panels have been added.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



See City Map Area 11

UTM (SONOMA QUAD)
 10/547,230/4,238,180
 10/548,210/4,238,070
 10/548,180/4,237,670
 10/547,800/4,237,740

8. Approximate property size:

Lot size (in feet) Frontage 72
 Depth 243
 or approx. acreage _____

9. Condition: (check one)

- a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:

- a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood f. Other

15. Is the structure: a. On its original site? b. Moved? c. Unknown?

16. Year of initial construction @1870 This date is: a. Factual b. Estimated

17. Architect (if known):

18. Builder (if known): George Clark

19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s) f. Windmill g. Watertower/tankhouse h. Other i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

Built @1870 by George Clark (father of Zoe Clark; born in 1894; later married to Henry Frederick Bates) for his family. George Clark was the first mortician in Sonoma. He first had his shop on First Street East across from the Baptist Church. He made tombstones at 530 Broadway. He and later his son operated the funeral service until Henry Bates became the funeral director @1900. After she was widowed, Mrs. Clark lived here until she sold it to Granville Harris. Henry F. Bates bought it back in 1914 for his family where Miss Zolita Bates, local retired school teacher, grew up. Zolita Bates and her sister owned it and the property next door at 681 Broadway when they sold to Weyerhauser. Henry Bates had a mortuary there. The family rented the building to Mr. Evans of Bates & Evans and then rented to Mr. Fehrensen of Bates, Evans & Fehrensen, Funeral Directors.

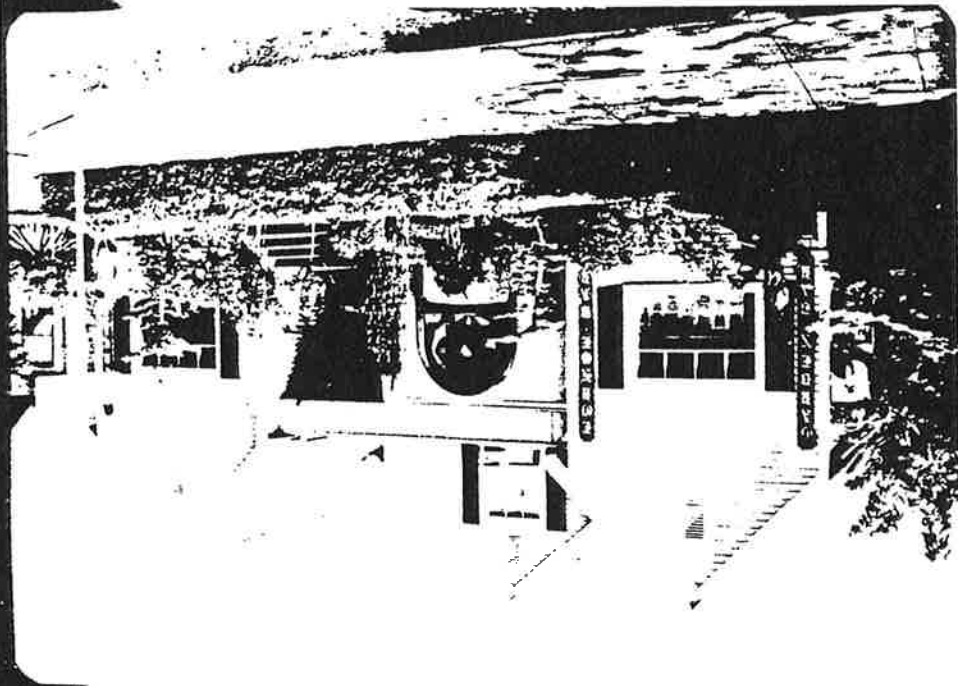
Once a handsome residence, this building, situated on a prominent corner in Sonoma, converted into a restaurant. It has been extensively remodeled but still retains its three gabled roof lines.

21. What is the building's historical or architectural significance? a. Architecture b. Arts & Leisure c. Education d. Industry e. Government f. Military

22. Sources used to obtain information: _____ and their dates: _____

Interview: Zolita Bates, _____

23. Data form prepared: 1/17/79 by _____
Address: 611 Napa Road, Sonoma, CA ZIP: 95476
Phone: 996-6412
Sonoma Historic Preservation League



Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 54

P1. Resource name(s) or number: Broadway Street Historic District- Contributor

***P2. Location:** *a. County: Sonoma

*c. Address: 681 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-303-021

***P3a. Description:**

This building sits mid block on the west side of Broadway Street on a medium sized lot with a setback that is compatible to the district. This building was constructed as a single-family residence and is currently being used as a Bed 'n Breakfast. It is a 1 ½ story building in the Victorian style with multi-intersecting moderately-pitched gables. The main form is an Upright and Wing with a partial front porch. It is of timber framed construction with horizontal wood siding and wood cased 1/1 double hung windows. The main entry door is a glazed and paneled stile and rail door with a wide plain wood surround. The Upright section of the house has decorated shingling under its gable and the corners of the room have been clipped in a 45-degree angle to replicate a bay style window. The front porch is supported by turned posts with Victorian style carved brackets and decorative millwork. The yard is heavily landscaped and there is a wide concrete walk leading to the main entry. There is no driveway or garage associated with this building.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

1889- Assessor's Records

1870- OHP Database

***P7. Owner and Address:**

Magliulo, Maryilyn L

691 Broadway

Sonoma CA 95476-7015

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

HISTORIC RESOURCES INVENTORY

(State use only)

Ser _____ Site _____ Mo. _____ Yr. _____
 UTM _____ Q _____ NR 3 SHL _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____

IDENTIFICATION

1. Common name: Taylor's of Sonoma
 2. Historic name, if known: Henry Bates Home
 3. Street or rural address 681 Broadway
 City: Sonoma, Ca. ZIP: 95476 County: Sonoma
 4. Present owner, if known: Harold & Dorothe Marsden Address: 691 Broadway
 City: Sonoma ZIP: 95476 Ownership is: Public Private
 5. Present Use: Shop Original Use: Residence
- Other past uses: _____

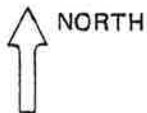
DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This charming, single story, modified Queen Anne residence, situated on the west side of Broadway is still very much in its original condition. The multi-plane roof line features a hip roof with a gabled peak. Behind is a high gabled roof line and in front over diagonal bay window is a gabled roof with cornice. The north end has a gabled roof. There is a shed roof covering front porch on north side. Porch has turned wood posts, with cut-out wood brackets.

Original recessed wood paneled front door has glass pane in top half. There is a light transom above door. Brick chimney is in center gable. In gables are fish scale shingles. Windows are double-hung one light over one.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



See City Map - Area 11

UTM (SONOMA QUAD)
 10/547,230/4,238,180
 10/548,210/4,238,070
 10/548,180/4,237,670
 10/547,800/4,237,740

8. Approximate property size:

Lot size (in feet) Frontage 48
 Depth 243;
 or approx. acreage _____.

9. Condition: (check one)

- a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

10. Is the feature a. Altered? b. Unaltered?

11. Surroundings: (Check more than one if necessary)

- a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

12. Threats to site:

- a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

The following items 14-17 are for structures only.

Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
Other

Location of the structure: a. On its original site? b. Moved? c. Unknown?

Year of initial construction: 1879 This date is: a. Accurate b. Estimated

Architect (if known): _____

Builder (if known): George Clark

Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tank tower h. Other Informal Gardens i. None

DESCRIPTION

Briefly state historical and/or architectural significance, dates, events, and persons associated with the site when known:

This house was built by George Clark for his family who later
was then owned by Fred Clark, his son (Zoe Clark's
married. When Fred Clark moved away Henry Bates and
Bates moved in. Their daughter Zolita Bates and her
descended the house. It was rented out until they sold it

very much in its original condition
in style because of its varied
tantly to the history and sense of
Sonoma.

He died in 1932.

first "funeral home" in Sonoma.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Interview: Zolita Bates, January 1979.

23. Date form prepared: 1/17/79 By (name): Johanna Patri
Address: _____ City Sonoma, Ca. ZIP: 95476
Phone: 996-6412 Organization: Sonoma Historic Preservation League

(State Use Only)



PRIMARY RECORD

Primary # _____
HRI # _____

Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 55

P1. Resource name(s) or number: Broadway Street Historic District- Non-Contributor

***P2. Location:** *a. County: Sonoma

*c. Address: 669 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-303-002

***P3a. Description:**

This building is a single story commercial building that was constructed in the late 1970s. There is no particular architectural style associated with this building. This building is a non-contributing element to the historic district. The building plan is a "U" shape with a flat roof and pent style roof covering a walkway within the inner courtyard area. The building is sectioned into several office buildings and there are no particular architectural elements to this building. The siding appears to be stucco over a timber frame. The windows and doors are all metal frames with single lights. The roofing material is of modern asphalt shingles. A roughly laid, uncoursed stone garden wall encloses the inner courtyard. There is a terra-cotta fountain in the center of the courtyard as well.

***P3b. Resource Attributes:** HP6 (1-3 story commercial)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

1973

Assessor's Records

***P7. Owner and Address:**

Sonoma Masonic Temple ASSN

669 Broadway St. Suite D

Sonoma CA 95476-7085

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Photograph Record Other

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 57

P1. Resource name(s) or number: Broadway Street Historic District- Contributor

***P2. Location:** *a. County: Sonoma

*c. Address: 635 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-301-005

***P3a. Description:**

This building sits on the west side of Broadway Street on a large lot with a setback that is consistent with the neighborhood. This house is a 1 ½ story single family residence constructed in the Craftsman style. It features a steeply-pitched prominent front gable roof with a large gabled dormer on the south (left) side. The roof is covered with rolled composition roofing material and has open eaves and Craftsman style brackets supporting the fascia board. The house is timber framed on a concrete wall foundation and is currently clad in asphalt shingles. The symmetrically designed house has primarily wood sash double-hung windows with single lights. The main entry is located in the center of the main façade under a recessed porch that is supported by a plain wood post. The house is minimally decorated other than an oval gable vent, a wooden band separating the floors, and three vertical bands that run under the primary gable from each bracket to the horizontal band.

***P3b. Resource Attributes:** HP2 (SFR)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

1905

Assessor's Records

***P7. Owner and Address:**

Preston, Donna O.

428 Arbor CT, Libertyville IL 60048-2101

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Photograph Record Other

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary # _____ HRI # _____ Trinomial _____ NRHP Status Code _____
Other Listings _____ Review Code _____	Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 33

P1. Resource name(s) or number: 870 Broadway Street

***P2. Location: *a. County:** Sonoma

***c. Address:** 870 Broadway Street

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-412-025

***P3a. Description:**

870 Broadway Street sits on a large lot on the northeast corner of Broadway and MacArthur Streets. There are there buildings that sit on this lot. The principal building is a large box-shaped, warehouse and auto showroom. It has a moderately-pitched front gabled roof that is hidden by a Mission inspired false front parapet. Below the parapet is a large canvas awning that runs the length of the façade and shades a series of large display windows. A second building sits to the rear of the auto showroom. It is a corrugated sheet metal service garage with a side gabled roof and two large carriage doors. Behind these two buildings is a large, two-story building that was once the high school. It was constructed around the turn of the century and burned at one point. The remains are slowing being disassembled by the current owner. It is not visible from the street.

***P3b. Resource Attributes:** HB-6

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5b. Photo date:

September 17, 2002

View looking east

***P6. Date Constructed/Sources:**

1920

Assessor's Files

***P7. Owner and Address:**

Robert H. Bohna

762 Yount St.

Sonoma, CA 95476-7269

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic Resource Evaluation Report for the Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Photograph Record Other

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # 870 Broadway Street

B1. Historic name: Ford Auto Sales

B2. Common name: Sonoma Truck and Auto Center

B3. Original Use: Auto Sales Showroom and Lot

B4. Present use: Same

***B5. Architectural Style:** Utilitarian with a Mission inspired false front

***B6. Construction History:** Originally constructed in 1920

***B7. Moved?** No Yes Unknown **Date:**

Original Location: N/A

***B8. Related Features:** None

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance: Theme:** N/A

Area

Period of Significance

Property Type

Applicable Criteria

870 Broadway was constructed as an auto showroom around the time that automobiles were proliferating American households. An interview of a local citizen accounts that this was the first Ford dealership in town. It is constructed and designed in a utilitarian mode to suit the purpose of displaying automobiles and the corrugated garage in the rear serves as the service area. This building was built as an entrepreneurial endeavor, and does not directly reflect significant historical events or development in Sonoma. This building does not have any associations to historical persons, nor is it distinguished architecturally. It does not appear that this building meets any of the criteria for inclusion in the National Register of Historic Places. This building was also evaluated in accordance with 15064.5(a)(2)-(3) of the CEQA Guidelines and was determined not to be a historical resource for purposes of CEQA.

B11. Additional Resource Attributes:

***B12. References:**

Sonoma Assessor's Records

Historic Maps

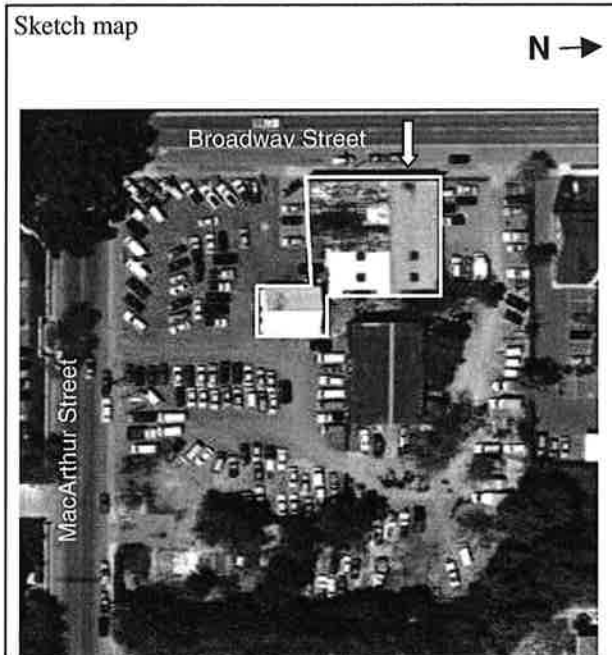
Interview; Newton Dal Poggetto, lawyer & long time resident

B13. Remarks:

***B14. Evaluator:** Andrea Galvin, Caltrans

***Date of Evaluation:** September 26, 2002

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 36

P1. Resource name(s) or number: 869 Broadway Street

***P2. Location:** *a. County: Sonoma

*c. Address: 869 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-411-009

***P3a. Description:**

869 Broadway is located on the west-side of Broadway, near MacArthur Street. It is a simple, one story box-shaped commercial building constructed of concrete block. It has a flat roof with a stepped parapet in the front. There is a partial, Pent-eave style porch covering supported by plain wood posts. The porch is covered in Spanish clay tile and there is a sign above that states "Imperial Cleaners." The primary (east facing) façade is symmetrical with two large picture windows flanking the main entry door. The main entry is a metal cased glazed door with a fixed transom above. There is very little ornamentation on the primary façade, and the entire lot has been paved over to accommodate the automobile. The elevation facing north and opening to the parking area has a couple of unadorned garage doors and two large, three-part metal-cased fixed picture windows.

***P3b. Resource Attributes:** HB-6

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**
1948

Assessor's Files

***P7. Owner and Address:**

Francine M Clayton Trust
22380 Broadway
Sonoma, CA 95476-8228

***P8. Recorded by:**

Andrea Galvin
Department of Transportation
Division of Environmental Analysis
Cultural & Community Studies Office
1120 N Street
Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic
Resource Evaluation Report for the

Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # 869 Broadway Street

- B1. Historic name: unknown
- B2. Common name: Imperial Cleaners
- B3. Original Use: Auto Sales & Service Garage
- B4. Present use: Cleaning Supply Store
- *B5. Architectural Style: plain
- *B6. Construction History: originally constructed in 1948 as a auto showroom and shop
- *B7. Moved? No Yes Unknown Date: _____ Original Location: N/A
- *B8. Related Features: None
- B9a. Architect: unknown
- b. Builder: unknown
- *B10. Significance: Theme: N/A
- Area _____
- Property Type _____
- Applicable Criteria _____
- Period of Significance _____

This building was constructed as an auto store and repair garage in the late 1940s. It has no association to the development of the area or street, which had primarily finished developing in the early part of the century. There are no significant historical events or persons associated with this building, nor is it distinguished architecturally. It does not appear that this building is eligible for listing on the National Register of Historic Places. This property was evaluated in accordance with 15064.5(a)(2)-(3) of the CEQA Guidelines and was determined not to be a historical resource for purposes of CEQA.

B11. Additional Resource Attributes:

***B12. References:**

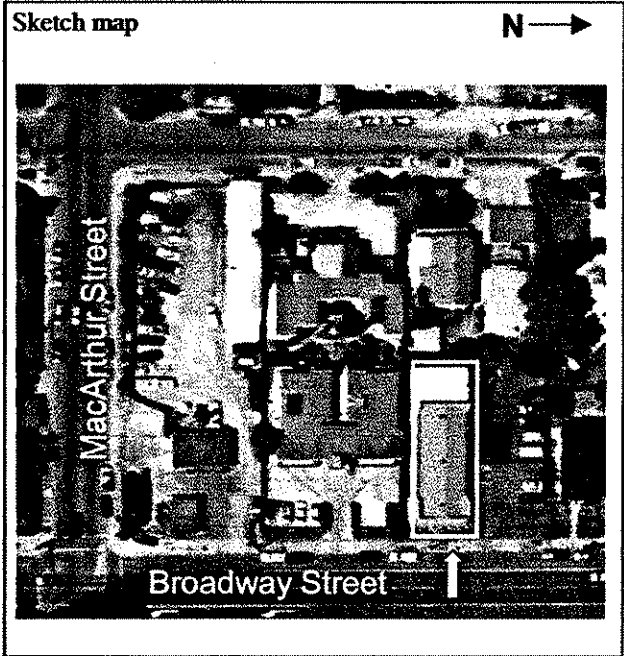
- Sonoma Assessor's Records
- Historic Maps
- Interview; Newton Dal Poggetto, lawyer & long time resident

B13. Remarks:

*B14. Evaluator: Andrea Galvin, Caltrans

*Date of Evaluation: September 26, 2002

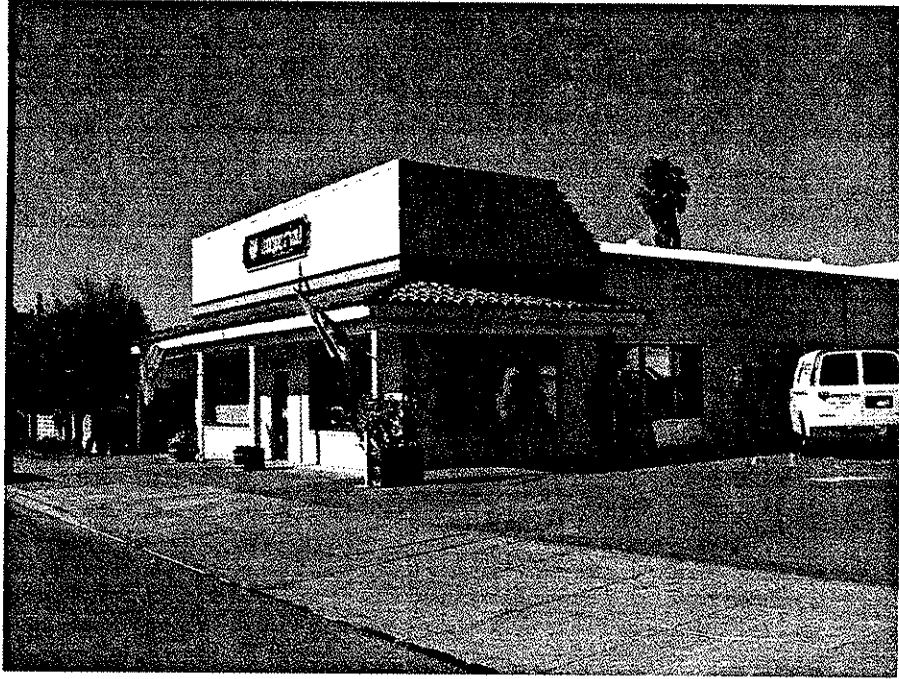
(This space reserved for official comments.)



Continuation Update

Resource Name or # 869 Broadway Street

P5a. Photo (continued):



View of building looking southwest. Photo shows details of stepped parapet, clay tiled Pent roof, and wrap around porch.

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 14

P1. Resource name(s) or number: 654 Broadway

***P2. Location:** *a. County: Sonoma

*c. Address: 654 Broadway

City: Sonoma

Zip: 95476

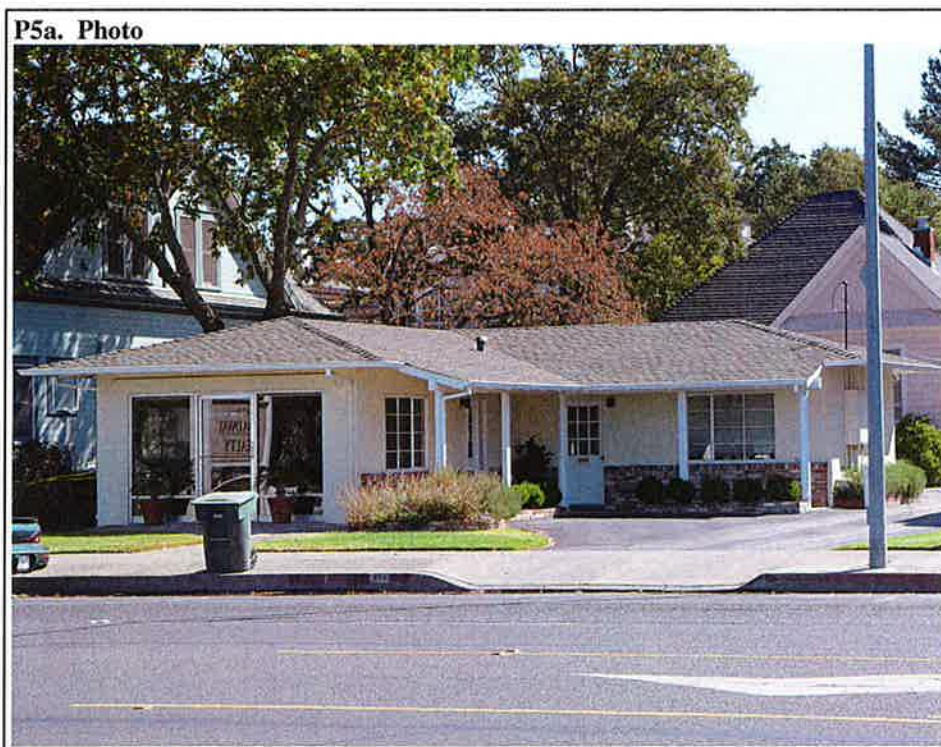
*e. Assessor's Parcel Number: 018-302-007

***P3a. Description:**

654 Broadway is located on the east-side of Broadway Street across the junction of Maple Street. It was originally constructed as a single family residence in the location of an earlier building that was moved to the back of the lot. The one-story building is now being used as a Realtor's Office. It is an "L"-shaped, early Ranch-style building with a low-pitched hipped roof. The roof is covered in composition shingles and has large overhanging, open eaves. The concrete slab porch wraps around the inner "L", and is covered by the principal roof that is supported by plain posts. The leg of the "L" that is closest to the sidewalk is constructed of concrete block and used to serve as the garage. The rest of the house is clad in horizontal Board and Batten siding with a brick veneer water table. Each side of the inner "L" has one window and one door. The doors are wooden cross buck doors with nine lights and the windows are cased in wood with nine lights. The section that used to be a garage with a large garage door has now been filled in with large picture windows and a metal cased glazed commercial door. This now serves as the main entrance to the business. Low plantings align the "L"-shaped porch and the grass has been filled in with asphalt to serve as a parking area.

***P3b. Resource Attributes:** HB-6 (originally constructed as HP2)

***P4. Resources Present:** Building Structure Object Site District Element of District Other



P5a. Photo

P5b. Photo date:

September 17, 2002

View looking northeast

***P6. Date Constructed/Sources:**

1956

Assessor's Records

***P7. Owner and Address:**

WP & JE Mori

P.O. Box 333

Sonoma CA 95476-0333

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic

Resource Evaluation Report for the

Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # 654 Broadway

B1. Historic name: unknown

B2. Common name: Broadway Realty

B3. Original Use: Single Family Residence

B4. Present use: Realty Office

***B5. Architectural Style:** early Ranch

***B6. Construction History:** constructed 1956, converted to office building at a later date

***B7. Moved?** No Yes Unknown **Date:**

Original Location: N/A

***B8. Related Features:** none

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance: Theme:** N/A

Period of Significance

Area

Property Type

Applicable Criteria

This property is a fairly new building compared to the Victorian buildings on either side. The section of Broadway Street that this building faces developed primarily between the 1880s and 1920s. The building that originally stood on this lot was one of the pioneer residences and now sits toward the back of the lot. 654 Broadway does not appear to have any associations to the development of the town or street, nor does it appear to have any associations with important historical events or persons. It is not distinguished architecturally. It does not appear that this building meets the criteria for inclusion in the National Register of Historic Places. This property was evaluated in accordance with 15064.5(a)(2)-(3) of the CEQA Guidelines and is determined not to be a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes:

***B12. References:**

Sonoma Assessor's Records

Historic Maps

Interview; Newton Dal Poggetto, lawyer & long time resident

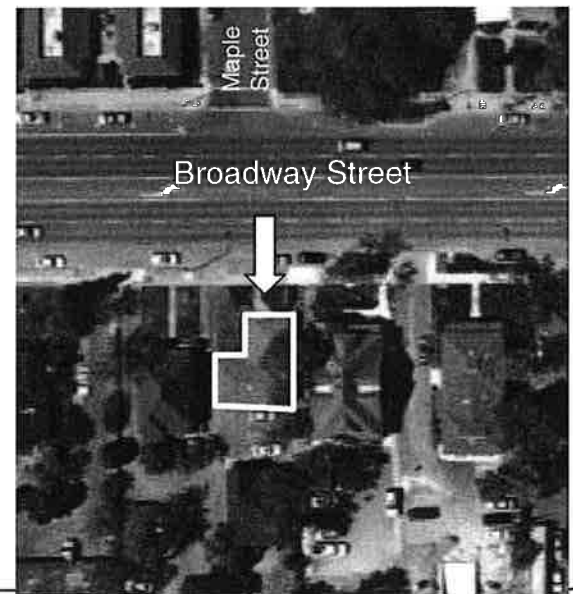
B13. Remarks:

***B14. Evaluator:** Andrea Galvin, Caltrans

***Date of Evaluation:** September 26, 2002

(This space reserved for official comments.)

Sketch map



Continuation Update

Resource Name or #

P5a. Photo (continued):



View of building looking west. Details of Ranch style include its horizontal layout, covered porch, and cross-buck door.



View of garage alteration. Garage door has been filled in with large plate-glass picture windows and a glazed door.

Continuation Update

Resource Name or #

P5a. Photo (continued):



View of building looking west. Details of Ranch style include its horizontal layout, covered porch, and cross-buck door.



View of garage alteration. Garage door has been filled in with large plate-glass picture windows and a glazed door.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 59

P1. Resource name(s) or number: 601-605 Broadway Street

***P2. Location:** *a. County: Sonoma

*c. Address: 601-605 Broadway Street

City: Sonoma

Zip: 95476

*e. Assessor's Parcel Number: 018-301-002

***P3a. Description:**

This property is really made up of two buildings. The original residence was constructed circa 1900, but is nearly completely obscured from view. It was a two-story residential building with a moderately-pitched front gable roof. It is a frame building on a concrete wall foundation with three-lap beveled horizontal wood siding. The house has boxed eaves and a cross-gabled dormer on the south side. It appears to have had a porch across the front (east facing), but the front of the house was remodeled in the 1940s. The addition consists of a one-story concrete building with three stores, large picture windows, and a large canvas awning supported by plain metal posts. It has a flat roof with a small parapet front. The doors and windows are cased in metal, but the doors themselves are made of wood. There is very little ornamentation on the front of this building.

***P3b. Resource Attributes:** HB-6 & HP-3 (stores & residential)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

ca. 1900/ 1945

estimated

***P7. Owner and Address:**

Carole Lee Mantinson

1501 Warrington Rd

Santa Rosa CA 95404-9782

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic

Resource Evaluation Report for the

Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # 601-605 Broadway Street

B1. Historic name: unknown

B2. Common name: Broadway Catering Company

B3. Original Use: Single Family Residence

B4. Present use: Multi-family residential & commercial

*B5. Architectural Style: rear (original house) Victorian; front (store front addition) Post WWII utilitarian commercial

*B6. Construction History: SFR built circa 1900; store front added to front of house in mid 1940s. 599 Broadway added to storefronts in 1950

*B7. Moved? No Yes Unknown Date: N/A

Original Location: N/A

*B8. Related Features: none

B9a. Architect: unknown

b. Builder: unknown

*B10. Significance: Theme: N/A

Area

Period of Significance

Property Type

Applicable Criteria

The town of Sonoma is known for its Plaza both politically for its association with the Bear Flag Revolt in 1846 and its design by Mariano Guadalupe Vallejo, based on King Phillip II of Spain's, The Laws of India. The Plaza was laid out such that Broadway Street runs into the Plaza and acts as a viewshed for the county buildings in the center. The section of Broadway where this building is located does not date to Vallejo's day, but to a later period of development after the town of Sonoma was incorporated and the population began to increase. Most of Broadway Street was developed between 1880-1920, and the original single family residence on this lot fits that time period. However, it was extensively altered in the 1940s with the addition of the storefronts. It does not appear that this property was associated with significant events in the development of Sonoma, nor is it associated with significant historical figures in Sonoma history. The current shop manager indicated that William Sonoma had owned the building, and he had built the storefronts to run his business after returning from the war. This fact is unconfirmed, and even as such, the integrity of the building is sufficiently lacking to merit its inclusion in the National Register of Historic Places. This building is not distinguished architecturally.

It does not appear that 601-605 Broadway Street meets any of the criteria for listing on the National Register of Historic Places. Additionally, this property was evaluated in accordance with 15064.5(a)(2)-(3) of the CEQA Guidelines, and is determined not to be a historic resource for the purposes of CEQA.

B11. Additional Resource Attributes:

*B12. References:

Sonoma Assessor's Records

Historic Maps

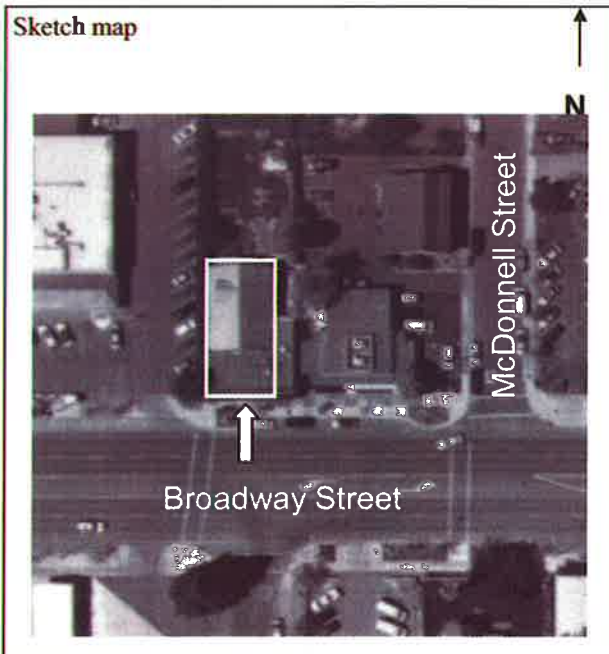
Interview; Newton Dal Poggetto, lawyer & long time resident

B13. Remarks:

*B14. Evaluator: Andrea Galvin, Caltrans

*Date of Evaluation: September 26, 2002

(This space reserved for official comments.)



Resource Name or # 601-605 Broadway Street

P5a. Photo (continued):



View of building looking north/ northwest. Photo shows original single family residence in rear with commercial storefront addition facing Broadway Street. Entrance to the residence in rear is through the row of Oleander bushes. The commercial storefront extends underneath the second floor of the ca. 1900 house.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Caltrans ID, County/Route/Postmile/EA: 04-SON-12; KP 60.4/61.2 EA 299100/ TEA HB1) Map Ref. # 60

P1. Resource name(s) or number: 599 Broadway

***P2. Location: *a. County:** Sonoma

***c. Address:** 599 Broadway

City: Sonoma

Zip: 95476

***e. Assessor's Parcel Number:** 018-301-007

***P3a. Description:**

599 Broadway is a small, one-story commercial building built in 1950 as an addition to the adjacent storefronts (601-605 Broadway Street). It is constructed in a Post WWII utilitarian style, consisting of plain concrete walls, a flat roof and small parapet front. There is a large canvas awning supported by plain metal posts with the name "Rin's Thai Food" printed on it. The main façade (facing east) has two metal cased fixed display windows and one 8-light wood door with a fixed transom window above. There is very little ornamentation on this building.

***P3b. Resource Attributes:** HP-6 (1-3 story commercial)

***P4. Resources Present:** Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Photo date:

September 17, 2002

View looking west

***P6. Date Constructed/Sources:**

1950

Assessor's Records

***P7. Owner and Address:**

Martinson Carole Lee

1501 Warrington Rd,

Santa Rosa, CA 95404-9782

***P8. Recorded by:**

Andrea Galvin

Department of Transportation

Division of Environmental Analysis

Cultural & Community Studies Office

1120 N Street

Sacramento, CA 95814

***P9. Date Recorded:**

September 26, 2002

***P10. Survey Type:**

Intensive

***P11. Report Citation:** Historic

Resource Evaluation Report for the

Visual Enhancement-Pedestrian and Street Lighting Project in Sonoma County in the City of Sonoma on Broadway (State Route 12) Between West Napa Street and MacArthur Street. 04-SON-12-KP 60.4/61.2; EA 299100 (TEA HB1)

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Photograph Record Other

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # 599 Broadway

B1. Historic name: Unknown

B2. Common name: Rin's Thai Food

B3. Original Use: Commercial

B4. Present use: Restaurant

***B5. Architectural Style:** Post WWII utilitarian commercial

***B6. Construction History:** Built 1950

***B7. Moved?** No Yes Unknown **Date:** N/A

Original Location: N/A

***B8. Related Features:** None

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance:** Theme N/A

Area

Period of Significance

Property Type

Applicable Criteria

599 Broadway Street is located on the west side of the street. It was constructed as an addition to the commercial buildings adjacent to it (601-605 Broadway). It is not distinguished architecturally. The strip of Broadway where this building is located was developed from 1880-1920, when the population of the town was booming. This building was constructed after that time period and does not appear to have any association to the development of Sonoma or any other significant historical events in the area. It does not appear to have any association to significant individuals.

Because this building does not have any historic associations to events or persons, nor is it architecturally significant, it appears that 599 Broadway Street is not eligible for the National Register of Historic Places. This property was evaluated in accordance with 15024.5 (a)(2)-(3) of the CEQA Guidelines, and is determined not to be a historic resource for the purposes of CEQA.

B11. Additional Resource Attributes:

***B12. References:**

Sonoma Assessor's Records

Historic Maps

Interview; Newton Dal Poggetto, lawyer & long time resident

B13. Remarks:

***B14. Evaluator:** Andrea Galvin, Caltrans

***Date of Evaluation:** September 26, 2002

(This space reserved for official comments.)

Sketch map



431146662

Table with columns: NUMBER, PRIMARY #, STREET ADDRESS, NAMES, CITY NAME, CWN, YR-C, ONP-PROG., PRG-REFERENCE NUMBER, STAT-DAT, HRS, CRIT. Rows include properties like HARZOFF LYDIA, HIRSHFIELD, A.H. & S.J., and SONOMA VALLEY HIGH SCHOOL.

NRHD
NHLD

List of Properties; Broadway Street Lighting Enhancement, Sonoma CA

Map ID #	Street #	APN #	Description/Use	Ass. Yr. Bt.	Est. yr. Built	Status	Comments
1	500	018-212-001	Office Building	1890		OHP/NHL District/ NRHD-6X1, 4S; determined not eligible by the keeper & May become eligible for separate listing if ...	Commercial bldg, 1890, altered in 1906 & 1949, post-period of significance
2	520/522	018-212-009	Commercial Building			NRHD- 6X1 Determined ineligible for listing in the NR by the Keeper	One-story commercial bldg altered post-period of significance; 2 buildings w/ parapet front
3	524	018-212-009	Commercial Building			NRHD- 6X1, 1D Determined ineligible for the NR by the Keeper; Listed on the NR as a contributor to a listed district	One-story commercial bldg, altered with no distinguishing characteristics remaining
4	526	018-212-011	Commercial Building	1870		NHL District/ NRHD- 1D, 4S Listed as a District contributor; may become eligible for separate listing if...	One-story Italianate commercial bldg, 1870, with false front with brackets, shiplap siding, & large windows
5	530	018-212-011	Commercial Building		1880s	NHL District/ NRHD- 1D Listed as a contributor to a district	One-story Italianate commercial bldg, 1880s, with shiplap siding, bracketed false front, & large 4-light windows flanking center door
6	536	018-212-013/014	Commercial Building	1910		NHL District/ NRHD- 1D, 4S Listed as a contributor to a district; may become eligible for separate listing if...	Vernacular two-story commercial bldg, 1910, with tin siding formed to resemble stone, which covers all elevations. Pent roof over second story balcony that has railing
7	542/546	018-212-014?	Commercial Building			NRHD- 6X1 Determined ineligible for listing by the keeper	One story commercial bldg constructed post-period of significance
8	552	018-212-017/018	Commercial Building- US Bank			NRHD- 6X1 Determined ineligible for listing by the keeper	One-story commercial bldg constructed post-period of significance; old, but highly altered
9	568	018-212-018 018-212-019?	Cleaner	1946		OHP/ NHL District/ NRHD-6X1 Determined ineligible for listing by the keeper	One-story commercial bldg constructed post-period of significance
10	578	018-212-019 018-212-022?	SFR	1886	OHP 1880	OHP/ NHL District/ NRHD-1D, 3S Listed as a contributor to a district; Appears eligible for separate listing	Two-story Queen Anne, ca. 1880. Cross-gable roof with front-facing gable with fish-scale & diamond-point shingles & open work in gable, decorated verge boards, shiplap siding on lower portion & chamfered bay below gable on first level with stained glass window. Hip roofed porch columns with wall dormer above.
11	616	018-302-014	Service Station	1962		Post 1957	
12	620	018-302-019	Office Building	1868		OHP- 3S Appears eligible for separate listing	1-story SFR, now law office- The house that Hope built
13	640	018-302-020	Office Building- Pacific Union	1997		Post 1957	New construction in style that is compatible with district. Appears old in style but uses new materials.
14	654	018-302-007	Office Building- Broadway Realty	1956		Needs Evaluation	Photos #24, 25
15	662	018-302-008	SFR	1900	OHP 1890s	OHP- 3S Appears eligible for separate listing	1-story Queen Ann Cottage

16	678	018-302-009	Vacation Rentals	1928		Needs Evaluation	Photo # 1
17	688	018-302-012	SFR-Studio	1998		Post 1957	
18	698	018-302-018	SFR	1904	OHP 1906	OHP- 3S Appears eligible for separate listing	
19	702-708	018-352-031	Office Building	1963		Post 1957	
20	720	018-352-003	SFR	1905	OHP 1890s	OHP- 5S Not eligible for the NR but of local interest because it is listed under a local ordinance	
21	730	018-352-004	Office Building	1897	OHP 1910	OHP- 4S May become eligible for separate listing when...	
22	746	018-352-005	Commercial (NEC)- law offices	1910	OHP 1880s	OHP- 4S May become eligible for separate listing when...	1920s addition/ alteration to look Craftsman
23	752	018-352-006	Commercial Building	1886	OHP 1906	OHP- 4S May become eligible for separate listing when...	
24	762	018-352-007	Commercial Building	1900	OHP 1900	OHP- 4S May become eligible for separate listing when...	
25	770	018-352-008	Quadruplex	1905	OHP 1890	OHP- 3S Appears eligible for separate listing	
26	778	018-352-039	SFR	1912	OHP 1910	OHP- 4S May become eligible for separate listing when...	1-story Greek revival w/ pyramid roof
27	786	018-352-043	B&B	1889	OHP 1907	OHP- 3S Appears eligible for separate listing	Bancroft House has plaque that dates building to 1907, perhaps rebuilt after earthquake. Today is a B&B with 790 Broadway
28	790	018-352-044	B&B	1965		Post 1957	
29	800	018-412-028	Office Building	1978		Post 1957	
30	822	018-412-006	Office Building- Fidelity National Title	1912	OHP 1917	OHP- 3S Appears eligible for separate listing	
31	830	018-412-031	SFR	1939		OHP- 5S Not eligible for NR but of local interest because it is listed under local ordinance	
32	846	018-412-032	Office Condo	1997		Post 1957	
33	870	018-412-025	Auto Sales	1920		Needs Evaluation	Photos # 2 & 3
34	899	018-411-012	Service Station	1962		Post 1957	
35	885	018-411-011	Apartment	1975		Post 1957	
36	869	018-411-009	Garage	1948		Needs Evaluation	Photos # 4, 5 & 6
37	853	018-411-020	SFR- business	1900	OHP 1910	OHP- 4S	

						May become eligible for separate listing when... Needs Evaluation	
38	843	018-411-013	Commercial (NEC)		Ca. 1910		Photos # 7, 8, & 9
39	835	018-411-022	Office Building	1906		Needs Evaluation	Photos # 10, 11, & 12
40	827	018-411-004	SFR	1904	OHP 1900	OHP- 4S May become eligible for separate listing when... Post 1957	
41	819/ 823	018-411-024	Duplex	1989			
42	809	018-411-002	Office Building	1909		OHP- 4S May become eligible for separate listing when... Post 1957	
43	801	018-411-018	Bookkeeping		Ca. 1980s		
44	793	018-351-009	Office Condo		Ca. 1990s	Post 1957	
45	783	018-351-008	Halby Marketing Inc.	1925	OHP 1880	OHP- 4S May become eligible for separate listing when... Needs Evaluation	
46	779	018-351-007	SFR	1911			Photos # 13, 14, & 15
47	771	018-351-023	SFR	1920		Needs Evaluation	Photos # 16 & 17
48	763	018-351-014	Medical Building	1937		Substantially altered	Appears altered in 1970s.
49	755	018-351-015	SFR- Architect's Office	1910		Needs Evaluation	
50	735	018-351-018	Stores & Residential- Hospice	1909	OHP 1900	OHP- 4S May become eligible for separate listing when... Needs Evaluation	Photos # 18, 19 & 20
51	725	018-351-025	Triplex- State Farm	1905		OHP- 3S Appears eligible for separate listing Post 1957	
52	711	018-351-021	Bancroft's Flowers	1967			Prior service station is now a flower shop and hot dog stand
53	691	018-303-022	Restaurant Building	1870		OHP- 4S May become eligible for separate listing when... Post 1957	Substantially altered
54	681	018-303-021	Motel- Inn	1889	OHP 1870	OHP- 3S Appears eligible for separate listing Post 1957	Photos # 21, 22, & 23
55	669	018-303-002	Office Building-Sonoma Masonic Temple	1973			
56	645/ 651	018-301-006	Commercial Building- Broadway Hair Co.	1928		Needs Evaluation	Photos # 24, 25, 26, & 27
57	635	018-301-005	Apartment	1905		Needs Evaluation	Photos # 28, & 29
58	617	018-301-008	Post Office	1963		Post 1957	
59	601-605	018-301-002	Commercial Lot & Residential		Ca. 1900/ 1945	Needs Evaluation	Current owners advised that this was owned by William Sonoma, the commercial storefronts were added onto the house after the second World War
60	599	018-301-007	Stores & Residential- Thai Food	1950		Needs Evaluation	
61	591	018-213-005	Office Building- Washington	1973		Post 1957	

62	561	018-211-009	Mutual Store Building		Ca. 1990s	Post 1957	
63	551	018-211-010	Store Building- Museum of Art		Ca 1990s	Post 1957	
64	539	018-211-005	Office Building	1978		Post 1957	
65	527-531	018-211-004	Store Building	1910	OHP 1890s	NHL District- 4S May become eligible for separate listing when...	Concrete foundation is inscribed with the date 1910, but the façade has been substantially altered.
66	521/ 525	018-211-003	Restaurant	1911		OHP/ NHL District/ NRHD- 3S, 1D Appears eligible for separate listing; listed in the NR as a contributor to a listed district	IOOF Bldg, built 1911, a Classic Revival style 2-story buff brick w/round arched 4- over-1 wood windows on second level, corbelled cornice & original transom windows at first floor level. No significant alterations
67	501	018-211-002	Financial Building-Washington Mutual	1969		OHP/ Post 1957/ NHL District/ NRHD- 6X1 Determined ineligible for the NR	A commercial bank bldg; after period of significance

Sonoma Planning Commission
Regular Meeting
Sep 14, 2017

Chair Cribb: All right. Now, we're going to move onto Agenda Item #4. This is the preliminary review of an application for a mixed-use development consisting of 10 apartment units, 29 townhomes, and 4,100 square feet of commercial space. It's proposed at the 1.8-acre site at 870 Broadway and includes consideration of the scope of environmental review. And staff's report?

David Goodison: Thank you Chair Cribb, members of the Commission. Let's get something to look at up here, perhaps. There we go. All right. This property is well known to Sonoma. It was the former site of the Sonoma Truck and Auto business. It's located at the corner of Broadway and MacArthur Street. It has a zoning of mixed-use. The Sonoma Truck and Auto site development consisted of a 6,000-square-foot auto show room, a 3,000-square-foot building with the appearance of a barn that it has been used for storage and as an automotive paint shop, and a 1,000-square-foot wood-frame garage building. Large areas of the site have been paved for use as vehicle display areas and storage. Adjoining uses include a mixed-use development to the north, which consists of offices and apartments (as well as, actually, a vacation rental, now that I think about it), a duplex residence and an open-space preserve on the east, a hotel to the south across E. MacArthur Street, and apartments and commercial development to the west, across Broadway, including the not-yet implemented rehabilitation of the 899 Broadway site with a restaurant and four apartment units. Again, the property has a General Plan land use designation of Mixed-use and a corresponding Mixed-Use zoning designation. The site is also located within the historic overlay zone. The northeast corner of the property lies within a creek setback area associated with Nathanson Creek.

The proposal envisions the development of the property with a mixed-use development featuring 39 multi-family residences and a 4,100-square-foot commercial space. The development plan places a mixed-use building at the southeast corner of the site aligned with Broadway. The lower floor would consist of the commercial space, and 10 one-bedroom apartments would be located on the second floor. The building would have... {tape skip [03:24:15.00] - [03:24:22.05]} ...in 8 clusters wrapping around the mixed-use building. These would all be 3-story buildings with a height of 35 feet. The northeast corner of the site, which lies within a creek setback, would be used as a common open space area.

We've got a breakdown of the unit sizes here. The 10 apartment units would have a living area of about 480 square feet. They would be one-bedroom units. They represent about 26% of the total units proposed. The townhomes come in three versions: Townhome A, of which there

would be 8 units, would have 1,261 square feet of living area; Townhome B, another 8 units, 1,386 square feet; and Townhome C, of which 13 units are proposed, would be just under 1,500 square feet.

Here's a closer look at the site plan. For vehicle circulation, there would be two main access driveways: one on Broadway and one on E. MacArthur. These driveways would be connected with internal private drives including landscaped parking areas. Each townhome would have a 2-car garage and 11 additional covered parking spaces would be located on the east side of the mixed-use building. In addition, 24 uncovered parking spaces are proposed in various places throughout the site for a total of 93 spaces. To accommodate the development, all of the existing structures on the site would be demolished.

We've already gone over the general plan land use designation of mixed-use, but just to elaborate on that a little bit, this designation is intended to provide- to accommodate uses, excuse me, that provide a transition between commercial and residential districts, to promote a pedestrian presence in adjacent commercial areas, and to provide neighborhood commercial services to adjacent residential areas. The designation allows a density of up to 20 units per acre, with higher densities allowed through a density bonus, in conjunction with the provision of affordable housing.

The applicants are proposing to provide 9 affordable units. These would be 9 of the 10 apartment units. This is affordable housing at the moderate-income level. That would qualify for a density bonus allowing the provision of 21 units per acre, which is the density that's proposed. Although, the development concept of a multi-family use with a commercial component is basically consistent with the mixed-use land use designation, there are General Plan policy issues that will need to be considered in the review of this development, especially those related to design compatibility and traffic.

Now, in terms of development code standards, in the mixed-use zone it echoes the General Plan land use limitation of 20 units per acre unless a density bonus is proposed through the provision of affordable housing. Floor area and coverage -- the maximum floor area in this zone is 1.0. The project would have an FAR of 0.7, which is compliant. The maximum allowed coverage is 60%, a standard that is met, as the project would result in building coverage of 34%. The minimum front and street-side setbacks in the mixed-use zone is 15 feet, a standard that is met. The minimum rear-yard setback of 15 feet is also met. The creek setback requirement is 30 feet. That is a requirement that applies from the top of the bank along Nathanson Creek, and, for the most part, this standard is met, but a small yard area is proposed to extend within this setback area.

In terms of the open space, all of the units feature decks and porches, and there are 3 common open-space areas that are proposed for a total of 15,800 square feet of open space on site. That requirement somewhat exceeds the development code standard of 300 square feet per unit.

The height of the commercial building is 34 feet, while the townhomes are proposed with a height of 35 feet. The maximum building height in the mixed-use zone is normally 30 feet, except a height of 36 feet may be allowed in order to accommodate 3rd-floor, multi-family residential development. That allowance is at the discretion of the Planning Commission. Now, what I failed to point out in the staff report in this section, which is quite relevant, is that the commercial building is actually a 2-story building. It's not a 3-story building. So, it doesn't actually qualify for that 35-foot height allowance. However, in discussing this issue with the project applicants, we reviewed different options that would be available to address that. One is, obviously, to lower the building height. One would be to ask for an exception, which is a process that's allowed through the development code. What the applicants are proposing to do instead, however, is to designate 4 of the apartment units at the low-income level. So, that's a more affordable standard than the moderate-income level, obviously. That would qualify this project for an incentive or concessions pursuant to the state density bonus law. That concession could be the height allowance of 34 feet.

In terms of parking, each of the townhomes has a 2-car garage, and there are 11 covered parking spaces adjoining the commercial building. And, again, with 24 uncovered parking spaces placed along the interior drives, there's 93 parking spaces that are provided for in this site plan. The normal parking requirement, based on the different set of uses, is 87 parking spaces. That's without, even, any consideration of shared parking allowance, because, as a mixed-use project, there is an opportunity for commercial parking to be shared with residences during off-periods of time. So, the amount of parking, again, exceeds the normal standards, and we actually feel that there are opportunities here for some of those spaces to be given over to landscaping instead of parking, since the standard is exceeded.

In terms of the city's inclusionary affordable requirement, under the development code, 20% of the units within a residential development of 5 or more units must be designated for affordable housing at the low- or moderate-income level. The 9 affordable units qualify the project for- They meet the inclusionary requirement and they qualify the project for a density bonus, as we've discussed.

This project is proposed as a condominium. I'd like to point that out. Not as a planned development. So, the applicants aren't asking for any

special allowances or exceptions or waivers to the normal development code standards, with the one exception of the height of the commercial building, which, again, is at least potentially allowed for as an incentive for affordable housing, not through the plan development process.

A couple of issue areas. First, design and visual compatibility. The development code sets forth a number of design directions for new development in the Broadway planning area, against which this project will need to be evaluated. As a mixed-use project proposed with a density bonus, this project is more intense than the lower-density, 100% residential development that the Planning Commission reviewed previously for this site. In addition, the placement of the mixed-use building at the southeast corner of the site is intended to make a strong visual statement, but we need to make sure that it's a statement that's consistent with what the development code and the General Plan are looking for in the Broadway corridor. There is a clustering, an arrangement of buildings, within the site that is intended to break down the mass of the project to a scale that fits the site and is compatible with its surroundings, but that needs to be evaluated carefully through the review of this project. The creek setback and floodway areas preserved and used as a landscape amenity for the residences and there are two additional common open-space areas proposed on the Broadway and E. MacArthur frontages.

With respect to architecture, the development code suggests that new development make use of what's referred to as a Sonoma vernacular, meaning that there should be local, and preferably historic, references to be found in the architectural approach. Set forth in the project narrative, the project architecture incorporates elements of the Craftsman style with wood siding and stone accents.

Range of unit sizes has been an issue area in previous proposals for this site. As we've discussed, the proposal features smaller unit types, including 10 one-bedroom apartments with an area of 486 square feet. While the townhome units are larger, none of them exceed 1500 square feet in area.

Cultural resources: This site has quite an interesting history dating back to 1864 when it was developed with a college that later served as Sonoma's first public high school. Through the conversion of the site to auto sales in 1920s, the structures associated with the school use were either torn down or substantially modified. A cultural resources analysis has been commissioned by the former property owner. It concluded that the buildings on the site are not historically significant, but we will need to have that evaluation independently assessed as part of the environmental review of the proposed project.

Another issue area being circulation and parking, the project is located on the Highway 12, adjoining a busy, signalized intersection. Given these circumstances, we will have to carefully evaluate traffic issues and that will include consultation with CalTrans. I've already talked about how the amount of parking proposed exceeds the parking standards set forth in the development code, and, again, in staff's view, consideration should be given to reducing the number of parking spaces, especially given that the project is a mixed-use development as that allows for shared parking between the residential and commercial components.

Lastly, with respect- I shouldn't say lastly. There are many issue areas, but another issue area we would like to highlight is that the mixed-use zone, most commercial uses are subject to use permit review. The project narrative does not address the type of commercial uses that are desired for the commercial building space, but that needs to be a consideration in the review of this project, especially if a coffee shop or other food-serving use is contemplated.

This project is going to be subject to environmental review. Because the project site is already developed and is located within an urbanized area, the range of environmental issues is more limited than might otherwise be the case, but there are still a number of topic areas that will require additional analysis. Visual compatibility. We've discussed that. Cultural resources, again. Hazards. A Phase 1 Environmental Analysis was prepared in 2011. It found that the presence of contaminants resulting from former automobile related uses was occurring on the site, so additional soils testing was done, and the contaminated soils were removed. But as part of the environmental review process, staff will need to verify that all of those recommended remediation measures have been completed. Noise. Because of the project's location on Broadway, an acoustical analysis will be necessary to demonstrate compliance with state and local noise standards. We've noted that a traffic study is going to be required, including review by CalTrans. With respect to utilities, the project will need to submit a water demand analysis, and we will be referring the project to the sanitation district for their review and comment as well to make sure there is adequate infrastructure.

So, our approach will be to prepare an initial study examining these issues for review by the Planning Commission at a subsequent meeting. Depending on the outcomes of those reviews, a mitigated negative declaration may be recommended. So, we're here tonight to provide the Planning Commission and the public with this overview of the project, get feedback on issues of importance and identify any other topic areas that should be analyzed through the course of environmental review.

With that, I'll conclude. Thank you.

Chair Cribb:

Thank you. Any questions of staff before continuing? All right. Is the applicant in the audience? We'll give you ten minutes.

Barry McComack (Applicant):

Commissioners. Thank you. My name is Barry McComack. I'm president of the company that is the applicant here. I'm a veteran of the real estate development business. Thank you, David, for that thorough report. I have with me here tonight our landscape architect from Vander, Tulent, and Associates {sp? [03:37:37.28]}, Susan Hiken {sp?}. I have our engineer from Adobe Engineers, Mr. Schramm {sp? [03:37:45.06]}. My son, Jefferey, who is president the development company who would be the contractor is here, and Scott Hunter, resident of Sonoma, who is our partner in this project.

So, we're here to get advice from you, and we mean that in a very serious way. Earlier this week, we had a session with the community. About 65 people showed up, gave us their input, good comments, bad comments, as usual, and we have taken all of those to heart. As you know, there have been some meetings with commissioners. There seems to be two or three issues that keep reoccurring as we hear from neighbors and others. One is the height, which, as David told you, is going to require discretionary approval, because we are, in fact, higher than would otherwise be permitted. The second issue that we have heard a lot about is the Craftsman style. It's obviously a matter of discretion and a matter of taste. I, personally, happen to like it. It is actually one of the more expensive types of architectural constructions that a developer can do, because it has a lot of architectural articulation that a farmhouse style, or a Spanish, does not have, but if it's determined that it's not what Sonoma wants, then we have the ability, of course, to change to other architectural styles.

When I looked at the staff report, and it referred to the Sonoma architectural vernacular, I set about to try to determine what is the Sonoma architectural vernacular. I think that what I concluded was that Sonoma is architecturally very eclectic, in that it draws its architectural vernacular from many different sources, and therefore there's not one particular school of architecture that best reflects the Sonoma vernacular, but it's many different kinds of architectural styles. When you look at the plaza itself, beautiful building, it has at least three different architectural schools represented in its design. The wings are pure Italianate with the hip roofs. The center section, with its stepped bell tower, is classic Spanish. The building is made out of basalt stone, which is a local stone and is massed very much in a Gothic style. So, Sonoma really is an eclectic village in terms of its architectural style. That's something that we would like to get direction on from you, because we

want to do as much as we can to make this project compatible with the town.

Just a couple of things that I want to mention here that I think, personally, are important. This project is going to be bicycle oriented. If you notice on the plan, there's storage for bicycles there, and we intend to provide as a benefit, as an amenity of this project, electrically assisted bicycles, with electric outlets for them. I think it's very important to try to encourage the people who live in this project to ride bicycles to the plaza -- They could walk of course, it's close enough -- and to ride bicycles otherwise in the town. Secondly, I want to emphasize the fact that along Broadway, commercial building there has this big veranda, and I see that as a meeting place for the locals and the residents who live in that project to sit out there in rocking chairs and enjoy whatever commercial operations are there. So, from my standpoint those are some of the important things that needed to be emphasized to you.

So, I'm here to answer any questions, of course. The folks that I've introduced are also available to answer questions. I thank you for your time.

Chair Cribb: Thank you very much. Any questions for the applicant or his team at this time?

Commissioner Sek: Have you considered what type of commercial space you were thinking of having?

Barry McComack (Applicant): Yes, we have, and we've talked to the Chamber of Commerce. We've talked to other owners of commercial spaces in town. One of the things that I think we should consider is some kind of food operation, because that part of town does not have a market, as I'm sure you know. We can't do a large market, obviously, with only 4000 square feet, but we can do a small market, at least provide high quality place where the local residents can buy bread, bakery items, milk, butter, those kinds of things. I would also, if we're going to do something like that, make it a place where people could gather, have coffee, get a pastry at the bakery. Also looked at the potential of a bookstore, but because there's a nice bookstore in Sonoma, we were not intending to pursue that, but otherwise I thought that could have been a great use. In general, this will be a place for neighborhood uses.

Chair Cribb: Any more questions?

Commissioner Bohar: Scott, you were good enough to tour me through the property the other day. What's the projection- I understand the rent on the affordable units is about \$1750 a month? Is that accurate?

David Goodison: Any comments we really need to hear them from the microphone. So, we certainly invite you to answer the question, but if you could speak into the mic.

Commissioner Bohar: Have I got that right?

Barry McComack (Applicant): No, I'm sorry. That is not correct. We have discussed this with David. The rental rates are really determined by the requirements of affordable housing that are applicable to this project. I think that we agreed with David that the low rate would be a \$1081 for the small units.

Commissioner Bohar: I really didn't have any frame of reference. I'm just trying to get at it.

Barry McComack (Applicant): I think that's approximately right.

Commissioner Bohar: All right. So, they're about \$1080 and they're 500-

Barry McComack (Applicant): Approximately 500 square feet. One bedroom.

Commissioner Bohar: What level of income would be authorized for that unit, then?

Barry McComack (Applicant): Well, generally, pursuant to HUD standards, you need to make approximately 3 times, on a monthly basis, your rental rate.

David Goodison: I'll bring a little of that up during the comment period and answer that question. OK?

Commissioner Bohar: I'm just trying to get a feel for the market and the requirement and that kind of stuff. What are the prices going to be on the townhouses? Roughly.

Barry McComack (Applicant): Right now, we have projected that the prices will be approximately \$535 a square foot.

Commissioner Bohar: \$535. What's that come out to on the average 1300 square foot unit?

Barry McComack (Applicant): I would have to refer to my-

Commissioner Bohar: I'll figure it out. It's all right. OK. I'm fine.

Barry McComack (Applicant): Yeah. {Off mic} What is that? \$535 times 1300?

David Goodison: Again, if we're going to have people answering Commission questions, it really needs to occur through a mic so that everyone can hear.

Chair Cribb: Any other questions Commissioner Bohar?

Commissioner Bohar: No.

Chair Cribb: Ok. Great. I think, then, that we'll go to the public.

Barry McComack (Applicant): Thank you.

Chair Cribb: And then what I'd like to do, if there's some specific issues that might be raised that you feel you can address, we'll hold those, though, until you've heard all of the public comment. If that makes sense?

Barry McComack (Applicant): Thank you.

Chair Cribb: Ok. Is there anyone from the public that would like to address this project?

Public Commenter #1: Good evening, again. Fred Allebach {sp?} from 19550 A Street E. My primary concern about this project is the affordable units. The 9 affordable units. I was curious what standard was being used to quantify affordable. I have a sheet of paper from the Community Development Commission on what people can afford to pay in the Satellite affordable housing complex. For example, 60% of Area Median Income, 80% Area Median Income. Those rents are even close to these rents. So, there seems like there's different standards for what's the definition of affordable. So, this seems like it's on the high end of what would be considered affordable, and I would suggest if the height of the project is going to be used as- If the affordable units and a density bonus is going to be used to offset the height somehow, that the spread of the affordable units go right around the Area Median Income for an individual, which is about \$60,000 a year of what they make. They could afford to spend 35% of their income on housing. So, I would suggest to the applicant that they have, out of the 9 units, have one at 140% of Area Median Income, two at 120%, two at 100%, two at 80%, and two at 60%. That would give you your 9 affordable units right on a spectrum around the area median income. That would be a good selling point for the heights involved, because the heights will maybe be controversial. This would clearly be a good community benefit and meet a range of needs right around the area median income, rather than come in and say that moderate is actually what most people can't afford, and that's affordable. So, that would be a suggestion for the applicant there. To do that.

As far as the commercial property, I think that something like a food co-op would be great. Something that would serve a need that's not all luxury, high-end food. You know, Sonoma's got that pretty well sewn up, so you might be able to go there and with volume of stuff that costs a little bit less that would be healthy, that could maybe be a real draw over there. Some kind of innovative food co-op or market. I would really hopefully not want to see any wine stuff in there, because we've already got enough of that. So, there you go.

Chair Cribb: All right. Someone else?

Public Commenter #2:

Good evening Ananina Walterin {sp?}. 18530 Carriger Road. I'm here tonight because I strongly oppose this project. I own, along with my fiancé, Eric Neiberg {sp?}, 10102 E. MacArthur, which is the property right adjacent to this proposed project. We are personally concerned that this will devalue what we're doing. Both Eric and I grew up in Sonoma. He is a licensed contractor of 31 years in Sonoma, and I'm a certified massage therapist in private practice for 25 years, serving Sonoma. I feel a development on this corner is extremely important, but I think as a community we need to choose something that is going to add value to us. This development, though they think -- talking to the developer -- meets the criteria for Sonoma, but for me, personally, this falls way short. This proposed development does not belong in Sonoma, and it doesn't work for me for the following reasons: Too high density; the architectural exterior does not respect in any way, the neighborhood, the Broadway corridor, our gateway going into Sonoma is lined with Victorian and Craftsman style houses, not 3-stories. The proposed development is more designed for a strip mall project located somewhere, but not Sonoma. It does not fit with the quaint and quintessential feeling that has put Sonoma on the map. There is no parking for guests or suggested commercial front. Low-income housing consisting of a one-bedroom at \$1500 suggests leaning towards a specific group, leaving out those of need. How does one-bedroom above commercial fit for low-income? Green space? There simply is not adequate landscape. This is the last large undeveloped parcel in the city limits and it is prime real estate. It is sizeable, prominent, and we cannot afford to squander this resource on anything that does not showcase the promenade leading to our historic Sonoma Plaza. Charming, filled with creative shops, no meters for parking. A development needs to happen, but this is not it. I love what Letsin {sp?} did on W. MacArthur at 2nd Street. This example, and of course, the obvious MacArthur Place was developed based on the integrity of the original mansion. It's kept its integrity. It's got landscape. It's beautiful. Those to me are potentials of what could happen, but I cannot in any way support this development as it is incongruent with the aesthetic Sonoma has worked so hard to protect since its inception. So, I close by saying no thank you to the current proposal of this property and I look forward to this next meeting. Thank you.

Public Commenter #3:

Jeff Honeycut at 27 E Napa. I am generally in favor of what we got here. I think we need more housing in Sonoma in general, as someone who lives here and has had a lot of trouble finding apartments here. As far as the specifics, the style, I don't have a problem with it. You know, I am not an expert. You guys can go to that. As far as the parking spaces, I've never lived in an apartment complex that had too many parking spaces. That's just me personally, but green space would not be a bad thing either. As

far as all the little, you know, these nitpicky details- A quote that I actually heard today that works here is "Great is the enemy of good." We need some housing here. It's been that way for a very, very long time. You could spend the next several years trying to figure out how you want things arranged and if you want a parking spot here or move the thing away from the creek by 10 feet. But at some point, you do need some housing and there's a pretty generous allotment for affordable housing here. So, I'm for it. I say we get this going as quickly as possible.

Public Commenter #4:

Logan Harvey. 578 Este Madera Drive. So, I'm a local, born and raised in Sonoma. The aesthetic of Sonoma, for a long time, was single-family homes. That was all well and good when single-family homes went for \$120,000, \$150,000, \$200,000. Now, there's a Sonoma Index Tribune sent me an alert of a very reasonably-priced two-bedroom on Highway 12 for \$670,000, I think it was. Super good deal. I think I have problems with this project as well, with regards to that, looking at some of these 3-bedrooms and 2-bedrooms going for \$750,000 is a little outside of the price range. I noticed that the affordable units are all the small one-bedrooms. That's a concern for me. I would like to see ability for families in Sonoma, too, to afford to be here. I think that's something that builds community. But I think we do have to recognize as a community that our needs are changing and single-family homes are not the way Sonoma's going to develop further unless we want to greatly increase our UGB. I think in-fill is important in order to protect the natural countryside aesthetic of Sonoma, which is another reason people come here and stay at VRBOs and hotels and stuff, and patronize our businesses. So, in-fill's important, and I think it's also important to respect the rules and regulations we have on building here. So, if you're getting density bonuses and height-restriction bonuses and things like that for things like affordable housing, then they really should truly be affordable, and they should probably be a mix of sizes. I think going forward, this is a perfect place for a higher density project. It's on a major traffic thoroughfare. Obviously, traffic studies have to be done. There's ample parking. The current thing that's there is an absolute eyesore, and the place across the street is a 76 station, so preserving the entrance into Sonoma, I think the housing unit looks a little bit better than that. Based on the pictures I saw. Thank you.

Public Commenter #5:

Hi, my name is Laura Harvey {sp?}. I live at 527 Marama Drive {sp?}. I second Logan Harvey's comment, and as far as the style, I think it looks a little more Windsor, but I think a great improvement on that area. That particular four-way is just not the nicest area in Sonoma. I think it would be a great improvement. I think as far as business, I think that would be also great to be adding a place where people can get food. My suggestion would be a container-free co-op. I think that would be cool and bring

community sense there. Again, I second Logan's comment. I was a little disappointed that they were not rental units, and that's everything I have to say. Thank you.

Public Commenter #6:

Good evening, Commissioners. Robert Demmler {sp?}, 1st St W. Sonoma. I think all of you know I have a great interest in Sonoma's history and its architecture, and I've never heard such an exquisite definition of architecture of the city hall. Congratulations on that. Also, the description of the Sonoma vernacular. I've been scratching my head ever since heard that the first time, a couple years ago. It's beyond me. Sonoma is blessed with architecture from each of its periods -- from the Mexican period we still have a few adobes around. We have one, two, three from the Mexican period. The rest are from the American period. We have all kinds of architecture through the American period up to now. The guidelines, the historical guidelines, say do something for your own era. Don't convert buildings and don't try to replicate buildings. So, I personally do not like Craftsman, but the block on Broadway are full of Craftsman and Victorians, like the lady said, as well, and some of them are quite high. Some of them, I think, are, at least to me, it looks like they're 3 stories. At least with a very generous attic. The concept here is great. I like the mix of commercial and residential. I've lived in Europe a number of years with my career, and I think it's nice to have vibrancy that goes beyond 5 o'clock or 6 o'clock. There are a number of dark streets over on 1st Street. I live a couple of blocks from this proposed development. I know there are lots of wrinkles to work out. The affordable housing element is always controversial, because no one really- I mean, we all have a definition of what's affordable, and it never can please another person. So, I respect and I applaud the effort to deal with that in this development. Again, wrinkles to work out, but the concept is great, and even though I don't like Craftsman, this is a very nice adaptation of that style, which would really fit in very well with that space and with that area of town. Thank you very much.

Chair Cribb:

Anyone else? Ok. I don't believe I'll ask the applicant if there was anything based on what you heard that you want to address. Do you feel like-? I don't think so. Ok. Great. We will turn it to the Commission for discussion. I'll start, again with Commissioner Sek.

David Goodison:

Oh, before you begin, would you like to hear about the affordable levels?

Chair Cribb:

Oh, sure. Do you have that data?

David Goodison:

Yeah, yeah.

Chair Cribb:

Ok.

David Goodison:

All right. There's a lot of different wrinkles associated with affordable housing, and, as one of the commentators, Fred Allebach, pointed out there are many different levels associated with affordable housing. It depends on a couple of things. It depends on an income level tier, which is-

{inaudible [04:04:37.08]}

David Goodison:

Yeah, let me try to do that. All right. Let me try a little bit bigger here.

Ok. So, the starting point is area median income. Now we live in Sonoma County, so it's the Sonoma County median income that's the starting point for affordability levels here in Sonoma and county-wide. Sonoma County is a relatively well-off county, and so, that's reflected in the median income level, which for a family of four, here, is \$83,900. Then these incomes tiers associated with affordability levels are derived- the starting point is this median income. So, a low-income household is making 80% of that area median. Or less. A very low-income household is making 50% of Area Median Income. And extremely low is something like 30%. Then when it comes to housing, you also have to consider the household size. So, you know, you don't want to base your affordable housing sales price or rent level for a four-person household if you've only got a one-bedroom unit. So, this table breaks it down by household size as well as income level. In the city's inclusionary ordinance, a developer of market rate housing is required to provide 20% of the units of a- in a for-sale setting, at, at least, the moderate-income level. The moderate-income level results in a pretty high rent level. So, for example, we don't- as was also pointed out, the rent level shouldn't exceed 30% of household income. We don't use- for moderate-income level, a two-person household can occupy a one-bedroom unit, so that maximum income level is \$80,000 a year for a moderate-income household. We don't base the rent on that. We base it on 110% of median income in our standard affordability contracts, which is a pretty high rent level. It's \$1800 a month for a one-bedroom apartment. Now, the applicants have proposed to provide that at a reduced rate even at the moderate-income level. They would base it on just median income. They are also proposing, again, four low-income apartment units now, which is a change from their normal proposal. At the low-income level, a one-bedroom unit is a little more than a \$1000 a month. So those are the rent levels and income limits associated with this project. Now, other projects are going to operate differently. For, example the Broadway project that the Commission will be looking at later this month is a 100% affordable project that's developed with tax-credit financing designed to bring the rent levels down as low as possible. So, the units in that project are going to be at the extremely low-income level and the very low-income level. I don't think any of them are going to exceed 60% AMI, but

that's a project that has very different financing sources, and it's not a market-rate project. So, it's just going to have a different outcome. To take that a step further, if we go back to the slides here, this just provides an overview of residential projects that are currently under review in Sonoma. So, we've got a 14-unit project that's been proposed on Sonoma Highway. We've got the Broadway Apartments., those are known as the Altamira Apartments. Gateway Mixed-use, which is a purely- which is proposed as a market-rate project but would have an inclusionary requirement of 9 affordable units. Sorry, the Gateway Mixed-use project is the one we're looking at now. Yeah, that has an inclusionary requirement of 9 units. FSE, which is proposed on First Street East, is an ownership project. They would be required to provide 6 affordable units. Then in October, most likely, the Planning Commission is going to be looking at a 30-unit apartment project proposed on W Spain Street. That's known as Aliva Apartments {sp?}. You looked at that in a study session. Now, if you look at that particular project, it's going to have 0 affordable units, because as an apartment project, we can't require it to have affordable units. The only reason we're getting affordable units in this particular project that's before you tonight is because it's primarily proposed as an ownership project and, therefore, the inclusionary requirement applies. I wanted to put up just one more bit of information, while I'm on the subject. I'm a renter. I was looking for, you know, possibly going someplace else earlier in the summer and decided to stay where I'm at. But this is doing a search in the North Bay, in the Sonoma region, for one-bedroom rentals. Redwood Royale, where the heck is that? Well, it's Windsor, as it turns out. It's not even in Sonoma. So, we're going to cross that one off the list. There's a condominium unit on the east side for \$1525. There's a single-level apartment unit for \$950. That, actually, as it turns out, is a studio. It's not a one-bedroom. I guess I didn't use my search criteria right. After that, you get up to \$2000, \$1950, \$2300, and then the mobile homes. So, that's the stock right now, at least on Craigslist, of one-bedroom apartments in Sonoma Valley. So, just food for thought.

Chair Cribb:

Ok. Now Ms. Sek.

Commissioner Sek:

Thank you. I just wanted, first, to thank the applicant for coming before us and presenting a project that entails mostly residential and a commercial aspect. I think the program is very good. I appreciate that you recognize that the architectural style is lacking and are willing to be flexible in the design and work with us with our suggestions. I wanted to touch on that a little bit. That particular intersection is an important part of town. It's the Broadway corridor. I agree with the previous presenter, the historian, who came up and mentioned that the architectural style shouldn't be something that should be repeated or replicated of the

past. It's something that should be of its time. I think looking at different materials, colors, it could be just an experimental- coming up with a palette of textures and colors, I think, is a good start. The scale of the project is, I feel like it's pretty large in relation to the surrounding area. The style is just- it looks like a typical condominium townhouse that you see. A pretty standard design. If there was a way that we could play with the variation and scales of the building and break it up and have it be more aesthetically for that particular corner, since it is an important entrance to our downtown area. The amount of units proposed is pretty dense. I feel like requires a closer look, in conjunction with the traffic study and the other studies that will potentially be proposed. I appreciate Mr. Allbach's comments about coming up with different variations of rentals so that we stay within the area mean income for the different units. Also, offering different units within more than just the studios itself. I really liked your comment about having a food co-op. I think that's really a great program for that commercial space, especially with the high school being there. It's a great opportunity for more jobs. Those are my comments for now.

Chair Cribb:

Thank you. Commissioner McDonald.

Commissioner McDonald:

I wanted to thank everybody that came out for the study session and also the development team for putting together this packet. I think that everybody in the community is anxious to have something happen on this site. So, I think we all have consensus that we all want to do something to improve our gateway to our downtown and to make whatever happen here really a key development that we can use and also establish a better precedent for good urban in-fill and design, appropriate to the city of Sonoma. I have a couple of comments, well several comments, about some of the project. Also, I'd like to give my two cents about what I think some people have brought up as issues. I guess maybe I should start with the overall design, and what we're being asked to do. We're being asked to look at possible exceptions our height. I think that in many instances, allowing higher buildings can happen, as long as we're getting a really good project. A good project is a well-designed project, a project that fits with the community and a project that provides community benefit. So, I appreciate the site plans before us, but right now I don't see anything very special about this site plan. I don't see it providing housing that could help benefit the greater community. So, right now, I'm not really- I don't really see anything with this project that would make me feel like we would be providing exceptions.

In terms of the commercial use -- because, you know, that was going back and forth with our Commission and several study sessions about 100% residential versus commercial. I've been on the record and at each

meeting I've voiced my concern that housing is really important. Although we have in our provisions and in our code to require a commercial for a project to be considered mixed-use, we also have the ability as a commission to make an exception to that and to also approve a 100% residential project. My preference would be, instead of having a co-op -- which all of that sounds like a great idea -- or some sort of food store, I think might be appropriate on a smaller scale project where we might not be able to build housing. Where it might make more sense to have a commercial use, a walk-up commercial use for the neighborhood. We have a really good opportunity here with a very large parcel, and I think that gives us more opportunity to put better-designed housing. So, my preference would be to see that commercial use go and to look at more smaller-scaled rental units such as studios and one-bedroom apartments. So, I would encourage that. I think that would provide a community benefit, and I might consider entertaining, as a Commissioner, maybe higher or increased heights. Because I think we're getting housing that the community needs.

I wanted to make some comments on the design. I don't want to use terms like "cookie-cutter" or "site planning," but I have to say that there's really nothing really illuminating about this proposal. This could be in Sunnyvale. It could be in South San Francisco. It could be in Hayward. It really doesn't call to me really the true meaning why people have come to live here, and I don't really think that- I think we can do better on this site, especially since it's so significant and so important to the city. So, some of my comments would be to take a look at the -- I will call an auto-centric-styled site plan where everything is oriented the automobile and getting in and out of your covered two parking spaces. Get away from that and start looking at how it feels to move through a site as a pedestrian and on a bicycle and not in a car. I appreciate the small open spaces and the connections for the buildings, but they seem ancillary to the overall site plan. They just seem as a means to get into your front door as opposed to a way to really enjoy a space. So, I'd like to see buildings pushed back and have greater open space to be able to enjoy light and air. And to be able to be here in Sonoma, because a lot of people come here, and they want to live here because of the open space, and they want to feel like they live in more of a village environment as opposed to a very dense townhouse development. So, one of the things that I would suggest is to take a serious look at all this covered parking space. I mean, all these townhouses have two covered parking spaces and many of them have a very large storage area. I'd rather see less covered parking spaces and staggered buildings and re-establishing the masses of the buildings so they're more oriented toward the ground level. If we looked at reducing the number of ground-level, at-grade parking spaces, we might be able to get some of these units actually

down to the ground level and have pedestrian access at grade, or maybe slightly elevated. So, I really would encourage the developer to really kind of rethink this whole auto-oriented site planning and really take a look at it as a small village community or a neighborhood where people are engaging and seeing one another and not seeing their cars. I would appreciate looking at that.

We talk about Sonoma architecture and Sonoma vernacular.

Architecture, in my feeling, goes above and beyond a style. Craftsman, Spanish, Spanish Craftsman, Gothic. It goes and speaks to the style of, in terms of how an architecture relates to the scale of the community. How it relates to its neighborhood. Many times, buildings have multiple types of architecture, but it's because of the height and the bulk and the setback are respectful of the buildings which surround it and provide variety and that creates a unique streetscape. I hear people mention that there's a single-family, one-story, two-story, very tall two-stories, but the overall idea, when you're going through the streetscape on Broadway, is you're experiencing the varying in setbacks. You're experiencing different heights. I think that if we redefine this project, redefine it so the building doesn't read as one big project of the same color and architectural style, but reads as different modulations and, possibly different architectures, but they however relate to one another. So, that's what I'd like the architectural team to go back and kind of rethink that. Also, in terms of our overall objectives and some of our principles when we allow exceptions are when developments are pedestrian-friendly. That means not only while you're moving in through the site and experiencing it. It also means how these developments interact and engage with the street. Just by looking at the elevations, the ground-floor commercial seems to engage the street, but when you take a look at the residential components, you're looking at very flat facades. You're looking at the buildings turning themselves away from the street. They're not engaged. What you're seeing are flat areas that are really devoted to parking. Parking entrances. You're not really looking at front porches that are actually oriented to the street. You're looking at staircases that trying to get you to an upper floor of a building. There's also something that's really important. I mean I don't want to criticize the adjoining residence that exists, but to me that's a bad example of how we build developments. Where everything is auto-oriented, and the garages are oriented toward the street, and you really don't have an essence of how you get into the building. You know, to say that that precedence has been set because that building is there, I think that is a bad idea. I think we should be changing that, so we can actually see a front door. People might criticize that and say, "Well, it's a busy street. It's across a street from a hotel. Across the street's a gas station." I say yeah, but if you take a look at the whole Broadway corridor, there's a whole mixture of uses,

but the underlying experience and the overall precedent is buildings that are oriented towards the street, and you can see the front door. You can see the front porch, and you can see the people living in the buildings. Also, you see buildings that are staggered and set back from the street. We do have 3-story elements along Broadway, but those buildings are all really set way far back from the street, if we do have those. What's in front are typically 2-story buildings where you don't see a garage. You see a front porch, and you see engagement. So, I would like to encourage the applicant to really look at the units that are facing MacArthur and also Broadway. So, I would even be supportive of a variance in parking if we could get buildings lowered and if we could increase the number of units that are apartments.

I wanted to make a comment about open space. Although, our open-space calculations are including -- if you take a look at the far-right corner, it's basically identified as a fallow area. It's a drainage swale. It's an area for water retention. I would imagine that during a significant part of the year, nobody would even want to go there. So, I would ask the applicant to take a look at excluding that area and really looking at what open space is left over after you take that out. I think you would find that really there's not enough adequate open space for the users of this site. So, I would like to see the applicant look at really what is the true open space and get away from the actual numbers and really looking at what is actually there and is actually useable.

If a commercial use is going to continue as part of this application, I really feel strongly that any sort of loading, any sort of time-limited parking, not take place on Broadway. I would respectfully ask that that all take place on-site and on-property, because Broadway's a busy street. Also, a lot of competing land uses including a hotel that has spillover parking. We're starting to do infill along Broadway, so parking is going to become more of an issue. Also, I didn't study this, but I know that we have a bus that goes up and down Broadway. I don't really recall -- maybe staff can point this out -- if there is a bus stop or a bus stop close by. We look at if there's anything like that and how it relates to this development, because we are trying to encourage higher density.

Anyway, those are my comments. I hope that they are constructive, and they're useful to everybody. Thank you.

Chair Cribb:

Thank you. Commissioner Bohar.

Commissioner Bohar:

Thanks. I'd echo those comments. I won't be able to be as articulate about it, since I'm a freshman around here. This is a very important site, and it's a really great opportunity. I think that the idea of the gateway to the city, to our town, is really important here. I visited the site the other day, and I've driven up and down Broadway from top to bottom, thinking

about this project and looking at the site. I think my overall reaction is that if you could have more of an urban planning, community development idea here, it would resonate more with the town and with the idea of the gateway and the idea that it indicates in the general plan of something- Development along here should resonate the history and the culture of the town. I'm not sure how to really express that in development, but I see the emphasis here, in my opinion, is primarily on structural architecture, when I think the beginnings of a plan that would be more fitting for the context and appealing on this major intersection is something that would begin with a community plan. This is rather inwardly directed, in my opinion. When I look at the drawings and the site plan, it looks very inward. It doesn't invite a lot of interest and adventure if you're driving by, I think. I don't know how to do that, but I think an urban planning approach to the site plan from an idea of who's going to live here, what retail is going to be here and how are they going to interact and move around together and communicate. Because it- I don't get a feeling that that energy is here in this. I think it needs a lot more curb appeal. I think a more outwardly-centric design, at least from the street, will make a big difference.

I think that the most that I could say that would be useful or some comments- I reviewed all the material and the regulations that apply to this area, and they're very special. The general plan talks about land use diversity consistent with preserving the small-scale and historic character. Well, I'm not sure that can be expressed here, but I think it's important. You can feel that when you drive up Broadway. I can't describe it very well. It also says -- this is from general plan -- "You should emulate the desirable characteristics of the existing neighborhood." I think it needs to somehow fit the context better, the flavor of the neighborhood. It talks about the Broadway streetscape and improvements should enhance the travel experience. In other words, everybody that comes to Sonoma drives by here, and I think it needs to have more interesting, you know, aesthetic designed into it. I'm not sure what that means again. I'm also not clear on how a mixed-use development should express itself. Again, the regulation says the transition between commercial and residential. I'm not sure what that is and I'm not sure this does this. The retail here is likely going to serve the interior. I know you made that point. My opinion would be that this an opportunity for some interesting retail that would complement the development and could add a little bit more street excitement to it. I think it would be probably interesting to find out what kind of retail tenants are out in the marketplace and kind of go from there. What's the demand and the opportunities, and what does the city need that would be of local interest, but also of interest in the Broadway corridor. This Fremont Diner that's going in right across the street, I think, is a really

good example of something that's hip and local and interesting, and I think it's going to be a real attractor to bring business down into this area. When that came across our approval, I saw that as kind of a signal that there was something interesting going on down in the Broadway corridor. They've struck a vein there that I think is important. It's stylish. It's good service because it's a casual food place that's open for long hours. They don't have that down there at all. It's popular out on the highway. The original Fremont Diner. But that's got real style and pizzazz. Maybe there's an opportunity here to complement that. Those are my comments. Thank you.

Chair Cribb:

Thank you. I, too, want to thank the developer and the public for their input on this. I did meet the other day with Scott and shared some input with him that I'll share with you as well. I think it reflects on some of what we've heard and is not in full agreement with everyone in the public, but with certain segments. I mean, first and foremost, I think the thing about this that is its strongest selling point, at least to me, as a desirable project to move forward with is the density. We need the housing. The reality is we're going to need, wherever we build housing going forward, it's going to need to be denser. That's just the economics and the fact that we're running out of land. So, that, to me, is not an issue in terms of that. So, it's then dealing with that with some style points is going to be important. But I also like the fact that, I mean, I don't think we've seen a project that's been with this many small-scale units, and I think that's really important. I think that also reflects a change both in the reality of the economy but also in the needs and desires of people to not necessarily live in a larger space. It recognizes that we're living in a more digital world, so the physical space needs are less. We're living in a shared economy world, so there's more things that are shareable and less things that you need to have just in your own personal possession. Like, they talked about having the bicycles and things like that. So, I think there's probably even some more creativity that could be applied to this with that kind of general feeling in mind.

I think the other thing that, for me, is- Put the mass to this to the inside, I guess is what I shared before. I mean, you know, David mentioned in his report the Cumberland Presbyterian College that was there. That was really, almost a 4-story building when you look at it. It was a 3-story mansard-roofed building with cupola. That sat on the site in 1860. So, when people say, "small-scale Sonoma," what you're talking about may be the middle of last century when everything was flat ranches. Things weren't always built on one single story. There was a massive building there at one time. The auto center's been sitting there for almost a hundred years, and that's a large commercial building pushed right to the sidewalk. So, if you talk about the historic development pattern on

Broadway, is that not part of the historical development pattern on Broadway? It's not all 2-story bungalows and Victorians with front yards. There's always been, and particularly on this parcel. So, I think squeezing even closer to the street is appropriate to me for the commercial space, because, if you're going to have a veranda or something like that on the front, it's OK for it to push right up against the sidewalk. Also, going forward, I mean at some point in the future, this should last a long time, and I'm still confident at some point the road diet on Broadway will become a reality, and that will increase the amount of pedestrian space between the roadway and the buildings. So, it's OK for things to right now maybe feel a little crowded on the sidewalk, because there's going to be 12 to 15 feet wider space there at some point in the future. Then it will awkward for it to sit so far back. So, I'm not as worried about that, but I think more articulation at the street level. One massive building is OK. The others- If you took some of the mass that was on the street and stuck it back in the corner a little bit more- To me, as I was talking with {inaudible [04:40:11.16]}. We live in boxes. We're in a box tonight, and so it's how you stack those boxes and how you arrange them that ultimately tells the story. I think when people talk about our character, those are the things that- I've always been a big fan of the book A Pattern Language. I mean that's kind of the- There's these patterns that are established, not just in a particular room, but it's in the room, in the house, and the arrangement of the houses. So, it's creating that pattern language here is- You know. You've got the elements, it's just they need to be telling a different story.

Also, the affordability issue. No one project can solve all of our housing needs, so I was just flabbergasted to see 10 units under 500 square feet. I think that is a great trend. I don't know, when the Olivia {sp?} project comes online, how many units they're going to have that are going to be that thoughtful. So, I think that's a great thing that's been included in it as well. I love Ms. Harvey's comment about it's a little too Windsor. That's all I'll say on that.

That's another thing. Mr. Demmler's comment about buildings should be of their time. So, this is being built -- what year is it now? -- 2017. So, it should look like it's being built in 2017. We're in Sonoma now. We're in Sonoma in 2017. We're not in Sonoma in 1864. We're not in Sonoma in 1932. We're not in Sonoma in 1956. We're in Sonoma in 2017. So, I think the style of these buildings should reflect that reality as well. Pretty much my comments.

So, you've heard a palette of options that I think there's some commonality to what all of us have been saying, and I hope that it's been useful enough. I don't know at this point- David, do you want us to now

address the specifics of- Do we need to get into the details about environmental review?

David Goodison: If you've got anything you'd like to add to that list. I mean, that list- There are other things on the list already, but those are the things I kind of wanted to highlight.

Chair Cribb: Yeah. I think, for me, other than the kind of standard things, in a project like this, traffic is probably going to be, in my mind, the biggest issue. Because I think they've already effectively dealt with parking, even though I know that's no longer part of CEQA, but that's always another big issue that impacts traffic. I think, from my perspective, I agree with some of the others who suggested that a reduction in parking is beneficial to the overall project, particularly if it remains a true mixed-use apartment project, which I think it should. I actually think, a piece of that, too, it not only serves people here, it serves people who are visiting. A large population at the hotel across the street. That's pretty full all the time. Plus, that neighborhood is pretty dense on both sides of Broadway. So, it would be great for it to be a real community place. Something that serves both the community that lives there as well as the larger community. That's my input. So, do we need...

David Goodison: There's no motion necessary.

Chair Cribb: No motion necessary? Ok. I just wanted to make sure we didn't have to do anything. We're done with that one. Hopefully, the applicant, you've gotten adequate input that you feel like you can move forward? Great. Thank you very much. Then we'll...

Sonoma Planning Commission
Special Meeting
Mar 29, 2018

Chair Felder:

Thank you and we have no minutes to review tonight so we'll move to the first item which is a public hearing for an application for use permit, tentative map, and related approvals for a mixed-use development at 870 Broadway. And with that I'll take the staff report from Mr. Goodison

David Goodison:

Thank You Chair Felder and members of the Planning Commission. This property is 1.86 acre site it's located at the northeast corner of Broadway and McArthur Street it's been used for auto sales rentals and repairs since 1925 but that use closed in 2011 development on the property consists of a 6,000 square foot auto showroom a rather large building with the appearance of a barn that's been used for storage as well as an automotive paint shop and a 1,000 square foot wood frame garage building and large areas of the site have been paved for use as vehicle display areas and storage adjoining uses include mixed-use developments, offices, and apartments. To the south there's the MacArthur Place Hotel which is of course across East MacArthur Street. On the east a duplex and an open space preserve. And to the west an apartment development and commercial uses this site has a general plan land use designation of mixed use and a corresponding mixed-use zoning designation in addition the property is located within the historic overlay zone the northeast corner of the property lies within a creek setback associated with Nathanson Creek. Just by way of background some of some members of the Commission saw these proposals. I know that others did not, but this site has been the subject of a number of development proposals within the last couple of years. In October and November of 2014 the Planning Commission conducted study sessions on a mixed-use project addressing both the subject property and the gas station property across the street at 899 Broadway that concept envisioned a thirty-six room hotel, a food or a commercial component with an area of about 5,000 square feet, 15 apartment units, and on-site parking, along with an off street offsite parking lot at the 899 Broadway site that would be operated with a valet service in response to concerns raised regarding the use of the 899 Broadway property as a parking lot the adequacy of the parking provided and the practicality of the valet service, a revised proposal was presented in which the hotel component was eliminated. Under that proposal the 870 Broadway site would have been developed with 20 townhomes and expanded culinary promenade with seven live/work units above that component. The 899 Broadway site would have been redeveloped with ten townhomes and a small retail space. And this proposal too provoked significant concerns regarding building mass, intensity of use, parking adequacy, and conformance with the design guidelines to the Broadway corridor. It was ultimately withdrawn. Subsequently the property owner brought in a different development team with the focus on a purely residential concept featuring variations of between 22 and 30 multifamily residences. The iterations of this concept were reviewed by the Planning Commission over the course of 2014-2015 but it too was ultimately dropped because many commissioners felt that the mix of unit sizes was excessively weighted towards larger units. In addition, several members of the Planning Commission expressed a preference for a project having a commercial component.

{inaudible [00:06:44.19]}

David Goodison:

Yeah, yeah. So, on the site... On the screen above us right now is a site plan that was reviewed by the Planning Commission last September. This preliminary proposal was reviewed by the Planning Commission in a study session format and I wanted to kind of start off with this site plan because it shows how this proposal was initially organized with the commercial building in the front-actually a mixed-use building in the front with a commercial component below and I believe 10 units above that. And then the remainder of the units organized around that with buildings arranged along the edges... the north edge of the site with access from Broadway and two access points from East MacArthur Street. When the Planning Commission reviewed that proposal, they appreciated the mixed-use component and the emphasis on smaller residential units. Well let me talk about this a little bit more deeply.

{inaudible [00:08:15.18]}

David Goodison:

Yes, the commercial space on the lower floor featured 10 one-bedroom apartments located on the second floor. That building was proposed with the height of 33 feet nine inches. Another 29 residences took the form of townhomes. These were grouped in eight clusters wrapping around the mixed-use building these were all proposed as three-story buildings with a height of 35 feet. For vehicle circulation, two main access driveways were proposed, one on Broadway and one on East MacArthur's Street, but there was a secondary access on East McArthur Street as well. With regard to parking each townhome featured a two-car garage, 11 additional covered parking spaces were to be located on the east side of the mixed-use building, and another 24 uncovered spaces were proposed for a total of 93 parking spaces. In its review of this concept the Planning Commission expressed concerns about the height of the buildings adjoining the street and the architectural design of the mixed-use building. Several commissioners expressed the view that the site plan was overly auto-centric. On the other hand, the commissioners appreciated the mixed-use component and the emphasis on smaller residential units. So now, let's look at what is before us today.

David Goodison:

In this proposal the concept calls for the redevelopment of the site again with the mixed-use development this time featuring 35 residences and 4100 square feet of commercial space, so that's a reduction in density from the proposal that was reviewed in September. The commercial space would accommodate up to three tenant spaces. The plan again places the mixed-use building at the southeast corner of the site aligned with Broadway. The lower floor would consist of commercial space, but in this iteration, there are four two-bedroom flats located on the second floor. This building would have a height of 30 feet. Eight apartment units divided between two four-plex buildings would be located north of that mix-used building fronting Broadway, while three detached units would be placed along the West McArthur Street frontage. The remaining residences would take the form of townhomes grouped among five building clusters located within the interior of the site. These would all be 3-story buildings with heights ranging from 32 to 35 feet. These internal buildings. And the northeast corner of the site which lies partially within a Creek setback would be used as a common open space area. As set forth in the staff report, the unit sizes excluding garage areas ranged from 486 square feet to 1934 square feet. The townhouse units all featured two-car garages. A network of interior sidewalks would allow for pedestrian circulation, while for vehicle circulation, access would be limited to a single driveway on East MacArthur Street. However, a secondary emergency access point would be provided, also

connecting to East MacArthur Street. So, in this proposal there is no access into the site from Broadway that simplifies the circulation and it certainly improves what can be done with the Broadway frontage. In terms of other changes that this site plan reflects in comparison to the September proposal, the design of the mixed-use building has been streamlined and its height has been reduced to 30 feet; the heights of the apartment units fronting Broadway have been reduced to 25 feet and 26 feet, 6 inches; and the height of the residences facing east MacArthur Street have been lowered to 25 feet. Also, with respect to design issues, the building frontages are now much more oriented towards the street, with porches, front doors and elevations that clearly engage with the street. Frontages in all cases. All of the townhome clusters with height in excess of 30 feet are located now in the interior of this site. The number of residential units has been reduced by four. The unit mix now features a greater variety of unit types is four two-bedroom condominium flats are proposed. However, there are also now three larger units included in the mix in the form of separate residences fronting East MacArthur Street. Overall the revised site plan greatly improves the project with respect to how it addresses both Broadway and East MacArthur Street. In addition, the vehicle circulation has been simplified and pedestrian circulation and amenities have been strengthened. So just to take a look at the renderings, this is a view of the mixed-use building from Broadway/MacArthur Street. These are the apartment buildings that would front Broadway. And these are the three detached units that would front East MacArthur Street. In terms of the general plan, again, the project site has a land use designation of mixed use. That designation encompasses a variety of purposes. It's intended to provide additional opportunities for higher density housing as well as commercial and mixed-use development. The designation allows the density up to 20 units per acre, but the land use definition specifically acknowledges that density bonuses are also available. The proposed project density amounts to 19 units per acre, which complies with the normal base density allowance. We've tried to summarize project consistency with the general plan in the staff report, and, you know, I don't want to go through each item, but a key general plan policy is to promote higher density infill development while ensuring that building mass scale and form are compatible with neighborhood and town character. This project is an infill development proposed at the high end of allowable density. As we will review in the discussion of the environmental evaluations, its staff's take that the project will be visually compatible with its surroundings and will not degrade the visual quality of the site or its surroundings. This project would also preserve the creek setback area that's associated with the site. It would incorporate erosion control and soil conservation practices and it would not create any traffic impact at the intersection of Broadway and West MacArthur Street. With regard to the development code, the property is located within the mixed-use zoning district. As with the mix use general plan designation, that district is intended to allow for higher density housing type such as apartments and condominiums, both separately and in conjunction with commercial and office development, in order to increase housing opportunities, reduce dependence on the automobile, and provide a pedestrian presence in commercial areas. We review, in the staff report, the building setbacks, floor/area ratio, site coverage, open space, roof height, and parking. Just to kind of go through, those in the zoning designation the minimum front and street side setbacks are 15 feet. These are met in the proposal, slightly exceeded in some cases, especially on the Broadway frontage were some of the setbacks for 18 feet. The

floor/area ratio is a maximum of 1.0 It's proposed in this project at 0.87. The maximum site coverage allowance is 60%. This proposal that's before you tonight has site coverage of about 61% to 64%. That includes permeable paving, however. With regard to open space, the open space requirement is exceeded in this project. The maximum building height in this zoning designation is 30 to 36 feet, and the roof heights as proposed in this project range from 25 feet to 35 feet. With again the higher units located within the interior of the site. Parking, just to get into that in a little bit more detail, each of that townhome units again has a two-car garage and 10 covered parking spaces adjoin the commercial building. There's a total of 77 parking spaces over all. The normal minimum parking requirement for 35 multifamily units would be 66 spaces, while the parking requirement for the commercial building area is 14 spaces. That results in a total of 80 parking spaces. However, the development code allows for the Planning Commission to reduce the parking requirement associated with a mixed-use development, if it finds that the parking demand associated with different use types are complementary. So, in essence, this could allow for a reduction of up to 14 parking spaces at the discretion of the Planning Commission. And again 77 parking places are proposed. Bicycle parking is provided for in this project with secure bicycle... covered bicycle parking that is incorporated with the mixed-use building. In terms of a residential component, under the proper use of the mixed-use zoning designation, a residential component is normally required of at least 50% of the proposed building area. The project greatly exceeds that standard in that more than 90% of the building area that's proposed is residential.

Inclusionary housing: The development code requires that 20% of the units within residential developments of five or more units be designated as affordable housing at the low- or moderate-income level. In this project eight -- that's a correction to the staff report -- eight affordable units are proposed. That exceeds the 20% requirement by one unit. With respect to the design of inclusionary units, the development code provides for the following: the location of density bonus units within the qualifying projects may be at the discretion of the of the developer. Normally inclusionary affordable units should be reasonably dispersed throughout the development and should be compatible with the design or use of the market rate units in terms of appearance, materials, and finished quality. The clustering of affordable units may be permitted by the Planning Commission when consistent with the design and planning characteristics of a particular development. The applicants are requesting in this instance that the inclusionary units be clustered as apartment units within the two four-plexes. In support of this proposal, they are offering to provide an additional affordable unit beyond the minimum requirement and to provide for the units as affordable at the 100% of area median income level, which is below the normal requirement of 110% for moderate income units. This project is located within the historic overlay zone, and there are special findings that need to be made for the approval of any such project within that zoning district, and we review those in the staff report. There are also design guidelines that apply to any development in the Broadway corridor and we review those as well in the staff report. For example, proposed dwellings shall be placed on their site so that the narrow dimension of the structure is parallel to the narrower dimension of the parcel and so that the primary entrance to the building faces to the public street. So along East MacArthur Street, the residences present the narrow dimension to the street. This is not the case with the two four-plexes on Broadway. However, the desired effect can be achieved by strengthening the vertical elements of those structures. Along both

frontages the residences are oriented towards the street. Buildings should reinforce the scale-massing proportions and detailing established by other significant historic buildings in the vicinity, if any. The mixed-use building, which is the most prominent structure on the site features an updated Craftsman style that evokes a number of older homes along Broadway. The massing and architecture of this building have been streamlined relative to the previous proposal, and the level of detailing, in the staff's view, is appropriate and not overly busy. The massing of larger commercial mixed-use buildings should be broken down to an appropriate scale. This needs to be better addressed in the findings for approval because the mixed-use building is of course greater than 5,000 square feet. However, I think that it can certainly be stated that the massing of this building has been broken down through variation in the facade of that building, through the use of a ground floor porch element, and through the use of balconies on the upper floors, and through the use of differentiated building entrances for the commercial tenant spaces. So, we believe that that guideline is met as well. Architectural styles and details that reflect the Sonoma vernacular should be used long used. Along Broadway, Victorian and other residential architectural styles are more typical than purely commercial building types. The mixed-use building, again, features an updated Craftsman style of that, in staff's view, is appropriate for Broadway. The three residences facing East MacArthur Street are differentiated in their architectural detail, but they are basically traditional. The two four-plexes on Broadway carry over elements of the mixed-use building, which provides some continuity and is appropriate to their residential use and their location on the Broadway frontage. Several of the townhome clusters within the interior of the site feature a contemporary design, but these are not readily visible from either Broadway or East MacArthur Street. Site design and architectural features that contribute to pedestrian comfort and interests such as awnings, recessed entrances, and alleys are encouraged. In staff's view, the revised site plan greatly improves pedestrian circulation and amenities throughout the property. Moving on to environmental review, an initial study was prepared to analyze the potential impacts of the project. In this evaluation, different studies were commissioned addressing cultural resources, hazardous materials, and traffic. In addition, the project architect prepared prospective visual simulations to assist in evaluating visual compatibility. We summarized those studies in the staff report, but suffice it to say that, first, with regard to aesthetics and visual compatibility, the project is substantially consistent with the applicable standards in the development code that relate to visual character, and it's also substantially consistent with the design guidelines of the historic overlay zone and the Broadway corridor. With respect to project design and its site planning and architecture, the project has been designed to appropriately address Broadway and East MacArthur Street. The mixed-use building, which is the most prominent structure is located at the corner of Broadway and MacArthur Street which is exactly where it should be. As called for in the Broadway Corridor design guidelines, its architectural approach incorporates residential detailing, but it has a substantial quality and is not overly ornate. The two four-plexes located along the along Broadway to the north or at a smaller scale that creates a transition to the development pattern associated with the narrower lots along Broadway that are further to the north. And on East MacArthur Street, the three separate residences also create an appropriate transition to the traditional residential pattern east of the site. So, in summary, we found that the project would not have a significant impact with regard to aesthetics.

With respect to biological resources, the property has been designed to retain and preserve the area that's associated with the Creek setback, and the project would be designed not to drain into that area, and construction requirements would be imposed to ensure that construction does not intrude in that area during the construction process. This project has been evaluated with respect to cultural resources, and this project does... this site rather, does have a very interesting history that's described in the staff report that dates back to 1864 when it was developed as a college that later served as Sonoma's first public high school. But over the years, the historic buildings on this site have been eliminated or altered beyond recognition and so there are no historic resources on the site today that could be impacted by the project. With respect to archeological and tribal resources, to assess the site for such resources a professional evaluation was performed including archival research. No such resources were found but the potential does exist for unexpected discovery during the construction phase and we have appropriate mitigation measures to address that contingency. A noise study was prepared, and the conclusions of that study are set forth in the staff report. In essence, this project will be required to provide for heating and cooling systems that allow residents to keep their windows closed if they so desire to make sure that interior noise levels are consistent with state and local standards. That's necessary because the site is located and right along Broadway, and traffic conditions on Broadway are such that, without that measure, interior noise levels could exceed acceptable standards. Hazardous materials a lot of information has been developed with respect to hazardous materials given the history of the site as an auto sales and service center. In summary, while contamination was identified through early studies that were performed on the property, those initial studies also identified remediation requirements and all of those requirements have been implemented. So, in essence, soils testing that was performed in conjunction with the remediation efforts showed that the soil excavation was successful in removing contaminated soil. So, this site has been thoroughly investigated with respect to hazardous materials. It's been the subject of testing, study, and remediation, all of which have been implemented. The conclusion is that the site has been successfully remediated in that area. Traffic and transportation. To evaluate the potential impacts of the project with respect to traffic and transportation, a traffic impact study was prepared by a qualified transportation engineer, who is with us today, Dalene Whitlock of W-Trans. This evaluation addressed both traffic conditions as well as pedestrian circulation, vehicle safety, and associated issues. But just to focus on level of service, the study looked at the intersection of Broadway and MacArthur Street that's a four-legged signalized intersection. Traffic counts show that the intersection currently operates at LoS B during the morning peak period and LoS C, Level of Service C, during the peak PM period. The project is expected to generate about 386 trips per day, including 19 trips during the AM peak hour and 35 trips during the peak PM hour. However, looking at that level of traffic activity in conjunction with existing and projected level of service shows that even under traffic conditions projected for the year 2040 the peak AM period would remain at LoS C... or would drop, rather, from LoS B to LoS C, while the peak PM period would change from LoS C- Actually... Dalene, have I got that right? I'd like you to weigh in on the traffic study, if you don't mind. I don't want to mess it up and have you correct me. And so it stays at C in the future. In other words, this project doesn't generate a sufficient level of traffic to have any significant impact on the operation of this intersection. In terms of other issues with respect to project and

design, to begin with project design and visual compatibility, this has been a thorny issue with the previous development proposals that the Planning Commission has reviewed, and the first iteration of the subject application also had some issues in that regard. However, the revised proposal has been substantially improved, and, in staff's view, it includes a number of positive features. The design of the mixed-use building has been streamlined and it has been reduced in its massing and height. The site plan provides appropriate transitions along both frontages with smaller scale buildings in keeping with the residential patterns found on Broadway and on East MacArthur Street. The updated site plan reduces paved areas devoted to vehicles while providing a clear pedestrian pathway system and related amenities. The creek setback and floodway area is preserved and uses the landscaped amenity for residents, and an additional common open space area is proposed on Broadway. With respect to the mix of unit types, the revised project provides an even greater variety of unit types as it now includes apartments, flats, townhomes, and three detached homes. The density has been increased... has been decreased, excuse me, slightly, and the three detached units are relatively large. However, on the balanced units are relatively small, including eight one-bedroom apartments with an area of 486 square feet. Even the three detached units do not exceed 2000 square feet in area. Most of the townhomes don't exceed 1500 square feet in area. So, it's a good mix, and it's heavily weighted at the lower end of the range. Again, with respect to the inclusionary requirement, the applicants are requesting that inclusionary units be clustered as apartment units within the two four-plexes. Normally inclusionary units are to be distributed throughout a development, but clustering is allowed at the discretion of the Planning Commission. As we've discussed, the applicants are proposing to provide an additional affordable unit beyond the minimum requirement and to provide four of the units and at a level of 100% of the area median income, which is below the normal requirement of 110% of area median for moderate income units. So, there would still be moderate income units, but they would be more affordable moderate-income units. Four of them would be. The others would be at the normal 110% of AMI rent level. In the staff's view, the addition of the extra affordable unit and the greater level of affordability for four of the units represents an acceptable trade-off in exchange for allowing the units to be clustered. I'd also like to note that... it's a more late-breaking issue that's not reflected in the staff report. Well first, just to back up a second, this project is located next to Nathanson Creek, so part of the site is encompassed within a creek setback area and part of the site is within a FEMA flood zone. That issue has been extensively analyzed both in this project and in previous development proposals, but one thing that staff missed in this iteration is that this unit within building -- at the north end -- I believe it's building seven, which adjoins this Creek setback area encroaches into what's called a flood way. In talking to the building department about this issue initially, planning staff just misunderstood what the mitigation requirement was, and we have it in there is simply that there needs to be a flood elevation certificate that verifies that the finished floor is above the 100-year floodplain. But in fact, in order to locate any portion of that building within this flood way, there is an extra study that would need to be performed to validate that the inclusion of that building at that location would not increase flood levels, and that study hasn't been performed. So, there are obvious ways to address this issue. For example, that unit at the north end of building seven can simply be eliminated, in which case that issue would be solved. But the applicants would like to take some time to look at that

question and whether or not they want to perform that study, reconfigure the unit, and in any case, we didn't want to just drop this as a last-minute change to conditions of approval so we're not recommending that the Planning Commission take action on this item tonight. Instead, we'd like the Planning Commission to continue this item to your regular meeting in May so that we can take our time and make sure that this particular issue is appropriately addressed and make sure that the Planning Commission has an opportunity to review any changes in the site plan that might result from this change. We don't regard this as a substantial issue. We know that it can be addressed, but at the same time, we want to make sure that we do so in a way that is just clearly vetted and available for review by both the public and the Planning Commission and anyone interested in the project. So again, we're not going to recommend approval of the project tonight so that we can investigate this question and come up with a clear proposal to address it. But that said I do want to just make a couple of final points about this project. We believe that this proposal is fundamentally sound. It's a good site plan that is responsive to key directions by the Planning Commission that have been given over the course of different reviews that have been made for this site since 2015. The Planning Commission had said to keep the building heights at 30 feet or less along the property frontages. This site does that. The Planning Commission has said that building designs need to engage the street frontages. This site plan does that. The Planning Commission has said that any taller units need to be located in the interior of the site. This proposal does that. The Planning Commission has said that it would like a commercial component, but it wants the emphasis to be on residential. This site plan does that. And the Planning Commission has said that it wants to see a mix of unit types that are weighted at the smaller size range. This site plan provides a good mix of unit types, and it's clearly weighted at the smaller range with regard to unit sizes. So, we feel that the applicant has made a good proposal especially in response to the direction the Commission gave in the previous study session, and we plan on returning to the Planning Commission in May with a refined proposal that addresses this floodway issue and any other kinds of revisions or refinements that come out of the discussion tonight but we feel that this is a sound project and that it will be ultimately something that the Commission can support. Thank you.

Chair Felder:

Thank you very much, David for that report. Are there questions for staff?

Commissioner Cribb:

I had one and I just and maybe this is for the consultant. Because, in doing the parking analysis, I know in the light correspondence we got, the issue was raised about you know garages being private versus the... and I just want to make sure, because the way I read the parking analysis was that it took into account that in fact that a significant number... and it was like taking that in... Can I just get clarification on that? That that issue was addressed actually in the analysis. That's how I read it and I just want to make sure that that was true.

Dalene Whitlock:

In looking at... My name is Dalene Whitlock. I'm with W-Trans. In looking at the shared parking model, the first thing it does is take any spaces that are in garages and it x's those out. That supply is not available for anybody else so the only thing we look at in terms of the shared parking is those spaces that are outside of the garages and can be shared between uses. So, you know, if you have, like, the retail use will want the spaces during the day whereas the residential, it uses them more at night or their guests tend to be there more at night. That's kind of the benefit of shared parking is that those

spaces can be used by different aspects of the of the project at different times of the day. But we absolutely do take into account the fact that garages, those spaces are not shared.

Commissioner Cribb:

OK. Great.

David Goodison:

And if I could just add to that. When we return to the Planning Commission...We've, you know, been looking at that issue as well, and I think that will have slightly revised conditions that address the hours of the commercial use to better ensure that there is that complementary level of activity between the commercial uses and the residential uses so that that overlap can and will occur.

Commissioner Cribb:

Thank you.

Commissioner Corrado:

David, what impact -- if we took away that unit -- would it have on the parking? How many would it reduce?

David Goodison:

Well, it eliminates the two garage spaces that are associated with that unit, but those units don't really contribute to the, you know, other uses on the property. In our view, if that unit were to be removed, then consideration might be given to possibly eliminating that parking space to the north of it, but that's just something that we would want to take a closer look at.

Chair Felder:

I'm going to just hitchhike on that a bit. In looking at the parking requirements, it's not obvious to me on whether the calculation that allows for how many guest parking spaces are required has been computed correctly. If we count all of the garage spaces as designated spaces and some of the ones under the flats as designated spaces those cannot then be added to the available guest parking, is that correct?

David Goodison:

Well again, I don't... We are taking a look at how the conditions of approval address that and will likely be updating the conditions of approval in that regard, but our thinking now is that the condominium spaces would have dedicated parking spaces, but the apartment units would not.

Chair Felder:

Okay. I guess I'm-

David Goodison:

But that is something that we can look at in more detail

Chair Felder:

I think it needs some more. Okay. Thank you.

Commissioner McDonald:

I had a couple questions. One of the... This is probably for staff and the traffic consultant. I wanted to get your feedback on your evaluation and analysis of the duplex driveway, which seems to be in excess of 25 feet wide, combined with the proposed main entrance to the development driveway, which is about 26 feet wide. The combination of both those curb cuts would be a fairly excessive like curb cut because there's really no transition between the duplex to the east and the proposed driveway. So, my question to staff and the consultant is did you look at that analysis or in your analysis of having an excess of one single driveway in terms of pedestrian safety and auto safety? Also, was this looked at by the Public Works Department to see if there would be any sort of confusion on the part of the pedestrians or even autos entering and exiting from that configuration?

- David Goodison: The Public Works... I'll certainly let the traffic consultant talk about her analysis, but the public works director looked very carefully at this issue and it was her preference that the driveway entrance be placed as far to the east as possible.
- Commissioner McDonald: Okay. Well I guess my question is placing it as far east as possible it pushes it up against an excessively large curb cut for the duplex. So, I was wondering, in your opinion, would that cause any sort of confusion for autos or pedestrians entering? Because there's it seems to be almost a 55 -foot wide curb cut.
- David Goodison: Well, I guess what I intended to say was that I believe that the Public Works director was aware of that condition. I mean she's visited the site and has looked at it, but I can follow up on that.
- Commissioner McDonald: Okay. Great. And I just wanted to also reemphasize the fact of the mixed-use zone. My understanding is that pretty much any sort of use that would go into the commercial component would require a use permit, is that correct? Like the Planning Commission would have to approve any use that would go in there?
- David Goodison: Well, I think that you might want to predefine some retail uses that you would find acceptable or just say that three retail tenant spaces are acceptable without wanting to review every possible type of retail use. I think that the Planning Commission would certainly want to look at any kind of food serving use very carefully to make sure that we weren't exceeding parking demand, but that's kind of up to the Planning Commission, how you would like to address that.
- Commissioner McDonald: Yeah, because I was just trying to you know debate if this was really a neighborhood serving commercial component or would we allow something like a 7-Eleven or a liquor store or, you know, a coffee shop that might not necessarily be neighborhood serving may bring people in off the street or off the highway that would exacerbate the parking that's provided.
- David Goodison: Well, this would be subject to the formula retail restrictions that apply to the historic overlay zone no matter what. So that's something to just keep in mind. Not just anything can go in there, and any restaurant use would require a use permit.
- Commissioner McDonald: OK. I just wanted to re-emphasize that you know that we do have like some safeguards in place. The other question kind of piggybacks on the building seven -- one of the units that might need to be removed. You know, to look at the flood the floodway area. The initial study on the mitigation, number nine G and H, there are established FEMA requirements that indicate that the finished floor of the structures are to be above the 100-year flood elevation, and I just wanted to make sure that the plans that we're reviewing including the heights one being 35 feet 2 inches account for this required finished floor elevation above the floodplain. I just want to make sure that we're not going to have a situation where Oh guess what-
- David Goodison: Right, right. The engineer is here tonight, I believe.
- Commissioner McDonald: OK, great.
- Chair Felder: It's my understanding, though, that you're saying that that condition is probably going to be looked at with the rest of this study on that.

- David Goodison: Well, that condition is going to apply... would apply no matter what.
- Chair Felder: If a building is allowed there.
- David Goodison: Yes.
- Commissioner McDonald: Yeah, and I'm just thinking more generally in terms of the whole site itself. If there was a study that says, "Oh, you need to raise everything up eight inches," and we've got buildings that are all going to eight inches to make sure they're out of the flood, the FEMA flood, zone. So, OK. Thank you.
- Chair Felder: Any other questions? Carol.
- Commissioner Jansen: I'm interested in this whole flood issue, and that one building that seems to be affected particularly. The one unit. If this building were existing today, what would be the FEMA requirements for that building? Forget the city. I'm not talking about building codes or anything else. It's in existence. Are there other buildings in Sonoma that would fall into the same category that are in existence today?
- David Goodison: Well, there are plenty of buildings within Sonoma, including buildings along Nathanson Creek, well in particular buildings along with Nathanson Creek, that don't comply with the requirement that I just mentioned because they were built a long time ago. But the city is charged with enforcing that requirement for new development, and we do. So, any kind of building expansion would be subject to that requirement, but an existing building is just that. It's an existing building and if it predates the requirement that's just how it worked out.
- Commissioner Jansen: Just kind of spit balling if I can, OK. What sort of solutions do you see? I mean if you think about it the density of this project has been decreased. It's not density excessive or anything else. So rather than looking at the possibility of removing that particular building, what would be the possible solutions that you would see to have it work to meet the city's requirements?
- David Goodison: Well, one solution would be to conduct this flood way analysis that would be prepared by a registered engineer with expertise in that area. If that analysis demonstrated that the placement of this building element within the floodway did not have an effect on the 100-year flood surface, then it could be approved. That's one option. I mean, it's quite conceivable that that would be the conclusion.
- Commissioner Jansen: I would agree with that. The reason why I'm asking these questions is because to have this project continued until May, when it seems like it could be conditioned that that be resolved, I'm puzzled as to why it is that we're looking at a continuance of two months to resolve something that you know it's quite easily resolvable in my mind.
- David Goodison: Well, it just that's the primary reason that we're requesting this continuance, but as has been clear just through this initial discussion, other commissioners have raised other issues that we're aware of that may require some further study and analysis. We want to be able to take the time and the applicants want to be able to take the time to do that because there's just no... We definitely don't want to delay this project or any project unnecessarily. We just don't. But that said, we want to make sure that if and when an approval is granted it is solid and clearly defensible, so we feel just in totality that that is the best approach.

- Commissioner McDonald: {inaudible [00:51:45.14]} just may be to clarify, I don't believe we would be able to actually certify the mitigated negative declaration or make the resolutions until that's resolved. So, just in terms of the environmental review, we couldn't take action tonight.
- David Goodison: Let me put it this way. I mean, I do want to be super clear if that building was just cutback and was not in that flood way, then that issue wouldn't be an issue anymore because it's not in the flood way. But, again, our recommendation, and we don't make this recommendation lightly, is just to make sure that we have this project completely dialed in and fine-tuned and polished up before we make a recommendation for approval. And, like I say, I'm quite certain that we can and will get there, but that's the recommendation. Thank you.
- Chair Felder: Any other questions of staff? Seeing none, I'm going to open up the public hearing, and I'll give the applicant a chance to address us. If you will please state your name and address, and we'll give you ten minutes for your presentation.
- Barry McCormack (Applicant): Thank you Mr. Chairman. Ladies and gentlemen of the Commission, I'm Barry McCormack. I'm president of Broadway and MacArthur, which is the limited liability company that is the applicant here. I want to fall on my sword a bit here, because Mr. Goodison, it's not his fault that this issue of FEMA came up at the last minute. It's our fault. We simply missed it. It's about five or six feet into the line and we simply did not recognize that that was the case. So, we appreciate his desire to work with us and solve that issue. We don't want to lose the unit. It's very valuable, and so we want the opportunity to do the study and hopefully come up with a solution that allows us to go forward with the unit included. If perchance that study is not in agreement with our position, then that one unit on the end will simply have to be deleted from the project for it to comply. And that would be the practical results of that. Let me just say in general that we have spent the last year working on this project. The revisions which you saw were not all of the revisions. There were several others that were done. And we have tried mightily, I must say, to satisfy members of the community, the staff in the city of Sonoma, all of the department heads, to make this a project that we all can be proud of. I am very happy to be able to possibly do a nice project in the city of Sonoma. It's a very important city in Northern California. You obviously believe that, or you wouldn't spend the time that you do working on this Planning Commission. We have attempted as we have put this project together and revised it to adhere to the mandate in the city zoning laws that this project be designed in the vernacular of Sonoma. And we all know that defining the vernacular of Sonoma is pretty difficult, but, when you get right down to it, what I think that the vernacular of Sonoma means is that this is a very unique and eclectic community in terms of its architectural styles and structures. As I pointed out in one of the sessions that we had, -- possibly with the community maybe with the Planning Commission in the study session -- the plaza itself in Sonoma represents the eclectic nature of this entire community. It has, in one part of the building, the Italianate structure with the hip roof. It has, in another part of the building, the beautiful Spanish colonnades going up to the bell tower there. It's built in an indigenous stone which has been very important to the community over the years, and it represents the diversity in architectural style that we have paid attention to. Not necessarily in attempting to repeat those styles but attempting to capture the feeling of it being an eclectic community. So, we're obviously disappointed that a continuance is likely forthcoming, but we understand, and we will work with staff over the course of the next several

weeks in trying to resolve these issues. I don't think we should go ahead and make a presentation tonight unless you encourage it, because it looks like we will be doing that again in another six weeks or two months. So, I'd like to save my ammunition, as it were, for that that presentation. If you have any questions, happy to answer them.

Chair Felder:

Does anyone have a question for the applicant?

Commissioner McDonald:

I had a few questions. I wanted to thank you again for putting together a new proposal and trying to work with the Commission, and the community, and staff. I did have a couple questions that might be able to provide clarity when we do have the public hearing. Some of these issues were raised in public comment, too, and in letters. One has to do with, if you take a look at the site plan and the commercial ground floor space and the common open space, I wanted to understand your decision or thought process in not connecting the commercial space visually and with pedestrian access to that common open space area. Was there a particular reason why you put the bike storage there?

Barry McCormack (Applicant):

I think that the real reason is that in designing and redesigning this site we were coming down to a situation where we didn't have a lot of alternatives, and so the decision, in the final analysis, "Well let's do it where it can function efficiently and will serve what it's supposed to serve in terms of the people who will be using the bicycles in the community." I, personally, am a big believer in encouraging bicycle use. Not just the pedal type, but I want to see -- and we will have this in this project -- some electrically-assisted step through bikes for old codgers like me to use.

Commissioner McDonald:

OK. The other question I had had to do with some comments that we had, I think, even at the last hearing. It has to do with the retail space in relationship to the sidewalk and access. So, I wanted to understand the raised platform for the commercial space. I'm just calculating that there's about four steps, maybe twenty-four inches, between the sidewalk and the actual building and steps that are needed. I wanted to understand why the building is done that way, and then also if you could help walk me through the ADA access. I wanted to make sure that that was vetted before we're going to be looking at a final plan. I just want to make sure that... how that takes place and what it's going to look like. Maybe even a cross-section of the sidewalk versus the building. What I don't want, ultimately, to happen is us having to approve a series of ramps in the front of the building that takes away the street trees, and the open space, and the landscaping that really is an integral part of the design of the building.

Barry McCormack (Applicant):

Yes, so with respect to the raised porch what we're trying to create there is the concept of a wide veranda with rocking chairs, comfortable seating for people who are coming to visit the commercial can sit and enjoy being on the porch there and on the veranda. So, the design is specifically to make it feel like a comfortable front porch of a private residence. With respect to ADA, we always are very, very diligent in terms studying this issue, and our architects and our staff have taken that into consideration in detail. We'll be happy to supply you that detail between now and the next hearing.

Commissioner McDonald:

One last question. This is something that I raised at the study session, and I know that you have been working with the sanitation district, but I just wanted to make sure that the individual totes, garbage totes that will be probably required for the townhomes,

that they not be... Will they be collected on-site or will they have to be presented to the street?

Barry McCormack (Applicant): We have trash bins on-site enclosed trash bins on site.

Jeff McCormack (Applicant): {inaudible [01:04:32.15] sanitation

Chair Felder: Sir. Sir. Sir, please speak to the microphone, please.

Jeff McCormack (Applicant): Excuse me. Jeff McCormick. We talked with Sonoma Sanitation and they're going to bring in their trucks for the residential portion. Each tote will be put in front of each unit.

Commissioner McDonald: Oh, great. OK, I just wanted to make sure.

Chair Felder: Thank you. We have another question for the applicant?

Commissioner Cribb: This has to do with your commercial space.

Barry McCormack (Applicant): Yes

Commissioner Cribb: And parking, which is a big issue here in Sonoma. I don't want to get into your business because I don't think that's what we're here to do, but I'm concerned about what type of businesses you're going to put in there, because I'm not sure I agree with the compatibility issue for the guest parking. So, what is in your mind about what you're going to put in there?

Barry McCormack (Applicant): Right. We've taken a sort of a broad look at this issue. There are a lot of different uses which we would like to consider. One of the things that we want to have there is services that serve the people that are living in that community. Not people from outside the community, although they're welcome of course. But we want to make sure that what we put there is convenient for the people who live there. And so that could be any number of things but one of the most important components I think will be some kind of smaller grocery shops. We do want to do a dairy product shop with milk butter cheese and artisan cheeses and maybe some gourmet food for the resident. Another thing that I would like to do is I would like to have a portion of that space to be something similar to a little community center for that neighborhood I would like some sofas and lounge chairs (inside not just out on the porch). I want it to be a community center in the sense that we could have a big community bulletin board there, and people could come and see what's going on in the neighborhood and that sort of thing. One of the things, very important things, that we're working on is that we want to do a grocery delivery and pickup service so that people who live in that community can come sit down at the desk order groceries, and they would actually be picked up at a local grocery store and brought to the site for the residences there. I also, this is sort of a surprise to some of my cohort, I have purchased an 1887 Steinway desk piano and I'm going to put that piano in what I would call the living room area. Invites young folks from Sonoma to come and play the piano until they start driving the customers away, and then we'll close the top of the piano. But those are some of the kinds of things- Now, I heard the comment about coffee shop and traffic. I would really like to have a shop there that serves sandwiches, coffee, pastry, and wine. Now we don't have any prospect in mind for that. But if I were a resident there, if I were living there, I would like to have that convenience. There's nowhere over in that area where you can go and get a

sandwich and have a cup of coffee have a pastry. We would possibly be bringing that sort of use back for approval.

Commissioner Wellander: Your elevation of the commercial building is quite inviting. I'm a little concerned with the preliminary drawings that were done by Adobe Associates in terms of grading and drainage. It has called out for a lot of bioretention. I just would like to challenge the civil engineer to be as creative as possible to see if that requirement can be addressed someplace other than along, principally the frontage of Broadway, and secondarily the frontage of MacArthur. Because that's going to be a very important elevation. I'm not arguing whether it's too big or too small, but your community building is quite large, and the streetscape is going to play a very important role in kind of bringing that down to more of a pedestrian scale, so I really would like you to challenge your civil to see if he can't address that requirement somewhere other than the street frontage.

Barry McCormack (Applicant): Yeah. Indeed, and that elevation is also going to be dramatically affected by the landscaping. What we tend to do in our projects is we tend to lean heavily towards landscaping in the projects. As you obviously know drainage has become a much more important and controlled issue than it was ten years ago or 15 years ago. So, yes, we would indeed do that.

Commissioner Wellander: Thank you.

Chair Felder: One more.

Commissioner Jansen: Excuse me. Forgive me. I've got lots of allergies right now. When did it- I'm getting back to the flood encroachment on that flood zone encroachment area on that one building. When did it come to your attention that that was going to be an issue?

Barry McCormack (Applicant): Well, I'm embarrassed to tell you this, but a good citizen of Sonoma wrote a letter three or four days ago, and that's when we knew.

Commissioner Jansen: So just out of curiosity, if it was three or four days ago and you knew there would be a continuance why are we all here?

Barry McCormack (Applicant): Well, I certainly did not-

David Goodison: I could try to speak to that.

Barry McCormack (Applicant): -continuance

David Goodison: We felt initially that we had some pretty solid ways of dealing with it, and, like I say, I think that on the whole that we do, but we're just trying to strike a balance between solving problems expeditiously and dumping things on the Planning Commission at the last minute. We don't like to do that. We felt that, or I felt that, given the fact that this issue doesn't involve anything fundamental with respect to the site plan, that it would be useful to go ahead with this hearing in case there are other issues that people have, such as has been raised with respect to parking, so that as we address the floodway issue we can also fine tune the project in other ways that might be necessary as directed by the Planning Commission.

Chair Felder: All right. One more.

{inaudible [01:13:30.03]}

- Commissioner Jansen: Just exactly, on the guest parking spaces that are being provided in the project that are not related to the retail or not dedicated to any particular unit, what are the guest parking spaces, and will they be so marked?
- Barry McCormack (Applicant): You know, we literally have not made a determination about that. I don't think that we had intended that they be marked. Frankly, we don't think there is that's going to be an issue in this particular project. In other words, the conflict between guest parking and other parking. We think it's not going to be an issue because we have provided so much parking otherwise. Certainly, the residents are not going to park there because each of them have two-car garages. Everyone.
- Chair Felder: OK. Well thank you very much for everything. I'm going to open the public hearing to other people from the public that would like to address us. Please step up to the podium and you have three minutes and state your name and address, please.
- Public Commenter 1: My name is Maria Bea Sato, and I live here in Sonoma for the last... over 33 years, but I have come here for the last 70 years. I lived in Marin County before. And I saw this beautiful town that deteriorated beyond my belief. It hurt me. I do take a pride on the Sonoma and I take a pride on preserving that nature. I'm a nature lover. I have a couple piece of property within practically near to their place. I restored my property to the glory of 1850. It cost me a lot of money to do that, and I took pride. I was happy to do that. But that's not why I'm here. I'm here because I saw that the old houses they be tearing down and building that parking lot or whatever it is right now. It was really shocking. I couldn't believe it. I talked to an old-timer that was born and raised here and in politics, and I asked her, that person. I said, "Why did they tear down this old Victorian house and build that one." Well, no offense to you, but she says in those days there were no Planning Commissions. But they were active. That they were active. They have better things to do. I believe that, because we're looking at that lot for years and years to come. And I want to make sure that you people are responsible to know that, after those people get to their million-dollar goal, we are not sorry just to have something that we regret. We want to be proud of our Sonoma. And Broadway is at the gateway to the Sonoma historical preservation. We wanted to have something there that we can be all proud and look at and not to turn our head. Now I have two problems with that. One is that the parking place. The gentleman was saying that every condominium would have two parking... I don't know. I couldn't figure that {inaudible [01:17:16.18]}. But what about the business. 4,000 square feet with... You have to have at least 15 to 25 people working over there. And what about the people coming, where are they going to park? You know where they going to park -- any place that they find open space, even in the front of you garage. Really, they don't care, because, nowadays, people just don't care. They park where they have to park period. So, I'm very much concerned about that. You know? There is not enough parking. Also, that place, the location, if it was on West Spain or something like that that where the traffic is minimal, it wouldn't be so bad. It would be OK. But there's more traffic, you go through Broadway in one hour than it is on the secondary street. We want to have something there that we all can be proud.
- Chair Felder: I'm going to have to ask you to wind it up, please.
- Public Commenter 1: I would suggest that at the center of that place should be put a little ornamental like fountain, with-- what did I suggest-- a little, a small rotunda in the center with-

Chair Felder: Thank you very much.

Public Commenter 1: OK. I hope I that you do that.

Public Commenter 2: Good evening Chairman Felder and planning commissioners. My name is Carol Marcus, 873 First Street West. Your first decision this evening, before any discussion about the tentative map and use permit, it is to decide whether or not you can adopt a mitigated negative declaration for the project. What a mitigated negative declaration, as you know, means that any possible environmental impact can be mitigated to less than a significant level. I would like to argue that in its current form, the aesthetic impacts of this project cannot be mitigated to less than a significant level. I went into greater detail than I have time for tonight in the letter that I sent you yesterday. Though the staff report concludes that there will be less than a significant impact on scenic vistas, the same report also states that the existing buildings on the site already blocked northern views to the hills. Because this project is substantially taller and more massive than the existing buildings, one can only conclude that the views to the northern hills will be further impaired. The staff report also concludes that the project will not substantially degrade the existing visual character of the site or its surroundings. The project is inconsistent with Sonoma's design guidelines in that it is inconsistent with development patterns along the Broadway corridor. Though they may have windows and balconies which face Broadway, the front doors of buildings 1 and 4 are on the backs of the buildings, where the cars are. What faces Broadway in these two buildings, other than the balconies, are the laundry closet and the clothes closet. The commercial building is 2 feet above sidewalk level. These buildings do not engage the street in a way that's consistent with existing development patterns here. The proposal does not support the existing architectural characteristics in the surrounding neighborhood, including mass, scale, proportion, or rhythm and, therefore, is inconsistent with general plan policy 5.5, which states that new infill development should ensure that building mass, scale, and form are compatible with neighborhood and town character. It is not enough that this project complies with the development code standards of density and FARs. This is too important of a site. There is plenty of precedent for development projects in Sonoma which have complied with these quantitative characteristics not to be approved because they lacked the qualities that make Sonoma Sonoma. As I stated in my letter, this project looks like it could be built anywhere in the United States. While it's clear that we need housing in Sonoma this is not the form it should take. Though something desperately needs to be built on this site, let's not be so desperate that we accept something that is so unlike anything in Sonoma. I urge you not to adopt the mitigated negative declaration and to deny the tentative map and the use permit for this project.

Chair Felder: Thank you, Carol. Anyone else?

Public Commenter 3: Hello again. My name is Christine Batten. I'm a new resident. I live on Austin Avenue and was here a couple weeks ago when we were talking about MacArthur Place. This, again, is something that is in my backyard literally. I loved what you just said. It echoes a lot of what I was going to say, so I will not say that. I will simply say that I'm concerned about the height of the buildings in the back of the project, and I also have a question. I'm just confused about the parking for the low-income units, the very small units. I get that the condos have two garage spaces. Where are the people who live in the high-density units going to park? Is that also provided for under the buildings or in the buildings?

Chair Felder: Thank you very much.

Public Commenter 4: Victor Conforti. 755 Broadway. David mentioned issues that might have fundamental effects on the project, and I believe that the historic preservation and infill... zoning as part of the historic zone has a provision in it for front setbacks, front yard setbacks, that differ with the standard setbacks for mixed-use zones. Because of the location in the Broadway historic district, there are two different setbacks that have to be followed... criteria. One is that the setback be equal to the average of setbacks of buildings on both sides of the street within a hundred feet of the project, and I've estimated that's probably a 35-foot average of setbacks within a hundred feet of the subject property up and down both sides of Broadway. Excuse me. Then the second choice you have to if you want to use is that they equal the average of the two immediate buildings adjacent to your parcel and on Broadway that would be Lan Tillum's {sp?} building to the north, which is about 25 feet, and Suzanne Brengam's {sp?} project, which has, you know, a huge setback -- like 85 feet or something to the building. So, either one of these criteria would create something more than 15 feet, which is the standard. That would have a huge impact on the project. The parking issue my analysis shows that there's a 19-space deficit in the project, when you eliminate the private garages as somehow influencing guest and extra parking for the apartments. The mixed-use building, just as an example, it appears to have its own parcel graded, which you know encompasses that, probably for financing reasons, and its requirement per the development code for parking would be 21 spaces. Yet it only has 12 spaces on the parcel that it's sitting on. Four of those, I assume, would be the covered parking for the for the apartments that are on the upper floor. That would leave eight spaces for the 4100 square foot commercial use, and of course that's inadequate. It would also-

Chair Felder: Thank you, Vic. I'm going to have to ask you to wind up.

Public Commenter 4: The other thing was the complementary issue. On weekends, retail uses and especially some of the uses that have been discussed this evening would not be compatible with residential. Thank you

Chair Felder: Thank you.

Public Commenter 5: Good evening, Commissioners. My name is Lewis Brown. I'm at 871 1st Street West. I'm here tonight to urge the Planning Commission to not grant the mitigated negative declaration. In contradiction to the staff report, the building mass and form of this project are not compatible with the neighborhood and town character. I feel it is your responsibility to share this view and perspective and give guidance to this developer on this matter. In terms of mass and scale the proposed buildings are higher and more massive compared to anything in the area. So, the project is not compatible in terms of mass and scale. In terms of town character, the proposed plan is not people-centric, not community-centric, but automobile-centric. According to the plan when you drive through this place you would see row after row of blank flat garage doors staring back at you on both sides. This does not reflect the character of our town. In our town our front doors look out on our neighbors' front doors. This is our town's character. Quite literally by having our front doors look out on our neighbors we're looking out for each other. For the residents of this project as currently proposed, would reflect a soulless anonymity, so the project is not compatible in terms of town character. It is true that we had more housing in Sonoma, and I'm not proposing that the developer put up a couple

of big craftsman-style homes that were built in 1935 and looked like that. But I am advocating for a better plan aligned with our town's character and a reduced in terms of mass and scale. Thank you for considering my comments.

Chair Felder:

Thank you very much.

Public Commenter 6:

All right. Hi. Logan Harvey 578 S Madera Drive. So I wasn't going to address this, but I'm born and raised in Sonoma and so to me the character of this town is the people that live in it and as far as having front doors that look out onto other front doors and having, you know, single-family homes that's something that's very nice, but there's a lot of people that I knew and I grew up with in Sonoma that lived in apartment buildings that were of the mass and scale of this. I would love to be a supporter of this project. However, I was a big proponent of the SAHA affordable housing project, and when we dealt with that project one of the main things that that council discussed... or sorry Commission discussed was the effect of growing up in a neighborhood that was all low-income and noticing that you were low-income and dealing with that. That was something that was harped on again and again. And it's a good point. I still supported that project. I think that project is appropriate and good. With this project, we have an opportunity to mix incomes in one place. And what I see here is no opportunity for a family in this project. Every single affordable housing that this is this project is proposing is one bedroom. They're very small and they're clustered together. You're looking at 483 square feet for every single one. Now if you look at how much they're allowed to charge, you're looking at \$1542 a month and that's \$3.19 cents per square foot. The SAHA project had 20 units, one-bedroom units, at 582 square feet and they were only allowed to charge their tenants \$862 which is a total of \$1.41 per square foot. I found some examples of apartments -- you can look on Craigslist and do this yourself -- places in Sonoma that are market rate and they're square footage cost is actually lower than what this project is offering. So, I think that's something to consider. In addition, this is a for-sale unit, and the Commission just had... or the council (did the other way this time) just had a Nexus study on housing. What the Nexus study said was that when you have a for-sale project the affordable units should also be for sale all of these affordable units are not for sale they are all to-rent units. So, these are the problems that I have with this project. I think it's important that we create spaces not only for single people in Sonoma but also for families to live here. I think that's very important. I think that this is being a market rate affordable project, or part of it being a market rate affordable project, does provide space for teachers, for cops, for firefighters, things like that. But we should let them raise families here, too. And so, we should require that there be some 2-bedroom some 3-bedrooms in this project, as well. And I would love to see them for sale because that allows somebody to develop equity in their home take that into the next home as a down payment and buy another house and develop a way into the middle class, for people here in Sonoma. Thank you.

Chair Felder:

Thank you, Logan.

Public Commenter 7:

Hi. David Agrilow {sp?}, Loma Court. I want to continue on what Logan was just saying. These apartments are much smaller. I just went through and looked at 14 different apartment complexes. Again online, and out of those the average size is 650 square feet. The project will be 486 square feet. So that's 25% smaller. And at a 100% AMI, basically the developer has found a way to say they're affordable but get market rate for

them. Because they're so small. I definitely agree with Logan. We need to have families, not just individuals. We need a whole mix. We have a housing shortage for everyone. You know. Families and individuals. So, the apartments, the affordable units, should be mix and sizes the same mix as the regular market rate units. Also, I would definitely like to see a lower than 100% AMI. 100% AMI means that half the people are below that, and those are the people that need the help them most. We need to try to get low or very low affordable housing in these units, these inclusionary units. Because, looking at the county, the 100% AMI right now for an allowance for a bedroom, a one-bedroom, is \$1762. Again, that's for such a small... that's more than market rate for such a small- So please, you know, I know you're not going to listen to it now, but I'm going to do more research than this as well to see if there's any laws within California in terms of how you split out your affordable units in terms of sizes. I'm glad you're going to be reviewing the parking, because I had a big problem with the parking, because so many of them would be reserved. One more thing in terms of tenants. I would like to see conditions of approval saying no tasting rooms. Although there's no pressure right now much beyond the plaza, as we know, if we get, you know, restrictions -- right now we have a moratorium in the historic district the downtown area -- that's going to be pushed out down Broadway, so I would like to see that included. Because we do need local serving. We need the hairdressers, like the one that kicked out by the Red Grape because of a tasting room. And, you know, other things that are truly local serving. Thank you.

Chair Felder:

Thank you, David. Anybody else?

Public Commenter 8:

Good evening, Chair Felder and members of the Commission. Broadway is the most historic feature in our community. Without Broadway, it would not be the terminal and of the El Camino. We would not be a mission state. It is the most important street in our community. It's the historic basis of our community. It should be treated that way. This property has with it great opportunity because of its zoning. That great opportunity demands great responsibility, on the part of the developer and on you as the Commission. This project does not rise to that responsibility. It is an import from Southern California. It is a community of garage doors. You drive to your garage door, you press the button, you go in, you get in your house, you hide away, you leave the next morning, and you never engage your neighbor. It is a commodity only. Instead of making a driveway we should be making streets. We should be making a community on this property. If it's going to be residential, it should be like the residential community that we live in. Not like the residential community of townhouses of Irvine, where everyone leaves in their car and arrives by their car and are lucky to wave to their neighbor in their car. We're lucky we've survived that form of development so far. This is the beginning of it. We've already got one project like this on highway 12. It's at the corner... it's at the big bend. When you pass El Pueblo and those beautiful townhomes sit back a hundred feet, 35 feet high, and you go back, and you go into that no-man's land between these buildings, you are nowhere. And you certainly are not in Sonoma. Those things sat vacant for years, partially because of the economy, but also because they didn't represent Sonoma. They weren't this place, and they still don't represent this place. This is exactly that partee. Raise two floors of living space above a garage, make a building that's too high, maximize the density, and who cares. Move on, collect the money, and go. This developer hasn't shown the responsibility and care for this property that it deserves, and it shouldn't be granted. And you don't have the information in

front of you to grant the negative declaration for this. You don't have anything that allows you to take this project in context on Broadway. There's no demonstration of that. You have beautiful pictures tightly framed to show you it. It's as if it could go anywhere. It's not shown in the context of our community or of Broadway, and you don't have the ability or the information to make that decision.

Chair Felder:

Thank you, Bill.

Public Commenter 9:

Good evening, everyone. I'm Patty Defern {sp ?}. 465 East MacArthur Street. So, as I drove here tonight on East MacArthur Street, I noticed that across from MacArthur Place on MacArthur Street all the spaces were taken: with employees who parked there, with people who are staying there that decide they'd rather Park on the street, that it's easier to get out. So, you're going to take with the exit and entrance I don't know how many parking spots away. In addition to which on 1.89 acres you're putting 35 units. That's at least 35 cars (more than likely more than that), and more than likely, because they're in a thousand square feet their garages will be filled, like mine, full of stuff so you're going to find those cars on the street somewhere. It's a big issue for me. But more than that it's the entrance to Sonoma. You're allowing a 4,000 square foot rectangular box right on a corner as close to the street really as it can get. When you look at the image, I have no idea how they're planning to get the expansive landscaping in that space. This project is a mistake in this space. It's substantially better than it was but he did not listen to all the people who came to MacArthur Place the night that he had the open house, because it has not changed. I think there'll be a lot of families in there thousand square feet that are offered there, so you're going to have no place at all for those children. Unfortunately, I believe you should send it back to start over. Thank you very much

Chair Felder:

Thank you, Betty. Is there anyone else that cares to speak? Seeing none, I'm going to close the public hearing and bring it back to the Commission. Let me remind you that since we have a recommendation from staff to continue this item that what I would be looking for predominantly are you to discuss items that you think would be appropriate for the applicant developer to consider when they come back to us in May. With that, I'll open it up for discussion.

Commissioner Wellander:

I'll start.

Chair Felder:

OK.

Commissioner Wellander:

All right. I think it would be very important to get a better grasp of the context, and I think, if it wasn't a requirement of planning staff from the applicant, I think it's important to go ahead and show some visuals that do include the context. They need not necessarily be detailed to the (n)th degree like these illustrations are, but there's been great discussion about scale. I happened to spend some time on the site today, just for my own edification. I was just interested in some heights. The existing car showroom, the front facade is kind of crenelated at the top, I believe the highest point is approximately 26 feet, so that kind of gives me a sense. The historic barn in the back -- to the best that I could do (because I did not have the best tape measure that would inch all the way to the top), it appeared to be about 30 foot. There's quite a depression that goes down there, and it's pretty close to what I think what street level is. That rather undistinguishable metal building is about 20 feet. That helped me, but then I also

went next door to the attorney's office to the north and I measured. His ridge line that is closest to the property is about 21 feet. He does have some additional ridgelines that are taller. So, it would be very helpful if we kind of were able to capture the overall context, particularly again with the significance of this arterial coming into Sonoma. I do like the mix of unit types. I struggle with buildings 1 & 2, and I recognize that there are porches, per se, but they're just- It still feels like those buildings are turning their back to Broadway. That is very different than the character as you walk from MacArthur all the way up to the plaza. So, I think, architecturally, I would love to have you challenge your architect to make two fronts. I've already expressed my concern about the bioretention along the front. I also have some concern about the space between buildings 5 & 6. Again, I believe according to the drawings we had about a 20-foot wide corridor, fairly tall corridor, and that is kind of front door looking into front door. Again, I recognize that trying to provide as many different types as possible is a plus, but that that space seems not very inviting. And lastly the one that I struggle with most, but I certainly don't have the vision for an answer. I applaud the idea of having the vast majority of your parking hidden as far as from public sight. As I look down on the plan though, it's hard not to realize that the internal circulation is just that. It's predominately automobile. I guess it's a trade-off, but I wish there was some sort of way to create a greater sense of internal community. And I believe that's it.

Chair Felder:

Who's next?

Commissioner McDonald:

I want to thank the applicant again and people from the public coming out to speak to this item. It's much appreciated. I wanted to start by saying the positives that, I believe, the new site plan brings to the table. Some of these, I brought up at the study session. One is that there is no driveway on Broadway, which to me is a huge, huge positive. Also, the apartment element on Broadway is appropriately scaled, and with the heights and setbacks compatible with the uses across the street to the north. The unit sizes are now smaller overall, and I'm also very supportive of a two-story 25-foot height building element along MacArthur Street. I'm also supportive of one driveway in and out. I also believe that there's now a better mix of housing types, and we are getting one additional BMR unit that we weren't getting before. My main concerns still remaining are the three-story elements to the development. The garage on ground level with the two floors above I think is still a negative aspect of the site plan. It seems to me that the covered parking and the townhouse concept still is driving more of an auto oriented site plan, as opposed to more of a community neighborhood feeling. I think that I'm getting the sense from other members of the public that they're also feeling that same way. I do have some concerns about maybe having some additional information at hand. Since we have the opportunity and the luxury of having a public hearing in May, I thought it would be very helpful to, as Commissioner Wellander pointed out maybe some cross-sections of other buildings- you know, looking at a cross-section of the development as it relates to buildings to the north, so we get a better sense of scale and the massing and a stepping up of the commercial building along that street. And also, a concern of mine which the environmental assessment didn't really look at. That is the visual of the three-story building elements. I believe those would be buildings building 7. If you were a neighbor or even lucky enough to stay at the MacArthur Place Resort & Spa, you will be walking across onto the sidewalk and you'll be at Nathanson Creek which is a public asset, community asset, the community spent a great deal of money and time

developing and showcasing. However, we don't really have any sense at all, after the trees that are removed from the site, with one remaining copse of oak trees (which I don't think are more than 20 feet tall) what that project will look like from that vantage point. So, I'm hoping that, in addition to the visual simulations that we have to the environmental document, that we can address that visual corridor, so we get a better sense of what that 32-foot-tall building will look like from MacArthur. I also mentioned before I'm concerned about the large curb cut on MacArthur. I don't know if the city is able to reduce the curb cut, the duplex they allowed, that very generous curb cut, but as a pedestrian, as a cyclist, and as a person not familiar with an area like that getting in and out of that development could with such a large driveway could cause confusion, and I'm really concerned about the effects of that. Also, I would like to see a cross-section of what the ground-floor commercial element looks like in relationship to the sidewalk. I want a better sense of the change in elevation. I like the idea in the concept of having a grand promenade and porch. I think that it speaks to some members of the public's concerned about creating a community. Creating a sense of space in place, and I think that the developer is doing something really positive in creating an element like that. I want to encourage that on Broadway, but I also just want to make sure it works. I want to see actually how much landscape we have in relationship to the sidewalk and the building. Because right now it's kind of, you know if you don't really look at it carefully, that covered porch really is stuck really close to the property line. So, I want to get a better visual and a better understanding of the relationship of the building to the sidewalk. Something that I also brought up has to do with the connection of the common open space with the commercial development and the development itself and the residential units. I want to make sure that this common open space actually does not end up becoming a dead zone, that it's enlived, engaged -- not only with the residents but also with the commercial development. I think that we can do a lot better with the site planning and looking at a way to better engage the commercial use with that space. I think that we can maybe take a look at reorienting the bicycle storage, so we can do that. Also, I would like to see the development pay homage to the original use of the site -- the community college and also the first high school of Sonoma. I believe that we have the opportunity within a community space, either in a common area or possibly in the community area that the applicant's describing, is to create a tutorial and a pictorial of the college and the high school explaining what existed on that site before. Providing visuals. I think that maybe we can add that as a condition of approval and have it reviewed by the Historic Society and the League of Historic Preservation. Then lastly, that David Goodison did bring up is I want to hone in and lock in hours of operation for the commercial uses so we're not dealing with a conflict. That way if there are any uses that come in either as building permits or use permits we have a very clear distinction of what the hours of operation are that set the parameters for operating a commercial use on the building and site. So, those are my comments.

Chair Felder:

Anyone else want {inaudible [01:52:36.02]}

Commissioner Cribb:

You know, it seems to be that there is a demand for this notion of context. I don't know maybe people here have walked down a different Broadway than I have or have a different sense of history but for 75 going on 80, 90 years there's been a car showroom that's sitting right on the sidewalk on Broadway. Across the street, there's been a gas station for 60 years or so. There's an apartment building with a parking lot that faces the

front edge of Broadway. There's a parking lot that faces the frontage of First Street West. You go up and down 1st Street West and you pretty much see parking lots, driveways, and garages. The commercialization of Broadway. Driveways. Parking lots. I mean the building the parcel immediately to the north is a commercial property, formerly a residential unit, but I mean these units will essentially be looking, the northern units will be looking at driveway and parking lot. So, I think it might be helpful to understand what the context is. I agree this project is somewhat auto-centric, and yet- I mean, what is it called? The transportation demand element. You know, until such time as we have a transportation demand element in this community, I think we're going to continue to see auto-centric development. We looked at a project at the hospital lot, that had this sort of notion of alleyways, and that's kind of what I see here. Which is kind of an old- It's maybe not a Sonoma form, but it certainly is a form that has historic precedent in terms of removing the cars from the front, putting them in the back. I mean I kind of again- And we're talking a commercial space of 4100 square feet. I think the current showroom there's about 6000 something square feet. So, you know, it's a smaller kind of scale. I do think we need to get this context right, but I think we need to do it with data and not emotion. So, I encourage the doing of that the sort of put this in context -- I think both historical context and the environmental context of where it sits right now.

Commissioner Corrado:

I only have three little issues, and I'm going to start with the easiest one. Traffic. Because that's one of my big bugaboos, but I don't see this as an issue here. I've done some significant research on traffic calming measures, which I'm not sure I can support, so I do not under any circumstance agree to any curb extension. But in thinking of this -- because I used to work at Williams-Sonoma, and I've seen people cross that street and get hit -- the bumps, the raised pedestrian walkways, and if we kept the lights in them, I think would be very advantageous on Broadway, because you'll be able to see the pedestrian a little bit more clearly if it's a raised hump. I'm sure you know what I'm talking about. So, I would agree. I think that would be ideal in certain key places on Broadway, but this is a speed control measure and I don't know that we have a lot of speeding on Broadway. But I do agree with the bump outs. I think that we have at least two, that I know of, one-lane slow points that to me are effective. Because I drive down Broadway a lot, because I'm always going down to the bay area, and coming home I find that very effective. So, I don't see any issue with traffic. Parking I do, and I'm not inclined to give an exception for parking in our town. We are maxed especially with MacArthur Place right over there, and I know that we made conditions that they take care of their employee parking on site, and I hope that they adhere to that, because I think this is all going to converge together. Because where are your employees going to park from this site? So, parking is an issue for me, and I'm not inclined to give an exception for that. Now I'm going to get to the heart. My heart is affordable housing. I do have a copy of the Nexus report here, and I have a copy of the City Council minutes here, and I know -- and I've done some studying on this -- that we've got a glut of 120% AMI and over. A glut. And we are creating a town of sheet music with A notes only, and that doesn't sit well with me. I really think 110% AMI is too close to the 120% AMI. I want to see the AMI come down to between the 60-80 and 100 being the max, because we have to -- I know what it's like to have had money and now I know what it's like, being retired, not to have money. I live in a 500 square foot unit, and the rent is trying to inch up to \$1000 a month, and it's too much. It's way too much. So, I come from that place of dealing

with the middle income that has not been planned for in this town, and we need to take care of our people. So, when I see this Nexus report, it says, "Sonoma's 20% on-site requirement represents a moderate to strong requirement and it is comparable to several nearby jurisdictions," and we're doing a good job. So that is great we are doing a good job. But it goes on to say that it requires that "ownership projects provide affordable ownership units," and then the City Council also says, "As a related measure, it is recommended that inclusionary units required in for sale developments be provided as for sale units." At this time developers may choose to provide them as rentals which means that the current program is not as effective. I have a space planning background. I don't have an architectural design background. I'm not offended by the design, but I hope it does go to the design review to compensate for that. I do appreciate the efficiency of the site plan, and I like this new horseshoe, and I like the architectural design. I have no qualms about it, and you lowered the height limit. The fact of the matter is we don't have any real estate here. We need housing, and density, unfortunately, is in our future. We have to learn to deal with it. So, I just want to provide housing that teachers can afford, that the police force can afford, that the hospital workers can afford. Our service workers certainly can't afford 100% AMI rents. They can't afford it. I know they can't. I just think we need to be more responsible to our community first. But I like your project and I have no problem with the density or the design. But I have a problem with the affordability.

Chair Felder:

Well, I have to say that a lot of my opinions have been expressed already by other commissioners. There are just a couple of not-huge items that I would like to address just because I don't think they've been covered yet tonight. One of them is the idea of the amount of site coverage. I recognize that there has been an attempt to create permeable paving to make up for that deficiency on- or the excessive site coverage, but there's an awful lot of paving on this site and I think it's important that we adhere to the guidelines for what the site coverage should be and not give an exception to that. There's a lot of trees that are going to have to be removed from this site, and, in the conditions for approval, it calls for a two to one replacement, but I noticed in a couple other places in the staff report that they only address a one to one replacement. I'd like to get that clarified. Going back to the overall project in concept, I've sat through a lot of proposals for this site over my years on the Planning Commission, and I think we've come a long way. Certainly, what's before us right now, and what we'll be talking about in a May meeting, has a much better chance for success in accomplishing what we need for Sonoma than then what had gone before. But there are a lot of concerns by people in the community, by commissioners, that we haven't gone quite far enough. Some of that relates to just the engagement of what you have for the community you're creating. Some of it has to do with size and massing. I'm not so sure that we would ever be able to satisfy everyone to the complete level that they would like to have achieved, and I would hope that we can come to some kind of a compromise position that achieves most of what we're looking for, because it's important that this piece of property gets developed. I think it's a shame that it's sat there in its current state for so long. It's just that I think it still could use some improvement and I'm hoping that the applicant can take yet one more opinion to heart to try to sharpen the pencil a little bit more and to see what you can do to try to satisfy as much as you can of what the community feels should be appropriate for the site. I don't think I'll go back through some of the other issues that have been covered before because I think you've got

plenty of notes on that. So, at this point I think, if we are done discussing, I would like to have someone make a motion for it to continue this item to the May meeting.

Commissioner Cribb: I'll move we continue this item to our May meeting

Commissioner McDonald: I'll second that.

Chair Felder: Is there any further discussion? I'll call for a roll call vote, please.

Christina Morris: Commissioner Jansen

Commissioner Jansen: Yes

Christina Morris: Commissioner Wellander

Commissioner Jansen: Yes

Christina Morris: Commissioner Corrado

Commissioner Corrado: Yes

Christina Morris: Commissioner McDonald

Commissioner McDonald: Yes

Christina Morris: Commissioner Cribb

Commissioner Cribb: Aye

Christina Morris: Chair Felder

Chair Felder: Yes. So, it's a 6/0 vote to continue. That will conclude this item.

David Goodison: We appreciate the feedback, Thank you.

Chair Felder: You didn't need anything else on this did you, David?

David Goodison: No, no. Thank you.

Sonoma Planning Commission
Regular Meeting
May 10, 2018

Chair Felder: The next item is a public hearing, which is a continued review of an application for use permit tentative map and related approvals for a mixed-use development featuring 33 residences and a 3500 square foot commercial space, located at 870 Broadway. And with that, I will ask for the staff report please.

David Goodison: Thank you Chair Felder and members of the Planning Commission. The subject property is a 1.86-acre site. It's located at the North East corner of Broadway and MacArthur Street. It has been used previously for auto sales, rentals and repairs since 1925, but those activities ceased in 2011. Right now, development on the property consist of a 6000 square foot auto showroom, a 3000 square foot building with the appearance of a barn that had been used for storage and as a paint shop, and a 1000 square foot wood frame garage building. Large areas of the site have been paved for use of vehicle displays and storage. Adjoining uses includes a mixed-use development on the north, which encompasses both office space and apartments, as well as I think now, a vacation rental. To the south is the MacArthur Place Hotel. This is across from the site from East MacArthur Street.

On the east, a duplex and an open space preserve. That's an element of the Nathanson Creek preserve. And to the west, across Broadway, an apartment development and various commercial uses including a gas station. So, this slide shows the auto use in its heyday. As you can see, was pretty intensively occupied by vehicles during the period of time it was used as truck rental and auto sales use. Now to move onto the project that's in front of you, you first conducted an initial review of the project ... Well, I should backup a second. You most recently conducted a review of the project at your meeting of March 29th, 2018. Previously there had been a study session on this development, I think back in September of 2017. But at the March meeting, following the suspension of the public hearing, commissioners made individual comments, but no action was taken, except to continue the public hearing to tonight.

Based on the direction received from commissioners, the following changes have been made to the project: Two townhouse units have been eliminated, reducing the total unit count from 35 to 33; the size of the commercial component has been reduced to 3500 square feet, that's a reduction of 600 square feet; the porch on the mixed use building now wraps around on the north to better engage the common open space area; the areas along the Broadway frontage that were devoted to bioretention have been reduced in size; all structures have been removed from the flood way; the internal configuration of the apartment units have been redesigned so that they are functionally orientated towards the Broadway frontage of the site, with

porches and front doors facing the street; and the project driveway has been redesigned to provide a clear separation from the adjoining driveway on the east, and allows for the inclusion of a landscape buffer.

In addition, the applicants responded to information requests by providing a context map. A schematic showing how the proposed bioswales would work in conjunction with project landscaping. And a section, showing the relationship of the mixed-use building to the Broadway frontage. So, here we can ... We had just had a summary of those different changes that have been made. To get into the development concept a bit more deeply. Again, this is a mixed-use development. It now features 33 residences and a 3500 square foot commercial space that would accommodate up to three tenant spaces. The lower floor of the development plan places a mixed-use building at the southeast corner of the site aligned with Broadway. The lower floor of that structure would consist of the commercial space and the would be four two-bedroom flats located on the second floor. This building would have a height of 30 feet. Eight apartment units divided between two fourplex building to be located north of the mixed-use building, the would front Broadway.

While three detached units would be placed along the West MacArthur Street frontage. These structures have a height of about 25 feet among them, more or less. The remaining 18 residences would take the form of townhomes, grouped among five building clusters located within the interior of the site. These would all be three story buildings, with heights ranging from 32 feet to 35 feet. The northeast corner of the site, which partially lays within a creek set back, would be used as a common open space area. And in these next slides we just have some renderings and photographs showing the existing site condition and the proposed project. Here we have Broadway and East MacArthur Street. And then this is the East MacArthur Street frontage, showing the three detached structures.

Unit sizes, excluding garage areas, range from 486 square feet to a little more than 19,000 square feet. You can see the range of unit sizes on this table. The apartments have a living area of 486 square feet, the flats are 1275 square feet and then the town homes range from 1261 square feet to 1900 square feet.

Getting back to the site plan for a moment, a network of interior sidewalks would allow pedestrian circulation throughout the site, including access to the common open space areas. For vehicle circulation, access would be limited to a single driveway on East MacArthur Street, while a secondary emergency exit point would be provided, also connected to East MacArthur Street. Each townhouse unit would have a two-car garage, and 10 covered parking spaces would be located on the east side of the mixed-use building.

An additional 22 uncovered parking spaces are proposed for a total of 74 spaces.

And now, just getting back to the unit configurations. In these charts, this provides maybe a cleaner depiction of unit sizes, and the distribution of bedrooms. So, about a quarter of the units are 1000 square feet or less. Another quarter of the units are between 1500 and 2000 square feet. About half of the units are between 1000 and 1500 square feet. And there is a good mix of bedroom sizes with 24% one-bedroom, 33% two-bedroom, 27% three-bedroom and 15% four-bedroom.

Well this slide talks about development code compliance, but before I get into that, I'd also like to talk about the general plan, and how it relates to this project. This site has a land use designation of mixed use. That designation encompasses a variety of purposes, including to provide additional housing opportunities for high-density housing, as well as commercial and mixed-use development. The designation allows densities of up to 20 units per acre. However, the land use definition acknowledges that higher densities may be allowed through the density bonus process. The proposed project density in this most recent revision amounts to 18 units per acre, which complies with the normal base in city allowance. It's at the higher end, but on a site such as this, that is welcome. Project consistency with applicable general plan policies is addressed in the staff report, it includes a discussion of policies such as protection of scenic vistas.

As we reviewed on the initial study, the project will not have a significant impact on any scenic vistas. We have policies in the general plan that promote higher density infill development, while ensuring that the building mass, scale and form are compatible with neighbor and town character. This project is an infill development, proposed at the higher end of the allowable density range. And as discussed in the initial study, this project will be visually compatible with its surroundings and will not degrade the visual quality of the site or its surroundings. As required in the environmental resources element, the portion of the site adjoining Nathanson Creek, would be preserved as open space, and the project would be designed to protect the water quality of Nathanson Creek. The project will incorporate erosion control and soil conservation practices that support watershed protection.

In addition, in compliance with general plan sustainability policies, the project provides for the future installation of rooftop solar panels, provides for low-water use landscaping and use of sustainable materials. It would include an EV charging station among the project parking. The project complies with applicable local policies in reducing greenhouse gas emissions and would help implement measures such as linking housing to transit. With regard to circulation element policies, the project will not result in any

unacceptable intersection operation at the Broadway and MacArthur Street intersection. And to ensure consistencies with the city's traffic calming plan, contingent on CalTrans approval. The project would be required to install a curb extension at the northwest crosswalk entry and to implement any required striping that might be associated with that improvement. With respect to public safety, the finished floors of the project will be built at an elevation above the flood zone and no structures will be located within the flood way. The project site plan incorporates a firetruck turn around, and the project will be constructed with a fire sprinkler system. And lastly, with respect to noise, a noise study was prepared, evaluated and project consistency with state and local noise standards and mitigation measures have been identified and are included in the conditions of approval that will ensure that the city's noise standards are met.

Moving on to the development code, the project is located within the mixed-use zoning district, again that's intended to allow for higher density housing types in conjunction with commercial, both separately and in conjunction with commercial and office development in order to increase housing opportunities, reduce dependence on the automobile and provide a pedestrian presence in commercial areas. The allowed density, again, is up to 20 units per acre. We've already discussed how the project complies with that standard. The table on the slide now depicts code requirements for building setbacks, floor/area ratio, site coverage, open space, maximum roof height, and parking, and the development complies with all of those different standards.

We do want to look carefully at parking requirements because that has been an issue of concern. You've certainly received correspondence on that issue. In this table we try to break down this a little bit further. The parking requirement for multi-family residential is one and a half spaces per unit, plus guest parking at a rate of 25 percent of the total required parking spaces. Basically, you're multiplying the units by 1.5 and then multiplying that number by 1.25. Looking at it in terms of a primary requirement and a guest parking requirement, I think it is useful because one of the concerns is the fact that the town homes all have two car garages. So that contributes to the parking spaces that are provided, which is a good thing, but those garages aren't available for guest parking obviously.

Under certain circumstances it could be argued that those garages inflate the amount of parking that's really available for guests who might want to visit the project. So, we try to break that out in this table in terms of the primary parking requirement that's associated with all of these different uses and the additional guest parking requirement. Basically, it divides out, at least in terms of staff's calculations, the primary parking requirement for both the multi-family component and the commercial component of 61 and a half spaces and a guest parking requirement of 12 and a half spaces. That's

a total requirement of 74 spaces, again there are 74 parking spaces provided in the site plan. How would those spaces be allocated?

Again, you've got 42 garage spaces. That leaves 32 open spaces. In the conditions of approval, we're recommending, actually, I messed up this, oh no I haven't, I got it right, excuse me. In the conditions of approval, the parking allocation obviously just goes along with the town homes, they've got two garage spaces so that's what they've got. For the apartments and flats, the conditions of approval would require one dedicated space for each of those units at a minimum. So, each homeowner would have one dedicated parking space and that would leave up to 20 spaces for shared use. That exceeds the guest parking amount and it exceeds the requirement for the commercial component and that is the benefit of the shared parking allowance and development code.

To be a little more specific, Section 19.48050 A3 of the development code allows the planning commission to reduce the parking requirement associated with a mixed-use development if it finds that the parking demand associated with the different use types are complementary. It requires a shared parking analysis to support that direction, if it's given. We have a shared parking analysis. One was done as part of the original traffic study because the concerns that were expressed about parking more recently. We had that updated to reflect the project plan as it's been revised and in a much more detailed and scientific way goes through the analysis that I just did and concludes that the parking associated with the project would be adequate under the shared use model.

In fact, at least in my experience, looking at developments around the community, mixed-use developments with shared parking actually tend to do better in terms of having available parking, both in the evening and during the day, than purely commercial or purely residential projects. This type of allowance is routinely granted to mixed-use developments when it can be shown, as in the case of this project, that there are complementary uses that allow for the sharing of those spaces. We feel that parking is both consistent with development code as it's laid out and that it works in terms of the shared parking model.

In terms of another code issue, I also wanted to spend a little time talking about a particular design guideline that is associated with infill development in the historic overlay district because we've just receive correspondence to the effect that a greater setback should be required along the Broadway frontage of this site. Where does that suggestion come from? The mixed-use setback standard in the Broadway corridor is 15 feet. The project meets that standard and, in some cases, exceeds with setbacks of 15 to 18 feet. That said, there is a guideline for infill development in the historic overlay

district. This project is located within the historic overlay district and it does address front setbacks for new infill development.

We need to look very closely at this guideline to see whether, and how it applies to this project. In the first place, this slide is showing right out of the development code, the language that's associated with the guideline. I've highlighted the introductory language that is associated with that guideline. It reads as follows:

"When new structures are developed adjacent to older single-family residences, there are concerns that the bulk and height of the infill structure is made out of having negative impact on adjoining smaller scale structures."

Right there, that suggests that this guideline is applicable to development that adjoins older single-family residences. That's important to keep in mind. In that circumstance, the guideline further goes on to talk about how front setbacks should be increased to address that concern of overwhelming smaller scale single family homes. It talks about establishing front yard setbacks that are one, equal to the average front setback of all residences on both sides of the street within 100 feet of the property lines at the new project, or two, equal to the average front setback of the two immediately adjoining structures on either side of the new project.

Now, this is a guideline, assuming that it even applies to the project, which I think is questionable, how are guidelines addressed in review of projects by the planning commission. Here is the language, right out of the development code.

Guidelines are strongly recommended, but they are suggestive in that the decision-making authority may approve a discretionary permit for a project even though it fails to comply with one or more guidelines. That said, the failure of a proposed project to comply with applicable guidelines may be used by the decision-making authority as a basis for denial. And in order to approve a project that fails to comply with applicable guidelines, the decision-making authority must find that substantial reasons exist that justify the non-compliance.

So, let's look at what those reasons might be. First, the project doesn't adjoin any older single-family structures. So, again, it's questionable that this guideline is even applicable. The adjoining structure on the north is a mixed-use development that includes offices, apartments and a vacation rental unit I believe. That's the adjoining structure on the north. The adjoining structure on the east, on East McArthur Street is a duplex. It is not a historic building, it was constructed, I would say approximately 15 years ago by the former owner of this project site. So, it doesn't have any

particular historic significance and it's not a small structure. It has a ridge height of 33 feet.

If you were to attempt to apply those setback guidelines to this project, it's difficult to know where to begin because, again, along Broadway there are no single-family residences within 100 feet of this site. If you just look at adjoining buildings, McArthur Place is not immediately adjoining as it's across the street from the site, in addition it was approved with parking in the front that results in a setback from Broadway of 95 feet or more, so if you took the setback averaging approach, that could result in a setback of 60 feet as applied to this property, which just would not make any sense and would basically render development of the property infeasible.

Lastly, I would note that because Broadway corridor design guidelines encourage buildings to engage with the street, and discourage placing parking in the front, it would be inconsistent with those design guidelines to apply a setback that arises from a site plan approval. Now I'm looking at MacArthur Place that does not comply with the Broadway Corridor design guidelines. So, A, we believe that it's questionable that this guideline even applies to this project. And B, if it does somehow seem applicable, we believe that there are substantial reasons for which it should not be employed in this instance.

In terms of other development code standards, bicycle parking is required in all new commercial development, and secure covered parking is provided for in the site plan of this project. In the mixed-use designation, a residential component is normally required equal to least 50% of the building area proposed. The project greatly exceeds that standard.

Inclusionary units. Under the development code, 20% of the units within residential developments having five or more units must be designated as affordable housing at the low or moderate-income level. And typically, the developer is going to choose to provide those units at the moderate-income level. Eight affordable units are proposed, which exceeds the 20% requirement by 1 unit.

With regard to the design and location of inclusionary units, the development code provides the following guidance. It states that the location of density bonus units within a project may be at the discretion of the developer. Normally, inclusionary units should be reasonably dispersed throughout the development and should be compatible with the design or use of the market-rate units in terms of appearance, materials, and finish quality. The clustering of affordable units may be permitted by the planning commission when consistent with the design and site-planning characteristics of a particular development.

The applicants are requesting that the inclusionary units be clustered as apartments within the two fourplex structures. In support of this proposal, they are offering to provide an additional affordable unit beyond the minimum requirement and to provide four of the units as affordable at 100% of the area median income, which is below the normal requirement of 110% area median income for moderate income units. So that's a discretionary aspect of this project that we've brought forward at all of the reviews of this project, including the study session and at the March 29th meeting.

The project, again, is within the historic overlay zone, so that means that there are additional findings that have to be made in conjunction with a design review approval of the project. And in the initial study, we go through all of those findings, and we believe that the project does substantially comply with each of those additional findings.

As mentioned in the discussion of the guidelines for infill development in the historic structures, there are also these Broadway design corridor guidelines that are applicable to the project. First, proposed dwellings should be placed on their sites so that the narrow dimension of the structure is parallel to the narrow dimension of the parcel. And so that the primary entrance to the building faces the public street.

Let's go back to our site plan. Along East MacArthur Street, the residences present the narrow dimension to the street. That's not the case with the two fourplexes on Broadway, however, the desired effect can be achieved by strengthening the vertical elements of these structures. And we can see that ... Oh, excuse me. I'm sorry. I'll have to bring up that one separately. But those buildings are designed with vertical elements that are intended to provide that visual appearance that is sought pursuant to this guideline.

Buildings should reinforce the scale, massing, proportions, and detailing established by other significant historic buildings in the vicinity, if any. The mixed-use building, which is the most prominent structure, features an updated Craftsman style that evokes a number of older homes along Broadway. The massing of this building in comparison to previous iterations has been streamlined, and the level of detailing, in staff's view, is appropriate and not overly busy.

There's another guideline that states that the massing of larger commercial buildings and mixed-use buildings of 5,000 square feet or more should be broken down to an appropriate scale to the use of storefronts and breaks in the façade. Again, the mixed-use building, which ... I'll go back to that rendering, has an area of approximately 8,600 square feet, includes all of those different components that are suggested in the guideline. It's designed with multiple storefronts and features variations in the façade including balconies and gable elements. It also features a wrap-around

porch with multiple connections to the sidewalk creating a pedestrian scale and orientation.

There are also guidelines that relate to architectural styles, that reflect a Sonoma vernacular, site plan and architectural features that contribute to pedestrian comfort and interest, such as awnings, recessed entries, and alleys. The revised site plan greatly improves pedestrian circulation and amenities. All of the street-facing buildings engage the street both functionally and aesthetically. And again, the mixed-use building, as we already noted, features a wrap-around porch that addresses the street frontages and connects with the common open space area along Broadway frontage. The site plan includes a strong pedestrian connection linking the Broadway open space area, and the creek side open space area at the northeast corner of the site.

At the last meeting of March 29th, I reviewed the initial study that had been prepared with respect to the project and the different mitigation measures and findings of that study. It concluded that all of the significant impacts of the project could be reduced to less than significant levels through various mitigation measures. Some key mitigation measures include those relating to hydrology and water quality, environmental noise, and traffic and transportation, with a requirement for that curb bow-out. So, I don't want to get into that same level of detail tonight, because you've heard it before. But if there are questions about the environmental review or, of course, any other aspect of the project, that's what we're here tonight to talk about.

Commissioner McDonald: asked me to provide an updated slide on the distribution of unit sizes with respect to projects that are in process. That's what this slide shows. So, the breakdown is unit sizes of less than 750 square feet, 750 to 1,250, and so on. So, this is really all of the projects that are either recently approved or in some form of review, with the exception of the study session project that you saw this evening, because we don't have an application yet for that project.

Well, the slide shows what it shows. What I'm seeing in this slide, is that we are fortunate to be looking in recent developments at unit sizes that are on the smaller end of the spectrum, because we need those types of units within Sonoma. But many of those units are associated with the Altamira affordable apartment project, so it's important that we get smaller units in market-rate projects as well, as we're seeing in the case of the proposal that's before you tonight.

In the staff report, we talk about previous proposals that have been reviewed by the planning commission with respect to the development of this site. There have been a number of them made since 2014 and it's been a somewhat arduous process in certain respects, but I think it's been a very beneficial process and the projects that were simply overscaled or not in

keeping with what the planning commission was looking for on the property have been eliminated. And through those different reviews, we've gotten key directions from the planning commission that have helped shape the project that's before you tonight. And this slide summarizes those key directions that have emerged over the course of many years of studying this property.

First, emphasize residential but include a commercial component. This project does that. Keep to a 30-foot height limit or less on street frontages. This project does that. Place taller buildings in the interior of the site. This project does that. Keep parking areas screened by buildings and off of the street frontage. This project does that. This project emphasizes pedestrian elements and connections. It has a focus on smaller unit sizes and it provides a great diversity of unit types. So, in terms of the directions that the planning commission has given with respect to previous proposals for this site, this project meets those directions. And even with respect to the proposal that has been made by this applicant, it's gone through a significant evolution, and has been improved in a variety of aspects through the commission review process.

So, there's certainly been no rubber stamping of this project. It's been modified and refined in a variety of different ways. And we feel that it is a reached a point where it complies with the development code, it complies with the general plan, and it complies with the directions that have been given by the Planning Commission for the development of this very important site. And so, our recommendation to the planning commission is that you adopt the resolution making findings for a mitigated declaration, and second, adopt the resolutions granting use permit approval for the mitigated project and approving the tentative map, including any associated findings and the conditions of approval and mitigated monitoring program. Thank you.

Chair Felder:

Thank you David. Questions of staff. Okay.

Commissioner Corrado:

Okay. David, on page seven ... You're going to be sorry you gave me this iPad. On page seven, I just want to make sure that the last line of that sentence "subtracting out the area"

David Goodison:

I apologize for that.

Commissioner Corrado:

Okay.

David Goodison:

I updated a previous staff report. Basically, the staff report that you looked at your last meeting. And at that time, the project exceeded the most stringent definition of the coverage requirement or coverage limitation. This iteration of the project meets the most stringent allowance in terms of coverage.

Commissioner Corrado: That was my question and I have to say ... okay. The setbacks you answered. Okay. I have another question. On the inclusionary units, I'm getting a little bit mixed and it could be my confusion. Is the 110 percent AMI gone? Are we just going to make those below market rate units out at 100 percent?

David Goodison: For inclusionary units at the moderate-income level, our standard requirement in terms of setting the limit on qualifying income, not of the applicant, but in terms of the affordability of the unit. And so, we could be talking about a rental unit or an ownership unit. It really doesn't matter. But the point is that the affordability of that unit is pegged to a particular income level. And the lower the income level ... and we're talking about area median income, the more affordable the unit is. At the moderate-income level, the peg, if you will, that we use to set the affordability level is 110 percent of area median income. That's the affordability requirement for a moderate-income unit. In this project, four of the units would comply with that standard requirement. The applicants are proposing that the other four would be offered at a 100 percent of area median income, which is somewhat more affordable, but still within a moderate-income level. I do want to emphasize that. It's not a different income level.

Commissioner Corrado: Okay. And then my last question is, if I find it ... Well, I know what it is and know I've called you about this. Just walk me through this curb extension again because I didn't realize until I met with Scott Hunter that it is for the north corner, the northwest corner, correct? Right by that fence at the northwest corner?

David Goodison: Well, let's go to the site plan. All right. And I wish that the architect had pointed this north. That's one of my regrets about this process. It's not pointing north. But in any event ...

Commissioner Corrado: Right. But north, right, is that unit A right there in the corner. That's the north end. That's the northwest corner.

David Goodison: Well, let me look and see what the condition says because I want to make sure that I've got it right. The northwest crosswalk entry adjoining the project site.

Commissioner Corrado: So, it goes straight across. I walked it today and measured it out. And that corner goes straight across to the furniture store across the street. So, I'm wondering ... and it's only 104 feet from the traffic light and-

David Goodison: Yeah. I think I've got that wrong. So, I'm glad you brought this up. And if we go on to other questions, I can correct that.

Commissioner Corrado: Okay.

David Goodison: I apologize.

Commissioner Corrado: So, is it going to be at the corner where the light is?

David Goodison: It will be at the corner where the light is.

Commissioner Corrado: Okay.

David Goodison: So, it'd be on the south.

Commissioner Corrado: Okay. That's all I got.

David Goodison: So, thank you for bringing that up.

Commissioner Bohar: Thank you. David, in terms of the setbacks, I think I understand the convoluted issue with the historic setbacks. I realize there's a variety of setbacks on at Broadway, but on the other hand we're trying to create a mood there. 15 feet is the current front setback. Is that the standard for mixed use in particular? Is that how we arrived at that?

David Goodison: No, that's the standard for mixed use development in the Broadway corridor. It's different in different areas of the city.

Commissioner Bohar: It seems inconsistent up and down Broadway. Obviously, things were built at different times. Are there substantial differences in the required setback up and down Broadway between the four corners and J Street or somewhere?

David Goodison: Excuse me, I need to get back to the microphone. Let's zoom out just a little bit. I mean, now we're only looking at a couple of different blocks, but the setbacks are all over the place. Again, McArthur Hotel Project was approved with parking on the frontage that resulted in significant building setbacks. The institutional buildings, that is the high school and Adele Harrison middle school, had very substantial setbacks, which is keeping with that form of development. But then you have zero setbacks in certain areas. You've got 15-foot setbacks, 20-foot setbacks, 20-foot setbacks, parking in the front, parking in the back. I think that when people have an idealized vision of Broadway, I mean, what in my idealized vision of Broadway, I think of these older homes that have been very often converted into office uses or other kind of low key commercial uses that are typically relatively narrow and they probably feature setbacks of 15 to 25 feet frequently. But that's the idealized conception of Broadway. There's a lot of other things going on.

Commissioner Bohar: Okay. Related to that. As you move up and down Broadway, there are different configurations of the curb, the sidewalk, and the landscaping. A lot of the attractive setbacks have a curb, then landscaping and sidewalk. This goes curb, sidewalk, landscaping for this project? Correct.

David Goodison: They are proposing to maintain the existing sidewalk. Yes.

Commissioner Bohar: So, there's no development guideline for how that works. And what I'm really driving at is it seems like there's a strong interest in street trees in a

lot of the older places and it would be desirable to match that in my opinion, but that's not possible or reiterate all that.

David Goodison: Well, I would say that there are significant street trees on Broadway, if you define street tree rather broadly to include different kinds of front yard trees. Within the core area, an allowance for those street trees was made by a very significant sidewalk widening project that obviously does not extend the length of Broadway. So further to the south, the sidewalk configuration is varied. You have configurations of Monolithic Sidewalk which is basically curbed sidewalk, and you also have configurations where there's street tree plantings. There would be street trees required for this project. In fact, that's a condition of approval 4P.

Commissioner Bohar: There wouldn't be any perspective on those because those would be right adjacent to the wall or the front wall of the building. Correct?

David Goodison: Well, again, this project is providing setbacks of 15 to 18 feet. So, there is room for plantings, including tree plantings.

Commissioner Bohar: Okay. Um, in terms of the height in this project, is the height array more or less according to mixed use? How high would it ... how does it compare to residential and commercial heights along there? Is that a fair question?

David Goodison: Well, that's a great question. But again, it's kind of all over the place. Let's just zoom out a little bit. Again, this duplex on East MacArthur Street is oddly high. It has a ridge height of, again, 33 feet, which is pretty high. You don't really see that in that type of building, typically. Most of the older two-story buildings on Broadway are probably more like 25 feet in height. The Tillem {sp?} Building gets some height going, but that height is towards the back of that structure. So, it's not immediately apparent from the street. You've got an odd little apartment building across the street that was built probably in the sixties with low plate heights. I don't think that that's much taller than 22 feet. So, there are a variety of building heights in that area.

Commissioner Bohar: Okay. Lastly, the driveway in this project, is that a one-way driveway going in the easterly driveway and out the westerly?

David Goodison: Oh No, I'm so sorry if I didn't make that clear.

Commissioner Bohar: It's this behemoth here that shows {inaudible [02:21:57.27]}.

David Goodison: Right. There's only one driveway entrance, so it's a two-way entrance. It's located off of East MacArthur Street, basically on the ... I need to get to the right site plan here ... along the eastern edge of the property. There is a secondary access potential also on East MacArthur Street, but that would be limited to emergency access.

Commissioner Bohar: Okay, I can't ... can you point that out on here? So, where's it going?

David Goodison: It's coming in here.

Commissioner Bohar: That's both ways. That's in and out, right?

David Goodison: Yes.

Commissioner Bohar: Oh, so the other one was eliminated. It was all in that earlier drawing.

David Goodison: Well, in a very early ... in earlier iterations of the project, there were multiple connections, one to East MacArthur Street and one also off of Broadway.

Commissioner Bohar: Okay. Well, okay, the drawing that-

David Goodison: But none of them were ... had a one-way configuration.

Commissioner Bohar: Okay. So, you'd go in on the easterly driveway on the far east property line, and you'd move around on the site, and you'd go back out the same way.

David Goodison: That's right.

Commissioner Bohar: Okay. Thank you. That's all I have.

Commissioner Jansen: Yeah. Just pardon me David, just a couple of quick questions. One is that follow up to Commissioner Corrado's questions about the affordable housing units. Tell me what is the exact number and what is the size of those affordable housing units?

David Goodison: The affordable units are proposed to be the eight apartment units, and those apartment units are one-bedroom units with an area of 486 square feet.

Commissioner Jansen: So, all of the affordable housing units will be the same size of 486 square feet, one bedroom, which is a one- or possibly two-person household maximum. Correct?

David Goodison: Correct.

Commissioner Jansen: Okay. Then the second question is on the conditions, covenants and restrictions, which we do not see, at least at this stage of the game, and that's a subject for future discussion, but the long and the short of it is, on the staff, at what point do you receive them and who actually reviews it? But I don't mean individually. I mean like what departments, et cetera. Do they get legal review since we have a consulting city attorney?

David Goodison: The CC&Rs are reviewed. I think that the CC&Rs need to be finalized prior to the occupancy of any unit. The CC&Rs are reviewed by the planning director, the public works director, and the city attorney.

Commissioner Jansen: So even though we have a consulting city attorney, they also review them?

David Goodison: Yes.

Commissioner McDonald: I have a couple of questions? This kind of piggybacks on CC&Rs and whatnot. I had a question about we've got shared parking, shared open space, got common open space and private open space. And right now, we have a tentative map that has two lots. I'm sure that there'll be a final map that'll show subdivisions with a great more individual lots. My question has to do with reciprocal use of parking and open space, especially common open space. I want to make sure that if there's a lot that's subdivided with the affordable apartments that they have some sort of access to the common open space and common elements with the remaining development.

So, would that be handled in the CC&Rs on a condition 12? Or could we think of adding language to make sure that the people that are in the commercial and apartment component and then the apartment compound or portions have access to the other amenities?

David Goodison: Well, it's addressed both in condition 12 and it's also addressed in condition 4U, which reads "Easements shall be provided allowing for the common use of project driveway, shared parking, pedestrian circulation and common open space."

Commissioner McDonald: Okay, good. I just wanted to make sure that that was on there.

David Goodison: You bet.

Commissioner McDonald: Then the other question I had has to do with loading and unloading. I know that our ... I feel that our municipal code is lacking and that we don't really have very strong requirements for loading and unloading for commercial businesses and commercial projects. But there will be a need for some sort of loading and unloading for the 3,500 square feet. And I ... Through different iterations of this project, there has been discussion about where loading may occur. But now we're ... before us is a formal application. So, I was wondering where the loading and unloading would take place on site, and if there is a designated area for that?

David Goodison: I believe that loading and unloading would occur into areas of the site. One would be within the interior of the site in the parking area behind the commercial building, where smaller trucks and vans could load and unload. And I also imagined that loading and unloading of any larger vehicles that might be required would occur on the Broadway frontage of the property. But there isn't any designated loading zone proposed.

Commissioner McDonald: Okay. Um, okay. And then, another question that I brought up at the last meeting has to do with the final finished building height and also the requirement that the finished elevation of all the units have to comply with FEMA and the hundred-year flood. And so, what I wanted to understand better was whether or not the site plan had to be regraded and possibly

raised up in height to accomplish that. And if so, what the actual heights of those buildings would be if there is a modification to the existing elevation?

David Goodison: Well, a section was provided showing the ... at least the commercial building, in terms of its grade. And there is a requirement, 4G, should respond to that issue.

Commissioner McDonald: Okay, great. And I think that does it for me. Thank you.

Chair Felder: Okay with that, then we will open the public hearing and let the applicant address us for 10 minutes.

Scott Hunter: Good evening. Commissioners, I'm Scott Hunter. I live at 65 1st Street West here in Sonoma. I'm a partner in the Broadway and MacArthur LLC which was formed specifically to develop this project site. And with me we, brought our whole team this evening. And with me tonight is Barry McComack who is our general partner. Next to him is Tim Schram who's with Adobe Engineering and next to Tim is Laura Solomon who is with the vanderToolen Landscape Architects, and they're available to answer any specific questions that you might have.

I think that David, both in his oral report and his written report, he's certainly done a very, very good job of describing our project. And I won't bore you with going through everything that he's just gone through. But there are a couple of things that I think are important that we all keep in mind as you consider approving our project tonight. The first thing is just the journey that we've been through with you and with the city and with the community.

Starting way back in March of 2017, we submitted our first conceptual plan to the city. There were comments from planning on how that looked. We adapted the plan and then appeared in June of 2017 at a staff advisory committee meeting. There was lots of input at that meeting. We adjusted our plan accordingly.

Then in August of 2017, we had a well-attended community meeting over at MacArthur Place. 65 to 70 people showed up and there was a very lively discussion. And then the following month we appeared in front of the Planning Commission. Three of you were on the commission at that time and so heard the first Planning Commission appearance of this project.

And after that there was considerable input from you and we folded in the input that we got from the community and did a major redesign of the entire project. And that took pretty much the rest of the year to get that to where we were comfortable with it. And then we had difficulty getting back on your schedule because the Planning Commission was going through some changes.

So, as you know, we appeared here last month and at the last minute had to ask for a continuance because we had not properly dealt with the flood way and the more we looked at site coverage, we were just a hair over 60% on the most stringent calculation of site coverage. And we just felt that as long as we had the flood way challenge, that we may as well go back and address the site coverage as well. So now we're under the 60% and as David already said, that means we dropped two more units and 600 square feet of retail. In addition, we were able to pick up two feet along the driveway leading in. So, we have a nice landscape barrier there against the neighboring property.

And so really the delay, I think, all of this entire chain of hearings has been very beneficial. And I think the project that's before you tonight shows that. I think it's a better project than it was last month, which was better than what we had showed you last Fall.

All the way through, and this is very important, is our attitude has been to respond to the criticism, to suggestions and so on. And not to repeat myself, but I think that's why the plan looks as good as it does now.

There're three things that David mentioned, but I would like to expand on them. One is the exclusionary housing. And as has already been said, stated the code requires 20% and we've added an extra unit. So now 24% of our development is affordable. And then the code also stipulates that all of the units should be affordable at 110% of AMI. And as we just discussed, we've arbitrarily determined that we're going to drop at least half of those units down to 100% of AMI. And it's really important because I've heard this over and over again and always wanted to be sure that everyone in the audience and on the panel understands, we don't set these standards. They're not arbitrary. These are dictated to us. And so, we have designed around the standards that have been dictated to us.

So, the amounts of what the various AMI rents or purchase prices might be, again go back to standards and numbers that are established both on the city and the county level. Now what I will say is that we will try very hard to see if we can get some of the rents even lower than what we've already guaranteed you we will do.

And this came up in a conversation with one of the commissioners just about the affordable housing. And it's really a ... I think it's important you know how nice these units are. All of our units are well appointed. All of our units are well designed. But I think the affordable units are especially efficient and well laid out. You've got a full bedroom, a full bath and then a great room that has your kitchen, dining and family area. And then to supplement that, and actually it makes it larger. You've got a good-sized deck or a patio. Each unit also has built in washers and dryers. So, they're very livable. They're great for one or two people. And it's what we could work in into the project and still make the project make sense.

The second thing I wanted to touch on is parking. And we've had quite a discussion of that already. But there's one thing that David didn't mention that was the fact that there are eight parking spaces on the Broadway frontage. And those weren't included in any of the calculations. Not in the traffic and parking study that was commissioned by the city. That has not been considered it all and yet, I think we all know that a good deal of the retail parking will be on Broadway because it's an open expanse of available parking.

One other thing on parking that we have not mentioned. I think I mentioned it to one or two of you in one on one meetings, but we are going to add to our CC&Rs a restriction that anyone with a garage must use that garage. Must not modify that garage so not taking out of space to put an extra room in or to use it for storage. The CC&Rs require that the garages be left open so that they can park the number of cars that they were designed to park. And that will be in our CC&Rs that will go to the city attorney and planning director and so on.

And then one thing on retail is there have been questions about what will the tenants be. And our real goal is to find one to three tenants, it would be very nice if they were local, but that will supply goods and services that are not available in that neighborhood. And that certainly would include dairy products, or a lot of things that you have to these days get in a car. An ideal tenant I think would be some charcuterie or some such thing that might serve coffee and fresh baked goods in the morning and then segue into sandwiches and the like during the day. But have a cold case that has fresh dairy and then a nice selection of Napa products, cheeses and wines and that sort of thing, that would fill a need.

It also would help us create the clubhouse field that we hope this wide veranda will promote, so that people can come in, buy something, sit on the veranda. We plan to have chairs and tables and that sort of thing on the veranda and in the open space next door, which now with the wraparound porch, is easily accessible.

And one other thing that we're going to do in that open space area, is using some of the stones from the ... couple of minutes.

Chair Felder: Yeah. I was going to ask you if you're pretty close to winding up.

Scott Hunter: I'm close.

Chair Felder: Okay.

Scott Hunter: I'm close. We're going to use some of the stones from the foundation of the old school which is about all that's left of the old school and use them to make a podium of some sort in which we'll have a pictorial of the buildings that used to be on the site.

So, the project really brings a lot to Sonoma. It brings new housing, both market rate and affordable. In a variety of sizes, architectural types. The commercial space will provide needed goods and services to the local community. There's abundant pedestrian access. And the idea is not only will people who live there use the sidewalks and so on to get to the open space, but that everyone will. And the verandas and the picnic space, hopefully will become a community area that's used a lot.

So, to sum it up, I'd like to thank all of you. You've all spent time on this project, and we very much appreciate it. We appreciate all the efforts of planning and as you know, we've tweaked this thing, we've revised it and redesigned it to get it right. And I think we have. We've checked all the boxes in the development code and I think it's time for a decision and we implore you to approve this project. I think it's time. Thank you.

Chair Felder: Thank you, Scott. If you would just hang around. See-

Scott Hunter: Sure.

Chair Felder: If we have any questions from commission. Go ahead, Carol.

Commissioner Jansen: Yes. Scott. I just want to review again the conditions, covenants and restrictions because the only ... and you and I discussed this briefly. I met with Scott briefly to talk ... he wanted to present to me the changes in the plans from the last time that we'd had the public hearing on it.

In the CC&Rs, you were going to be addressing the fact that the garages cannot be revised, so that they must maintain being open to parking spaces, correct?

Scott Hunter: Yes.

Commissioner Jansen: Okay. And in those CC&Rs ... and the reason why I'm addressing this is because I've seen it happen so many times in these kinds of development, okay. And it doesn't really have an impact on the neighborhood. It has more of an impact on those people who live inside the project. Is that the tendency for people to park even though it's not permissible, even though it can be signed and everything, will the CC&Rs also address the fact that there's absolutely no parking permitted because there are no driveways. So, you either park inside the garage or you find another space that's open. But it has to be a space and not on the lanes, correct?

Scott Hunter: Yes, yes.

Commissioner Jansen: Okay. And the CC&Rs will address that?

Scott Hunter: We certainly can have them. The logic would say that if you were to just park in the lane, you're blocking the lane. So, yeah.

Commissioner Jansen: Okay. My only concern is that I think just leaving it to default so that somebody has to assume, okay, that you can't park there, may not be the best approach. And I'm just saying that as one person.

Scott Hunter: Okay.

Commissioner Jansen: But I think that it's specifically prohibiting ... the clearer the rules are, the more easily your Homeowners Association can address them.

Scott Hunter: Right.

Commissioner Jansen: And I think that you are going to be ... the Homeowners Association is going to be the key to that and not the city.

Scott Hunter: Correct.

Commissioner Jansen: Okay.

Scott Hunter: Correct.

Commissioner Jansen: All right.

Scott Hunter: Yeah.

Commissioner Jansen: I think the parking issue, keeping it off those lanes, keeping it in the garages, or on the designated parking spaces, is really critical to how well this will work.

Scott Hunter: Okay.

Commissioner McDonald: I had a couple questions. If I may?

Scott Hunter: So, thank you, Scott.

Scott Hunter: Sure.

Commissioner McDonald: I brought the question about ... I'll just list all of my questions and you probably have other people that might be able to answer these better on your staff. But I still had the question about loading and unloading and having that codified on the site plan and also included in CC&Rs or the operations as established through the subdivision.

Then my other question having to do with raising the grade to comply with FEMA, the existing grade versus proposed grade and those changes and how that would affect the overall height and visibility of the buildings. And to piggyback on questions about CC&Rs and parking, I've experienced firsthand issues with guest parking and condominium life, where you have a garage, and, in the morning, you park your personal car in the guest parking spaces. So, you're able to make sure that you have two parking spaces for your friends or family if they come. So, that happens.

Scott Hunter: Okay.

Commissioner McDonald: It's reality and so I want to hear a better discussion about how that could possibly be prevented. Because what you don't want is to always have the guest parking being taken by either the tenants or the homeowners in the town houses. So those issues are kind of questionable in my mind or they could be solvable.

And then lastly has to do with landscaping and utilities. The plan doesn't really show or ... and I know this is design review and all my commissioners are going to go, "Why are you talking about this, Bob?" But a utility plant has been submitted. So, this is before us as part of a subdivision. There's the HVAC units for all the individual units. I'm concerned that they will end up popping up on Broadway and MacArthur, well more on Broadway. So, I want a better understanding of how that's going to be taken care of.

And then also the water standpipe and the fire standpipes are indicated along MacArthur and there's a kind of a conflict with the landscaping plan that was submitted, the conceptual landscaping plan and those utilities. And my concern always is having those screened and as best possible. So, if there's somebody here from the landscape team that can address those fairly, sometimes very obtrusive elements that dominate the streetscape.

Scott Hunter: Well, I think you hit on two of the professionals that are here tonight. So, I'll have both-

Commissioner McDonald: Okay. At some point, you'll bring them up?

Scott Hunter: Yeah. But on the loading and unloading. This is only 3,500 square feet. So, it's not like it's a grocery store or something like that. And I can't conceive of a tenant who would have large shipping requirements. Even if you had a furniture store, just for example, there would be occasional semi-trucks and the only place they could go, would be Broadway. And I know from experience that these guys get very used to planning their routes so that the areas where they have to park in order to make a delivery is open. So, in large part those deliveries would be made earlier in the day, would be my guess.

The smaller vans, we don't have a dedicated space set aside because again I think many of them will just pull up in front, make their delivery and then be back in the car or in the truck.

Commissioner McDonald: This is going to be a bigger problem with a lot of our projects. The whole Amazon lifestyle where everything is delivered to you and you don't go to the store anymore.

Scott Hunter: Yeah.

Commissioner McDonald: All the UPS and FedEx trucks are constantly driving up on my street and just dropping off packages. So, the internal circulation is ... I'm just curious like

how you would handle that because you can't really deliver packages from Broadway or maybe you can.

Scott Hunter: Oh, no. No. I was talking only about retail. The others, they would enter off of MacArthur and then circle to wherever ... because there's a good circulation plan. So, they would go to whatever unit they have to go to and then complete the loop and they're out.

Commissioner McDonald: Okay. And then the other issue is-

Scott Hunter: Okay. And then I will have the others step up.

Commissioner McDonald: All right.

Scott Hunter: Okay. Thanks for that.

Commissioner Bohar: Scott. I appreciate your being available for the couple meetings we've had together.

Scott Hunter: Sure.

Commissioner Bohar: You own another project and Napa right now.

Scott Hunter: Yes.

Commissioner Bohar: What's that called?

Scott Hunter: It's called Register Square.

Commissioner Bohar: What's the status on that?

Scott Hunter: It's on the site of the old Napa Valley Register newspaper. It takes up an entire city block, which is fronted on Third Street. It runs between third and second and Wilson and Seminary. And then there's a smaller piece of land to the west of Seminary that used to be an ancillary parking lot. There are three designs that were used on the site. The small parking lot had nine Craftsman style townhomes, very similar to what we're doing for six of the units here. There were 10 more contemporary units, very different than what we're doing here. And then the remaining 32 units will be brick and an entirely different design. Four stories high. Flats and town homes built on a pedestal. So, there'll be a parking garage on the ground floor with a pedestal above and then homes on top of that pedestal.

Commissioner Bohar: Is that finished now?

Scott Hunter: No. No. We just released the first two phases at the beginning of the year. And those are under construction now, expected to be occupied by November. And then phase three which is the larger brick structure is expected to ... we will begin that near the end of this year and probably occupancy will be early 2020.

Commissioner Bohar: Okay. Thank you.

Scott Hunter: Sure.

Chair Felder: I think that's it then. Thank you, Scott.

Scott Hunter: Okay, thank you.

Chair Felder: So, at this point, I will ... If the rest of your team can come up and answer those other questions, we'd appreciate that.

Tim Schram: Good evening commissioners. My name is Tim Schram. I'm a principal engineer with Adobe Associates. Civil engineers and land surveyors for the project.

I did want to answer the question about FEMA, the flood elevations. Our surveyors were able to lock in on the same datum as FEMA. It's called the 1988 NGVD datum. And by doing so, we're on the same elevations that the FEMA map shows. We then mapped the area, obviously the topographic mapping, to identify what the elevations are, and then we can compare that with the elevation shown on FEMA map. That's what gave us the extent of the flood way. So, we were able to outline the area based on elevations.

Because of those elevations, we then set those buildings adjacent to it at those elevations or just slightly above, is what the requirement is, to avoid flood insurance to be at or above. And then from there, the elevations are really set for the rest of the development because of ADA requirements with maximum slopes and cross slopes to get back to the front of the property and hence the reason why it's just slightly elevated because of those slopes to meet accessibility and to meet the FEMA flood requirements in the back.

And to your other question, with the double detector check the ugly water fire main service, the landscape architects here and we can absolutely look to camouflage that as best as possible. Fire Department does need to see it to connect to it but there're certainly ways to work together to make it less visual impact.

Commissioner McDonald: So, just in layman's terms, you're not actually having to raise the grade of the site to accomplish your goals for meeting flood requirements?

Tim Schram: No. We do yes in the back. We need to be at that grade to be above the flood in the back, but then it's held by ADA for the remainder of the property to get to the front.

Commissioner McDonald: So how many feet are you raising the existing site in the back?

Tim Schram: In the back, it's at grade. So, the finished floor is about 74. Any existing graded adjacent to it is 73.7. So-

Commissioner McDonald: Okay.

Tim Schram: We're at it.

Commissioner McDonald: That's what I wanted to hear. Yeah. So, you're really not adding a significant amount of-

Tim Schram: Not in the back. And then we're held-

Commissioner McDonald: Just in the front.

Tim Schram: By accessible requirements to make it to the front.

Commissioner McDonald: And that makes sense. Okay.

Tim Schram: Yeah.

Commissioner McDonald: Thank you.

Tim Schram: Happy to answer any other questions you have.

Laura Solomon: Laura Solomon, just you touch on the street trees.

Chair Felder: I'm sorry. Can we have your name please for the record.

Laura Solomon: Oh, sorry. Laura Solomon.

Chair Felder: Thank you.

Laura Solomon: vanderToolen Associates. As far as the street trees go, we are proposing Platanus to match the existing street trees that are along Broadway. So, this will create cohesive green scape and somewhat soften the architecture and bring the elevation to pedestrian level. And I don't know if there were any other landscape questions.

Commissioner McDonald: Mine just focused on the water standpipe and-

Laura Solomon: Okay.

Commissioner McDonald: The fire standpipes.

Laura Solomon: Right.

Commissioner McDonald: They seemed to be in a prominent location. Those are set by the utility plan. So, I just want to make sure that the landscape-

{audio skip [02:55:44.23]}

Laura Solomon: Follow up the plan. We'll definitely look to screening those, and yeah.

Commissioner McDonald: And, I don't know if any my other commissioners have the questions about the tree planting plans for the future of Broadway, but would you feel that the tree planting plan that you're proposing on site would complement any sort of like standard Rose Street trees that the city might in the future plant

if we get our act together and create a road diet, what is it called? A road diet?

Laura Solomon: Yes, I feel to the south of the property, there's already Platanus going along. So, we would be adding I think five street trees. So, it would just sort of continue along Broadway.

Commissioner McDonald: Okay. Well, all right. Thank you.

Chair Felder: Okay, thank you very much.

Commissioner Jansen: I have some questions.

Chair Felder: Oh, go ahead.

Commissioner Jansen: Forgive me. Questions on the street trees again, okay. In reading the landscape plans. Unless I'm reading them incorrectly, I see two 24-inch box trees only proposed within the project, street trees or otherwise. Am I correct?

Laura Solomon: Let me grab my plan. No, actually the Platanus along Broadway will also be 24-inch box.

Commissioner Jansen: Which ones? I'm sorry.

Laura Solomon: The Platanus, London plain trees.

Commissioner Jansen: Okay. So, how many total 24-inch box will you have on the project?

Laura Solomon: I count 15.

Commissioner Jansen: Okay, good. Then, one last question about the street tree planting, okay. By the way, how many trees total are being removed? My recollection is, there's not a lot of them out there. But I just want to know.

Laura Solomon: I am not sure on the exact number.

David Goodison: I think I might have that. There're 48 living trees on the site, including 12 oak trees and three California buckeyes. Of these, seven of the oak trees will be preserved. So, really, 41 trees would be removed. Those include the Buckeyes, black locusts, black walnut, Wild plum and other non-native species.

Commissioner Jansen: And do we have diameters, David on those trees that are to be removed?

David Goodison: We do in our arborist report, which is an attachment to the initial study.

Commissioner Jansen: Okay. If I can just make a comment, okay.

Laura Solomon: Sure.

Commissioner Jansen: And then I have another question. It would be nice to see kind of like a one for one, when you go back through the design review process of a box tree

for a tree has to be removed. Certainly, if it is of any substantial size. And then the second thing is on the street trees, because I think they are the most important and they're very, very hard, I think, almost impossible to do when you have integral curb and sidewalk. In your opinion, are the trees that are being proposed as street trees, particularly along Broadway, but also on MacArthur, will they come to any kind of significant growth and presence along that sidewalk, which is really what they're supposed to do? They're supposed to kind of help shade the sidewalk and the pedestrian environment and so forth, okay, given the fact that you got integral curb and sidewalk and a lot of utilities running through.

Laura Solomon: I mean, the London plain tree, at least 75% maturity can get to 45 feet tall and 25 feet wide. So, it'll continue to grow and provide quite a bit of shade I would say along MacArthur-

Commissioner Jansen: But how far back are they going to be from the actual sidewalk area?

Laura Solomon: Oh, we show them only about five feet back.

Commissioner Jansen: Okay. All right. Thank you.

Laura Solomon: Get them away from the building a bit.

Chair Felder: I think that's it. Thank you very much.

Laura Solomon: Thank you.

Chair Felder: So again, we will then open a public hearing to other people from the public who would like to speak on this item.

Please state your name and you'll have three minutes.

Bill Bloom: Thank you. Hello, my name is Bill Bloom and I'm a Project Consultant at MacArthur Place. But prior to that, I was General Manager there for 18 years and a partner in the hotel.

The iterations of this project on the used car lot to go back, not just with this project, but as you know, probably four or five other proposals prior to this. So, we've been involved in it for quite a while as a neighbor. And I have to say, Scott Hunter and his partner Bill Walters, I called them neighbors, even though there's nothing built there yet, because they've always come to us with their project and wanted to get our feedback. And as Scott said, they hosted a public meeting with about 70 people at the hotel and so we feel they've been very, very responsive, not just to the public's concern and the Planning Commission's concerns, but also to our concerns.

And I think this latest iteration of the project is by far the best that's come along after all these years. We're very happy with the height of the three town houses that are facing MacArthur Place. They used to be three stories. Now there're two stories. Also, the height that's come down on the

Broadway corridor. And we'd like the architecture much better on the Broadway corridor now.

We like the density of the project. We like the amount of parking that's being provided, particularly the number of spaces that are unallocated. We like the fact that they've gotten rid of two units and opened up the space around Nathanson Creek.

And also, the ... really probably one of the best things is the affordable units. Their small one-bedroom units. But for us, so many of our employees that are students who start their first jobs bellmen and front desk clerks or working in the restaurant, then they end up moving out onto their own. That's really the time when they leave Sonoma, because they can't find an affordable one-bedroom apartment to live in.

So, there's a lot of inventory of expensive apartments in Sonoma. But there's a very small inventory of small apartments for young people who are just going out onto their own. So, we think that's really a nice addition, the affordable units that they're putting in to the project.

But for us, I think probably the most important thing is that this has been a blight now for eight years. And as much as I loved Bob Bonau {sp?}, even in his later years he was not really maintaining the property. So, even longer than that the properties I think, have been somewhat of a blight to the city. It's a gateway to our town. It's a gateway to our hotel and it really always hurts me when I see a comment written online that says the hotel's in a very bad neighborhood across from an abandoned used car lot. Or guests what to change their guestroom because they say they're looking at an old used car lot.

So, to have something really nice like this project there would certainly be a benefit not just us but to our town. So hopefully, at this point it finally will get approved. So, thank you very much.

Chair Felder:

Thank you Bill.

Logan Harvey:

Logan Harvey, 578 Este Madera Drive. I'm definitely not somebody you would call who's an opponent of housing. I very much advocate for it. In fact, tonight I advocated for the previous projects. And there's a lot of things about this project that I specifically like. I like that there's additional retail coming into the city. I think that's something that we need. I like that there's more housing at the market rate level coming in to the city as well.

But I really do have a problem with the affordable housing, what's being done here. The units are extremely small. And if you really look at them in terms of price per square foot, they're really kind of right around the market rate. You're looking at \$3 to \$4 per square foot at the rental unit. And you can find rental rates that are right around that same price point.

The other thing that really bothers me is these are all single bedrooms. I think it's nice that there's a deck. I think people would appreciate some of these one-bedrooms but there's nothing mixed in there. There's nothing ... there's a family room but there's no houses for families. And there's no two bedrooms, there's no three bedrooms. It's all one. They're all coalesce together. They're all very, very small. As small as they can make them so that they can get that square footage cost up.

The other problem that I have with it, is the city did a Nexus study with the council and I'm sure that this year there will be a new ordinance passed and there will be a requirement that any housing that is inside of a for sale unit be also for sale. And I think that's really important to build that out in Sonoma. There aren't any. There are very few deed restricted homes that are here. And that's a great pathway to the middle class for people. They buy something, they gain equity in that. Now they have money to put as a down payment on another house, and you've got a place that's mostly for sale, pretty much all for sale, except for the affordables. Those are all going to be for rent. And that's a really kind of a problem for me.

We have an opportunity here. The city is moving in a direction where it's going to say that if you're having a for sale project, your affordable house must be for sale as well. And I think that should apply to this project. In fact, it may apply to this project, because if that gets passed very soon, as this is being built, it will be required to do so.

So those are my comments. Other than that, I think there's positive things, but the affordable housing situation really, really, really needs to be scrutinized and looked at by the Planning Commission. Thank you.

Chair Felder:

Thank you Logan.

Carol Marcus:

Good evening Chairman Felder and the Planning Commissioners. My name is Carol Marcus, 873 First Street West.

Well, the first thing I need to say is that the interpretation of the development code, as I know you know, is a collaborative effort between staff and you. That is your job as well as staffs job to interpret the development code.

Okay, having said that, this gateway proposal is fundamentally the same project that you saw last March and last September. Though minor changes have been made, I would submit that the aesthetic impacts are significant and cannot be mitigated to less than a significant level. The initial decision to park two cars under each unit is what one might expect in a single family residential zone rather than a mixed-use zone. It is this decision that results in the multitude of driveways as well as the exception to the height limit of 30 feet.

To reiterate what I've communicated to you previously, 36 feet is an exception, which can only be granted under specific circumstances. Parking beneath the unit is not one of those circumstances that would allow the 36 or anything above the 30-foot height limit.

Labeling the garage elevations of buildings two, three, five six and seven as the rear elevation, does not make it so. The primary experience of navigating through the site is by car. That is precisely how people will enter these units at the rear. That will actually be the front experience of these units, is what's called the rear. What are labeled the fronts are so unwelcoming, in 15 to 20-foot wide, 32-foot high, shaded canyons, you would never want to be there. The pedestrian experience is the last thing considered, yet that is what the general plan and development code call for in the mixed-use zone. The renderings of these buildings are misleading.

You would never be able to stand back far enough from buildings two, three, five, six and seven to get the perspective view you see in those drawings. If renderings had been produced giving you the feeling of walking through those spaces, that would be all you would need to convince that this project is incompatible with Sonoma patterns of development. This proposal represents exactly what we don't want Sonoma to become, Anywhere USA. This should not be our gateway to our community.

Chair Felder:

Thank you, Carol. Anyone else?

Vic:

Vic Conforti {sp?}. 755, Broadway. First of all, I think the project has improved over its evolution, but I think it has a long way to go. The basic concept of mixed use, from my point of view, having developed many, many mixed-use projects as architect and developer in Sonoma, is a mixture of commercial with small, as stated in the development code. Apartments and condominiums, not townhouses, and not square footage that would indicate \$700-\$800 of square foot sale prices, close to a million-dollar units. So, I think, just on the basis of the program, that it's missing the mark. Smaller units would allow for much less mass, given the same number of units, and you wouldn't need to have this tight condition in the site plan and the visual massing in the site.

The exterior on Broadway and MacArthur has been improved over the course of the project, but the rest of the site plan, I think when you drive in there, you're going to be shocked, and I don't think you're going to be proud of this. The parking is significantly under parked. Dave left out the uncovered parking for the 12 units, which are part of the common use. That adds on another six spaces to the analysis that he had shown. There's not going to be enough parking here. The commercial, if the street parking along the curb is filled up, there's going to be people trying to get into the commercial driving through the project, because that's the only way they could get to park to go into the commercial use.

That and then the front setback, the historic setback requirements, David's analysis has unfortunately ... I can't even describe it. It is a real thing. It's not a pretend thing. There is supposed to be a setback consistent with their neighbors. The building to the north, I designed. There's a historic house there that was hyphen connected to the new office, and to the rear, behind that new office, on a second-floor apartments. That is a small-scale building and it is a historic building. The architectural considerations-

Chair Felder: I'm sorry, Vic, you've run out of time.

Vic: I was told that there would be a street elevation to show the comparison of massing with this. Until you see that, I don't think have any idea what the massing of this is in comparison with the neighborhood. Thank you.

Chair Felder: Thank you, Vic.

Bill: Through the chair, I'd like to take this three minutes to talk about the environment impact report, or the initial study. And I will talk about the project when the planning commission, if the planning commission, approves that initial study. I'd like that opportunity. This is absolutely too important of a project to be limiting public comment to three minutes on two items that should be separately agendized. The commission must make a decision first on the environment review of this project. Once the commission makes that decision, then they will make a decision on the project. But all of the comments that you've heard from the applicant tonight were project comments. You have heard no testimony from the applicant about how this project complies with CEQA or in the environmental review that the planning commission must make. I will go on. The planning commission ... My three minutes can begin.

The planning commission does not have the information in front of it to make a negative finding about the aesthetic impact of this project on the historic zone along Broadway. You have been asked to have context renderings, context information about how this project affects Broadway visually. You have none of that. You have one isolated rendering that shows this project from the corner of Broadway and MacArthur clipped to the project, in fact, not even to the full extents of the project. You have no idea what this project looks like heading south, leaving our town, and along Broadway looking south where all of the buildings are pulled back from the setback, yet this 33-foot high building puts itself on the street. You don't know what this project looks like from the inside. You don't know what it looks like looking down these 27-foot driveways at endless rows of garage doors.

You don't know. You haven't been shown that part of this project. And the reason you haven't been shown it is because it is not compatible with our community, and that is the primary thing that CEQA tries to protect,

especially in a historic district. This project is not compatible with the community of Sonoma. It's compatible with Southern California, where you enter your house through your garage door in the endless number of townhouse communities that are produced there. And it's been dressed up to look like a craftsman building. Lord forbid that this actually was a craftsman building. The clothes that this project wears doesn't make this project compatible. The fundamental planning of this project has never changed from its beginning. It's a driveway that you're forced to circulate through. That's how you have access to a commercial building, is to drive through a canyon of garage doors to park your car to get to a retail space. That's this project. If this project is approved, you will resent the day you approved it.

Chair Felder: Thank you, Bill.

James Woods: Good evening. I'm James Woods. I reside at 969 Country Club Lane in Sonoma. There are three reasons that I think that this project should be approved. It will eliminate what we all agree is an eyesore today, a 1925 garage, dilapidated garage, surrounded by chain link fence, hiding in part three-foot-high weeds. This is a project that is well-conceived, and it complements, at least in my mind, the vision of the gateway to our beloved Sonoma. It's a drastic improvement.

Secondly, the developer has worked tirelessly with you, with the planning department, and with the community to address the concerns, the rightful concerns, that you and others have voiced. Some would say it's not enough. When is it enough? Does there have to be any element of commercial feasibility here? Otherwise, let's just make a park out of this lot. Everybody can agree to that, but nobody wants to pay for that.

Thirdly, I recently lost my daughter. Not to an illness, but to the cost of living in the state of California. She's a teacher. She said, "Daddy, I can't afford to live here. I have to move to another state." It's this kind of development that allows people who are starting out or who have affordability issues that can stay in our community, can teach in our community, can provide creative arts to our community, and we will be losing that if we don't move ahead with projects like this. So, I strongly implore you, given all the time and attention here, that now is the time to call the question and vote to approve this project tonight. Thank you.

Chair Felder: Thank you.

Jeff McKinley: Good evening. I'm Jeff McKinley, I live at 152 Newcomb Street in Sonoma. I'm a full time resident there. I would just like to reiterate what the last gentleman said. I think this is a wonderful project for our community, and I think that it will be such a wonderful improvement to what is there. I think the setbacks are good. The line of sight is good. The height is all within

acceptable levels of what has been approved for this piece of property. So, I think that it'll be an addition to the community and one that will not only provide affordable housing, but also a completion of that part of the neighborhood that's consistent with the rest of the town, so I urge your support, thank you.

Chair Felder:

Thank you. Is there anyone else? Seeing none, I'm going to bring it back to the Commission for discussion, possible action.

Commissioner Bohar:

Thank you. I appreciate the efforts that the applicant has made and being available for meetings. I think this project does offer ... The elements of this project offer a variety of very good assets for the community. One, certainly housing. Although, I think we'll never have enough housing in this town to meet everybody's needs, and I'm not really fond of the idea of a housing crisis, because I think that's more of a county issue than it is a city issue. But, as far as the mixed-use features go of this project, it has the density of 20 units per acre. It has a height of up to 35 feet, some of these multi-family units, and it has retail space.

What I still have some concern about though, is regarding the definition and implementation of mixed use. With all respect to the planning staff recommendation, I'm going to read this again. As set forth in development code, mixed zoning districts intended to allow for higher density housing types such as apartments and condominiums both separately and in conjunction with commercial and office development, in order to increase housing opportunities, reduce dependency on a wheel and provide a pedestrian presence in commercial areas. I don't believe this project meets the criteria of the implementation of a mixed-use project. It mentions condominiums in a mixed-use project, and I think that's because it's supposed to be an active place where people can live and work in the same area that they can have retail, it will complement the people in the office space and the housing.

I think the real reason for the high height allocation is because most mixed-use projects have multi-floors where there's retail and office on the first floor, second floor and then on the ensuing floors you have housing. I don't think that it's really designed for multi-bedroom two, three story townhouses. I don't think that's the purpose of mixed use. And since I've been on the planning commission, I frankly have been disappointed that we don't exploit the mixed-use zoning. It's not being designed for what it was for. And it's an urban ... It's a new style of urban development. If you bear with me a minute, I want to read something from a group called Engineering Groupe Mixed Use Development.

"Mixed use development is a phrase you may have heard recently, if not you're certain to hear about it in the future, as this type of development comes the norm in both urban and suburban areas. So, what is mixed use

development? What does it mean for those who choose to live, work, or live and work in such a development? Simply put, mixed use refers to developing structures and communities that have a mixture of residential, business and retail uses. It doesn't call for a wide variety of residential uses. It calls for a variety of different complementary uses. By incorporating retail, office and residential space in a single project, mixed use developments take advantage of the land upon which they're built during more hours of each day, and by more people than a single use building would be able to do. Those that live in these developments do not have the same dependence on a car that people live in traditional neighborhoods have, because they can walk or bike to work and run many of their errands made easier then, to stay active and function without a vehicle."

And so, I have a very hard time seeing that this really expresses the advantages of a mixed-use development. Furthermore, my comments in the original meeting last year were really geared to general plan issues, and that relates to the idea of the Broadway corridor being a gateway to the city. The fact that it talks about enhancing the travel experience to our city, and I don't see that this project enhances that experience. Moving over to the further elements of the mixed-use project, it does have retail, but it's a very small piece of retail and it ... David could you flash the site plan up that shows the parking and the units ... parking adjacents. I asked a question about the driveway because I think that had been changed, but this doesn't seem to me like the ... So, if we have the driveway access on the south east corner, somebody who ... Does it work?

David Goodison:

I'll get it on the screen in a different way, okay? So please continue with your remarks.

Commissioner Bohar:

Okay, so I don't see that that south east driveway is going to be able to access the retail in a meaningful way for people who want to shop there. It also appears that there are two parking spaces for the retail, the rest are allocated to the units above the retail, if I have that right. That retail space should have 12 spaces according to the formula, if I'm accurate on that. I don't think that it's justifiable to suggest that the retail participants are going to park on the street. Part of that street out front is red curbed, as is most of the space around the corner on West MacArthur.

When you get down West MacArthur a little ways, you have 10 to 15 employees of MacArthur Park ... MacArthur Place rather, parking on the street. I would imagine that this project is going to increase that parking which congests with the neighbors that live on Austin and the easterly part of MacArthur. That concerns me a lot. I think the retail space is going to languish, because I don't think that it's going to attract a viable retail tenant with the limited parking like that. An active retailer wants to have easily accessible parking and plenty of it. To expect the retail customers to drive

into the eastern side and find those two parking spaces and not park in the guest parking spaces next to those town houses I think is going to be too much to expect. So, I don't see that retail as viably accepting quality tenants over time. I think it's going to be second or third level tenants and I don't know how that's going to work after all those houses are sold and that unit is sitting there by itself.

The other issue that I'd like to quickly move over is the parking issue. Academically there's 74 parking spaces and they meet the requirement. All the spaces next to the retail are going to be reserved for those units above. The open parking spaces next to those three MacArthur fronting spaces, there's six or seven of them there. I can imagine those are going to be used by guests of the ... There's a ... I think there's 10 or 11 multi-story, multi-family units there. I think they're going to be absorbing those open spaces, because they're not designated and they're sitting there right in front of those houses. The other issue I have is over in front of the affordable units. There's eight or 10 spaces, none of them as I understand it are designated for those affordable parking spaces. I can see a lot of conflict between the renters in those affordable units wanting to park right in front of their units and having conflict with the people all around who are either guests or people in the multi-story units who don't want to go into their garages, so they pull into one of those spaces.

It looks to me like it's going to be a great deal of conflict on this project, because of the parking demands by what I don't see ... We talked about a shared parking program. I don't see that these uses are complementary. I see them as conflicting. If we had the real true mix of mixed-use, it might be complementary, but I don't see it in this case.

Lastly, it's been said here that this project would be an improvement to the area, because we have a gas station across the street, and we have an old truck site here. The purpose, and intent, and specific intent of the general plan is to improve this area as a gateway to the city. We're trying to improve the area. If you set the hurdle at just improving something over a gas station and a truck site, you've set the hurdle too low. We're trying to improve this entire area, so that it's a pleasant, culturally, architecturally interesting place to travel where you get to our town. This doesn't do that.

Lastly, there's been another argument made that we've had three or four projects come here and fail. Certainly, the applicant has spent a lot of time on this, so has the planning staff, so has the Planning Commission. But, just to want to move this thing forward to get it done, for me, is not a good enough reason to approve this project. I think we should wait. This project is a fine project, but this is not the right location for it. It should be in another part of this town. We should wait for more interesting, architecturally appealing project to come here. Thank you.

Chair Felder: Who wants to go? Somebody down there?

Commissioner Cribb: I'll go ahead if no one else. I, like others have, for the record, met briefly with Scott to go over these changes. I feel I'm generally in support of the staff's perspective on this, where what we've outlined, what we've asked for, and having sat in this position for all of the various projects that we have seen, including some that were 100%, or at least one that was 100% residential, which is allowable in mixed use. It has been approved in other places in the city. But we wanted to have some aspect of retail to engage the neighborhood and pedestrians.

I believe this project satisfies those demands that we've placed in the past. I think the aesthetic issues are ones that ... Yes, if I had my own personal choice for something, I liked the very first project we saw years ago that wasn't even this applicant. But, that's not the project we have before us. I think this meets the criteria that we've laid out before. I'm ready to move forward on this, with the decision tonight. That's all I have to say at this point.

Chair Felder: Carol, you ready?

Commissioner Jansen: Yes. I'd like to just reiterate Commissioner Cribb's comments in some ways. I'm also ready to move forward. I think the applicant has done an admirable job in terms of trying to work out all of the various constraints that you face. If I can just make one comment about that, I think it's very, very difficult, if not impossible, to reach the densities that so many that I hear want to see achieved in this community and meet the development code requirements. I just don't think it's possible. I think that it's something that the commission needs to look at as a whole, certainly in the future, hopefully near future if we have the opportunity. I like certain parts about this project. I do like the fact that it has retail. I also like a lot about the flats that are above the retail, because they're single story. Not everybody that would move into this place has to go up and down stairs all the time.

Apparently, they're to be elevator accessed, which is also a plus. It's got some nice parts about that. I think that the architectural style, if I can just make a comment on that, it's referred to as craftsman in contemporary. Craftsman means real stuff, it's real products, it's not composite, it's not composition shingle necessarily. If the applicant can look at that and see if a richer kind of palette can be developed in terms of the exterior of the units, I think that would be a plus as he goes forward throughout the design review process. The thing, I would say, and it's because ... This has not particularly been one of my big concerns through my life, but I do think that it's unusual that all the below market rate units would be 486 square feet.

When I first moved to Sonoma in 2015 in October, I rented a 436 square foot cottage, which I shared with my dog and my cat for approximately a

year, no one else. I think they were about ready to leave home toward the end of it. That's a small space and I think we have to be cognizant of the fact that it's not providing ... Well, it does provide 24% of the units, according to the applicant, that would be not below market rate, but affordable housing. It certainly doesn't provide 24% of the square footage of the project. I would really like to see in the future, and it's not going to hold me up on this project, but I would really like to see in the future that we would have more of a blend of the units that are within the project that are presented for affordable housing. Those are my comments, otherwise I'm prepared to support it.

Commissioner Corrado: I think if we had a master plan for the city, I think it would allay some of your fears, Commissioner Bohar, because I think we would have, had we had one, been able to see this property, and say, "Okay, this is what we need. Blah, blah, blah. Here applicant. If you can build to this, then go for it." Where we're driving what's happening in our town. But we're not doing that. I've said that three years ago and nothing's happened. Not that I'm going to give up, but what we have is what is before us.

With the parking issue, that can be easily done and dealt with, with the CC&Rs, assigned parking spots. You've got a property manager on site. Just include that as part of the responsibility to monitor parking and I think we've resolved that issue for the people who live there. I think guests are going to have a problem, and I am concerned about the complementary parking, whether it's compatible or not. I'd like to see you try to get the Lucca's Deli from San Francisco in, if you could, please. They have a sister shop in Napa, and they're very busy and it might meet what your needs are.

My whole issue with this project is the affordability aspect, and I've been very clear about it. I'm not happy with 110% AMI. I'm not happy with the 100%, only because I live in 480 square feet, and I would not pay \$1,500, \$1,700 a month rent for 480 square feet of space. I really wouldn't do it and I'd have to be like the daughter who moved away. I don't agree with the affordability. I did hear you say that you would try to get the rents down. However, I'm going to quote somebody from City Council, "I think the market will correct itself." I think we have enough supply coming in to our community now that you're going to have to deal with the rent issues. I'm going to put it back on you, because I think, I'm hoping, that the market will start to drive the rents down. But I am going to vote for approval of this project also.

Commissioner Wellander: I have spent a lot of time giving a lot of thought to this lot, this parcel, and what's being proposed. I too at this point, am going to be overall giving support to it. There are some comments that I would like to share, and it probably is going to fall more on the next, if this does go forward, on the next level of review by The Design Commission.

I support the inclusionary units and I actually even support the small size of the inclusionary units just because I think that there is a value in small spaces and we're seeing it in other communities.

In response to one of the public comments, the idea of actually being able to buy a small unit, I think certainly would be attractive to a lot of young folks, so I would welcome the consideration of that. I don't have a problem with the affordable units being all clustered together, although the code requires them to be compatible or comparable to the market rate. When I look at the elevations and I appreciate the fact that they have now approached Broadway in more of front door aspect than the previous submission, I think there probably is some opportunity to, as you look at the richness or the elevation of the inclusionary units and you compare that to the townhouses that actually face to the north, that you really can't see from the street, there is in my opinion, a difference in richness in expression and character. Reality is that these units do face Broadway, so I would really, strongly encourage you to take another look at how you could enrich the elevations of those units.

A small item, and again it may fall in the next round of review, but I do not see any street trees on McArthur. I don't know why there are not street trees, Crepe Myrtle trees tucked back in number of feet, those aren't street trees. I think that will help improve that portion of the site to be more of a neighborhood that they will have neighborhood street trees. I would strongly encourage you to revisit that.

I also, this again is in my wheelhouse of interest, given the tight spaces and everything, there needs to be some really good coordination between the civil engineer and the landscape architect as far as the routing of utilities, and don't let the utilities dictate where the trees go, try to come up with most practical places because we've all expressed the importance of street trees throughout our community and we have failed, or we have been modestly successful in a lot of areas, but here is an opportunity to have some strong street trees that are appropriate both for Broadway as well as on McArthur.

My last comment, and it goes back to the designation of this site and that's the gateway. I'm looking at the commercial building, the mixed-use building and again as you continue to look at the design refinement, I would love to see a little, how did I put this, I'd like to see a little stronger architectural statement for the corner. This is the gateway, we've expressed it as the gateway, it's on a very broad boulevard, I think that there is an opportunity to capture a little bit more to improve the traveling experience of entering in to Sonoma.

Again, I too at this point will support this project moving on.

Commissioner McDonald: I want to thank the applicant, the commissioners past and present and all of the citizens that have come out to countless public hearings about this, which is a very important key cornerstone development on Broadway. It's a really important project, a really important site and I want to say, well I first want to say that I'm in support of the project. I want to make that clear.

I think that one of the things that was really important to me and looking at this site plan that changed my mind was the fact of the importance that was placed on Broadway and eliminating a driveway, creating a commercial element, creating an engaging commercial space. The applicant working even further refining the community porch and space, which I think are all essential elements to creating a walkable and livable community. The single-family homes along McArthur, although I might have thought we could have done something with more of a mixed use, but the single-family homes, the height and the actual use is compatible with McArthur.

It's always been my concern that the townhouses and the three-story elements and I still consider this an auto-centric type site plan, is substantially screened from the street we've got a lower height along both of the frontages and so the higher roof heights of these town houses are screened, and I want to emphasize Commissioner Wellander's point about the importance of street trees and the other commissioners' but more importantly along McArthur Street. I do feel that a row of street trees in front of the homes on McArthur will help mitigate the visibility of the back end of the commercial development and that parking. I encourage the site plan and the landscape designers to continually work on heavy street tree planting there.

The reduction in the number of units over the past iteration has helped me feel more comfortable with the massing of the street three story components as they are engaged along the property line. Going from a smaller building mass is really important and I did have concerns about four townhouses, but now that it's been reduced to three and it makes me feel more comfortable that the massing of those buildings have been reduced.

The interior part of the project is not ideal. It's not ideal to have a three-story development in the city, especially with the below grade parking, but it's substantially screened from the street. I think the designers and the developer has done a really good job at trying to create a prominent street presence and an engaging pedestrian access from the street. So, I'm hoping that people will park their cars and then walk everywhere and not drive as much.

I do have some reservations about the viability of the commercial component and I expressed my concerns about loading and unloading and temporary or time limited parking. I think that that's really important especially if we're going to make sure that this commercial component is

successful. I'd like to see if we could discuss as a commission whether or not we should possibly look at some time limited parking that could be used for loading and unloading along Broadway. Also, there is a very long stretch of red zone along Broadway which I believe is probably for bus parking, but there might be an opportunity to move that away from the front of the commercial, so it makes that commercial space more viable. I think that's going to be really key in making sure that we get successful tenants in that space. So, I'd like to see if we can engage and talk about that and possibly adding that as a condition of approval or a strong recommendation to staff and making sure that that happens.

So, I feel comfortable with the CC&Rs and making sure that the open space and the parking is going to be dealt with and that there's sharing. If we do move forward with this project, I would like to figure out if there is some wording, or some way so the owners of the townhomes don't hoard the guest parking, because that's the reality of it, is that people will park their car in the guests' space. So, there's got to be something in the CC&Rs that prevents the home owners or the people that have the apartment buildings from actually using the guest parking space. So, their private space is freed up.

Anyway, those are my comments and maybe we talk about those issues.

Chair Felder:

First of all, I'd like to disclose that I have met with the developers a couple times and talked about the project in a couple of its iterations. And I want a successful project at this important location in the interest of the city. And even though I think my remarks are not going to matter to the final outcome of the decision that is going to be reached here tonight, I want my remarks to be in the record.

I whole-heartedly agree with Mr. Willers about coming into a process where we try to combine an EIR or approve a mitigated negative declaration at the same time we do a use permit in one hearing is not an appropriate thing to do because it doesn't really air the arguments for each in a sufficient fashion and I'm not going to support this project for these reasons.

First of all I do think it's under parked. There are some things that have gone on with the way you count the numbers and how the parking spaces are allocated and all that, but I think some the inherit design with the project with the three story town homes with garages underneath them and forcing those spaces to be private spaces has added to the parking problem.

But the real reason that I won't support the project in this form is that I do not think we have sufficiently vetted the impact of the aesthetic and the visual compatibility with the neighborhood and this important area for the city and to me I have always been opposed from all the time that I have been on the planning commission and going through a number of iterations

with different developers I've always been opposes to these three story buildings on the site. It just doesn't seem to fit the neighborhood and in this particular design having parking underneath these town homes to me intensifies the problem and incompatibility that it creates and it certainly created an automobile-centric situation here that doesn't make it a pleasant environment for pedestrian access and I also agree with the comment that we are creating a situation where most of these town homes are going to be entered from the rear door.

That's not the kind of the neighborhood I would like to see in Sonoma in this area, as an entrance to the city. So, it just, even though I realize that I am in the minority I don't see that I can support the project as it sits, and it's yes there have been a lot of improvements made, a lot of changes made to the project, but I don't think it's made it to the level of a gateway project that is what we deserve in Sonoma. So, I am going to have to be in opposition.

With that I think unless there is further discussion we have a couple of items that we are looking for actions on, so I will look for a motion and I would like to take them one at a time rather than combine them please.

So, what I'm looking for first is if there is a resolution for making findings for a mitigated negative declaration. Does anybody care to make a motion?

Commissioner Jansen: I so move.

Chair Felder: Is there a second?

Commissioner Cribb: I'll second.

Chair Felder: If there's no further discussion I'll have a roll call vote please.

Cristina Morris: Commissioner Corrado?

Commissioner Corrado: Yes.

Cristina Morris: Commissioner Jansen?

Commissioner Jansen: Yes.

Cristina Morris: Commissioner Wellander

Commissioner Wellander: Yes.

Cristina Morris: Commissioner Bohar?

Commissioner Bohar: No.

Cristina Morris: Commissioner McDonald?

Commissioner McDonald: Yes.

Cristina Morris: Commissioner Cribb?

Commissioner Cribb: Yes

Cristina Morris: Chair Felder

Chair Felder: No.

Cristina Morris: Motion passed 5 2.

Chair Felder: If there's no further discussion on the next thing I'll look for a motion for a resolution granting the use permit and approving the tentative map with the conditions. Do we need to discuss conditions of approval on that one?

David Goodison: Well I did want to make just a couple of comments about that if I could?

Chair Felder: Yes.

David Goodison: Obviously condition number 4B has been corrected. I just want to emphasize that condition 4P requires street trees along all property frontages, not just the Broadway frontage. I'd also like to emphasize that condition 1A states that while each of the apartment units and condominium flats will be provided with a minimum of one dedicated parking space the locations of those parking spaces would be subject to the review and approval of the Planning Department. So, while the applicant has put forward a suggestion as to how they would prefer that to be placed that's not how the conditions of approval read. There was lot of discussion about condition of approval of number 12 and staff would suggest adding that CC&R would also provide for the enforcement of parking restrictions including the use of guest parking by guests as well as provisions for sorry protocols and restrictions on commercial deliveries and loading. Lastly, I think lastly, there be a condition- Sorry?

{inaudible [03:58:36.05]}

David Goodison: Well yeah, that was the corrected condition for 4B and then I think lastly, I heard a suggestion for a condition that I am going to call 1G that the applicant shall work with the traffic safety committee to establish a loading zone or other timed delivery parking space on the Broadway frontage of the site.

Commissioner McDonald: Could there be, it could either be that or a time limited like a 30-minute parking zone or a 15 minute.

David Goodison: Yeah or time limited parking.

Commissioner Corrado: I would support that.

Chair Felder: So, if someone would care to make -

Commissioner Bohar: Yeah, I'll move that we accept the project with the conditions amended.

Commissioner Corrado: Second

David Goodison: And that motion is a motion to adopt the resolution?

Commissioner McDonald: Adopt the resolution.

David Goodison: Along with those amendments?

Commissioner Bohar: Yeah.

Chair Felder: Roll call.

Cristina Morris: Commissioner Corrado?

Commissioner Corrado: Yes.

Cristina Morris: Commissioner Jansen?

Commissioner Jansen: Yes.

Cristina Morris: Commissioner Wellander?

Commissioner Wellander: Yes.

Cristina Morris: Commissioner Bohar?

Commissioner Bohar: No.

Cristina Morris: Commissioner McDonald?

Commissioner McDonald: Yes.

Cristina Morris: Commissioner Cribb?

Commissioner Cribb: Yes.

Cristina Morris: Chair Felder?

Chair Felder: No.

Cristina Morris: The motion passed 5 2.

Chair Felder: That will conclude that item and I'll call a three-minute recess please.

Chair Felder: We have some items that we could discuss there, so, if that's appropriate. Do you know how that snuck in, David?

David Goodison: No, but I really regret that it did. So, I'm just going to consolidate that with the Issues Update and Commissioner Comments, because I don't really have any items to discuss, and I think that if there are things that Commission wants to discuss, we would hear those under Commissioner Comments, right?

Chair Felder: Ok. That's fine.

David Goodison: Is that fair?

Chair Felder: That's fair.

David Goodison: So, I just have a brief Issues Update, and I apologize. I was not able to provide you with something in writing tonight, but just a couple of quick things. The approval of the cheese factory was appealed, so that's one thing to update you on. Second, on Wednesday of this week, the city council held a goal-setting session, and downtown parking was identified by the city council as a significant area of interest. That kind of aligns with the Commission discussion that occurred recently. Staff will be following up with the city council in June with, not just that item, but all of their interest items. Staff will be coming back to the city council with some suggestions in terms of how to move those forward over the coming fiscal year that is starting in July.

Chair Felder: Appreciate that.

David Goodison: And I'm sure there's other things to mention, but that's all I can think of at the moment. Certainly, if you have any questions about pending projects or so forth...

Commissioner Corrado: (Corrado) So are they open to a City Council / Commission meeting?

David Goodison: Oh, that will come up later. So, yeah.

Commissioner Corrado: And it was just parking and not parking and traffic?

David Goodison: There was a discussion about parking and traffic, but I would say not every council member...

Commissioner Corrado: Agreed?

David Goodison: Well, we all know that they're issues that are linked, but at the same time, there's a desire on the part of the City Council to, on these different issues, - and, again, this is just one of them -- try to define it and pursue it in a way where it's manageable and not over-define something to the point where there's no way to get your arms around it and make progress. So, that's going to have to be hashed out, and it will be.

Chair Felder: If that's your update, then I'll take comments from the commissioners.

Commissioner Wellander: (Wellander) I'll beat a dead horse. There's been no movement as far as correction on that fence height over off of 5th Street West, and it's a real irritant. That's the one by the bike path.

David Goodison: The one behind the bike path.

Commissioner Wellander: Yeah.

David Goodison: Oh, we'll follow up on that.

Commissioner Wellander: Yeah, I mean, it's- I would also like to, then, while I've got the mic on, bring up and have some discussion about what Mr. Willers brought up about having items agendaized with two different phases to it. I would like to start, David, by asking what's the history or, from your perspective, the value of doing it like that. Just a time issue?

David Goodison: It's much more than that, but I would just say that we heard that comment, too, and we've heard it from the chair. So, my thought is going to be that, probably at our next regular meeting, which would be in June, we would have the city attorney present to kind of discuss the pros and cons of that approach. Because it does have pros and cons. So, we just see that as an issue that's been raised that we would bring back to the Commission for discussion.

Chair Felder: Ok. Because I feel very strongly that, if we're going to give proper treatment to both items and proper public input to both items, that we shouldn't limit the discussion to severely, and I think we are.

David Goodison: Sure.

Chair Felder: Any other comments?

Commissioner Corrado: Any update on our design review issue?

David Goodison: Well, as I mentioned at the last meeting, our next step is going to be having that same discussion with the Design Review Commission and hearing their thoughts. That will happen at their regular meeting in June.

Commissioner Corrado: Ok.

Chair Felder: I would like to thank the City for providing iPads for our use.

David Goodison: Yeah, I'd love to hear feedback on that. Speaking of items for discussion. I'm still getting my head wrapped around it, so we'd be very interested to hear.

Chair Felder: I would encourage everybody on the Commission to try to adapt to electronic paper as much as possible. I'm going to switch over. No more packets delivered to the house by Cristina. But, also, I think that we now have City email addresses, and we should use them.

Commissioner Corrado: Oh, we do?

Commissioner Wellander: Do we?

Chair Felder: We do.

Commissioner Corrado: I haven't been notified.

Chair Felder: You were notified when you got the iPad. It's on your list, and it tells you what your name is and how to access it. Not only can you access it on this device, the iPad, you can access it on any other computer that you have by

going through and opening an email Exchange account. So, you can access it anywhere. I think for-

{audio skip [04:08:04.15]}

David Goodison: ...You for mentioning that. We strongly recommend that you use your Commission email addresses for all Commission business.

Chair Felder: Yes, absolutely.

David Goodison: It makes things a lot simpler.

Chair Felder: And as they say, if anybody needs any help on how to get it on other devices, you don't have to use this iPad. I've got it on my phone, my laptop, my other iPad, my desktop, everything. It's easy.

{inaudible [04:08:29.18]}

Commissioner McDonald: {Commissioner McDonald:} So, is our website -- it provides the public with our city-

David Goodison: It's the same packet.

Commissioner Wellander: Everybody gets the same packet?

Chair Felder: No, I think that's another point I was going to raise. When somebody approaches you and asks for a commissioner's email address, are they going to be given the City address now?

Commissioner McDonald: So, from now on, we're not going to get emails to our personal emails?

David Goodison: Well, it's a recommended practice. I mean, if you would prefer that, we can talk about how to make that work, but it's definitely recommended that you use your Planning Commission email address.

Commissioner McDonald: Ok.

David Goodison: But if there are issues that prevent that, then you and I should just talk about them and we'll figure something out.

Commissioner McDonald: Oh, no. I would encourage the transfer over, I just wanted to know when that -- I mean I got emails today to my personal email.

David Goodison: Ah. Well, we are still in a transition mode. That's for sure. I know I'm still in the transition mode with this.

Commissioner McDonald: Because I don't want to miss anything.

David Goodison: Right.

Staff Person: Anything you get from the City will come to your city-issued email. If you're corresponding with someone who had your personal email, you may want to update them with your new city-issued email.

Commissioner McDonald: Ok. Thank you.

Chair Felder: Anything else? Then I will look for a motion to adjourn.

Commissioner Wellander: So moved.

Commissioner Corrado: Seconded.

Chair Felder: All in favor?

Multiple voices: Aye