

September 24, 2018

Mayor & City Council  
City of Sonoma

Subject: Update on “Gateway Project” Plan Modifications and Affordable Housing Options

Mayor Agrimonti & City Council Members,

Since we came before you on August 6, we have made the following modifications to our development plans in response to feedback we heard from the community and the Council:

- We have changed the architecture on all of our townhomes which has enabled us to reduce the height to 30 feet. Every building on the site is 30 feet or less thus eliminating the need for the height allowance approved by the planning commission.
- The architectural change reduced our FAR to 70.4% which is almost 30% below the maximum.
- Even though the staff analysis presented at the August 6<sup>th</sup> meeting indicated that our plan with 76 spaces exceeded the code requirement for resident and guest/commercial parking spaces, we have increased our parking by three spaces to 79 (24 for guest/commercial and 55 for residential) which is 5 spaces over the code requirement. The change in building footprints enabled us to do this and still stay below the most stringent interpretation of the site coverage requirements.
- We have corrected the landscaping plan to show the installation of 72 trees and more extensive landscaping along the drive isles and between buildings. In addition, we hope to be able to preserve some of the healthy mature trees by transplanting them on other parts of the site.
- We have worked with the neighbor on Austin who was concerned about the visibility of the new buildings in the winter. We will be planting numerous evergreen trees within the sight lines from her home.
- We have added architectural details including window detailing, some siding and masonry and wraparound porches in order to enhance the exterior of the units. Furthermore, we will work with the Design Review committee to provide any reasonable additional architectural details they might deem desirable.
- We have upgraded our drive isles from asphalt and concrete to decorative pervious pavers which will enhance the project and improve drainage within the site.
- We have installed the requested story poles on site based on a plan approved by staff with pole placement and height certified by a licensed engineer chosen by staff.
- We engaged several consultants to provide expert EIR level analysis showing the project does not have any significant impacts on cultural and historical or aesthetic resources.

- Although there are no residential structures on Broadway which would trigger the guidelines, we have increased both Broadway and MacArthur setbacks to adhere to the guidelines of the Historic Overlay Zone.
- We are also considering, as a nod to history, naming the project after the Cumberland College that once occupied the site (this in addition to the monument detailed below).
- We have revised our affordable housing proposition. The details of our proposal are outlined later in this communication.

The modifications and changes listed above further demonstrate our willingness to adapt to requests for change made by the community, by staff, by the planning commission and by you, the City Council. Since we first presented our plan in early 2017, in addition to the list above, we have made the following changes and modifications (in chronologic order) to our designs at the direction of staff and the Planning Commission:

- At the direction of the fire department we modified our circulation plan by removing a second access point on MacArthur, widening the drive isles to 24 feet and the increasing the turning radii on all corners to 41 feet. As a result, the circulation pattern of the project was dictated in large part by the fire department leaving us somewhat restricted in how to access and circulate on the site.
- We reduced density by eliminating buildings.
- We reduced heights.
- We introduced a wider variety of architectural styles to the project (craftsman, cottage, contemporary farmhouse, mission and ranch) all of which are characterized as architectural styles prevalent in the Downtown Planning District.
- We introduced a wider variety of residential types (flats, apartments, single family residences and townhomes).
- We are providing a wider variety of unit sizes (468 SF to 1950 SF) than our original plan
- We increased setbacks the first time.
- At the behest of the Planning Commission we revised the original circulation plan and removed an entrance off Broadway. In this revised plan, anyone visiting our retail tenants will either enter the site off MacArthur and make an immediate left to access the commercial/guest parking spaces or make use of the 7 or 8 spaces in front of the building on Broadway.
- We reoriented all street-side buildings to be street facing in accordance with the General Plan.
- We committed to erecting a historical monument in the open space next to the commercial building that will display pictures of some of the buildings that once occupied the site.
- We increased the number of pedestrian access points off both Broadway and MacArthur.
- We removed a residential unit that overlapped a small portion of the floodway.
- We reduced our site coverage to 59.7% to comply with the most restrictive site coverage requirement.

- We increased open space and now offer roughly 5,000 SF above the required amount.
- In order to meet the coverage requirement, we reduced retail space down to 3500 SF.
- We increased setbacks a second time in order to meet the Historic Overlay Zone guideline.
- We increased parking spaces and added solar topped carports for resident parking.
- We enlarged the covered veranda around the retail space to encourage public assemblage.

That's quite a list and should certainly demonstrate our desire and willingness to listen and respond to constructive input.

Regarding our affordable component. The proposal we presented to you at the August 6<sup>th</sup> meeting was to supply 8 affordable units, one more than the required 7 units and to charge rent on four of them at the required 110% of AMI and give a 10% reduction (to 100% AMI) on the remaining four.

We've worked on this and can now offer the Council the choice of one of the following options on the 8 units (Note that pricing is based on today's numbers from the County of Sonoma):

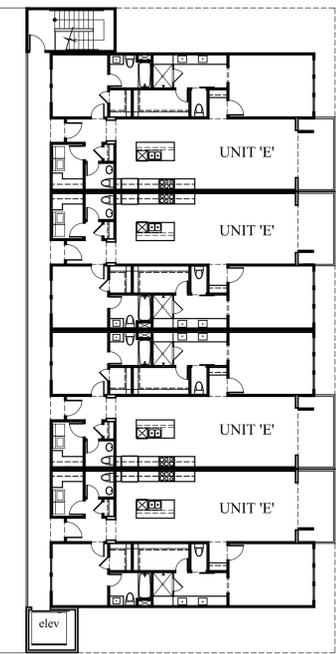
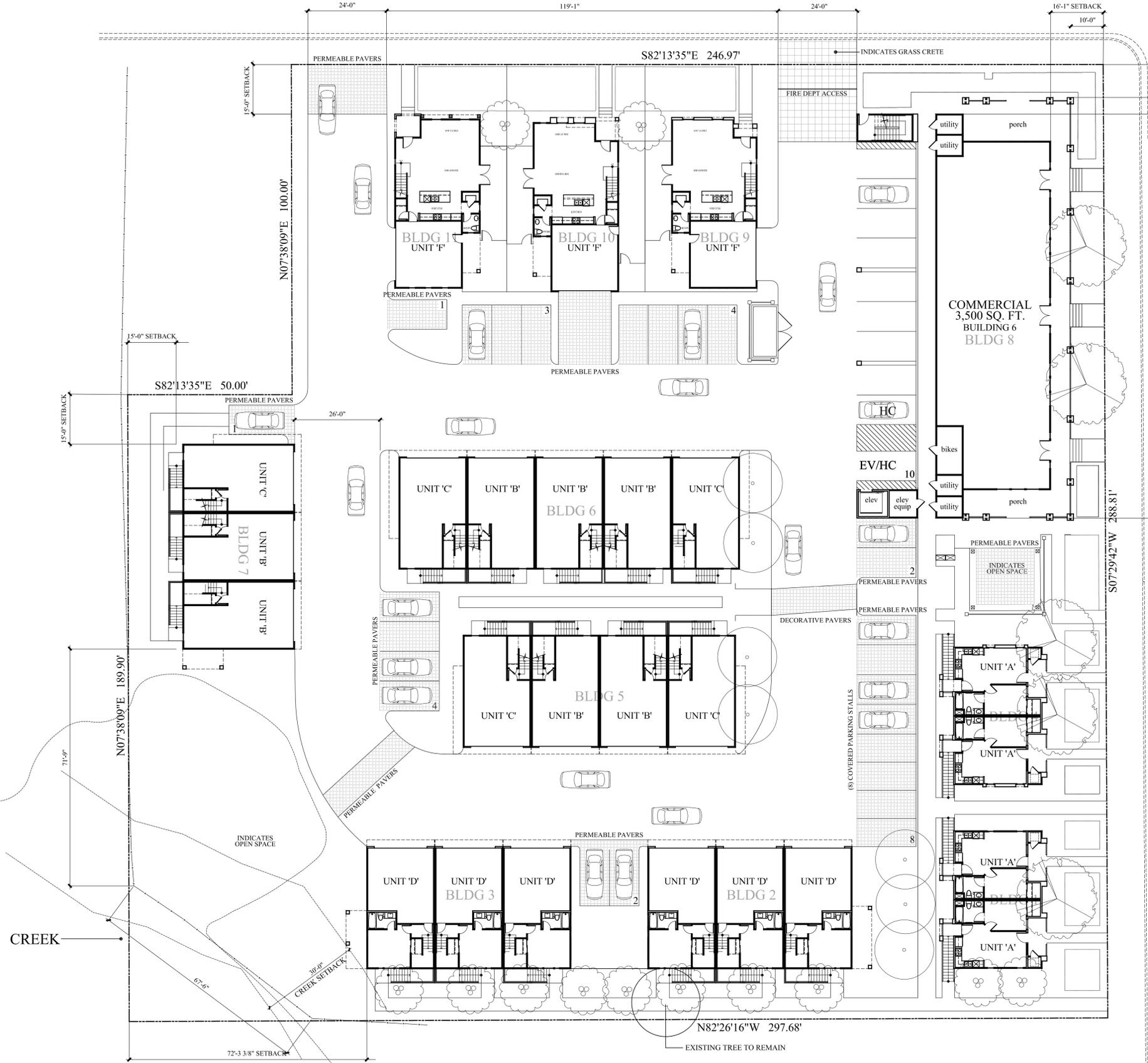
1. 8-for rent units: 4-units at 110%, which is approximately \$1500/mo. and 4-units at 60% of AMI (a 50-point discount) which is approximately \$1000/mo. Or,
2. 8-for sale units priced as follows:
  - a. 1-unit at the 60% income limit (\$150,000)
  - b. 3-units at the 80% income limit (\$210,000)
  - c. 3-units at the 110% income limit (\$260,000)
  - d. 1-unit at the 120% income limit (\$300,000)

We would like to reiterate that both options provide one more affordable unit than is required by the code. In addition, the proposals have between 1 and 4 units targeted to a lower income level than is required by the code.

We have put considerable time, money, creativity and energy into getting our project right. We respectfully request that Council deny the appeal, approve the mitigated negative declaration, the tentative map and use permit and one of our affordable options. Thank you.

Sincerely

The Broadway & MacArthur, LLC  
Development Team



SECOND FLOOR PLAN

PROJECT INFORMATION

SITE DATA:  
 SITE: 81,031 SQ. FT.  
 BUILDING COVERAGE: 27,357 SQ. FT.  
 SITE COVERAGE INCLUDING PAVED AREA: 59.7%  
 FAR: 70.4%  
 PAVED AREA: 24,491 SF. (30.2%)  
 COMMON OPEN SPACE: 11,889 SQ. FT.  
 PRIVATE OPEN SPACE (EXTERIOR DECKS): 4,509 SQ. FT.

PROJECT DATA:  
 6 (3) BEDRM TOWNHOMES  
 12 (2) BEDRM TOWNHOMES  
 8 (1) BEDROOM APARTMENTS  
 4 (2) BEDROOM FLATS  
 3 (4) BEDROOM SINGLE FAMILY HOMES  
 33 TOTAL UNITS

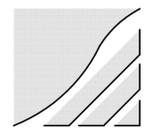
3,500 SQ. FT. COMMERCIAL  
 PARKING:  
 64 COVERED SPACES  
 15 UN-COVERED SPACES  
 79 TOTAL SPACES

NOTES  
 ALL EXISTING STRUCTURES  
 TO BE REMOVED

OWNER: Sonoma Gateway Commons, L.P. APPLICANT: Broadway & MacArthur, LLC  
 1010 W. MLK. Jr. Blvd. 1040 Main Street, suite 100  
 Austin, TX. 78701 Napa, CA. 94559

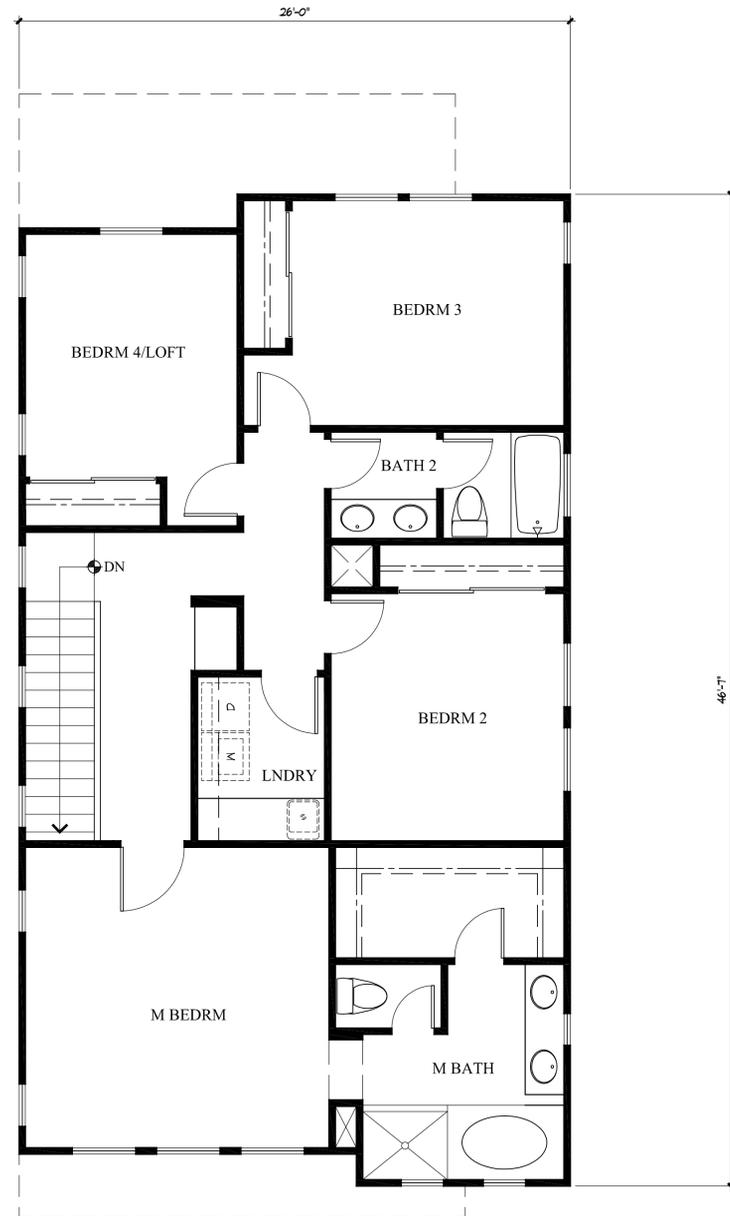
UNIT	TYPE	# UNITS	BR/BA	SQ FT	DECKS	PARK'G	TOT. SF
'A'	FLAT	8	1BR/1BA	486 SF	100 SF	1-CAR COV.	486 SF
'B'	3 STORY TOWNHOUSE	7	2BR/D/3BA	1261 SF	116 SF	2-CAR GAR. 606 SF	1867 SF
'C'	3 STORY TOWNHOUSE	5	3BR/3BA	1386 SF	116 SF	2-CAR GAR. 606 SF	1992 SF
'D'	3 STORY TOWNHOUSE	4	3BR/3.5 BA	1458 SF	101 SF	2-CAR GAR. 426 SF	1884 SF
'E'	FLAT	4	2BR/2.5 BA	1275 SF	100 SF	2-CAR COV. 360 SF	1635 SF
'F'	SINGLE FAMILY	3	3BR/3.5 BA	1934 SF	-	2-CAR COV. 468 SF	2402 SF

SONOMA GATEWAY  
 VESTA PACIFIC DEVELOPMENT

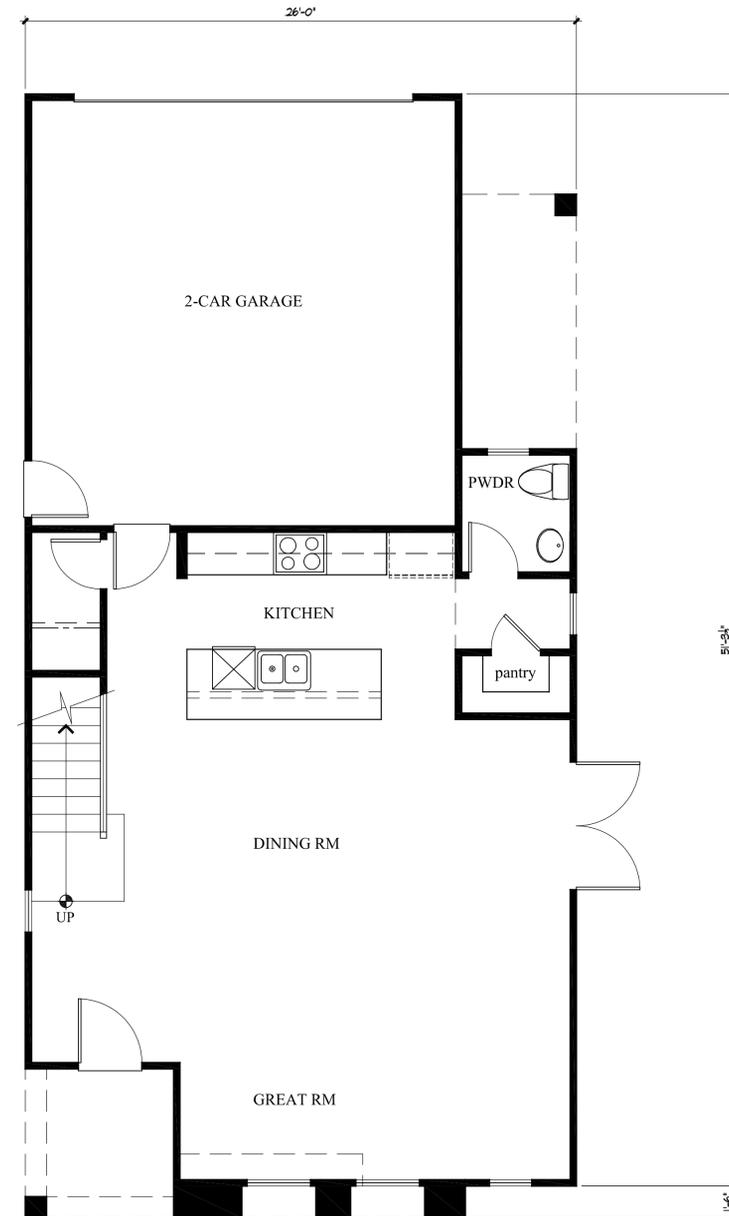


SCALE: 1/16" = 1'-0"

SEPTEMBER 09, 2018

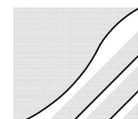


**SECOND FLOOR PLAN**  
SCALE: 1/4" = 1'-0"



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

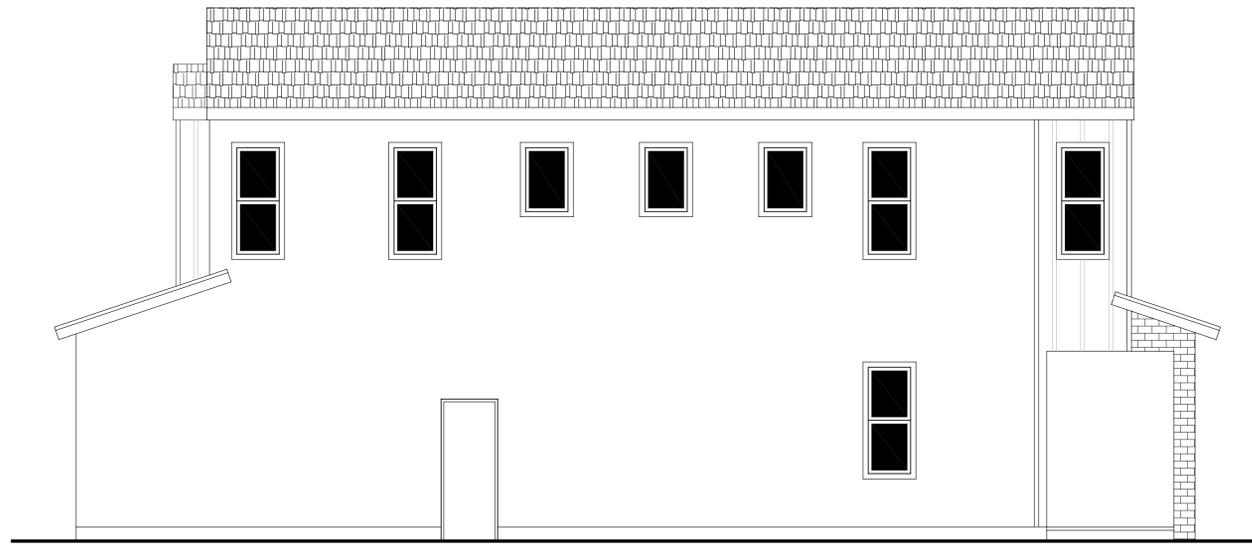
**SONOMA GATEWAY  
SINGLE FAMILY - BLDG 10  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

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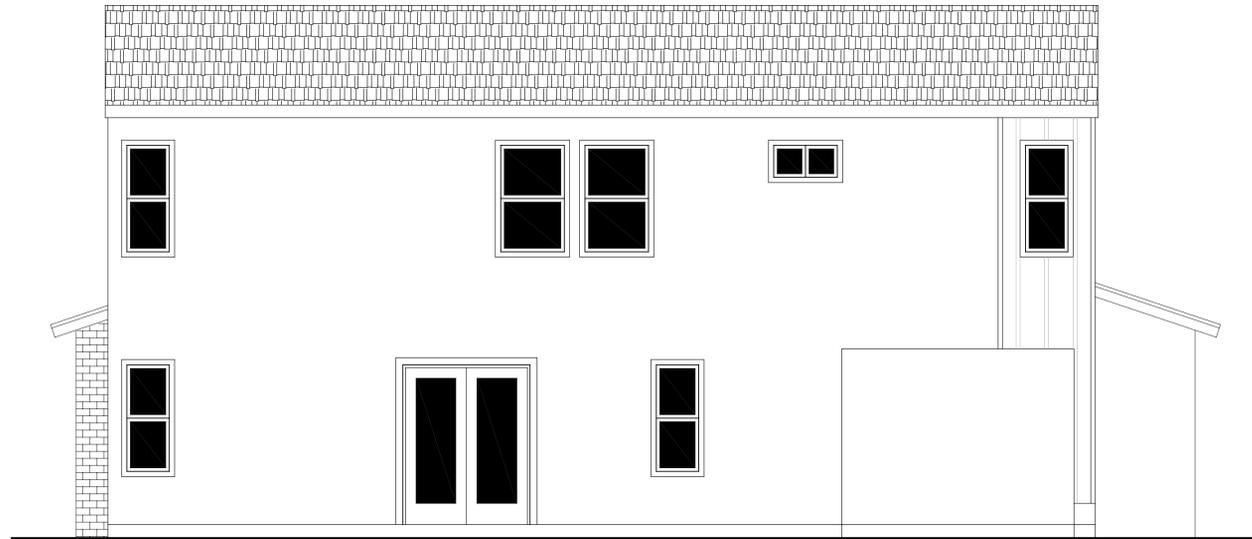
**WEST ELEVATION**

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



**SOUTH ELEVATION**

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



**EAST ELEVATION**

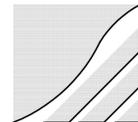
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**NORTH ELEVATION**

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

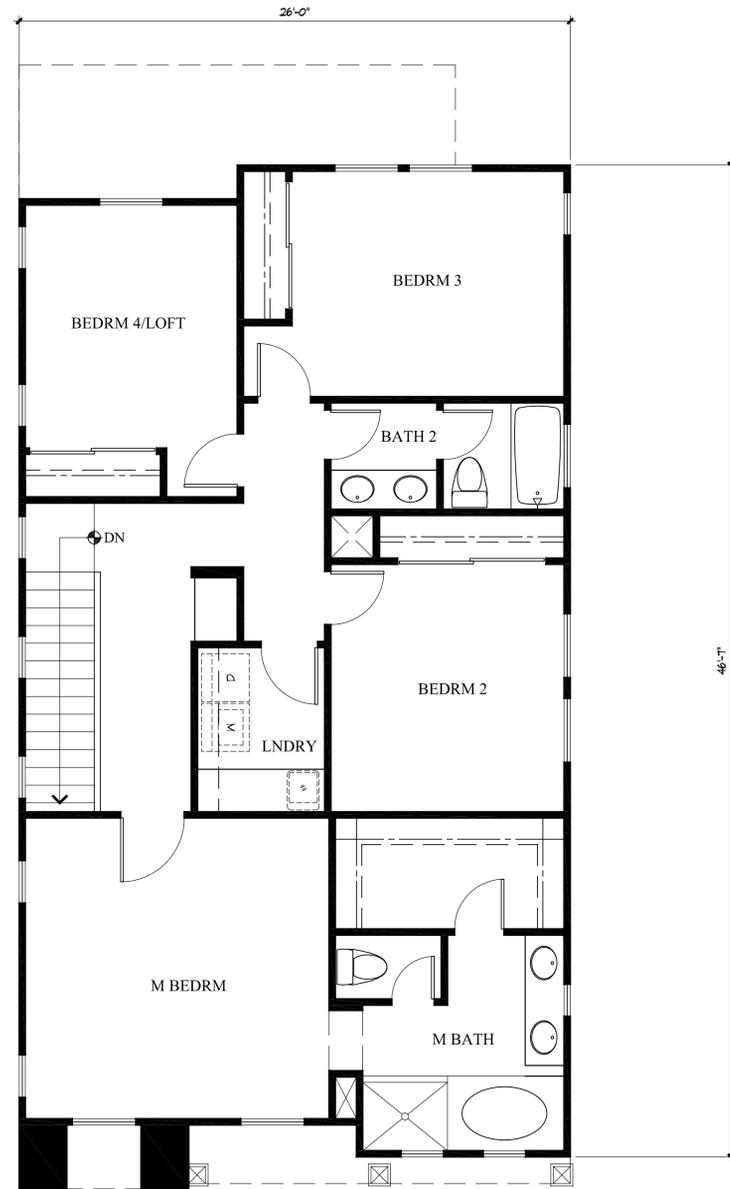
**SONOMA GATEWAY  
SINGLE FAMILY - BLDG 10  
VESTA PACIFIC DEVELOPMENT**



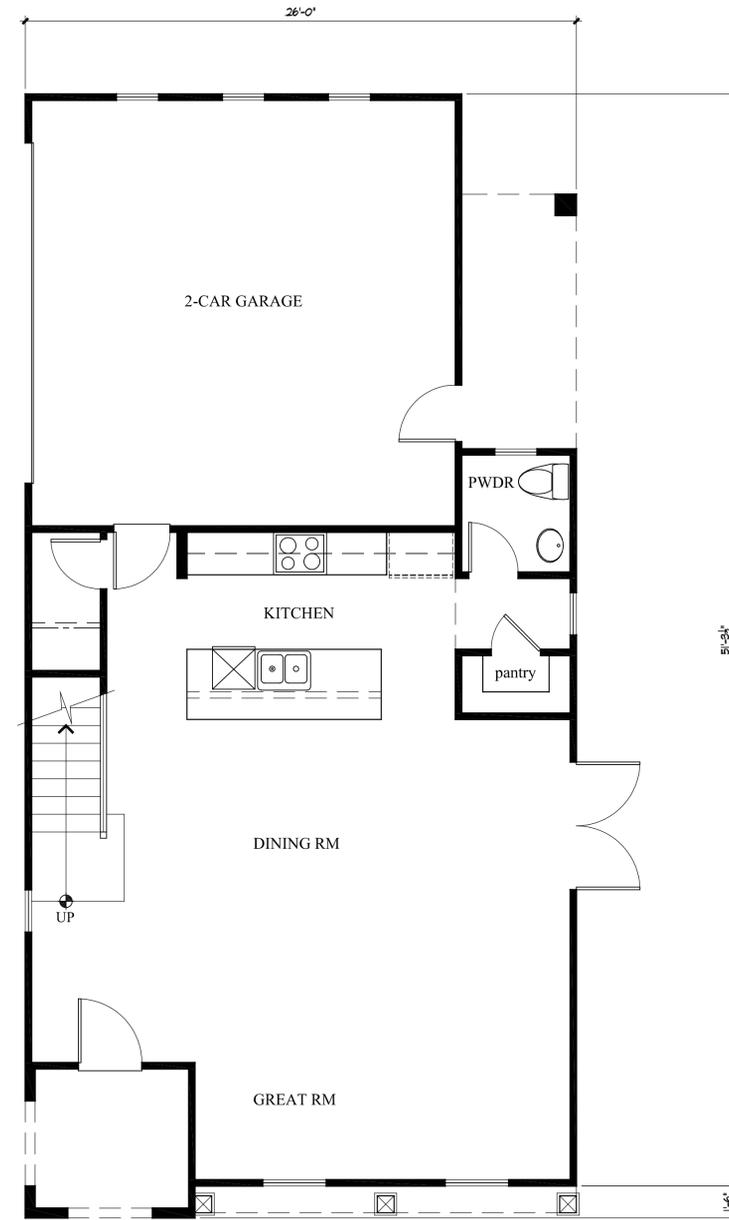
THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018

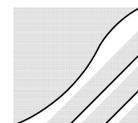


**SECOND FLOOR PLAN**  
SCALE: 1/4" = 1'-0"



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

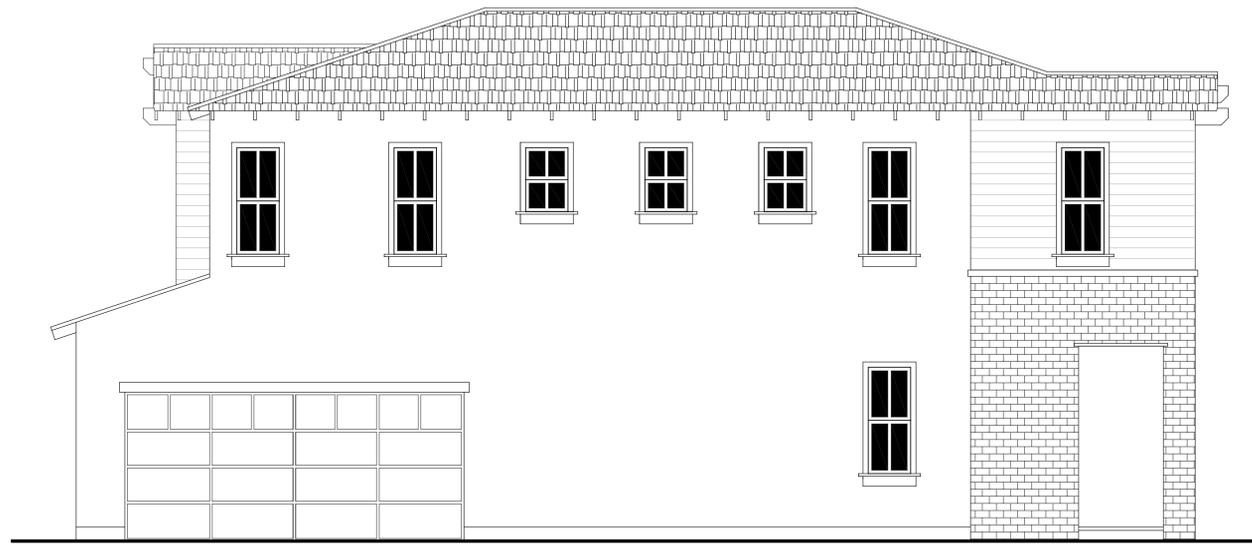
**SONOMA GATEWAY  
SINGLE FAMILY - BLDG 11  
VESTA PACIFIC DEVELOPMENT**



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

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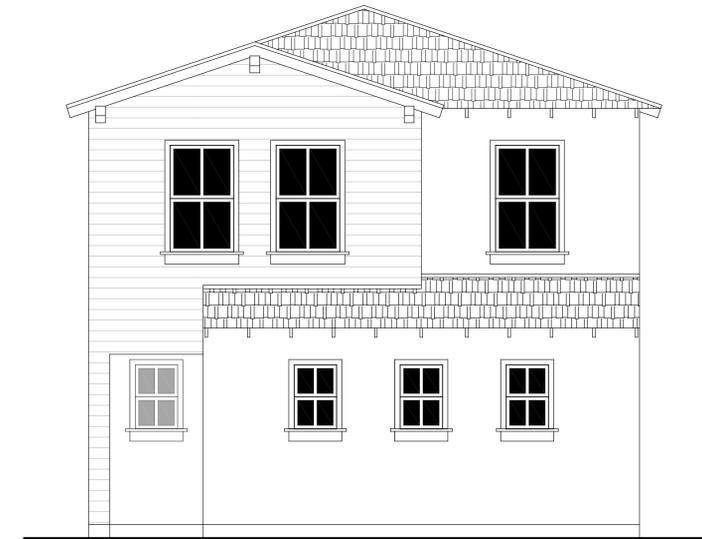
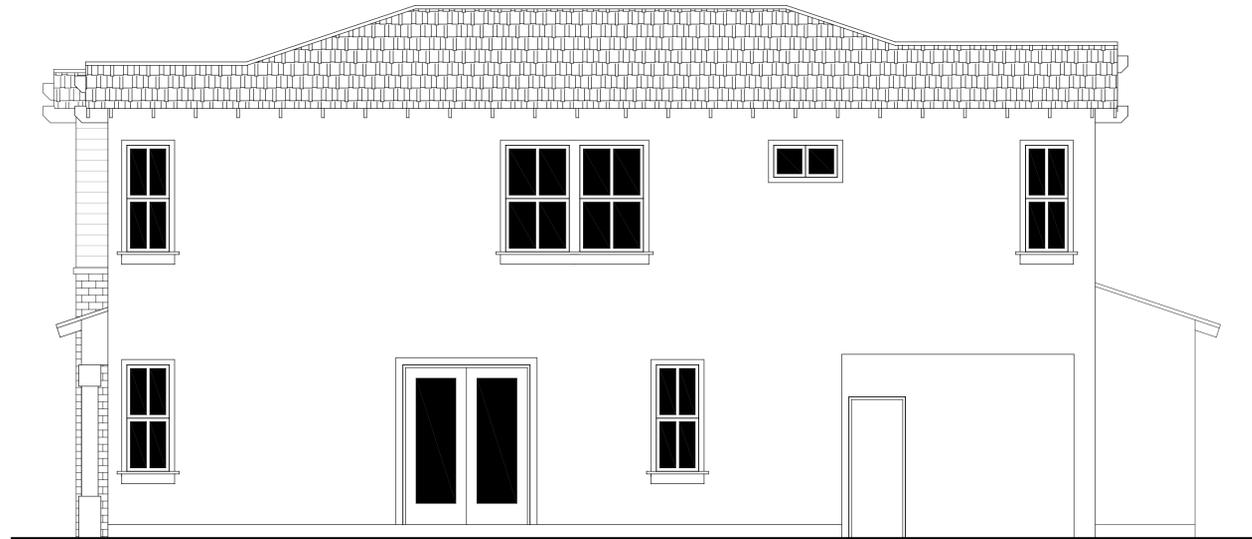
**WEST ELEVATION**

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

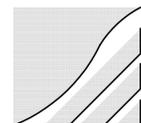


**SOUTH ELEVATION**

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



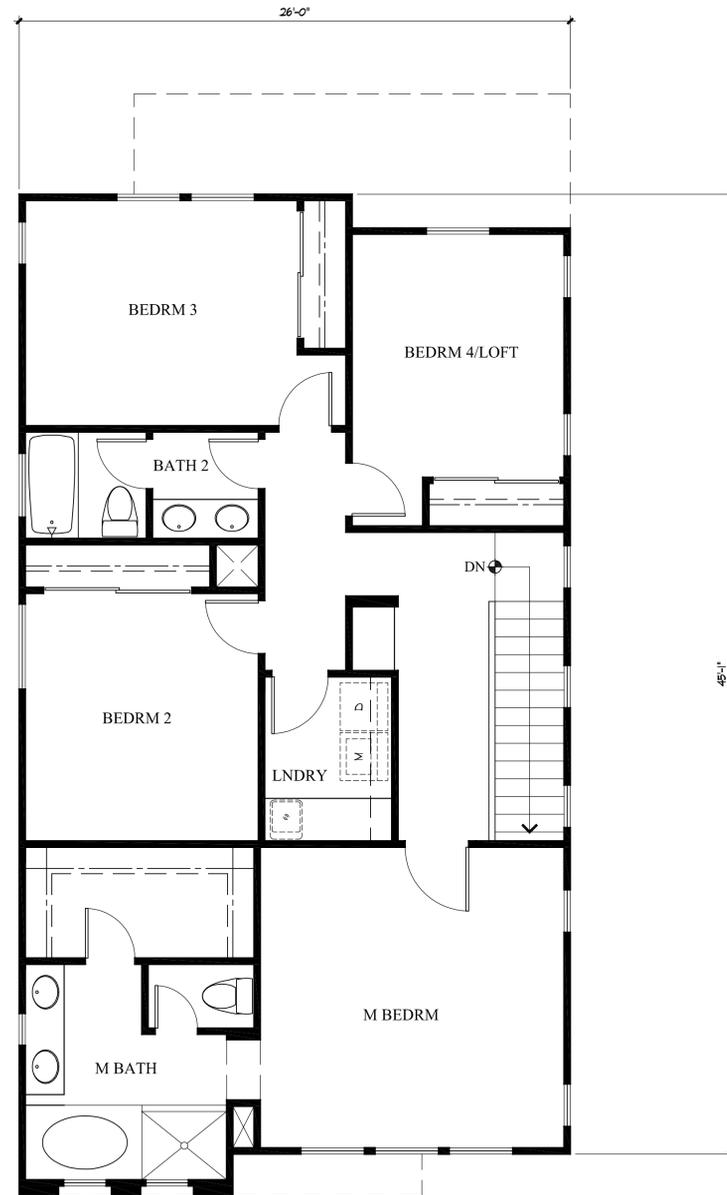
**SONOMA GATEWAY  
SINGLE FAMILY - BLDG 11  
VESTA PACIFIC DEVELOPMENT**



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ARCHITECTURE & PLANNING

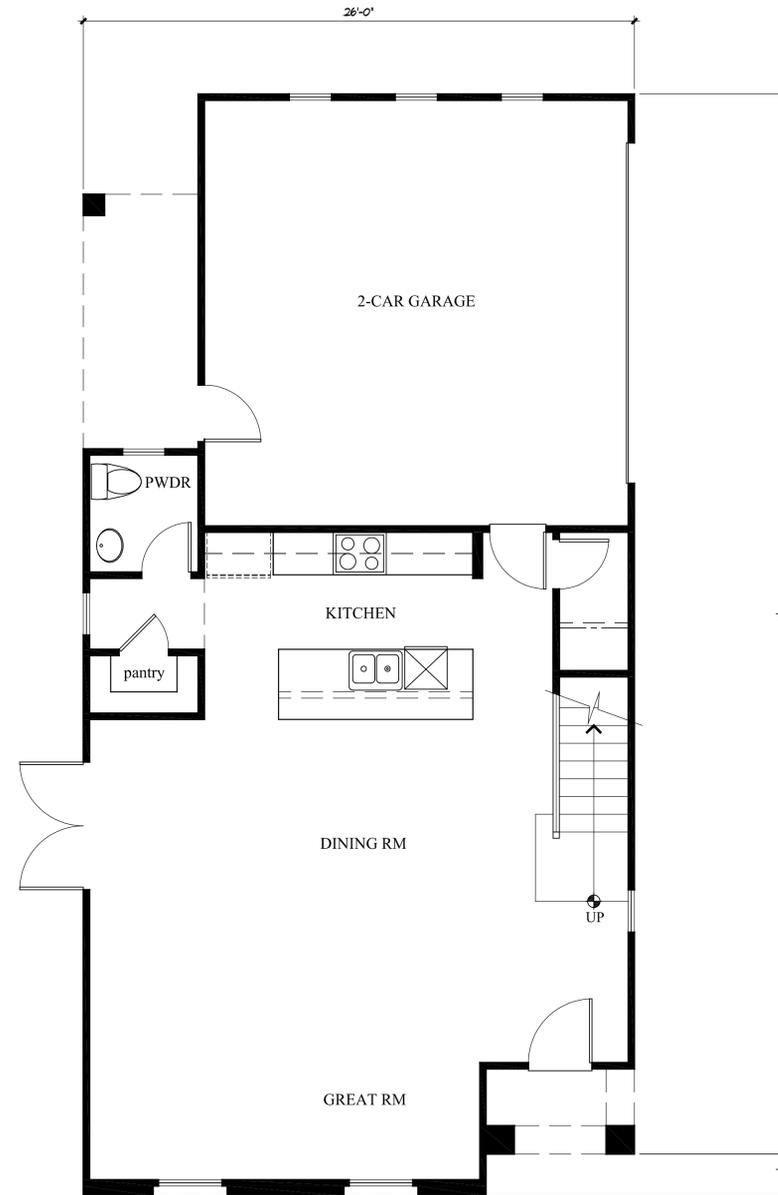
SCALE: 1/4" = 1'-0"

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**SECOND FLOOR PLAN**

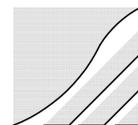
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**FIRST FLOOR PLAN**

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

**SONOMA GATEWAY  
SINGLE FAMILY - BLDG 9  
VESTA PACIFIC DEVELOPMENT**



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ARCHITECTURE & PLANNING

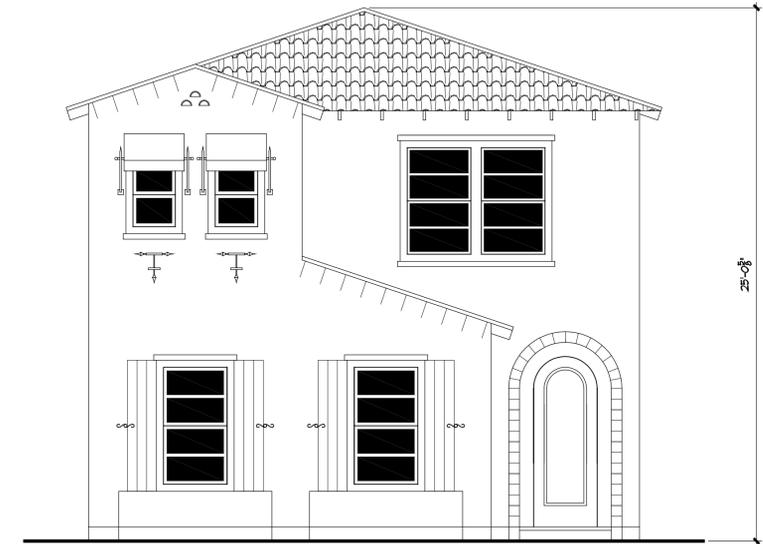
SCALE: 1/4" = 1'-0"

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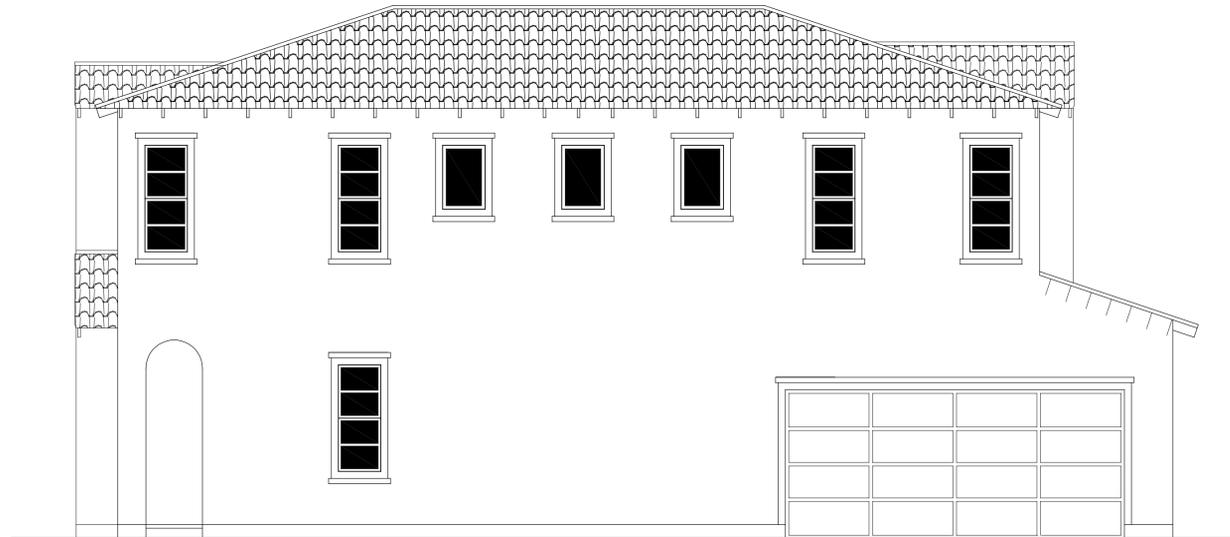
**WEST ELEVATION**

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



**SOUTH ELEVATION**

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



**EAST ELEVATION**

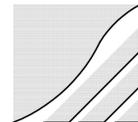
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**NORTH ELEVATION**

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

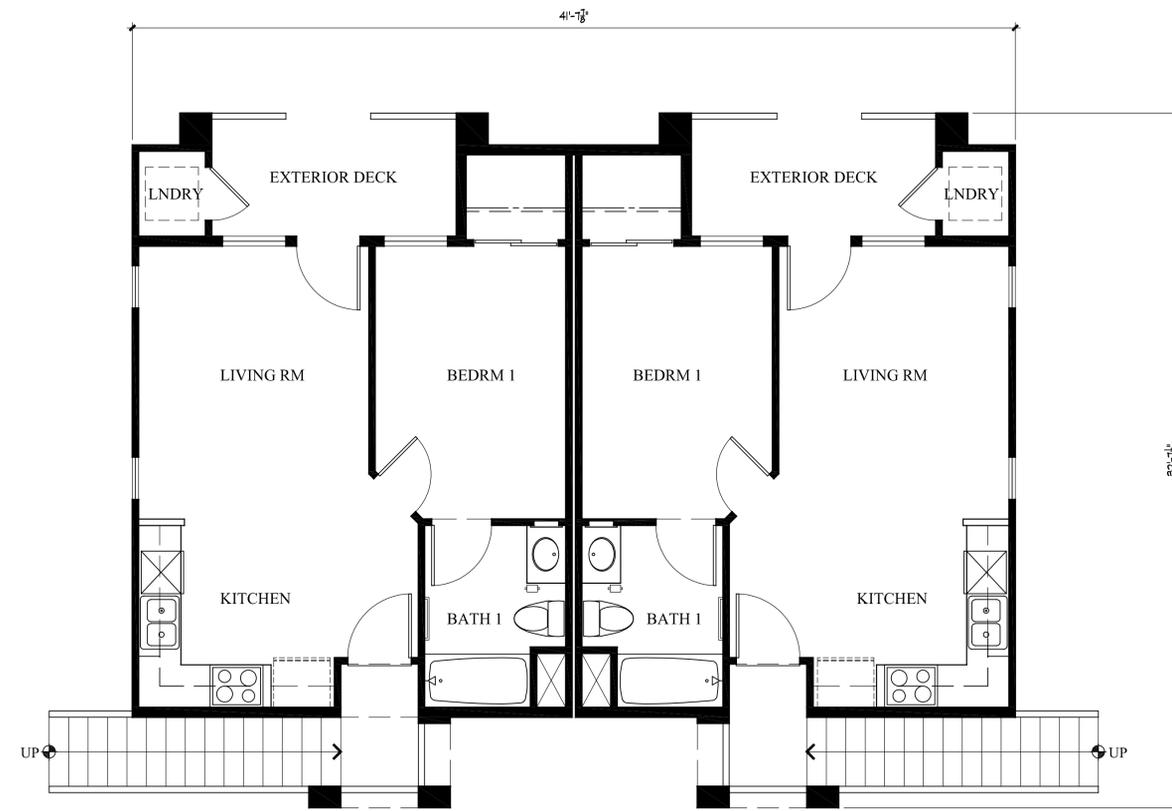
**SONOMA GATEWAY  
SINGLE FAMILY - BLDG 9  
VESTA PACIFIC DEVELOPMENT**



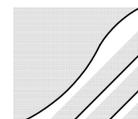
THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

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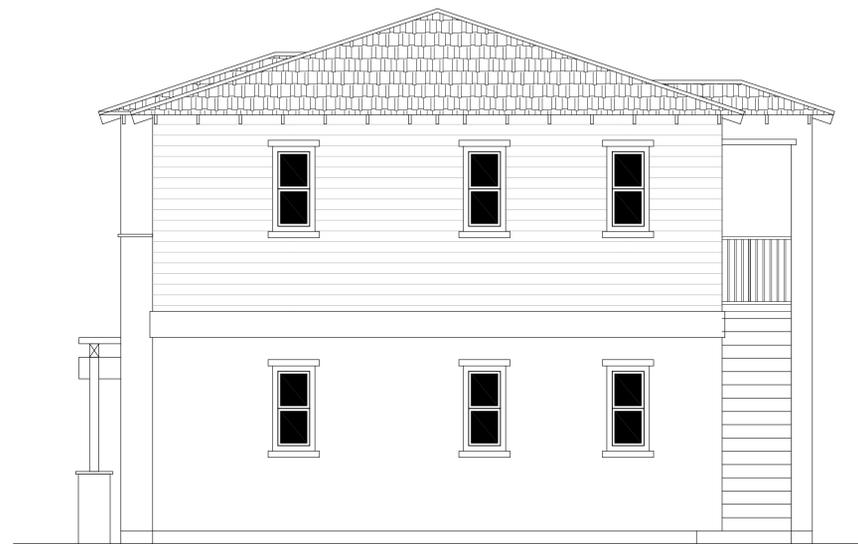
SONOMA GATEWAY  
 APARTMENTS - BLDG 1  
 VESTA PACIFIC DEVELOPMENT



THE MCKINLEY ASSOC., INC.  
 ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018



**WEST ELEVATION**

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



**SOUTH ELEVATION**

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



**EAST ELEVATION**

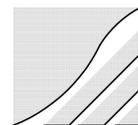
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**NORTH ELEVATION**

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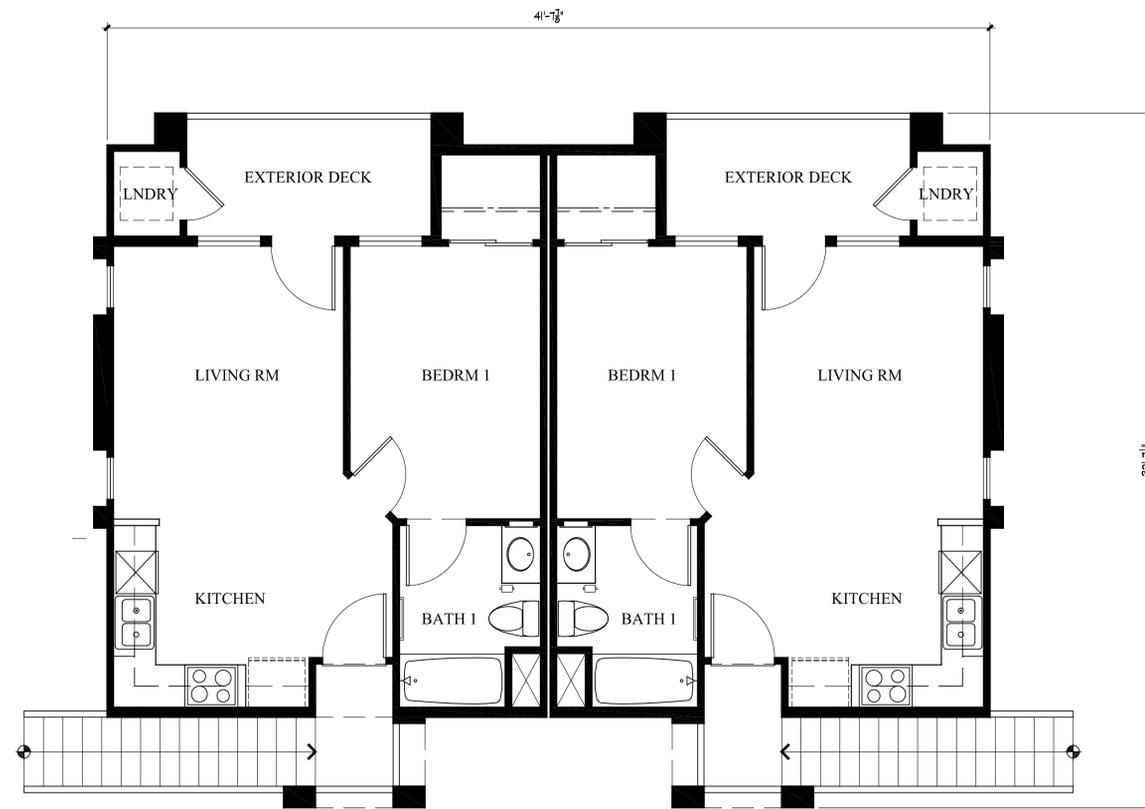
**SONOMA GATEWAY  
APARTMENTS - BLDG 1  
VESTA PACIFIC DEVELOPMENT**



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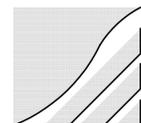
SCALE: 1/4" = 1'-0"

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**SECOND FLOOR PLAN**  
 SCALE: 1/4" = 1'-0" FIRST FLOOR SIMILAR

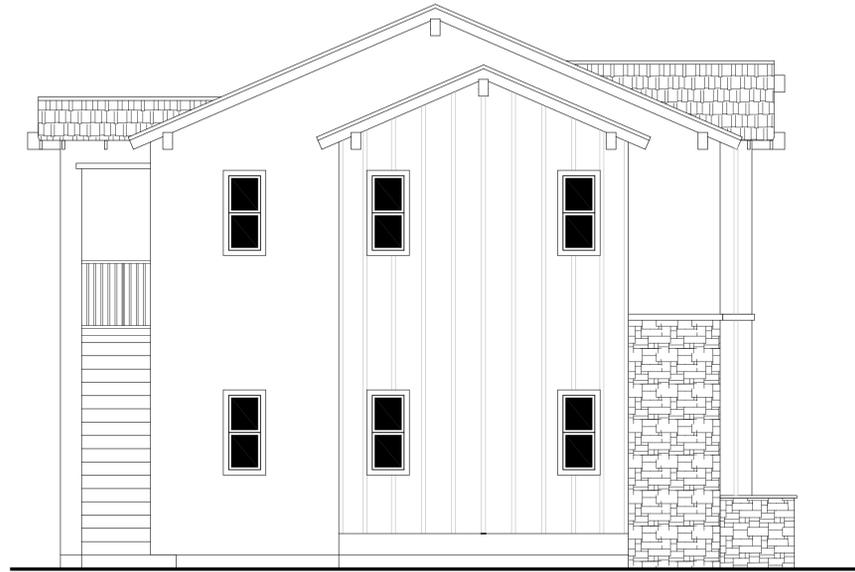
**SONOMA GATEWAY  
 APARTMENTS - BLDG 4  
 VESTA PACIFIC DEVELOPMENT**



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 ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018



**WEST ELEVATION**

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



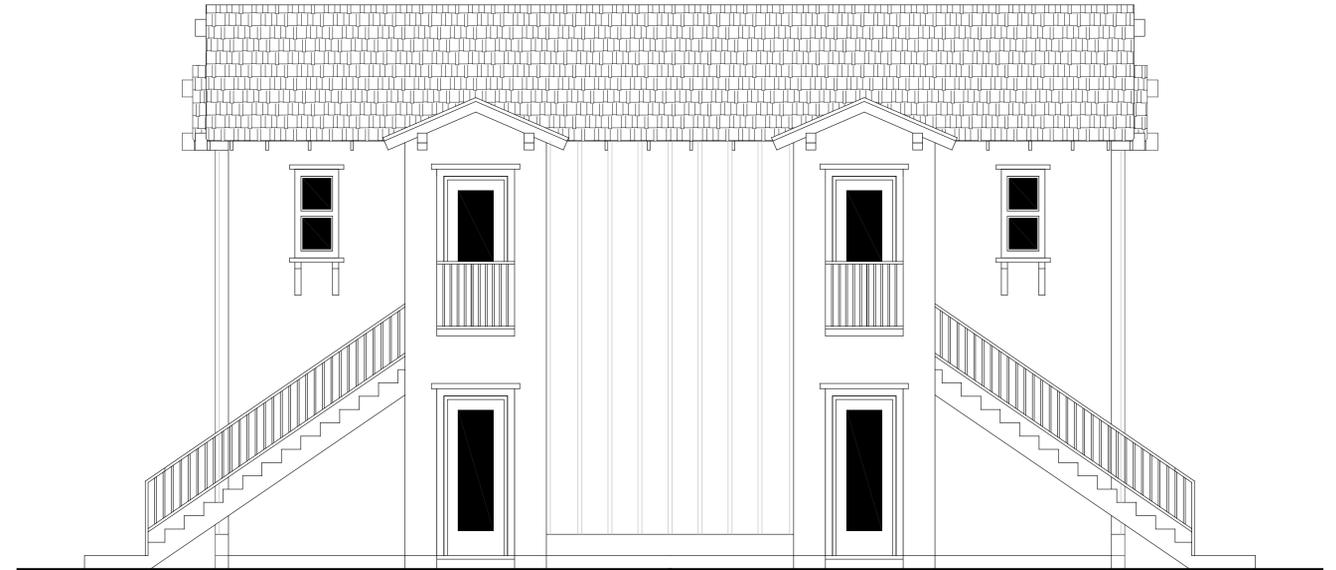
**SOUTH ELEVATION**

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



**EAST ELEVATION**

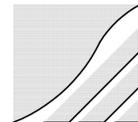
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**NORTH ELEVATION**

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

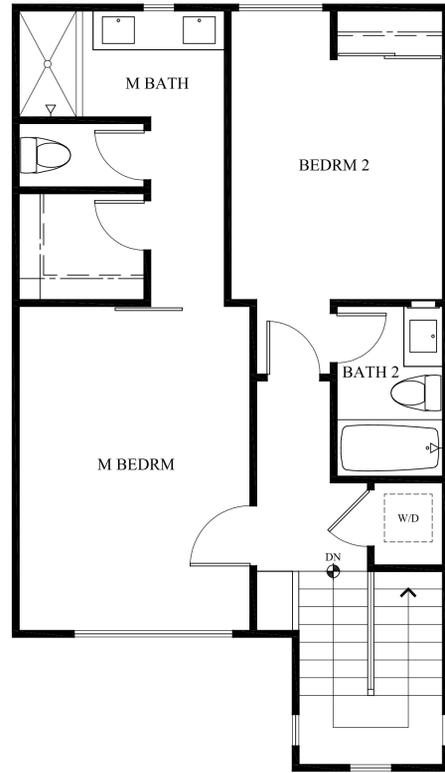
**SONOMA GATEWAY  
APARTMENTS - BLDG 4  
VESTA PACIFIC DEVELOPMENT**



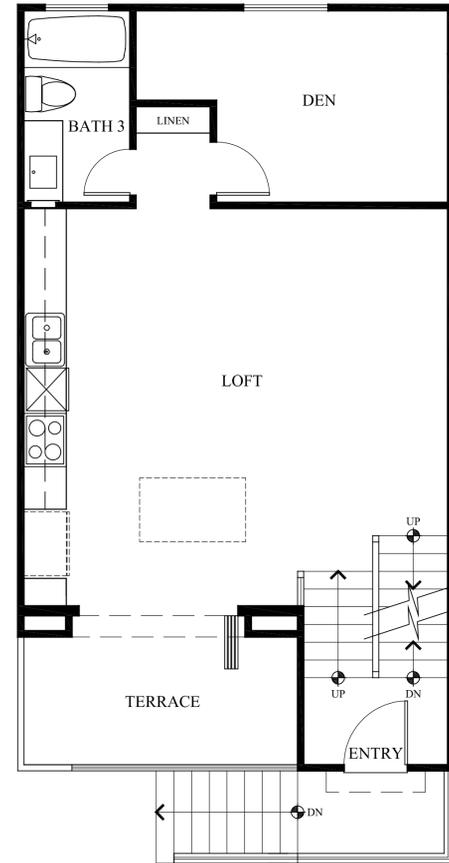
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SCALE: 1/4" = 1'-0"

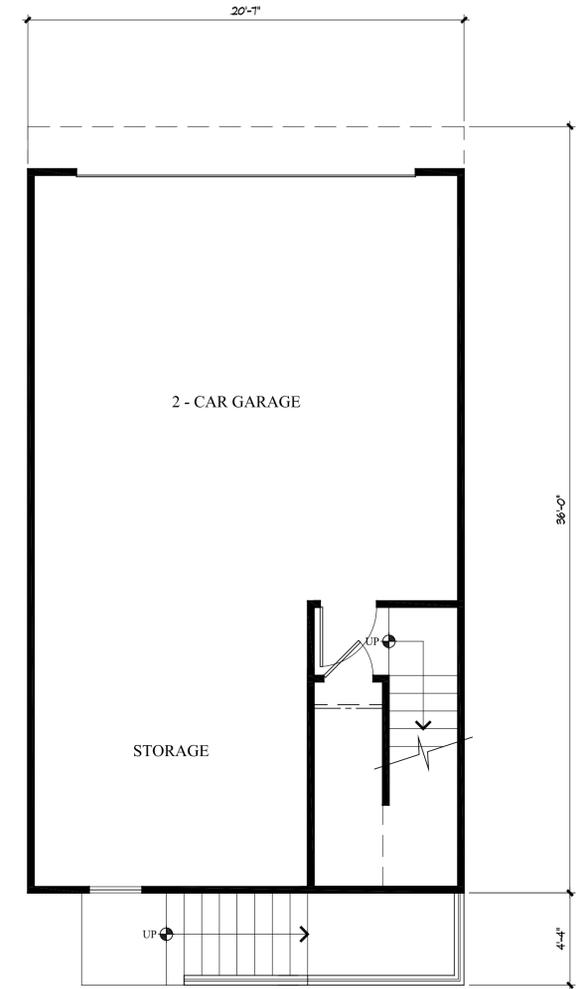
SEPTEMBER 09, 2018



**THIRD FLOOR PLAN - UNIT B**  
SCALE: 1/4" = 1'-0"



**SECOND FLOOR PLAN - UNIT B**  
SCALE: 1/4" = 1'-0"



**FIRST FLOOR PLAN - UNIT B**  
SCALE: 1/4" = 1'-0"

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

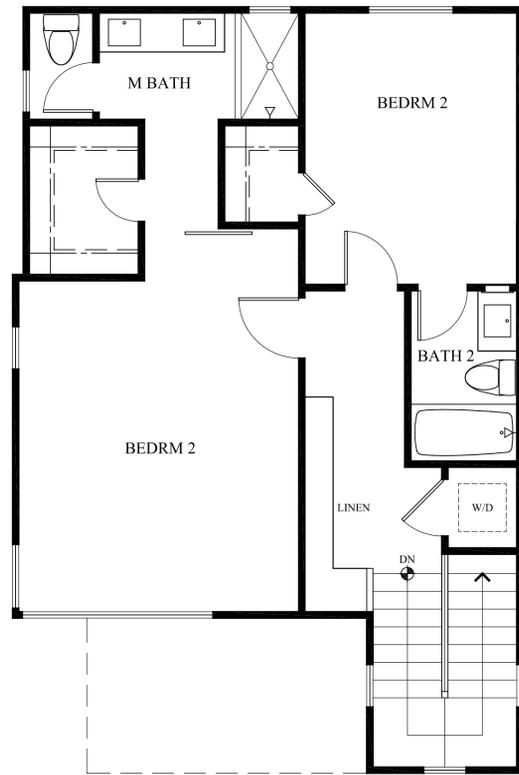
**SONOMA GATEWAY  
UNITS A & B FLOOR PLANS  
VESTA PACIFIC DEVELOPMENT**



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ARCHITECTURE & PLANNING

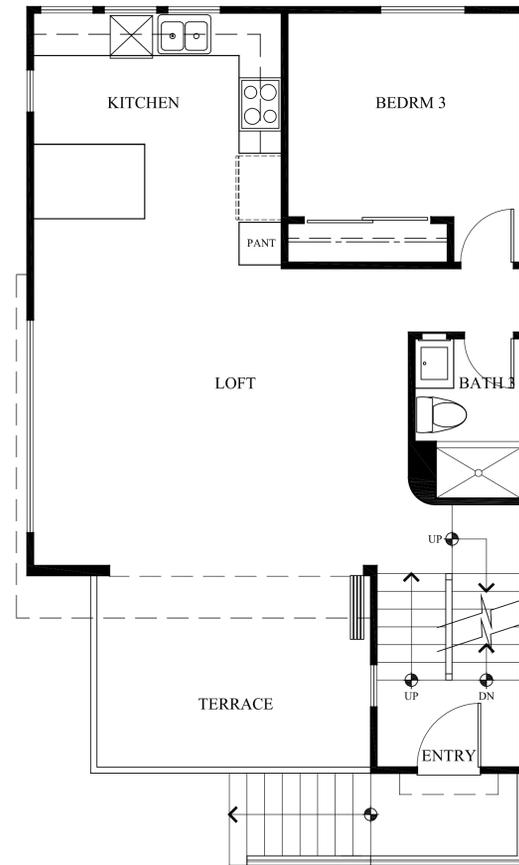
SCALE: 1/4" = 1'-0"

SEPTEMBER 09, 2018



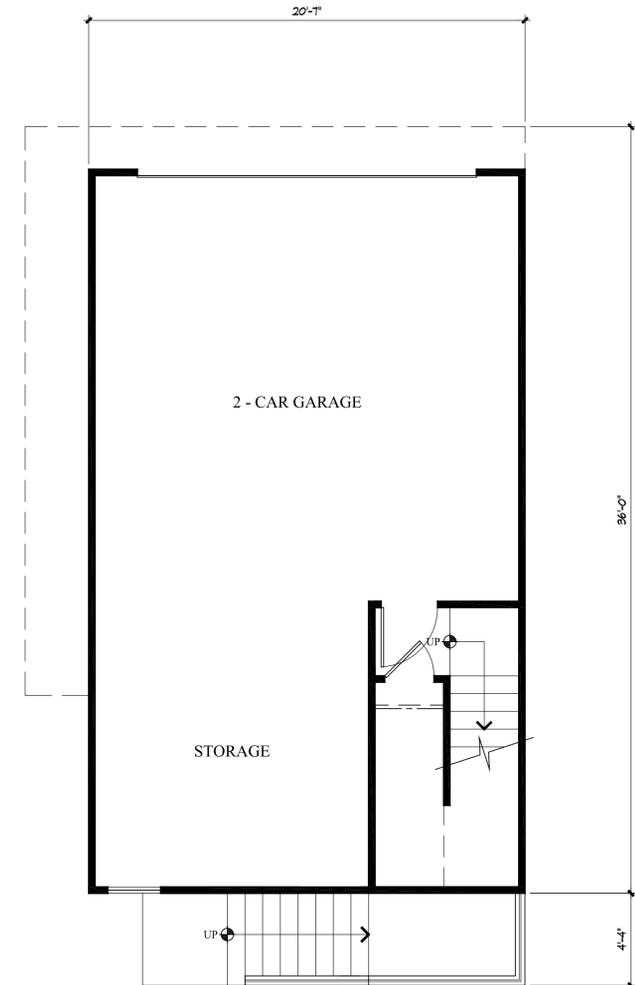
**THIRD FLOOR PLAN - UNIT C**

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



**SECOND FLOOR PLAN - UNIT C**

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

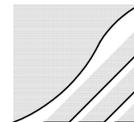


**FIRST FLOOR PLAN - UNIT C**

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

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

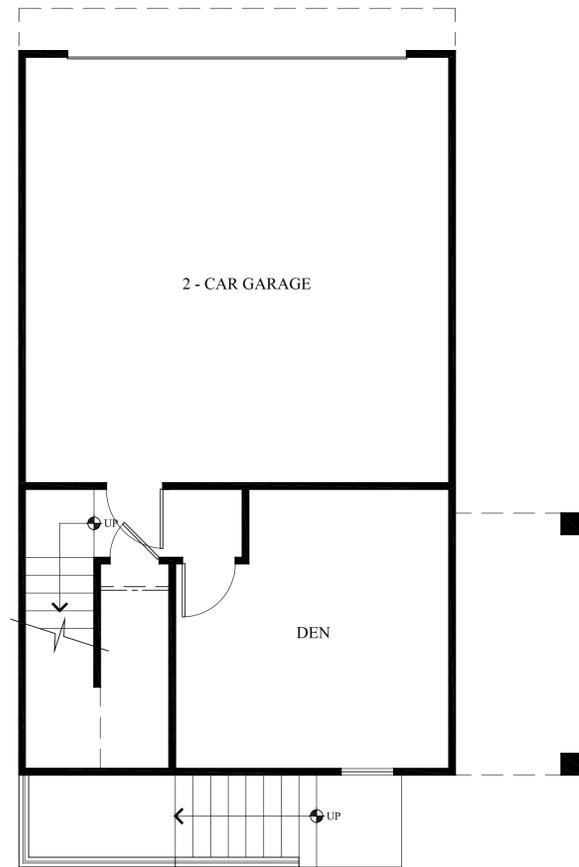
**SONOMA GATEWAY  
UNIT C FLOOR PLANS  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018

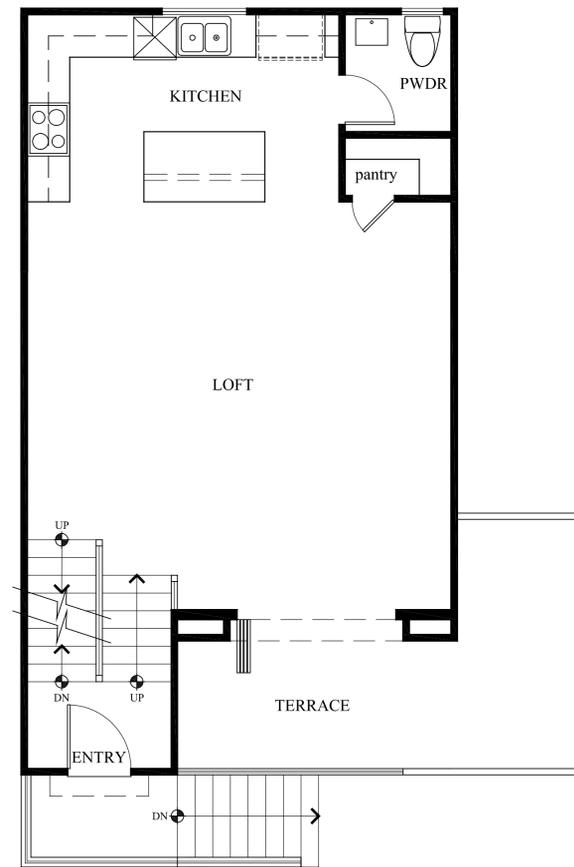


**FIRST FLOOR PLAN - UNIT B**

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

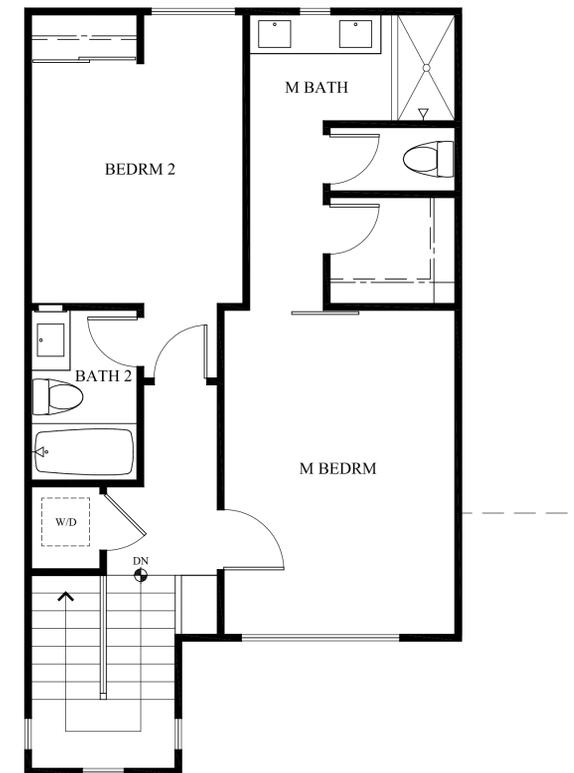
FIRST FLOOR: 308 SQ. FT.  
 SECOND FLOOR: 621 SQ. FT.  
 THIRD FLOOR: 529 SQ. FT.

TOTAL: 1,458 SQ. FT.  
 GARAGE: 426 SQ. FT.  
 EXTERIOR DECK: 165 SQ. FT.



**SECOND FLOOR PLAN - UNIT B**

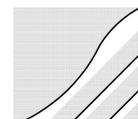
SCALE: 1/4" = 1'-0"



**THIRD FLOOR PLAN - UNIT B**

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

**SONOMA GATEWAY  
 UNIT B ALT FLOOR PLANS  
 VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
 ARCHITECTURE & PLANNING

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

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**FRONT ELEVATION**

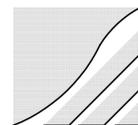
SCALE: 1/4" = 1'-0"



**REAR ELEVATION**

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

**SONOMA GATEWAY  
BUILDINGS - BLDG 5  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

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**LEFT ELEVATION**

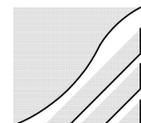
SCALE: 1/4" = 1'-0"



**RIGHT ELEVATION**

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

**SONOMA GATEWAY  
BUILDINGS - BLDG 5  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018



**FRONT ELEVATION**

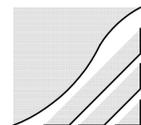
SCALE: 1/4" = 1'-0"



**REAR ELEVATION**

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

**SONOMA GATEWAY  
BUILDINGS - BLDG 6  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018



**LEFT ELEVATION**

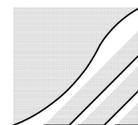
SCALE: 1/4" = 1'-0"



**RIGHT ELEVATION**

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

**SONOMA GATEWAY  
BUILDINGS - BLDG 6  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018



**FRONT ELEVATION**

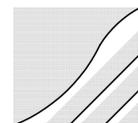
SCALE: 1/4" = 1'-0"



**REAR ELEVATION**

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

**SONOMA GATEWAY  
BUILDINGS - BLDG 7  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018



**LEFT ELEVATION**

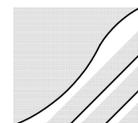
SCALE: 1/4" = 1'-0"



**RIGHT ELEVATION**

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

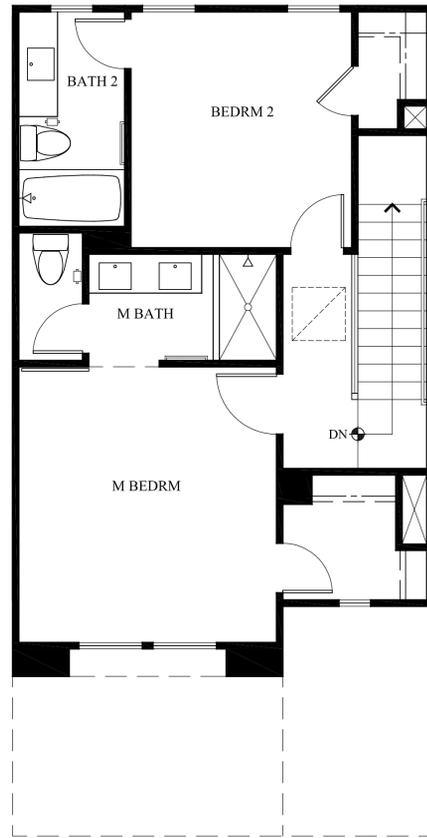
**SONOMA GATEWAY  
BUILDINGS - BLDG 7  
VESTA PACIFIC DEVELOPMENT**



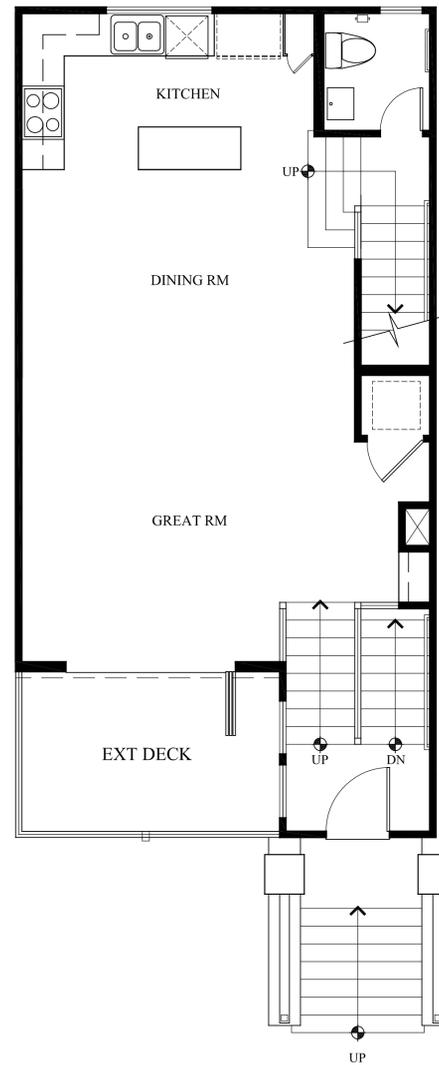
THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

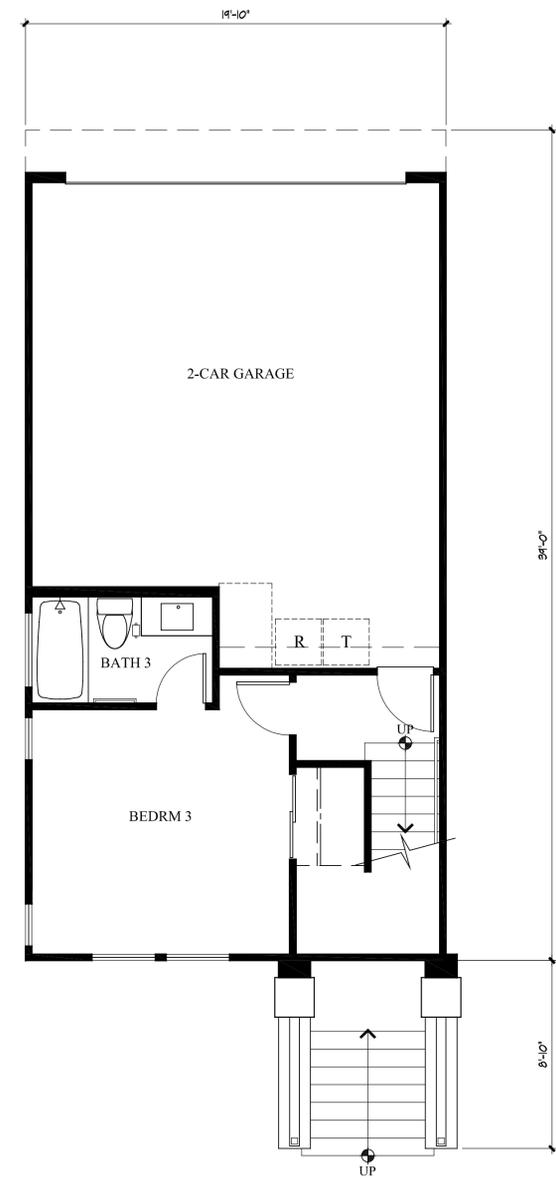
SEPTEMBER 09, 2018



**THIRD FLOOR PLAN - UNIT D**  
SCALE: 1/4" = 1'-0"



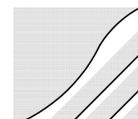
**SECOND FLOOR PLAN - UN IT D**  
SCALE: 1/4" = 1'-0"



**FIRST FLOOR PLAN - UNIT D**  
SCALE: 1/4" = 1'-0"

FIRST FLOOR:	308 SQ. FT.
SECOND FLOOR:	621 SQ. FT.
THIRD FLOOR:	529 SQ. FT.
<b>TOTAL:</b>	<b>1,458 SQ. FT.</b>
GARAGE:	426 SQ. FT.
EXTERIOR DECK:	101 SQ. FT.

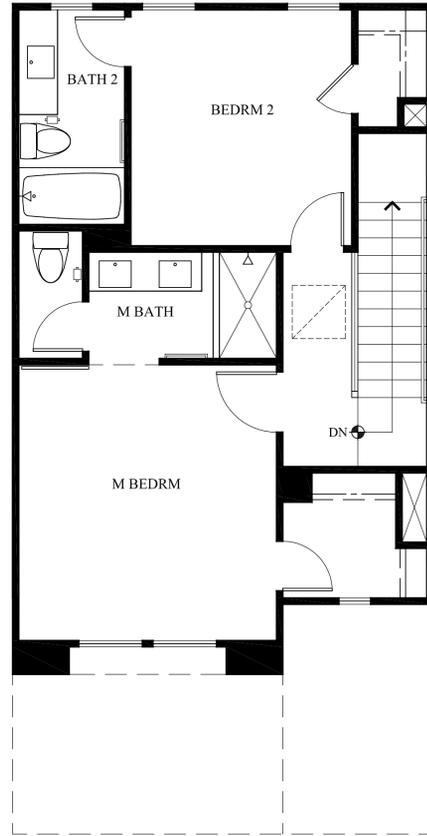
**SONOMA GATEWAY  
UNIT D FLOOR PLANS  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

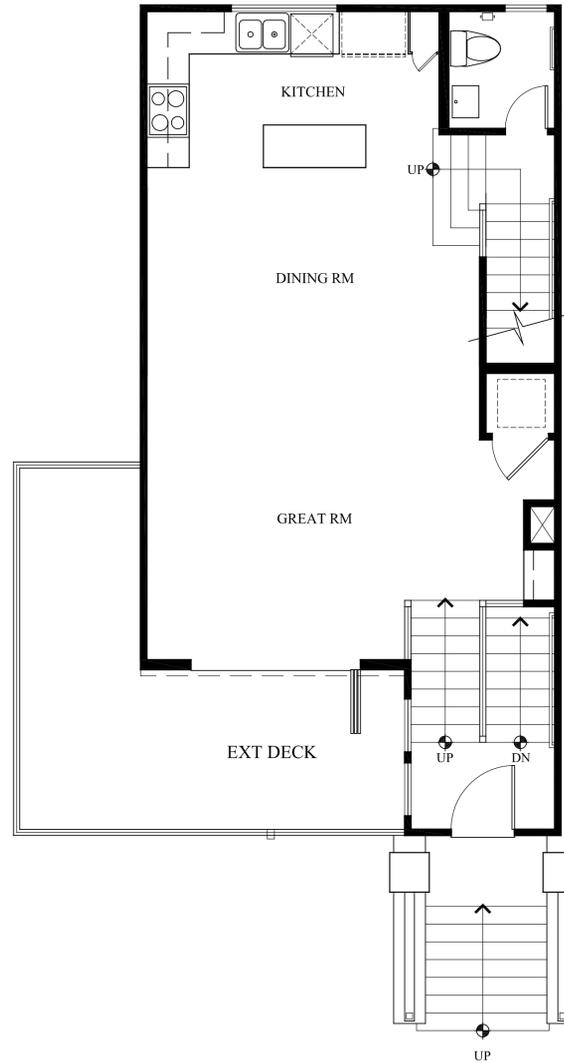
SCALE: 1/4" = 1'-0"

SEPTEMBER 09, 2018



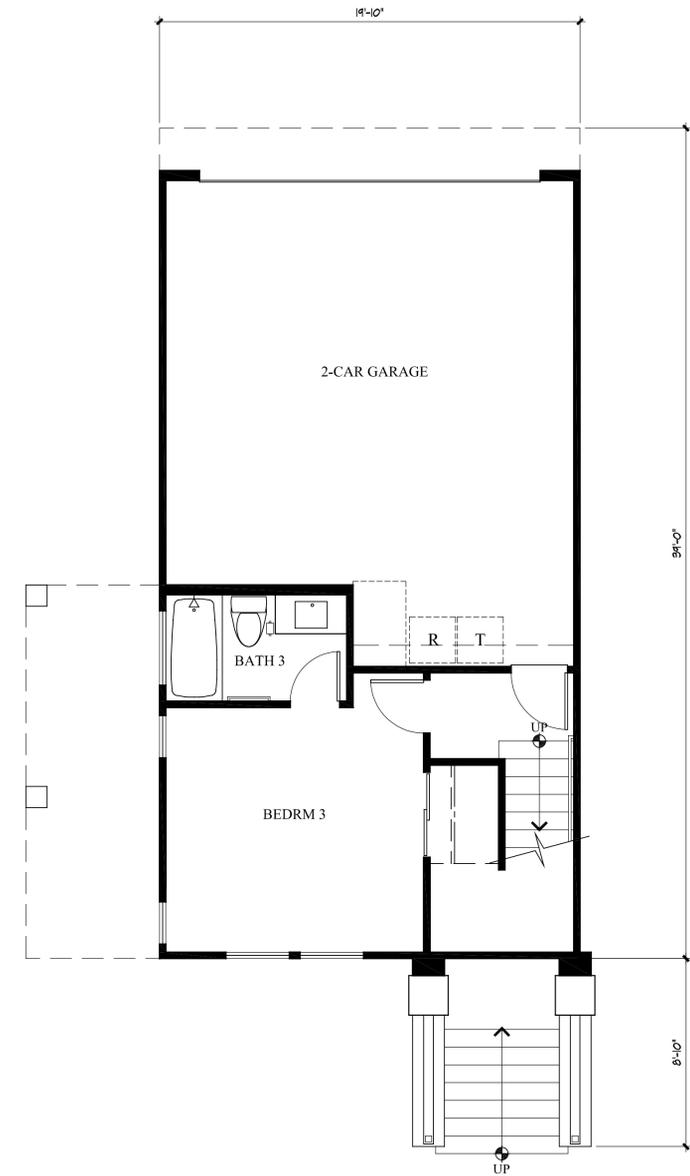
**THIRD FLOOR PLAN - UNIT D**

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



**SECOND FLOOR PLAN - UN IT D**

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

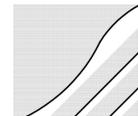


**FIRST FLOOR PLAN - UNIT D**

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

FIRST FLOOR:	308 SQ. FT.
SECOND FLOOR:	621 SQ. FT.
THIRD FLOOR:	529 SQ. FT.
<b>TOTAL:</b>	<b>1,458 SQ. FT.</b>
GARAGE:	426 SQ. FT.
EXTERIOR DECK:	202 SQ. FT.

**SONOMA GATEWAY  
UNIT D ALT FLOOR PLANS  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018



**FRONT ELEVATION**

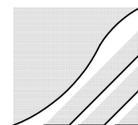
SCALE: 1/4" = 1'-0"



**REAR ELEVATION**

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

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



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018



**LEFT ELEVATION**

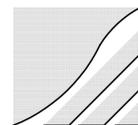
SCALE: 1/4" = 1'-0"



**RIGHT ELEVATION**

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

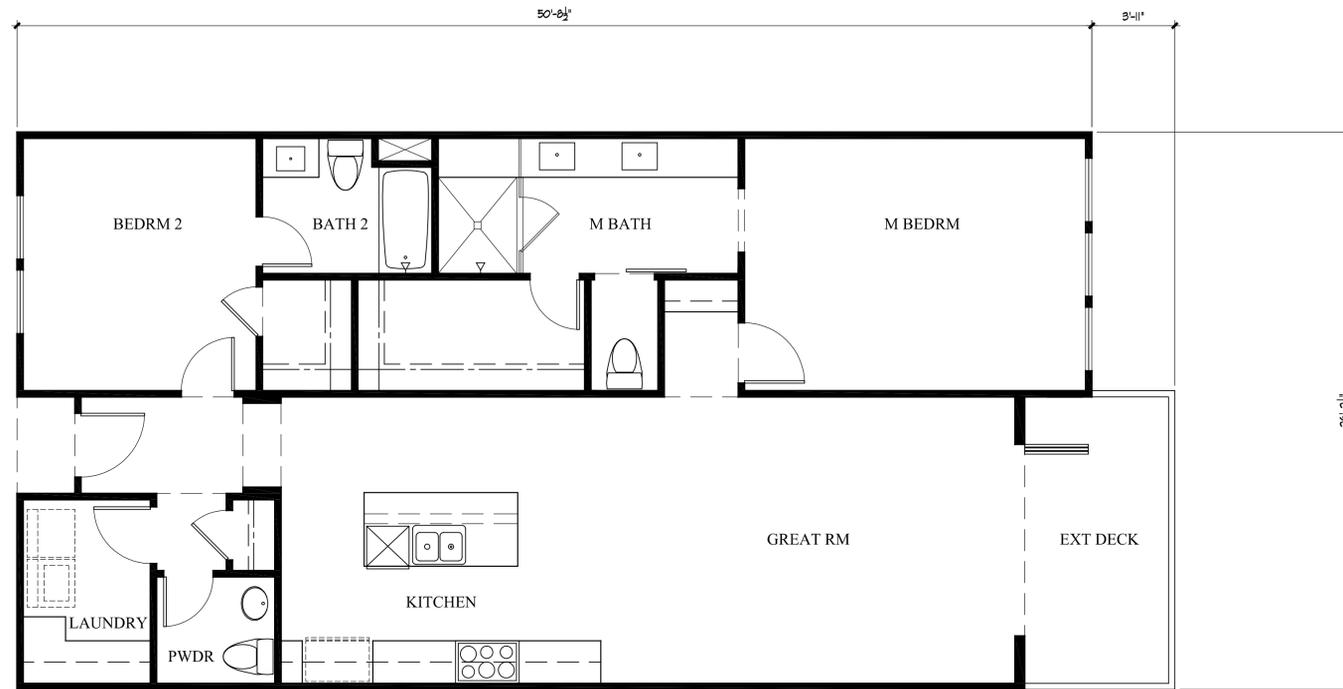
**SONOMA GATEWAY  
BUILDINGS - BLDGS 2 & 3  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018

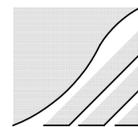


**FIRST FLOOR PLAN**

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

FIRST FLOOR: 1,275 SQ. FT.  
EXTERIOR DECK: 100 SQ. FT.

**SONOMA GATEWAY  
FLATS  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018



**WEST ELEVATION**

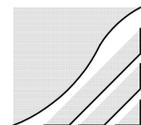
SCALE: 1/4" = 1'-0"



**EAST ELEVATION**

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

**SONOMA GATEWAY  
BUILDING - BLDG 8  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

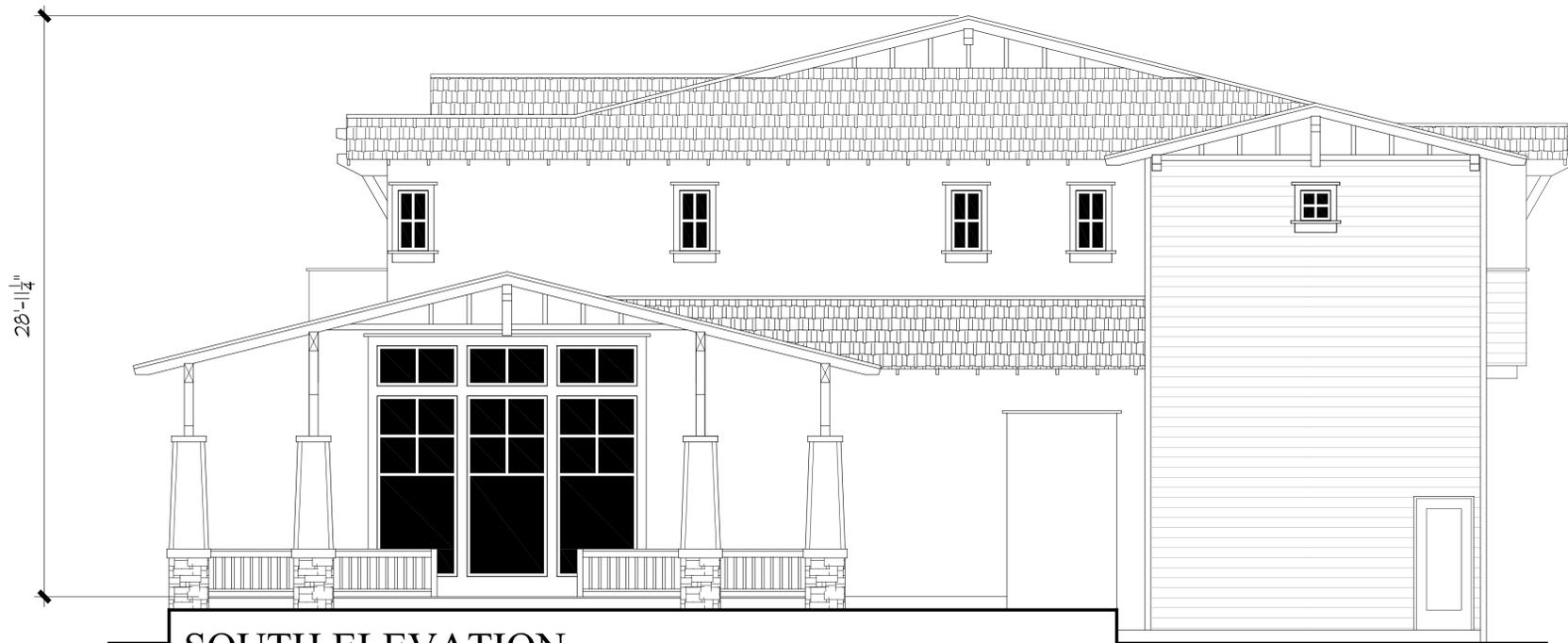
SCALE: 1/4" = 1'-0"

SEPTEMBER 09, 2018



**NORTH ELEVATION**

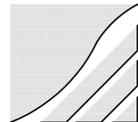
SCALE: 1/4" = 1'-0"



**SOUTH ELEVATION**

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

**SONOMA GATEWAY  
BUILDING - BLDG 8  
VESTA PACIFIC DEVELOPMENT**



THE MCKINLEY ASSOC., INC.  
ARCHITECTURE & PLANNING

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

SEPTEMBER 09, 2018



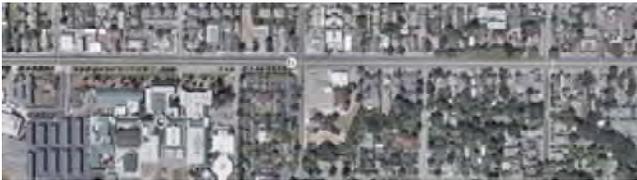




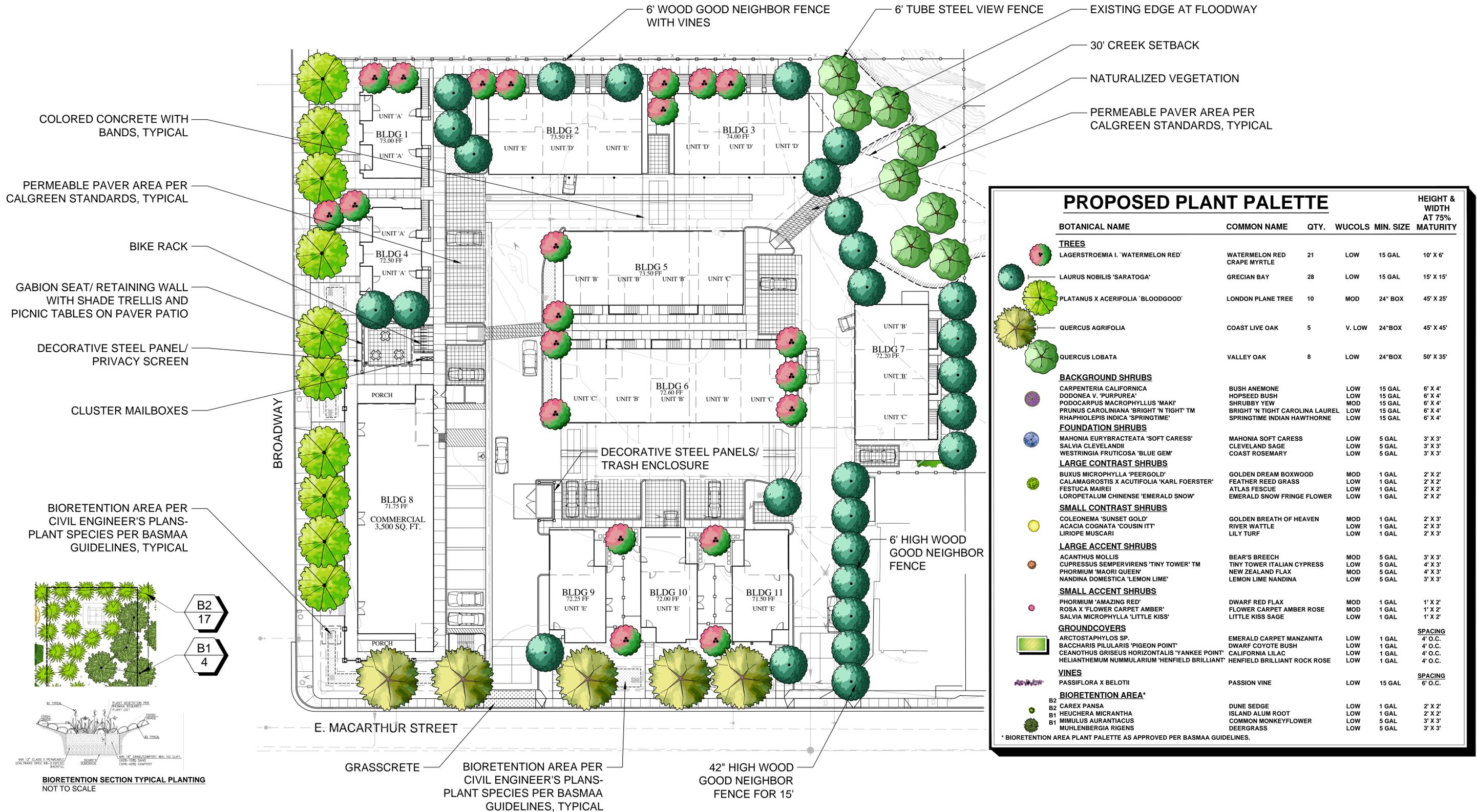








# 72 TOTAL TREES



# Tom Origer & Associates

Archaeology / Historical Research

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September 24, 2018

Scot Hunter  
625 First Street West  
Sonoma, CA 95476

Dear Mr. Hunter:

In the appeal of the approval for the project at 870 Broadway, Sonoma, two concerns have been raised regarding cultural resources compliance. First that the buildings on the parcel are potentially significant historical resources, and second that the proposed development could have an adverse impact on the nearby Broadway Street Historic District, or on the Broadway Corridor (letter from Kristina Lawson August 3, 2018).

The California Environmental Quality Act (CEQA) is codified at Public Resources Code (PRC) Section 21000 *et seq.*, and CEQA Guidelines are codified at Title 14 California Code of Regulations (CCR) Section 15000 *et seq.* As amended, CEQA requires that lead agencies determine whether projects may have a significant effect on historical resources.

This determination applies to those resources which meet significance criteria qualifying them as “unique,” “important,” listed on the California Register of Historical Resources (CRHR), or eligible for listing on the CRHR. The importance of a resource is measured in terms of criteria for inclusion on the CRHR (Title 14 CCR, §4852(a)).

If the agency determines that a project may have a significant effect on a significant resource, the project is determined to have a significant effect on the environment, and these effects must be addressed. If a historical resource is found not to be significant under the qualifying criteria, it need not be considered further in the planning process.

Under CEQA, a cultural resource is considered an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the CEQA Guidelines. The State Historic Preservation Officer (SHPO) maintains the CRHR. Historic properties listed, or formally designated for eligibility to be listed, on the National Register are automatically listed on the CRHR. State Landmarks and Points of Interest are also automatically listed. The CRHR can also include properties designated under local preservation ordinances or identified through local historical resource surveys.

A resource may be important if it meets any one of the criteria, or if it is already listed on the CRHR or a local register of historical resources.

An important archaeological, historical, or tribal cultural resource is one which:

- Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- Is associated with the lives of persons important to local, California, or national history.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
- Has yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, eligibility for the CRHR requires that a resource retains sufficient integrity to convey a sense of its significance or importance. Seven elements are considered key in considering a property's integrity: location, design, setting, materials, workmanship, feeling, and association.

#### *Historical Significance of buildings on the property*

The buildings on the property at 870 Broadway have been evaluated for potential eligibility for listing in the California Register of Historical Resources and/or the National Register of Historic Places by two independent architectural historians (Allen 2012; Galvin 2002). In each case the determination was made that the buildings do not meet criteria for inclusion in either historical register. Allen 2002 further assessed the buildings in relation to the Broadway Street Historic District and found that they do not qualify as contributors to that district. Figure 1 shows the subject parcel in relation to the existing historical features.

#### *Broadway Corridor*

The Lawson letter goes on to cite the existing conditions statement in the Sonoma Municipal Code regarding the historic status of the Broadway Corridor. The code reads:

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.

This description provides a list of character defining elements for the corridor, including the width of the right of way, the axial view of the Plaza and City Hall, and street trees. In theory, the construction of the proposed project could impede the views of the Plaza, City Hall, and the northern hills. In reality these views are visible from the travel lanes of Broadway. The trees lining the corridor block much of the view for pedestrians. Based on these facts, the proposed project would not impact the historical character defining features of the Broadway Corridor.

#### *Broadway Street Historic District*

The Broadway Street Historic District ends approximately 100 feet north of the subject parcel on the east side of Broadway. On the west side of the road the district ends directly across from the northern boundary of the parcel. The district was defined by Galvin (2002) and the following character defining features were identified: 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. As it currently is, the subject parcel reflects none of these characteristics.

Because of the project's proximity to the historic district there is an issue of whether the proposed project would impact the integrity of the district's setting. The district comprises a variety of one- and two-story buildings reflecting several architectural styles of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Buildings within the district vary in width facing the street; some are as narrow as 24 feet and others (e.g., HopMonk) approach 50 feet wide. Building heights are also variable within the district, including buildings as much as 35 feet at the peak of the roof, this reflects the variety of architectural styles.

Along Broadway, the proposed project includes three buildings each two stories tall. The two smaller buildings are designed at approximately 26.5 feet high, the larger building is roughly 29 feet high. These heights are well within the parameters of what is found within the district and would not be out of scale. The two smaller buildings are roughly 42 feet wide along Broadway the larger building extends 124.5 feet. These dimensions are compatible with the scale of construction within the Broadway Street Historic District. For comparison, the adjacent property (not a contributor to the district) has a building approximately 84 feet along Broadway and a maximum roof height of 29 feet.

#### *Historical style considerations*

The renderings for the proposed construction show that the designs do not attempt to recreate historical architectural styles, however the building design for the corner of MacArthur and Broadway incorporates elements suggesting Craftsman details that would be architecturally compatible with the district.

#### ***Secretary of the Interior's Standards for Treatment of Historic Properties***

While the property is not an Historic Property in its own right, nor is it a contributor to an historic district, it has been suggested that the Secretary of the Interior's Standards for the Treatment of Historic Properties are applicable to the project.

The Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards) are described by Grimmer (2017:2) as follows.

The Secretary of the Interior's Standards for the Treatment of Historic Properties address four treatments: preservation, rehabilitation, restoration, and reconstruction. As stated in the regulations (36 CFR Part 68) promulgating the Standards, "one set of standards ...will apply to a property undergoing treatment, depending upon the property's significance, existing physical condition, the extent of documentation available, and interpretive goals, when applicable. The Standards will be applied taking into consideration the economic and technical feasibility of each project." These Standards apply not only to historic buildings but also to a wide variety of historic resource types eligible to be listed in the National Register of Historic Places. This includes buildings, sites, structures, objects, and districts.

The four treatments are defined as follows (Grimmer 2017:2-3)

#### ***Preservation***

*is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic*

*materials and features rather than extensive replacement and new construction. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project. However, new exterior additions are not within the scope of this treatment.* The Standards for Preservation require retention of the greatest amount of historic fabric along with the building's historic form.

**Rehabilitation**

*is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.* The Rehabilitation Standards acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building's historic character.

**Restoration**

*is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.* The Restoration Standards allow for the depiction of a building at a particular time in its history by preserving materials, features, finishes, and spaces from its period of significance and removing those from other periods.

**Reconstruction**

*is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.* The Reconstruction Standards establish a limited framework for recreating a vanished or non-surviving building with new materials, primarily for interpretive purposes.

Preservation, Restoration, and Reconstruction are not applicable to the current project. The Standard for Rehabilitation, with its discussion of new construction in relation to existing historical fabric could be seen as applicable. The elements of the Standard are provided below. Bear in mind that in this case the "property" referenced in the Standard is the Broadway Street Historic District, while the proposed project would be considered "new construction" in relation to the "property."

**Standards for Rehabilitation**

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

*Standards 1 through 8* are not directly applicable in that the proposed project will not impact the use, character, materials, or craftsmanship, replace any features, or apply chemical or physical treatments to any part of the Broadway Street district.

Rehabilitation *Standard 9* is most applicable to the proposed project. The new construction will not destroy historic materials, features or spatial relationships that characterize the Broadway Street Historic District. Because the project is outside the district there is no potential for an effect of that type. The sidewalk bump-out proposed on Broadway, would affect the spatial relationship of the Broadway corridor by altering the width of the roadway, which the City has identified as defining the historical character of the corridor.

The new work will be clearly differentiated from the historic district, as the proposed project does not attempt to replicate historical architectural styles. However, the architectural styles used for the proposed project, which include elements of Craftsman, cottage, mission, ranch and contemporary, are all listed as characteristic of Downtown Sonoma in the Downtown Sonoma Historic Preservation Design Guidelines. The Broadway Street District contains a concentration of buildings constructed between 1880 and 1930, and while not all of the architectural styles employed for the project are represented in the district, the buildings along Broadway are architecturally compatible with the period of the district.

Landscaping and street trees along Broadway, which are currently lacking on the project parcel, are proposed. These are character defining features of the Broadway Street District, and incorporating them into the proposed project provides visual continuity to the Broadway / MacArthur intersection.

The question of size, scale, proportion and massing requires an assessment of the potential visual impact of the project on the existing district. As a point of reference, the existing barn on the project parcel is 29 feet high and is not considered an impact to the historic district. The district comprises a mix of one- and two-story buildings with roof lines as much as 35 feet high. The seven parcels on each side of Broadway

that are closest to the proposed project contain buildings that vary from approximately 25 feet wide to 84 feet wide (along the street front). These measurements are derived from Google Earth and are approximate.

The buildings proposed along Broadway for the project include two that are 42 feet wide by 26.5 feet high and one that is about 124.5 feet wide by 29 feet high fronting Broadway. Each of the three is two stories. Architecturally the smaller buildings have elements of cottage and farmhouse buildings. The larger building references Craftsman design. While it is larger than the typical building within the district it is also farthest from the district; the Craftsman columns, varied roofline, multiple entry walkways, and proposed landscaping break up the visual mass.

*Standard 10* is clearly met by the project, as removal of the buildings at some future date would not alter the existing district.

Based on this analysis the proposed project would not have significant impacts to the historical integrity of the Broadway Street Historic District or the Broadway Corridor.

Please contact us if you have questions.

Cordially,

A handwritten signature in blue ink, appearing to read "Janine M. Origer".

Janine M. Origer  
Senior Associate

**References**

Allen, Polly

2012 Primary record P-49-004613 and evaluation of the buildings at 870 Broadway, Sonoma.

Galvin, Andrea

2002 Historic Resources Evaluation Report for the Proposed Visual Enhancement Project: Pedestrian and Vehicular Street Lighting on Highway 12 (Broadway Street) in the City of Sonoma.

Grimmer, Anne

2017 The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings. U.S. Department of the Interior, National Park Service.

Page & Turnbull

2017 Downtown Sonoma Historic Preservation Design Guidelines. City of Sonoma, California.

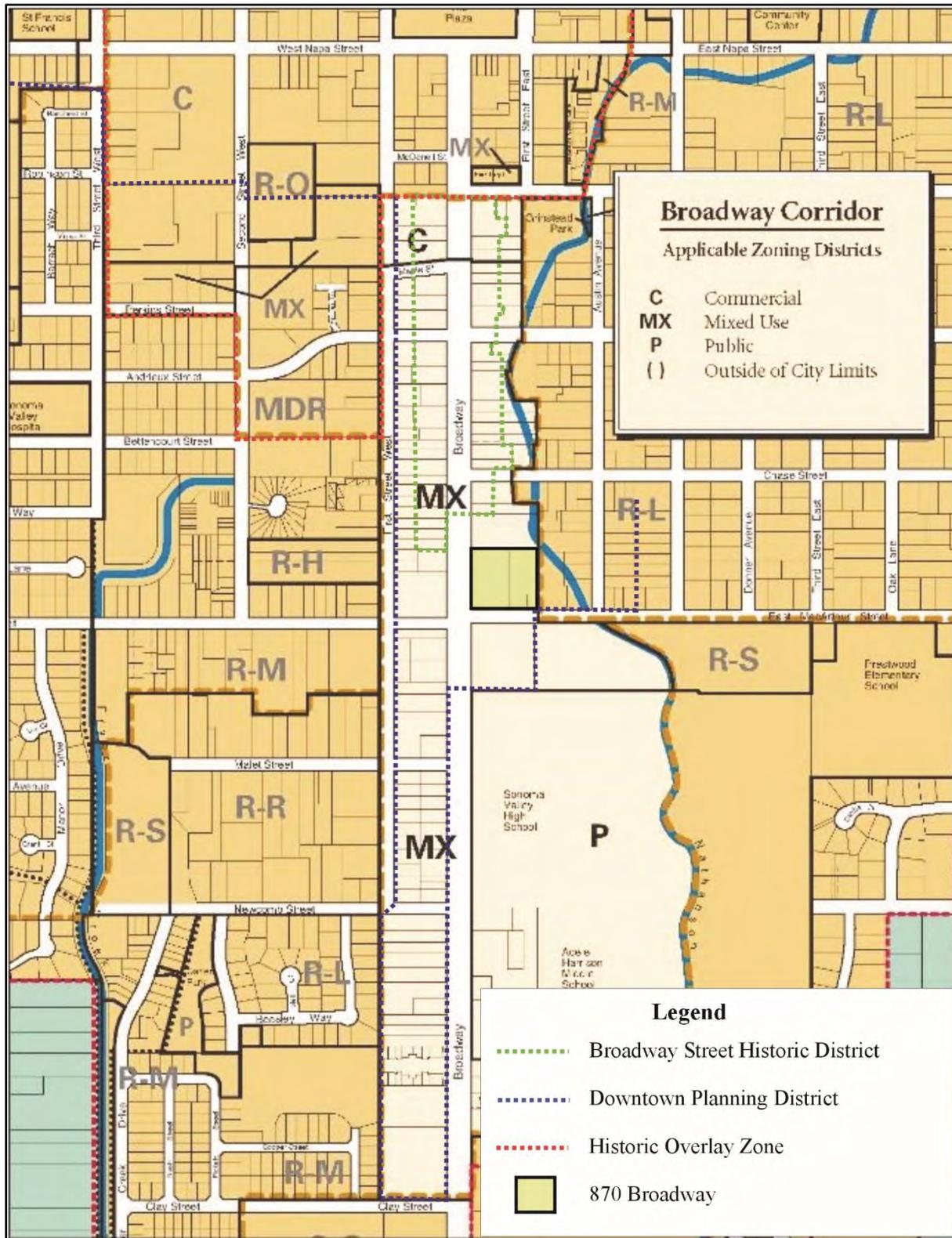


Figure 1. 870 Broadway in relation to nearby historical features.

## Regulatory background

### FEDERAL REGULATIONS

#### NATIONAL HISTORIC PRESERVATION ACT

Most regulations at the federal level stem from the National Environmental Policy Act (NEPA) and historic preservation legislation such as the National Historic Preservation Act (NHPA) of 1966, as amended. NHPA established guidelines to "preserve important historic, cultural, and natural aspects of our national heritage, and to maintain, wherever possible, an environment that supports diversity and a variety of individual choice." The NHPA includes regulations specifically for federal land-holding agencies, but also includes regulations (Section 106) that pertain to all projects that are funded, permitted, or approved by any federal agency and that have the potential to affect cultural resources. All projects that are subject to NEPA are also subject to compliance with Section 106 of the NHPA and NEPA requirements concerning cultural resources. Provisions of NHPA establish a National Register of Historic Places (the National Register) maintained by the National Park Service, the Advisory Councils on Historic Preservation, State Historic Preservation Offices, and grants-in-aid programs.

#### AMERICAN INDIAN RELIGIOUS FREEDOM ACT

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. This law does not include provisions for compliance.

#### NATIVE AMERICAN GRAVES PROTECTION AND REPATRIATION ACT

Native American remains are protected by the Native American Graves and Repatriation Act of 1990 (NAGPRA). NAGPRA protects Native American graves on federal and tribal lands, and recognizes tribal authority over the treatment of unmarked graves. It also prohibits the selling of Native American remains. The law provides guidelines for the return of Native American human remains and cultural objects from any collection (museum, university, government) that receives federal funding. Civil and criminal penalties can be imposed for noncompliance and illegal trafficking (such as knowingly selling or purchasing sacred objects stolen from graves).

### STATE REGULATIONS

#### CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The California Environmental Quality Act (CEQA) is codified at Public Resources Code (PRC) Section 21000 *et seq.*, and CEQA Guidelines are codified at Title 14 California Code of Regulations (CCR) Section 15000 *et seq.* As amended, CEQA requires that lead agencies determine whether projects may have a significant effect on archaeological, historical, and tribal cultural resources.

This determination applies to those resources which meet significance criteria qualifying them as "unique," "important," listed on the California Register of Historical Resources (CRHR), or eligible for listing on the CRHR. The importance of a resource is measured in terms of criteria for inclusion on the CRHR (Title 14 CCR, §4852(a)) as listed below.

If the agency determines that a project may have a significant effect on a significant resource, the project is determined to have a significant effect on the environment, and these effects must be addressed. If a cultural resource is found not to be significant under the qualifying criteria, it need not be considered further in the planning process.

CEQA Guidelines (PRC §15064.5) specify the procedures to be followed in case of the discovery of human remains on non-federal land. The disposition of Native American burials falls within the jurisdiction of the Native American Heritage Commission.

CEQA also affords protection to paleontological resources. Appendix G of the CEQA Guidelines requires consideration of impacts to paleontological resources, stating that, "a project will normally result in a significant impact on the environment if it will...disrupt or adversely affect a paleontological resource or site or unique geologic feature except as part of a scientific study."

#### *California Register of Historical Resources*

California State law provides for the protection of cultural resources by requiring evaluations of the significance of archaeological, historic, and tribal cultural resources identified in documents prepared pursuant to CEQA. Under CEQA, a cultural resource is considered an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the CEQA Guidelines. Criteria identified in the CEQA Guidelines are similar to those described under the NHPA. The State Historic Preservation Office (SHPO) maintains the CRHR. Historic properties listed, or formally designated for eligibility to be listed, on the National Register are automatically listed on the CRHR. State Landmarks and Points of Interest are also automatically listed. The CRHR can also include properties designated under local preservation ordinances or identified through local historical resource surveys.

A resource may be important if it meets any one of the criteria below, or if it is already listed on the CRHR or a local register of historical resources.

An important archaeological, historical, or tribal cultural resource is one which:

- Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- Is associated with the lives of persons important to local, California, or national history.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
- Has yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, eligibility for the CRHR requires that a resource retains sufficient integrity to convey a sense of its significance or importance. Seven elements are considered key in considering a property's integrity: location, design, setting, materials, workmanship, feeling, and association.

#### ASSEMBLY BILL 52

With the enactment of Assembly Bill 52, "tribal cultural resources" are considered a new form of resource recognized in CEQA. Beginning July 1, 2015, lead agencies must initiate "consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project" (CCR §21080.3.1).

#### CALIFORNIA HEALTH AND SAFETY CODE

Section 7050.5 of the California Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the county coroner can determine whether the remains are those of a

Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission.

#### SENATE BILL 18 (BURTON, CHAPTER 905, STATUTES 2004)

SB 18, authored by Senator John Burton and signed into law by Governor Arnold Schwarzenegger in September 2004, requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. This legislation, which amended §65040.2, §65092, §65351, §65352, and §65560, and added §65352.3, §653524, and §65562.5 of the Government Code, also requires the Governor's Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage for the purpose of protecting, or mitigating impacts to, cultural places. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 *et seq.*) and specific plans (defined in Government Code §65450 *et seq.*).

#### PUBLIC RESOURCES CODE

Section 5097.5(a) of the Public Resources Code specifies that a person shall not knowingly and willfully excavate upon or remove, destroy, injure, or deface any of the following that are situated on public lands, except with the express permission of the public agency having jurisdiction over the lands:

- Historic or prehistoric ruins
- Burial grounds
- Archaeological or vertebrate paleontological sites, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological, or historical feature

As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.

#### LOCAL REGULATIONS

##### CITY OF SONOMA MUNICIPAL CODE

##### CHAPTER 19.32 BROADWAY CORRIDOR

19.32.010 Existing conditions, desired future, potential changes.

A. Existing Conditions. 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. South Broadway, in contrast, features a patchwork of older (but not historic) commercial buildings, new commercial and multifamily residential development, historic single-family homes and remnant agricultural buildings. These uses are interspersed with vacant parcels. However, the dominant use on

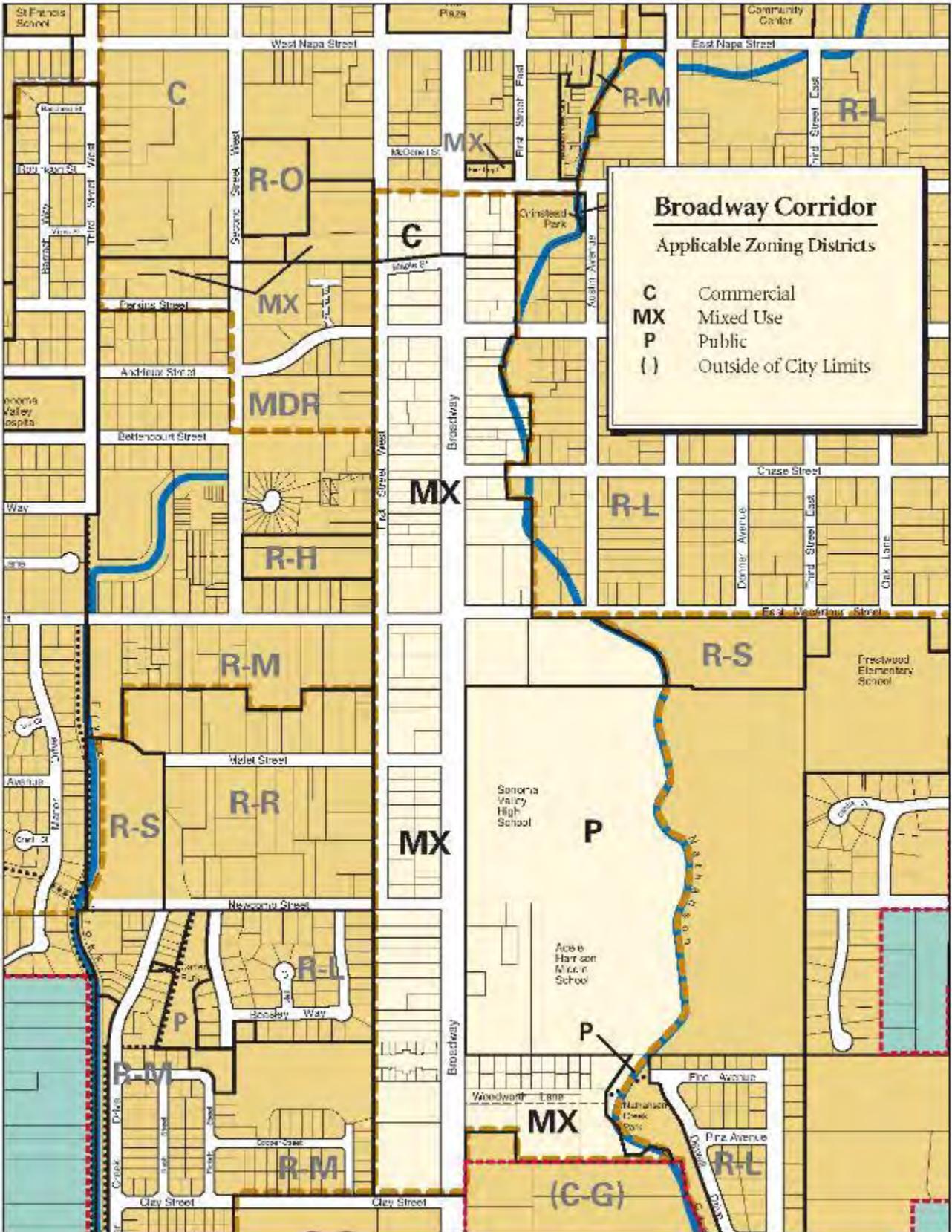
South Broadway, in terms of area, appearance, and intensity, is the high school. Street improvements along South Broadway are inconsistent.

Existing land uses include:

1. Retail, office and mixed use, often in adaptively reused historic buildings;
2. Single-family residences;
3. Duplexes, apartments, and small multifamily development;
4. A hotel;
5. The Sonoma Valley High School and the Adele Harrison Middle School;
6. A nursing home; and
7. Scattered vacant parcels.

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 will be directed so as to retain the predominantly residential character of First Street West while enlivening Broadway with small-scale retail, office, and residential uses. With respect to the high school and the middle school, careful placement of playing fields, parking and school uses will be required in order to assure compatibility with neighboring residential areas.

C. Potential Changes. South of MacArthur Street, Broadway will be improved to a consistent configuration. Gaps in the sidewalk system and street tree plantings will be closed. Intersection improvements may ultimately be needed at Broadway/Andrieux Street. With the expansion of the high school, its main entrance has been aligned with Newcomb Street and a traffic signal has been installed at that intersection. The gains in pedestrian safety associated with this improvement will only be fully realized if the high school frontage is redesigned to prevent pedestrians from crossing at the Malet Street intersection. (Ord. 2003-02 § 3, 2003).



19.32.020 PROJECT PLANNING AND DESIGN STANDARDS.

A. Site Planning Standards.

1. Residential Density. The following residential densities and minimum lot sizes apply to new subdivisions within the different zoning districts of the Broadway corridor:

**Table 3-22**

**Lot Size and Residential Density Requirements**

Zoning District	Number of Dwellings Per Parcel <sup>1</sup>	Minimum Lot Size
C (Commercial)	20 per acre maximum	8,000 sq. ft.
MX (Mixed Use)	20 per acre maximum	8,000 sq. ft.

**Notes:**

- Densities do not include density bonus. See Chapter 19.44 SMC.
- Setbacks, Site Coverage, and Open Space. Proposed development shall be designed and constructed in compliance with the requirements set forth in Tables 3-23 and 3-24, following.

**Table 3-23**

**Broadway Corridor: Additions and Replacement Structures**

Development Feature	Requirements by Zoning District <i>Setbacks, Site Coverage, Open Space and Height</i>	
	C	MX

**Table 3-23**

**Broadway Corridor: Additions and Replacement Structures**

<b>Development Feature</b>	<b>Requirements by Zoning District</b> <i>Setbacks, Site Coverage, Open Space and Height</i>	
	<b>C</b>	<b>MX</b>
<b>Setbacks</b>	<i>Minimum setbacks required for primary structures. See SMC 19.40.110 for setback measurement, allowed projections into setbacks, exceptions, and design guidelines for setbacks.</i>	
<i>Front/Street-side</i> <sup>1</sup>	Replacement structures: The same location as the original structure. <sup>2</sup> Additions to existing structures: 15 ft.	Replacement structures: The same location as the original structure. <sup>2</sup> Additions to existing structures: 20 ft.
<i>Side: One-Story</i>	None required, except when abutting a residential zone, in which case the corresponding setback in the residential zone shall apply.	5 ft. minimum, 15 ft. combined
<i>Side: Two-Story</i>		2 ft. for every 5 ft. (or fraction thereof) of height above 15 ft., <sup>3</sup> in addition to the normal requirement for one-story structures.
<i>Rear</i>		15 ft., except when abutting a residential zone, in which case the corresponding setback in the residential zone shall apply.
<i>Parking Areas</i>	Garages shall be set back 20 feet from the main structure. Parking areas should normally be located along the sides and to the rear of a property and should be minimized or avoided in front of buildings.	
<b>F.A.R./ Coverage</b>	<i>Floor Area Ratio: Maximum building area as a ratio of site area, excluding porches, cellars, attics, detached garages (up to 400 square feet), and underground parking. Coverage: Maximum site coverage as percentage of site area, excluding porches and detached garages.</i>	
<i>F.A.R.</i>	0.60	1.0
<i>Coverage</i>	60%	60%
<b>Open Space</b>	<i>See SMC 19.40.070 for design requirements.</i>	

**Table 3-23**

**Broadway Corridor: Additions and Replacement Structures**

<b>Development Feature</b>	<b>Requirements by Zoning District</b> <i>Setbacks, Site Coverage, Open Space and Height</i>	
	<b>C</b>	<b>MX</b>
<i>Commercial</i>	7% – 11% of site	7% – 11% of site
<i>Residential</i>	300 sq. ft. per unit (any combination of shared or private)	300 sq. ft. per unit (any combination of shared or private)
<b>Height</b>	<i>Ridge height measured from finished grade. See SMC 19.40.040 for applicability and exceptions.</i>	
<i>Primary Structure</i>	30 ft.	30 ft.

**Notes:**

1. A front porch may extend up to 10 feet into front setback (or street-side setback for wrap-around porches).
2. A replacement structure shall not exceed 10 percent of the height or area of the original structure unless a use permit is obtained.
3. Measured at wall, not ridge.

**Table 3-24**

**Broadway Corridor: New Development**

<b>Development Feature</b>	<b>Requirements by Zoning District</b> <i>Setbacks, Site Coverage, Open Space and Height</i>	
	<b>C</b>	<b>MX</b>

**Table 3-24**

**Broadway Corridor: New Development**

<b>Development Feature</b>	<b>Requirements by Zoning District</b> <i>Setbacks, Site Coverage, Open Space and Height</i>	
	<b>C</b>	<b>MX</b>
<b>Setbacks</b>	<i>Minimum setbacks required for primary structures. See SMC 19.40.110 for setback measurement, allowed projections into setbacks, exceptions, and design guidelines for setbacks.</i>	
<i>Front/Street-side<sup>1</sup></i>	15 ft. or within the range of adjacent structures on either side.	
<i>Side: One-Story</i>	None required, except when abutting a residential zone, in which case the corresponding setback in the residential zone shall apply.	5 ft. minimum, 15 ft. combined
<i>Side: Two-Story</i>		2 ft. for every five ft. (or fraction thereof) of height above 15 ft., <sup>2</sup> in addition to the normal requirement for one-story structures.
<i>Rear</i>		15 ft., except when abutting a residential zone, in which case the corresponding setback in the residential zone shall apply.
<i>Parking Areas</i>	Garages shall be set back 20 ft. from the main structure. Parking areas should normally be located along the sides and to the rear of a property and should be minimized or avoided in front of buildings.	
<b>F.A.R./ Coverage</b>	<i>Floor Area Ratio: Maximum building area as a ratio of site area, excluding porches, cellars, attics, detached garages (up to 400 square feet), and underground parking. Coverage: Maximum site coverage as percentage of site area, excluding porches and detached garages.</i>	
<i>F.A.R.</i>	0.60	1.0
<i>Coverage</i>	60%	60%
<b>Open Space</b>	<i>See SMC 19.40.070 for design requirements.</i>	
<i>Commercial</i>	7% – 11% of site	7% – 11% of site

**Table 3-24**

**Broadway Corridor: New Development**

<b>Development Feature</b>	<b>Requirements by Zoning District</b> <i>Setbacks, Site Coverage, Open Space and Height</i>	
	<b>C</b>	<b>MX</b>
<i>Residential</i>	300 sq. ft. per unit (any combination of shared or private)	300 sq. ft. per unit (any combination of shared or private)
<b>Height</b>	<i>Ridge height measured from finished grade. See SMC 19.40.040 for applicability and exceptions.</i>	
<i>Primary Structure</i>	30 ft.	30 ft.
<b>Notes:</b>		
1. A front porch may extend up to 10 feet into front setback (or street-side setback for wrap-around porches).		
2. Measured at wall, not ridge.		

3. Driveways and Parking. Parking areas should be located at the rear or along the side of properties and should be discouraged in front of buildings. Parking areas shall be screened from adjacent residential zoning districts and land uses. See Chapter 19.48 SMC, Parking and Loading Standards. Driveways along Broadway shall be minimized when possible, by combining driveways, using alleys, or designing development so that access is provided from local streets.

4. Natural Features. Natural environmental amenities including creeks, streams and other drainage courses; and mature trees shall be preserved by being incorporated into site plan design and layout. Appropriate enhancement or protective measures shall be included in plans where determined necessary by the planning commission. See creek development (SMC 19.40.020) and landscaping standards and design guidelines (SMC 19.40.060), and the tree preservation ordinance for specific tree preservation requirements and guidelines.

5. Screening and Buffering. Multifamily developments shall require screening and buffering of parking and driveway areas, and noise and light sources. See Chapter 19.46 SMC, Fences, Hedges and Walls, and landscape standards and guidelines (SMC 19.40.060).

**B. Building Design.**

1. Height and Profile. Proposed structures shall not exceed a maximum height of 30 feet. For structures in excess of 15 feet located within the MX zone, side setbacks shall be increased by two feet for each additional five feet in height. See SMC 19.40.040 for height measurement and exceptions.

2. Building Types – Guidelines for Residential Structures. 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 dwelling faces the public street, or is accessible from a porch or other entry element which faces the street.

3. Building Types – Guidelines for Commercial and Mixed Use Structures. New commercial and mixed use buildings and alterations to existing structures should contribute to the established Broadway streetscape. In reviewing proposals for commercial and mixed development and redevelopment, the review authority (the planning commission or the design review and historic preservation commission, as applicable) shall make use of the following guidelines:

a. Proposed dwellings should be placed on their sites so that the narrow dimension of the structure is parallel to the narrow dimension of the parcel, and so that the primary entrance to the building faces the public street.

b. Buildings should reinforce the scale, massing, proportions and detailing established by other significant historic buildings in the vicinity (if any).

c. The massing of larger commercial and mixed use buildings (5,000 square feet or greater) should be broken down to an appropriate scale through the use of storefronts and breaks in the facade.

d. Architectural styles and details that reflect the Sonoma vernacular should be used. Along Broadway, Victorian and other residential architectural styles are more typical than purely commercial building types. The use of durable, high quality materials is encouraged.

e. Site design and architectural features that contribute to pedestrian comfort and interest, such as awnings, recessed entrances, and alleys, are encouraged.

f. In renovations involving historic buildings, authentic architectural details should be preserved and any new detailing and materials should be compatible with those of the existing structure. Pre-existing alterations that diminish a building's historic qualities should be removed when the opportunity arises. (See Chapter 19.42 SMC, Historic Preservation and Infill in the Historic Zone.)

g. Building types, architectural details and signs having a generic or corporate appearance are strongly discouraged. Chain stores and franchises are not prohibited along Broadway, but such uses must respect and contribute to the historic qualities of the area in terms of building design and signs. (Ord. 06-2013 § 3, 2013; Ord. 03-2004 § 3, 2004; Ord. 2003-02 § 3, 2003).

**Broadway Corridor: Summary of Guidelines and Recommendations**

**Circulation Improvements:**

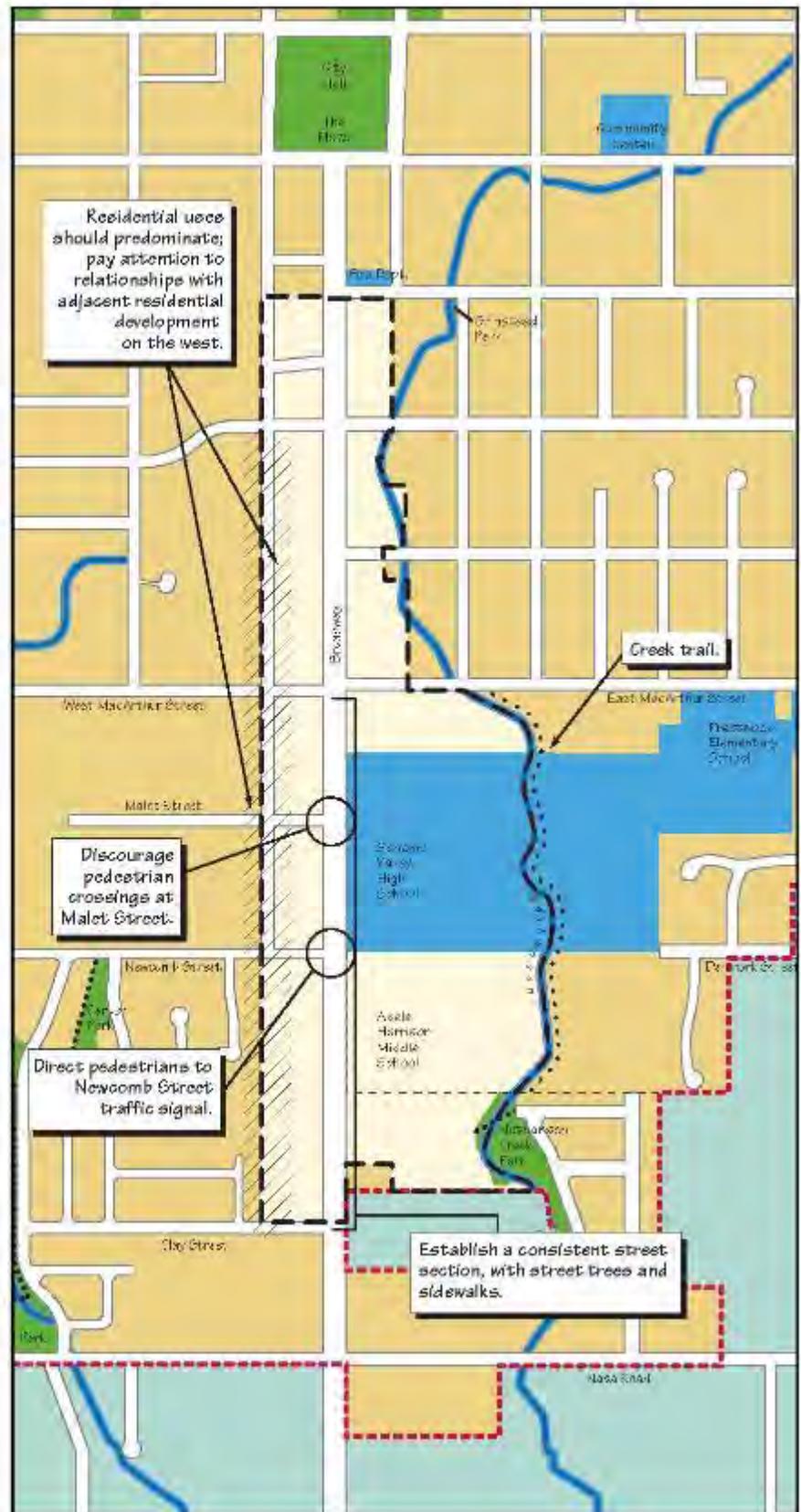
- Along Broadway, south of MacArthur, provide a consistent street section with bike lanes, curb, gutter, planter strips, sidewalks, and street trees.
- Design frontage improvements so that pedestrians are discouraged from crossing Broadway at Malet Street.
- Between Broadway and First Street West, install sidewalks along Newcomb and Malet Street.
- Implement the creekside bike/walking path on the east side of Nathanson Creek. Look for opportunities to make connections to it.

**Development Guidelines:**

- Preserve, restore and re-use historic structures.
- New development should contribute to the established character of the area through the use of consistent setbacks and traditional building types.
- While individual projects may vary, the overall intent for First Street West south of Andrieux Street is to maintain a predominantly residential character.
- Development along Broadway must include appropriate transitions to adjacent residential uses.
- Parking areas should be located to the side and rear of properties, while minimized or avoided in front. Garages should be set back from the main residence.

**High School:**

- The High School and the new Middle School should be integrated with the surrounding area, not set apart. Parking, fields, lights and buildings should be carefully placed to minimize conflicts with adjacent residences.



CHAPTER 19.42 HISTORIC PRESERVATION AND INFILL IN THE HISTORIC ZONE

**19.42.010 PURPOSE.**

This chapter is intended to safeguard the historic character of Sonoma by recognizing and preserving significant historic and cultural resources by providing incentives for the preservation and rehabilitation of historically and culturally significant resources, and by ensuring that new development in the historic overlay zone is architecturally compatible.

A. Officially Designated Historic Structures. This chapter establishes incentives, minimum standards, and guidelines for the preservation and adaptive reuse of officially designated historic structures to the greatest extent feasible, as well as a process for listing districts, sites, structures and other resources possessing local historic significance.

B. Potentially Historic Structures. This chapter establishes guidelines for the preservation of historic structures within the city, using the League for Historic Preservation's inventory of historic structures as a guide for determining whether these provisions should be applied.

C. Infill Development. This chapter establishes guidelines to be used in review of infill development within the historic overlay zone for which a discretionary permit is required. (Ord. 06-2013 § 2(A) (Exh. B), 2013; Ord. 2003-02 § 3, 2003).

**19.42.020 DESIGNATION OF A LOCAL HISTORIC RESOURCE OR DISTRICT.**

A. Purpose. In order to recognize and promote the preservation of sites, structures, and areas that are important to the history of Sonoma, this section provides for the nomination and designation of locally significant historic resources and districts.

B. Designation Process – Local Historic Resources. Local historic resources shall be designated by the design review and historic preservation commission in the following manner:

1. Initiation of Designation. Designation of an historical resource may be initiated by the design review and historic preservation commission or by the owner of the property that is proposed for designation. Applications for designation originating from outside the commission must be accompanied by such historical and architectural information as is required by the commission to make an informed recommendation concerning the application, together with the fee set by the city council.

2. Review, Notice and Hearing. The design review and historic preservation commission shall conduct a public hearing on a nomination for local historic resource designation. Notice of the public hearing shall be provided, and the hearing shall be conducted in compliance with Chapter 19.88 SMC (Public Hearings), including mailed notice to the owners of any property proposed for such designation.

3. Findings, Decision. Following a public hearing, the design review and historic preservation commission may approve or disapprove a nomination for designation as a local historic resource. The commission shall record the decision and the findings upon which the decision is based. The design review and historic preservation

commission may approve such designation only if it finds that the resource meets at least one of the following criteria:

- a. It is associated with events that have made a significant contribution to Sonoma's history and cultural heritage; or
- b. It is associated with the lives of persons important in Sonoma's past; or
- c. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- d. It has yielded, or may be likely to yield, information important in Sonoma's prehistory or history.

C. Designation Process – Local Historic Districts. Local historic districts shall be designated by the city council upon the recommendation of the design review and historic preservation commission in the following manner:

1. Initiation of Designation. The designation of a local historic district may be initiated by the city council or the design review and historic preservation commission.

2. Requirements for Designation. The designation of a local historic district is subject to finding by the review authority that all of the following requirements are met:

- a. The proposed district is a geographically definable area.
- b. The proposed district possesses either a significant concentration or continuity of buildings unified by past events or aesthetically by plan or physical development.
- c. Considered as a whole, a sufficient concentration of buildings within the proposed district demonstrates integrity of design, setting, materials, workmanship and association.
- d. The collective historic value of the buildings and structures in the proposed district is greater than the historic value of each individual building or structure.
- e. The designation of the area as a historic district is reasonable, appropriate and necessary to protect, promote and further the goals and purposes of this chapter and is not inconsistent with other goals and policies of the city.

3. Design Review and Historic Preservation Commission Hearing and Recommendation. The design review and historic preservation commission shall conduct a public hearing on a nomination for local historic resource district. Notice of the public hearing shall be provided, and the hearing shall be conducted in compliance with Chapter 19.88 SMC (Public Hearings), including mailed notice to the owners of any property proposed for such designation. Following the public hearing, the commission shall recommend approval in whole or in part or disapproval of the application for designation in writing to the city council, setting forth the reasons for the

decision. The design review and historic preservation commission may approve a recommendation for a local historic district only if it makes the findings set forth in subsection (B) of this section.

4. City Council Hearing and Decision. The city council shall conduct a public hearing on a nomination for local historic district. Notice of the public hearing shall be provided, and the hearing shall be conducted in compliance with Chapter 19.88 SMC (Public Hearings), including mailed notice to the owners of any property proposed for such designation. Following the public hearing, the city council shall by resolution approve the recommendations in whole or in part, or shall by motion disapprove them in their entirety. The city council may approve a designation as a local historic district only if it makes the findings set forth in subsection (B) of this section. If the city council approves a local historic district, notice of the decision shall be sent to property owners within the district.

D. Amendment or Rescission. The design review and historic preservation commission and the city council may amend or rescind any designation of an historical resource or historic district in the same manner and procedure as are followed for designation.

E. Previously Designated Historic Resources. The sites and structures previously designated by the city council as having local historic significance through the adoption of Resolution 18-2006 are hereby designated as local historic resources as defined in this chapter.

F. Register. The design review and historic preservation commission shall maintain a register of designated local historic resources and districts. (Ord. 06-2013 §§ 2(A) (Exh. B), 3, 2013).

#### **19.42.030 ADAPTIVE REUSE.**

The adaptive reuse of historic structures within the historic overlay district, involving uses not otherwise allowed through the base zone, may be allowed subject to the approval of a conditional use permit, in compliance with SMC 19.54.040 and as set forth below.

A. Eligible Structures. The following types of structures are eligible for adaptive reuse:

1. Officially Designated Structures. Those structures of officially designated historical significance as indicated by (a) listing with the State Office of Historic Preservation, or (b) listing as a locally significant historic resource, regardless of whether they are located within the historic overlay zone.

2. Structures with Potential Historical Value. In addition to officially designated structures, there are other structures that may have historical value because of their age (usually more than 50 years old), and their contribution to the overall historic character of the community due to their unique architectural scale and style, use of design details, form, materials, or proportion, as may be documented through listing on the Sonoma League for Historic Preservation's inventory of historic structures. Such structures shall only be eligible for adaptive reuse if located within the historic overlay zone and shall not be eligible for consideration as a vacation rental.

B. Allowable Use. The following uses may be considered in an application for the adaptive reuse of a historic structure:

1. Residential Uses and Densities.

- a. Allowable Residential Uses. Single- and multifamily dwellings and residential condominiums.
- b. Allowable Residential Densities. The allowable residential density within the historic overlay district may exceed the normally allowable density under the subject general plan designation and zoning district, subject to the approval of the planning commission.

2. Nonresidential Uses.

- a. Bed and breakfast inns;
- b. Hotels;
- c. Limited retail;
- d. Mixed use (residential over commercial) developments;
- e. Professional and service-oriented offices;
- f. Restaurants (with or without outdoor dining facilities); and
- g. Vacation rentals (limited to structures listed or eligible for listing on the State Register of Historic Places); and
- h. Wine tasting facilities.

C. Retention of Residential Character, Scale, and Style. Adaptive reuse projects shall retain a residential character, scale, and style (e.g., off-street parking areas would be prohibited in the front and street side setbacks, new construction would have a residential appearance, signs would be limited, etc.). The guidelines set forth in SMC 19.42.040 shall be considered by the planning commission in applications for adaptive reuse.

D. Compliance with Parking Standards. The above-listed uses shall be provided with suitable parking, in compliance with Chapter 19.48 SMC (Parking and Loading Standards).

E. Findings and Decision. The planning commission shall approve, with or without conditions, the adaptive reuse of an historic structure only if all of the following findings can be made, in addition to those identified in SMC 19.54.040 (Use permits). The alteration or adaptive reuse would:

- 1. Enhance, perpetuate, preserve, protect, and restore those historic districts, neighborhoods, sites, structures, and zoning districts which contribute to the aesthetic and cultural benefit of the city;
- 2. Stabilize and improve the economic value of historic districts, neighborhoods, sites, structures, and zoning districts;

3. Preserve diverse architectural design reflecting phases of the city's history, and encourage design styles and construction methods and materials that are compatible with the surrounding neighborhood(s);
4. Promote and encourage continued private ownership and utilization of structures now so owned and used;  
and
5. Substantially comply with the applicable Secretary of the Interior Standards and Guidelines for the Treatment of Historic Properties as well as the applicable requirements and guidelines of this chapter.

The following additional finding is required for applications for adaptive reuse as a vacation rental:

6. Restore and rehabilitate a historic structure and/or property, excluding second units, which is listed or eligible for listing on the State Register of Historic Places, that has fallen into such a level of disrepair that the economic benefits of adaptive reuse are necessary to stem further deterioration, correct deficient conditions, or avoid demolition as implemented in the conditions of project approval. (Ord. 03-2016 § 1 (Exh. A), 2016; Ord. 06-2013 § 2(A) (Exh. B), 2013; Ord. 06-2009 §§ 1 – 3, 2009; Ord. 2003-02 § 3, 2003. Formerly 19.42.020).

#### **19.42.040 GUIDELINES FOR PRESERVATION AND ADAPTIVE REUSE.**

A. Purpose. The purpose of these guidelines is to implement general plan policies related to the preservation and adaptive reuse of officially designated historic structures throughout the city and of structures having potential historical value within the city's historic overlay zone.

B. Applicability. These guidelines are to be utilized during the development/design review process as criteria against which to review new construction within the historic overlay district requiring discretionary approval and adaptive reuse projects.

C. Preservation and Rehabilitation of Existing Structures. In general, preservation and rehabilitation efforts should aim toward protecting the essential architectural features of a structure that help to identify its individual style and thereby further its contribution to the historic character of the surrounding neighborhood.

##### **1. General Rehabilitation Principles.**

- a. Historic structures should be recognized for their own time and style. Rehabilitation should not try to create a preconceived concept of history, but should reuse existing or appropriate features.
- b. Rehabilitation of historic structures should try to retain and restore original elements first. If damage or deterioration is too severe, the element should be recreated using original materials to match the color, design, texture, and any other important design features.
- c. When replacement is necessary and original material cannot be obtained, substitution material should incorporate the color, design, and texture that conveys the visual appearance of the original material.

##### **2. Doors.**

- a. Older structures almost always had solid wood doors that fit the particular style of the structure. The front door of the structure was the most ornate with secondary doors usually more utilitarian in appearance. The shape, size, and style of doors are an important feature of all historical architectural styles and the original design/type should be maintained.
- b. Original doors should be repaired in place whenever possible. When replacement is necessary, the replacement door should match the original design and materials as close as possible.
- c. If the original door is missing, appropriate design and materials should be selected by studying the doors of similar structures in the surrounding neighborhood or consulting books on architectural styles. Many older style panel doors are still available from material suppliers and may match the original doors very closely.

### 3. Exterior Materials.

- a. The original exterior building materials should be retained whenever possible. It is not desirable to use mismatched materials of different finishes, shapes, sizes, or textures.
- b. Structures with original wood siding should not be stuccoed in an attempt to modernize their appearance. Likewise, plastic shingles should not be used to replace wood siding or shingles.
- c. Replacing wood siding with aluminum siding of the same shape and size as the original siding can be an alternative, but care shall be taken to use siding of the appropriate size.
- d. Brick surfaces should not be sandblasted in an attempt to remove old paint. Sandblasting would damage the natural fired surface of the brick, and cause it to lose its water repellent qualities. Also, mechanical grinders should not be used to remove mortar as this can damage the brick surrounding the joint.

### 4. Ornamentation and Trim.

- a. Most often it is the authentic decoration and trim on a structure that lends character and identifies the structure with its particular architectural style. Original ornamentation should be preserved whenever feasible.
- b. If the material needs to be removed to be repaired or copied, determine how the piece is attached and carefully plan the work to be sensitive to the material. Any prying action should be slow and careful, with a minimal amount of force.
- c. If the ornamentation or trim is comprised of several layers of materials, it is helpful to sketch the components as they come apart to ensure proper reassembly. If the pieces are beyond repair, a skilled finish carpenter should duplicate the original work.

### 5. Porches and Stairs.

a. During rehabilitation efforts, the design integrity of the front porch should not be compromised. Front porches should not be enclosed with walls or windows.

b. If enclosing the porch is the only viable means of adding needed space, care should be taken to use decoration(s), doors, siding materials, trim details, and windows that match the facade of the structure surrounding the porch.

#### 6. Roofs.

a. Roofs are important both functionally and aesthetically. Great care should be taken to ensure that roofs are watertight and that roofing materials are compatible with the original style of the structure. Oftentimes roofs only need repairs, but when replacement is necessary roofing materials should be selected that are appropriate to the structure's architectural style.

b. It should be recognized that fire safety requirements may preclude reroofing a structure in its original material. The determination of what material to use for the replacement of wood shingles or shakes in historic structures should be based on compatibility with the colors and materials used elsewhere on the structure.

#### 7. Windows.

a. Most older/historic structures had wood framed windows that were either casement, double hung, or fixed. The shape, size, and style of windows are an important feature of most architectural styles and the original type window should be maintained.

b. When window replacement is necessary, it is preferred that the new window be an exact match of the original.

c. An alternative to special milling may be the use of an "off-the-shelf" standard window that closely matches the original.

d. Aluminum or plastic frame windows should not be used as replacements on any part of an historically valuable structure without justification. The use of such materials is highly visible and the contrast of materials and styles can permanently affect the architectural integrity of the structure. The use of traditional materials is preferred.

D. Additions to Existing Structures. Additions to historically valuable structures may be necessary to ensure their continued use. Modifications (e.g., additions, new entrances and exits, parking facilities, handicap facilities, and seismic strengthening) should be made with care so as not to compromise a structure's historically valuable features, finishes, or materials.

1. Site Plan Considerations. Additions should be carefully placed to minimize changes in the appearance of the structure from the public right-of-way. Whenever possible, additions should be placed to the side or rear of the structure and should not obstruct the appearance of the structure from the public right-of-way.

2. Architectural Compatibility.

a. Additions to historically valuable structures should incorporate the distinctive architectural features of the original structures including:

- i. Door and window shape, size, and type;
- ii. Exterior materials;
- iii. Finished floor height;
- iv. Roof material, pitch, and style; and
- v. Trim and decoration.

b. Refer to the rehabilitation guidelines, subsection (C) of this section, Preservation and Rehabilitation of Existing Structures, for discussion of appropriate exterior doors, porches, wall materials, windows, etc.

3. Roof Pitch and Style.

a. The roof of a structure, especially its pitch and style, is an important architectural element that should be taken into consideration when planning an addition.

b. Whenever possible, the pitch and style on the addition should match the original.

c. Roof materials should also match as close as possible.

4. Second-Story Additions.

a. Because adding an additional story to an existing structure will always change the structure's proportions, such additions should be carefully designed to follow similar two-story examples of the particular style that may be found in the surrounding neighborhood.

b. Integrating the new second-story addition into the original design of the structure may be easier if the addition is set back from the front facade so that it is less noticeable from the public right-of-way. (Ord. 06-2013 § 2(A) (Exh. B), 2013; Ord. 2003-02 § 3, 2003. Formerly 19.42.030).

#### **19.42.050 GUIDELINES FOR INFILL DEVELOPMENT.**

A. Purpose. These guidelines are intended to encourage new infill development in the historic overlay district to be compatible in scale and treatment with the existing, older development and to maintain the overall historic character and integrity of the community. At the same time, these guidelines are intended to promote the visual variety that

is characteristic of Sonoma, to allow for contemporary architectural designs, and to provide reasonable flexibility in accommodating the tastes, preferences and creativity of applicants proposing new development, especially individual single-family homes. As stated in the 2020 General Plan:

Sonoma should continue to be characterized by variety in terms of land uses, building types, and housing, and this diversity should be consistent with preserving the town's small-scale and historic character.

B. Guidelines for Compatibility. 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 following considerations are intended to address this concern:

1. Site Plan Considerations.

a. New development should continue the functional, on-site relationships of the surrounding neighborhood. For example, common patterns that should be continued are entries facing the public right-of-way, front porches, and garages/parking areas located at the rear of the parcel.

b. Front setbacks for new infill development should follow either of the following criteria:

i. Equal to the average front setback of all residences on both sides of the street within 100 feet of the property lines of the new project; or

ii. Equal to the average front setback of the two immediately adjoining structures on each side of the new project.

c. In cases where averaging between two adjoining existing structures is chosen, the new structure may be averaged in a stepping pattern. This method can work especially well where it is desirable to provide a large front porch along a portion of the front facade.

2. Architectural Considerations.

a. New infill structures should support the distinctive architectural characteristics of development in the surrounding neighborhood, including building mass, scale, proportion, decoration/detail, door and window spacing/rhythm, exterior materials, finished-floor height, porches, and roof pitch and style.

b. Because new infill structures are likely to be taller than one story, their bulk and height can impose on smaller-scale adjoining structures. The height of new structures should be considered within the context of their surroundings. Structures with greater height should consider providing greater setbacks at the second-story level, to reduce impacts (e.g., blocking or screening of air and light, privacy, etc.) on adjoining single-story structures.

c. The incorporation of balconies and porches is encouraged for both practical and aesthetic reasons. These elements should be integrated to break up large front facades and add human scale to the structures.

d. The proper use of building materials can enhance desired neighborhood qualities (e.g., compatibility, continuity, harmony, etc.). The design of infill structures should incorporate an appropriate mixture of the predominant materials in the surrounding neighborhood whenever possible. Common materials are brick, horizontal siding, shingles, stone, stucco, and wood.

e. Color schemes for infill structures should consider the color schemes of existing structures in the surrounding neighborhood in order to maintain compatibility and harmony. Avoid sharp contrasts with existing building colors.

### 3. Single-Family Residences.

a. The design of an individual single-family residence is typically of great significance to the homeowner. Changes required through the design review process should be the minimum necessary to achieve compatibility with the overall character of the historic overlay district.

b. Historic architectural styles (e.g., craftsman, Victorian, bungalow, etc.) are not mandated. However, contemporary architectural treatments proposed for new residences should complement and not detract from the qualities of the historic overlay district and the neighborhood setting of the proposed development.

c. To the extent that a proposed residence is not readily visible from a public street, other public vantage point, or a significant historic resource, greater design flexibility should be allowed.

4. Sustainable Construction Techniques.

a. Building forms that reduce energy use may be radically different than traditional architectural types. Careful and sensitive design is required in order to produce a contrast that is pleasing rather than jarring. The use of appropriate colors and textures on exterior materials is one method of linking a contemporary building design to a traditional neighborhood context.

b. Roof gardens, solar panels, and other sustainable construction features should be fully integrated into the design of new construction, rather than applied at the conclusion of the design process.

5. Accessory Structures.

a. New accessory structures (e.g., garages, second units, sheds, etc.) that are visible from the public right-of-way should incorporate the distinctive architectural features (e.g., color, materials, roof pitch and style, etc.) of the main structure.

b. Design features should be applied with less detail on the accessory structure so that it does not compete with the main structure and is clearly subordinate to it. (Ord. 06-2013 § 2(A) (Exh. B), 2013; Ord. 07-2007 § 1 (Exh. B), 2007; Ord. 2003-02 § 3, 2003. Formerly 19.42.040).

# MEMORANDUM

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**To:** Geoff McComic/Scot Hunter, Vesta Pacific Development  
**From:** Darcey Rosenblatt, DUDEK Senior Project Manager  
**Subject:** Aesthetics Appeal Review – Sonoma Gateway Project  
**Date:** September 24, 2018

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This document includes an independent examination of the issues surrounding the CEQA mandated analysis of aesthetics of project. Specifically the information below addresses the threshold criteria introduced in the recent project appeal process: “Would the project substantially degrade the existing visual character or quality of the site and its surroundings?” The analysis below was conducted in the same manner as might be used to approach an aesthetic analysis in a focused Environmental Impact Report. This memo examined the current proposed project, which includes design alterations made subsequent to development of the Initial Study in March of 2018. These design changes focused primarily on height reductions for some buildings within the project. These design changes and the project as now envisioned is consistent with the project analyzed in the original Initial Study.

Aesthetic impact assessment generally deals with the issue of contrast, or the degree to which elements of the environment differ visually. Aesthetic assessments are applied in a diverse array of environments, ranging in character from urban centers to rural regions and wildlands. Urban features that may contribute to a valued aesthetic character or image include: structures of architectural or historic significance or visual prominence; public plazas, art or gardens; heritage oaks or other trees or plants protected by the City; consistent design elements (such as setbacks, massing, height, and signage) along a street or district; pedestrian amenities; landscaped medians or park areas; etc. The methods used to analyze visual changes associated with the proposed project consisted of an aerial and photographic inventory of the project site and its surrounding land uses, along with documentation of proposed project components using existing available land use and topographic data, and conceptual plans for the proposed improvements.

## Project Description

The subject property is a 1.86-acre site at the northeast corner of Broadway and MacArthur Street in the City of Sonoma. The Project would demolish the existing buildings on site and redevelop the property with a two-story mixed-use building, three detached residences, seven multi-family residential buildings, and associated parking and landscaping. The proposed buildings range in height from 25 to 30 feet. The mixed-use development would feature 33 residences and a 3,500-square foot commercial space in the following configuration.

- The commercial building would accommodate up to three tenant spaces at the southeast corner of the site, aligned with Broadway. The lower floor would consist of the commercial space, with four two-bedroom flats located on the second floor. This building would have a height of 30 feet.
- Eight apartment units divided between two four-plex buildings would be located north of the mixed use building, fronting Broadway. These buildings would have a height of 26.6 feet.



- Three detached units would be placed along with the West MacArthur Street frontage. These buildings would have a height of 25 feet.
- 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 28 feet to 30 feet.
- The northeast corner of the site, which partially lies within a creek setback, would be used as a common open space area.

## 2 Setting

The subject property at Broadway and MacArthur Street had been used for auto sales, rentals, and repairs from 1925 to 2011. Current development on the property consists of a 6,000 square-foot auto showroom, a 3,000 square-foot building that had been used for storage and as an automotive paint shop, and a 1,000 square-foot wood-framed garage building. Large areas of the site were paved for vehicle display areas and storage.

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

Adjoining uses are as follows:

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

The 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.

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. South Broadway, in contrast, features a patchwork of older (but not historic) commercial buildings, new commercial and multifamily residential development, historic single-family homes and remnant agricultural buildings.

### Regulatory Setting

City of Sonoma 2020 General Plan establishes the goals and policies guiding land use and development within the City. The following aspects of the General Plan are relevant to this analysis.

*Mixed Use Designation is defined as:* “This designation is intended to accommodate uses that provide a transition between commercial and residential districts, to promote a pedestrian presence in adjacent commercial areas, and to provide neighborhood commercial services to adjacent residential areas. It is also intended to provide additional opportunities for affordable housing, especially for low and very low income households. The Mixed Use designation also is intended to recognize the continued existence of uses that contribute to the character or function of their neighborhood and to allow for the possibility of their expansion.” Density: Up to 20 residential units per acre. Intensity: 36-foot height limit and maximum site coverage ranging from 70% to 100%, depending on Development Code standards. Floor Area Ratio: 0.6–1.2

*The City of Sonoma Municipal Code (SMC 19.42.050) provide the following guidelines for infill development.*

A. Purpose. These guidelines are intended to encourage new infill development in the historic overlay district to be compatible in scale and treatment with the existing, older development and to maintain the overall historic character and integrity of the community. At the same time, these guidelines are intended to promote the visual variety that is characteristic of Sonoma, to allow for contemporary architectural designs, and to provide reasonable flexibility in accommodating the tastes, preferences and creativity of applicants proposing new development, especially individual single-family homes. As stated in the 2020 General Plan:

Sonoma should continue to be characterized by variety in terms of land uses, building types, and housing, and this diversity should be consistent with preserving the town’s small-scale and historic character.

B. Guidelines for Compatibility. 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 following considerations are intended to address this concern:

1. Site Plan Considerations.

a. New development should continue the functional, on-site relationships of the surrounding neighborhood. For example, common patterns that should be continued are entries facing the public right-of-way, front porches, and garages/parking areas located at the rear of the parcel.

b. Front setbacks for new infill development should follow either of the following criteria:

i. Equal to the average front setback of all residences on both sides of the street within 100 feet of the property lines of the new project; or

ii. Equal to the average front setback of the two immediately adjoining structures on each side of the new project.

c. In cases where averaging between two adjoining existing structures is chosen, the new structure may be averaged in a stepping pattern. This method can work especially well where it is desirable to provide a large front porch along a portion of the front facade.

2. Architectural Considerations.

- a. New infill structures should support the distinctive architectural characteristics of development in the surrounding neighborhood, including building mass, scale, proportion, decoration/detail, door and window spacing/rhythm, exterior materials, finished-floor height, porches, and roof pitch and style.
- b. Because new infill structures are likely to be taller than one story, their bulk and height can impose on smaller-scale adjoining structures. The height of new structures should be considered within the context of their surroundings. Structures with greater height should consider providing greater setbacks at the second-story level, to reduce impacts (e.g., blocking or screening of air and light, privacy, etc.) on adjoining single-story structures.
- c. The incorporation of balconies and porches is encouraged for both practical and aesthetic reasons. These elements should be integrated to break up large front facades and add human scale to the structures.
- d. The proper use of building materials can enhance desired neighborhood qualities (e.g., compatibility, continuity, harmony, etc.). The design of infill structures should incorporate an appropriate mixture of the predominant materials in the surrounding neighborhood whenever possible. Common materials are brick, horizontal siding, shingles, stone, stucco, and wood.
- e. Color schemes for infill structures should consider the color schemes of existing structures in the surrounding neighborhood in order to maintain compatibility and harmony. Avoid sharp contrasts with existing building colors.

### 3. Single-Family Residences.

- a. The design of an individual single-family residence is typically of great significance to the homeowner. Changes required through the design review process should be the minimum necessary to achieve compatibility with the overall character of the historic overlay district.
- b. Historic architectural styles (e.g., craftsman, Victorian, bungalow, etc.) are not mandated. However, contemporary architectural treatments proposed for new residences should complement and not detract from the qualities of the historic overlay district and the neighborhood setting of the proposed development.

The City of Sonoma Municipal Code (SMC 19.40.130.D) states that:

“New structures should be constructed in a manner that preserves scenic vistas by maintaining view corridors. This section states that examples of view corridors include unbuilt space between buildings, view opportunities created from undeveloped lots, airspace created from public parks and open spaces, and open spaces created from the deliberate spacing of buildings on the same lot or adjacent lots.”

## 3 Impact Assessment

### A) Would the project have a substantial adverse effect on a scenic vista?

The City of Sonoma Municipal Code (SMC 19.43.130.C) defines “scenic vistas” as follows:

“... a public view, benefitting the community at large, of significant features, including hillside terrain, ridgelines, canyons, geologic features, and community amenities (e.g., parks, landmarks, permanent open space).”

The project site, 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. Existing buildings on the project site block views of the hills to north. Views of the hills to west across the project site (from the south side of East MacArthur Street) are limited as they are largely blocked by existing buildings and vegetation.

**The conclusion of the above discussion is that the proposed project, as currently designed, would not have a substantial adverse effect on a scenic vista. Thus, this impact would be less than significant.**

**B) Is the project consistent with the development patterns of the Broadway Corridor Planning Area and the Historic Zone including, but not limited to, setbacks, scale, massing and height?**

As described above, guidelines state, “New development should continue the functional, on-site relationships of the surrounding neighborhood. For example, common patterns that should be continued are entries facing the public right-of-way, front porches, and garages/parking areas located at the rear of the parcel.” All buildings in the project oriented on the public right-of-way (Broadway or MacArthur) include entries that face these streets. These buildings also have covered porches and/or balconies. Garages and parking are in the rear of the buildings which shows further consistency with the guidelines. These features also show compliance with Design Guidelines that state, “The incorporation of balconies and porches is encouraged for both practical and aesthetic reasons. These elements should be integrated to break up large front facades and add human scale to the structures.”

In keeping with the setback requirements discussed in Design Guidelines above (under Regulatory Setting), recent revision of project design have set an average setback of more than 22 feet which exceeds the average of the two adjacent structures.

Design Guidelines state, “New infill structures should support the distinctive architectural characteristics of development in the surrounding neighborhood, including building mass, scale, proportion, decoration/detail, door and window spacing/rhythm, exterior materials, finished-floor height, porches, and roof pitch and style.” Buildings that front either Broadway or MacArthur are designed with porches and traditional roof structures matching the variety of styles along these streets. In keeping with residential styles, each of these buildings includes porches, entry walks, and low landscaping fences, which is particularly characteristic of older development along Broadway. The building forms have sloping gable roofs, and the elevations feature porches, eaves, and insets that incorporate traditional design elements into the scale of the buildings.

Design Guidelines state, “The height of new structures should be considered within the context of their surroundings. Structures with greater height should consider providing greater setbacks at the second-story level, to reduce impacts (e.g., blocking or screening of air and light, privacy, etc.) on adjoining single-story structures.” Building heights along the Broadway and MacArthur do not exceed 30 feet, which is in keeping with development elsewhere along these streets. Several of these buildings also include setbacks at the second-story level.

Design Guidelines listed above (Regulatory Setting) also discuss building materials, noting that the design of infill structures should incorporate an appropriate mixture of the predominant materials in the surrounding neighborhood whenever possible. Common materials are brick, horizontal siding, shingles, stone, stucco, and wood. Design of color schemes should consider the color schemes of existing structures in the surrounding neighborhood in order to maintain compatibility and harmony. While not mandated, the Guidelines encourage that historic architectural styles (e.g., craftsman, Victorian, bungalow, etc.) be considered and that contemporary architectural treatments not detract from the qualities of the historic overlay district and the neighborhood setting. In compliance with these guidelines, the project design includes traditional craftsman elements and traditional material such as

shingles, wood railings and traditional masonry (ledger stone and brick). The colors of the development will also be subject to the review and approval of the Design Review and Historic Preservation Commission.

The overall development plans also include several open spaces and space between buildings in order to be consistent with Municipal Code that requires “open spaces created from the deliberate spacing of buildings on the same lot or adjacent lots.”

**The conclusion of the above discussion is that the proposed project, as currently designed, is consistent with the development patterns of the Broadway Corridor Planning Area and the Historic Zone including, but not limited to, setbacks, scale, massing and height. Thus, this impact would be less than significant.**

*C) Is the project consistent with the "desired future" statement of the Broadway Corridor Planning Area, and the Historic Zone?*

As described in the 2020 General Plan, south of the downtown, the Broadway corridor is designated for mixed use between Maple Street and Four Corners. Improvements in the right-of-way are planned to continue the streetscape theme between the Plaza and MacArthur Street south to Four Corners. Street trees, lighting, benches, planters, and other features will enhance the travel experience by car, bike, and foot, and will extend the historic feel of the Plaza all the way south to the edge of town. As defined under Chapter 19.32 of the Municipal Code, the desired future for this area is that 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 will be directed so as to retain the predominantly residential character of First Street West while enlivening Broadway with small-scale retail, office, and residential uses.

The appearance of the proposed development, by incorporating a variety of traditional architectural styles, is more in keeping with the neighborhood character, particularly the older development along Broadway and the MacArthur Place hotel than existing (non-historic) buildings on site. Pedestrian paths provide access throughout the site and parking is placed behind buildings and screened from view. These factors also enhance future desired conditions that extend the historic feel of the Plaza further south toward the edge of town. It should also be noted that the redevelopment of the site with higher density housing and commercial development is anticipated in the City's General Plan, through the Mixed Use designation applied to the property.

Also germane to this conversation is an understanding of the difference between a Historic Overlay Zone and nearby Historic Districts. While the Historic Overlay Zone has expanded requirements for design review as a means of promoting historic resources, these requirements are not as stringent as requirements for development within the nearby Broadway Street Historic District or the Sonoma Plaza National Register Historic District. The project site (and surrounding blocks) are not included in these historic districts due in large part to the percentages of historic or “age-eligible” buildings in this area. Thus while the City has made policies to encourage the historic character of the area (within the Historic Overlay Zone) the more stringent requirements within the Historic Districts were initiated to protect more cohesive historic landscapes that do not exist in and around the project site.

**The conclusion of the above discussion is that the proposed project, as currently designed, is consistent with the “desired future” statement of the Broadway Corridor Planning Area, and the Historic Zone. Thus, this impact would be less than significant.**

*D) Is the project consistent with appropriate height requirements (does the project call for height exceptions)?*

The Development Code Allowance (SMC Chapter 19.32) sets maximum roof height for this area and designation as 36 feet. As described above, the project would demolish the existing buildings on site and redevelop the property with a two-story mixed-use building, three detached residences, seven multi-family residential buildings, and associated parking and landscaping. The proposed buildings range in height from 25 to 30 feet. The project would not require height exceptions. One of the existing buildings on the project site is 29 feet and within a quarter mile radius of the site there are a dozen buildings ranging from 29 to 38 feet, including the adjacent MacArthur Place Hotel which has several buildings that range from 30 - 32 feet in height.

**The conclusion of the above discussion is that the proposed project, as currently designed, is consistent with appropriate height requirements and does not call for height exceptions Thus; this impact would be less than significant.**

*E) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

The discussion above describes the specific ways in which the project is consistent with the applicable standards and guidelines of the Development Code that is intended to ensure that new development is visually compatible with its surroundings. In addition, architecturally, the project has been designed to be compatible with Broadway and East MacArthur Street. The development of the project would change the visual character of the site, but the project is consistent with the General Plan and it could be argued that the design is more compatible with its surroundings than existing buildings.

**Based on these considerations, the project would not substantially degrade the existing visual character or quality of the site or its surroundings and the impact would therefore be less-than-significant.**

## References

Gateway Mixed Use Development, Initial Study/Mitigated Negative Declaration, March 2018

*Sonoma County General Plan 2020*, County of Sonoma, 2013

*Sonoma County Municipal Code*, Municipal Code Corporation, 2017

Sonoma Gateway Project Plans, Vista Pacific Development, April 2018

# TENTATIVE MAP SONOMA GATEWAY

870 BROADWAY  
Sonoma, California  
APN: 018-412-025 & 030

## SHEET INDEX

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

## OWNER

SONOMA GATEWAY COMMONS LTD  
110 W. MARTIN LUTHER KING JR BLVD  
AUSTIN, TX 78701

## SUBDIVIDER

MACARTHUR & BROADWAY, LLC  
1818 1ST AVENUE, STE. 100  
SAN DIEGO, CA 92101  
CONTACT: PAM MACKELL  
(619) 238-1134

## ENGINEER

TIM SCHRAM, RCE 67890  
ADobe ASSOCIATES, INC.  
1220 N DUTTON AVENUE  
SANTA ROSA, CALIFORNIA 95401  
PHONE: (707) 541-2300  
FAX: (707) 541-2301

## ARCHITECT

THE MCKINLEY ASSOCIATES  
1818 FIRST AVENUE  
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## SURVEYOR

AARON SMITH, PLS 7901  
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PHONE: (707) 541-2300  
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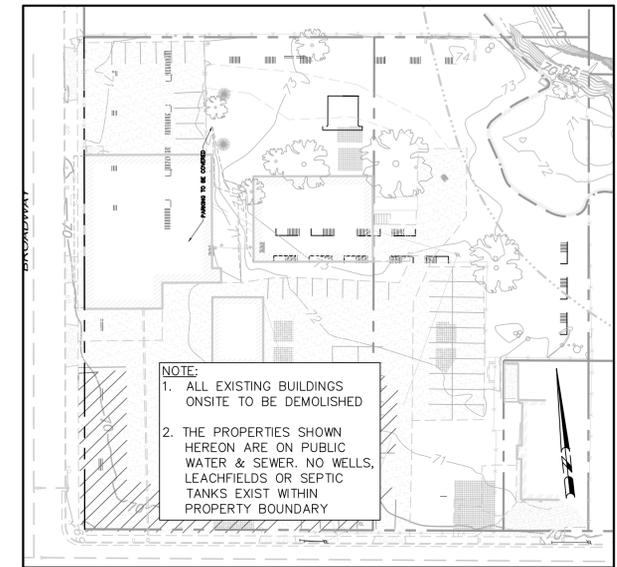
## LEGEND

PROPOSED	EXISTING	DESCRIPTION
		PROPERTY BOUNDARY
		CURB & GUTTER
		6" SANITARY SEWER (0.003 MIN SLOPE) & MANHOLE
		4" SANITARY SEWER LATERAL (0.02 MIN SLOPE) & CLEANOUT
		STORM DRAIN & DRAIN INLET (DI)
		GATE VALVE

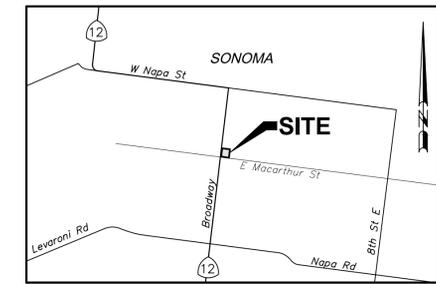
## ABBREVIATIONS

AAI	ADobe ASSOCIATES, INC.	LF	LINEAR FEET
AB	AGGREGATE BASE	MAX	MAXIMUM
AC	ASPHALT CONCRETE	MH	MANHOLE
AD	AREA DRAIN	MIN	MINIMUM
BLDG	BUILDING	MRR	MEN'S RESTROOM
BM	BENCH MARK	NTS	NOT TO SCALE
C	NO COMPACT PARKING	NO	NUMBER
CB	CATCH BASIN	PIV	POST INDICATOR VALVE
CL	CLASS	PL	PROPERTY LINE
C	CENTERLINE	PP	POWER POLE
CO	CLEANOUT	PUE	PUBLIC UTILITY EASEMENT
CONC	CONCRETE	RCE	REGISTERED CIVIL ENGINEER
DI	DRAIN INLET	RCP	REINFORCED CONCRETE PIPE
DWY	DRIVEWAY	R/W	RIGHT OF WAY
EG	EXISTING GROUND	S	SLOPE
EP	EDGE OF PAVEMENT	SD	STORM DRAIN
EL	ELEVATION	SS	SANITARY SEWER
EX	EXISTING	STA	STATION
FL	FLOWLINE	STD	STANDARD
FG	FINISH GRADE	TC	TOP OF CURB
FH	FIRE HYDRANT	TYP	TYPICAL
FS	FINISHED SURFACE	USP	UNDER SEPARATE PERMIT
FSS	FIRE SAFE STANDARD	W	WATER
GB	GRADE BREAK	WM	WATER METER
GR	GRATE	WRR	WOMEN'S RESTROOM
HC	HANDICAPPED	WV	WATER VALVE
IG	INVERT GRADE		

## PAVING LEGEND:

EXISTING CONDITIONS MAP  
SCALE: 1" = 50'



LOCATION MAP  
NOT TO SCALE

## LOT 1:

COMMERCIAL

## LOT 2:

CONDO PARCEL OF 29 UNITS

## SITE AREA:

81,031 SF = 1.86 ACRES

## COMMERCIAL LOT SIZE:

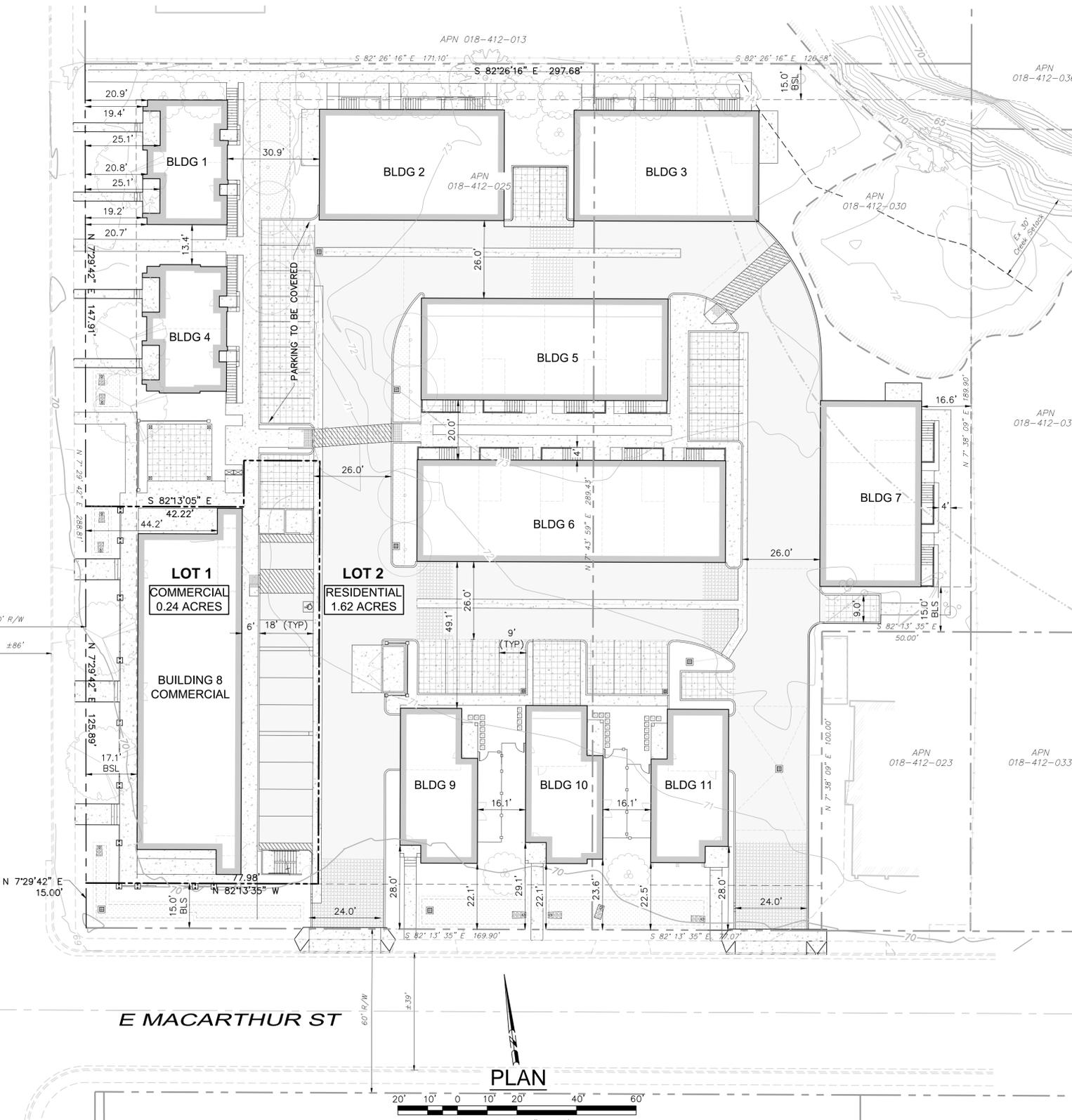
10,250 = 0.24 ACRES

## RESIDENTIAL LOT SIZE:

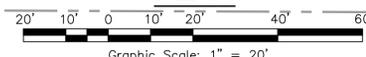
70,781 SF = 1.62 ACRES

## BUILDING TYPES:

1	RESIDENTIAL 2-STORY BUILDING 24'-3" HIGH	10	RESIDENTIAL 2-STORY BUILDING 25'-1" HIGH
2	RESIDENTIAL 3-STORY BUILDING 30'-0" HIGH	11	RESIDENTIAL 2-STORY BUILDING 25'-1" HIGH
3	RESIDENTIAL 3-STORY BUILDING 30'-0" HIGH		
4	RESIDENTIAL 2-STORY BUILDING 26'-7" HIGH		
5	RESIDENTIAL 3-STORY BUILDING 29'-11" HIGH		
6	RESIDENTIAL 3-STORY BUILDING 29'-11" HIGH		
7	RESIDENTIAL 3-STORY BUILDING 29'-11" HIGH		
8	MIXED USE BUILDING 1ST FLOOR COMMERCIAL 2ND FLOOR APARTMENTS 30'-0" HIGH		
9	RESIDENTIAL 2-STORY BUILDING 25'-1" HIGH		



PLAN



**adobe associates, inc.**  
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**SONOMA GATEWAY  
TENTATIVE MAP**  
870 Broadway  
Sonoma, California  
APN 018-412-025 & 030

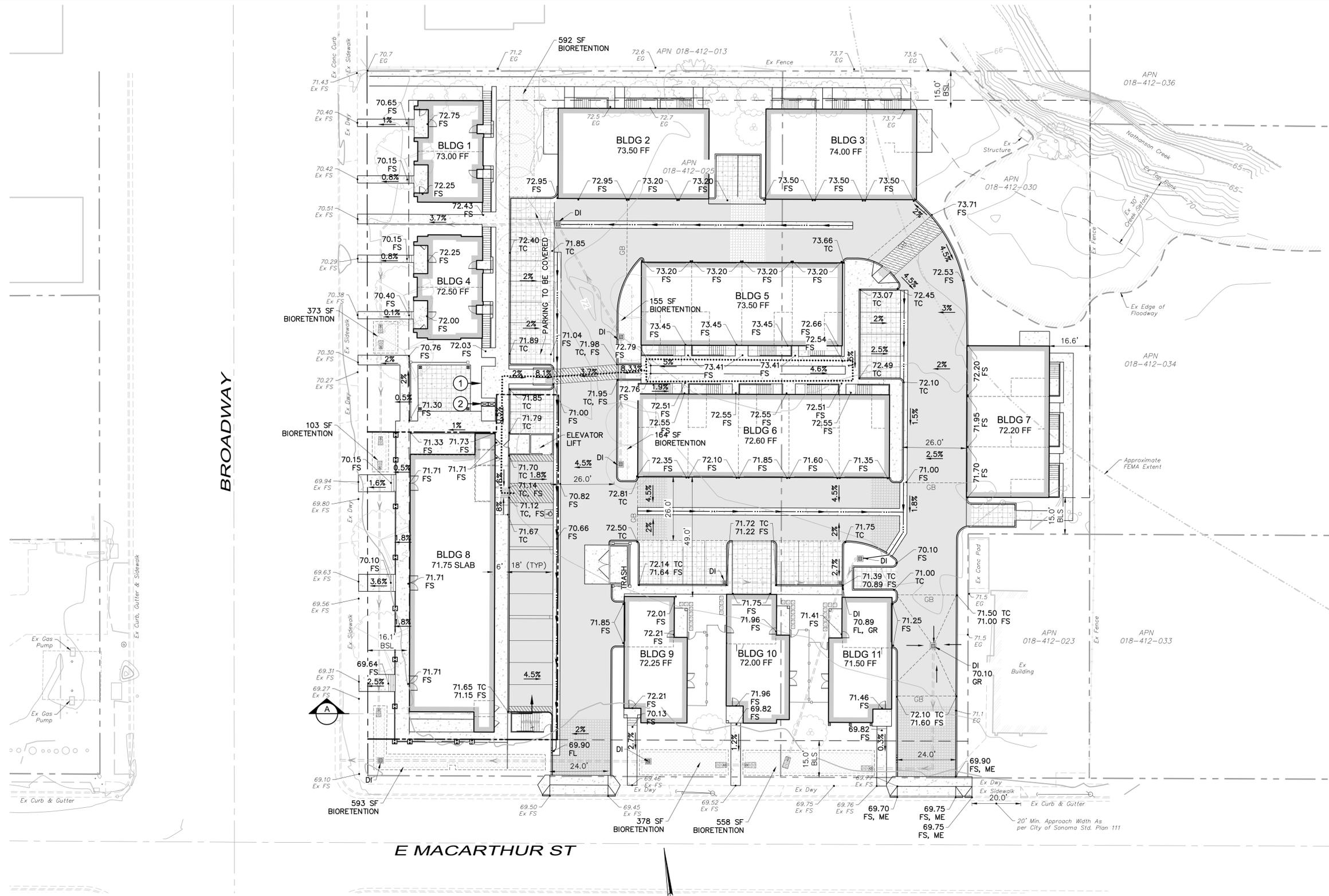
SCALE: AS NOTED  
Date: September 21, 2018  
Design by: WLR  
Drawn by: JEC/JSK  
Checked by: TJS

Sheet  
**C1.0**  
1 of 4 Sheets  
Job 17100

Revisions  
No. Date Description Approved

Professional Engineer Seal: Timothy L. Schram, RCE 67890, My license expires 6/30/2019

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**GRADING & DRAINAGE PLAN**



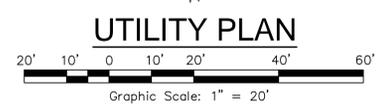
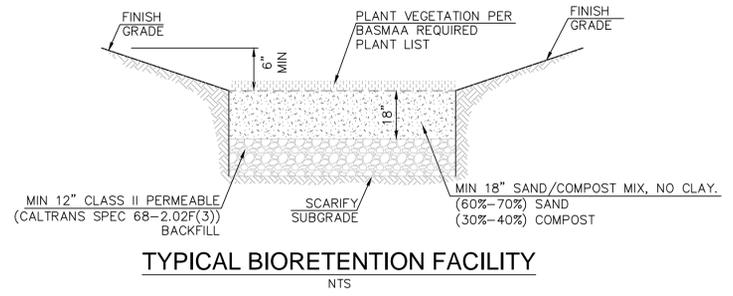
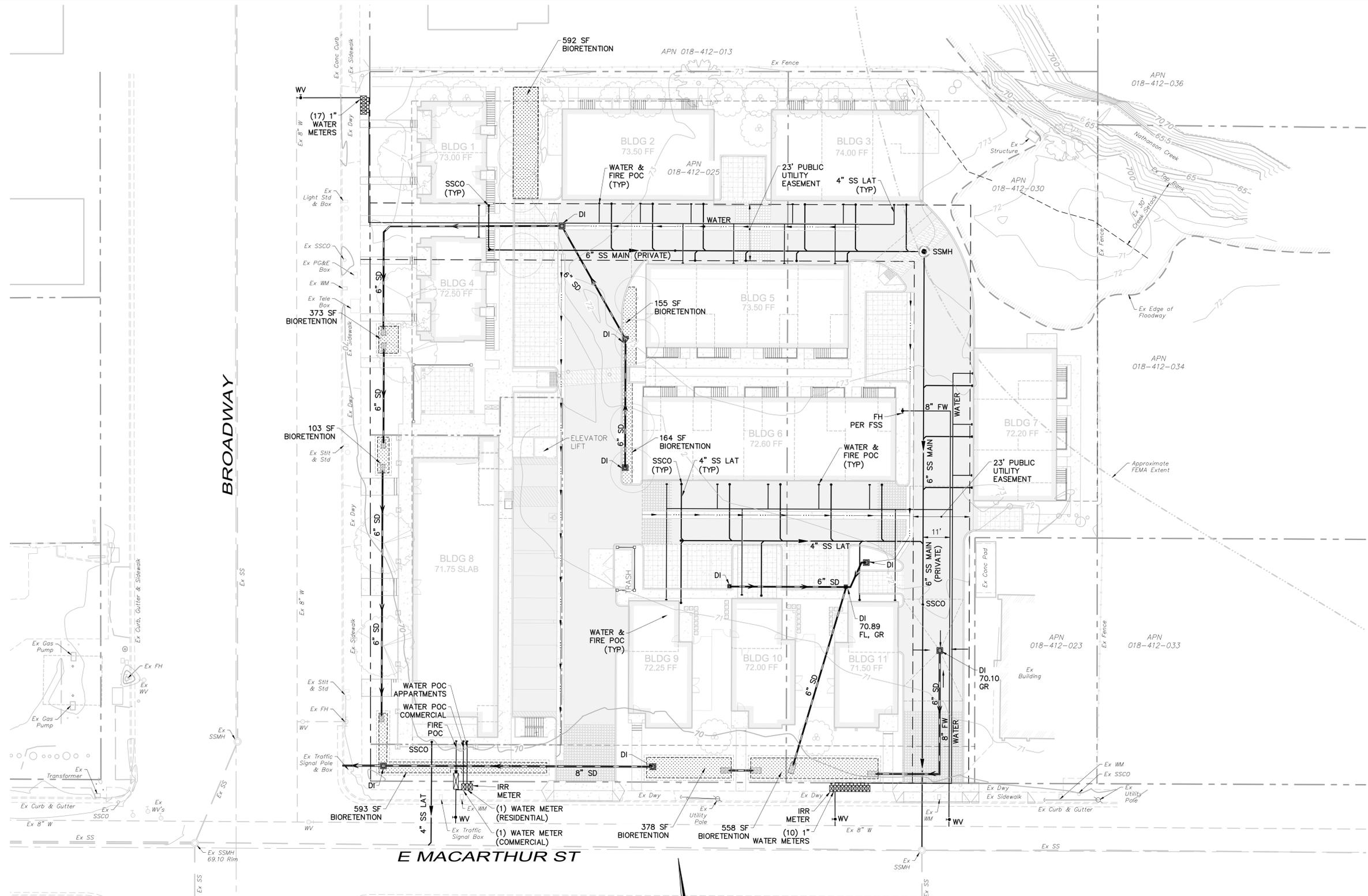
**PAVING LEGEND:**

	AC OVER CL II AB		PERMEABLE PAVERS (SLD)
	HARDSCAPE (SLD)		BIORETENTION AREA
	COLORED HARDSCAPE (SLD)		

- KEY NOTES:**
- ① PROPOSED BIKE RACKS
  - ② PROPOSED MAIL BOXES

<p><b>SCALE:</b> AS NOTED</p> <p>Date: September 21, 2018</p> <p>Design by: WLR</p> <p>Drawn by: J&amp;C/SL</p> <p>Checked by: TJS</p>	<p style="text-align: center;"><b>SONOMA GATEWAY GRADING &amp; DRAINAGE PLAN</b></p> <p style="text-align: center;">870 Broadway Sonoma, California APN 018-412-025 &amp; 030</p>	<p style="text-align: center;"><b>adobe associates, inc.</b> civil engineering   land surveying   wastewater</p> <p style="text-align: center;">1220 N. Dutton Ave. Santa Rosa, CA 95401 P. (707) 541-2300 F. (707) 541-2301 Website: www.adobeinc.com</p> <div style="text-align: center;"> <p>Timothy L. Schram, PCE 67890 My license expires 6/30/2019</p> </div>										
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Revisions</th> <th style="width: 10%;">No.</th> <th style="width: 10%;">Date</th> <th style="width: 10%;">Description</th> <th style="width: 10%;">Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Revisions	No.	Date	Description	Approved					
Revisions	No.	Date	Description	Approved								
<p>Sheet <b>C2.0</b> 2 of 4 Sheets Job 17100</p>												

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**PAVING LEGEND:**

	AC OVER CL II AB		PERMEABLE PAVERS (SLD)
	HARDSCAPE (SLD)		BIORETENTION AREA
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<b>SCALE: AS NOTED</b>	
Date: September 21, 2018	WLR
Design by: WLR	JKR/JS
Drawn by: WLR/JS	TLJ
Checked by: TLJ	
Sheet <b>C3.0</b>	
3 of 4 Sheets Job 17100	

<b>SONOMA GATEWAY</b>	
<b>UTILITY PLAN</b>	
870 Broadway Sonoma, California APN 018-412-025 & 030	

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No.	Date	Description	Approved

