

## MEMO

**To:** Planning Commission

**From:** David Goodison, Planning Director

**Re:** Review of a draft initial study addressing a 49-unit affordable apartment development, including consideration and direction as to the scope of environmental review.

### Introduction

The proposed Altamira affordable apartment development is considered under the California Environmental Quality Act (CEQA) to be a “project” for which environmental review is required. Environmental review may take several forms and in the case of the Altamira project, there are two options: 1) a mitigated negative declaration; and 2) an Environmental Impact Report (EIR). A mitigated negative declaration is, in essence, a finding made by the Planning Commission that although a project could have a significant environmental impact in identified areas, any such impact will be mitigated to a less-than-significant level through specified mitigation measures. This finding is based on an initial study, which is a checklist and analysis of potential environmental issues that may include special studies addressing particular topics of concern, such as traffic. An EIR, in contrast, is prepared when there is evidence that a project may have a significant environmental impact in one or more areas of concern, but it is not clear how the impact will be mitigated to a less-than-significant level. The purpose of an EIR is to analyze such areas of potential impact and identify appropriate mitigation measures.

A draft Initial Study has been prepared for the Altamira project. It identifies several areas of potential impact for which mitigation measures have been identified that would reduce potential impacts to a less-than-significant level. It also identifies areas that do not appear to be affected by the proposed project and for which no additional review is proposed. However, the draft Initial Study identifies a limited number of areas for which further analysis is required. The purpose of this review by the Planning Commission is to review the draft Initial Study and provide direction on its findings, including direction on additional studies to be performed. Once these studies have been completed, staff will prepare a revised Initial Study, that will include a recommendation for either a finding of mitigated negative declaration or the preparation of an EIR. This recommendation will be reviewed and decided upon by the Planning Commission in a public hearing.

### Site Description and Environs/Ownership History

The subject property, which has an area of 1.98 acres, is a flat, rectangular parcel located at the northwest corner of Broadway and Clay Street. Currently, development on the property is limited to two billboards at the southeast corner of the site. In addition, there are a number of trees on the site, including several large oak trees. The property had been developed with a home, a detached garage, a former water tower, and several barns, but all of these structures were removed in 2008. The property is located within the city limits of Sonoma and it has a General Plan land use designation and zoning designation of Mixed Use. The Mixed Use zone allows a residential density of up to 20 units per acre, although that may be increased with a density bonus for affordable housing. A commercial component is not necessarily required in the Mixed Use zone, meaning that a 100% residential development may be allowed on the site, subject to findings being made by the Planning Commission. The property is also identified in the City’s Housing Element as a “Housing Opportunity Site,” meaning that it is considered to be a suitable candidate for development with affordable housing.

Adjoining uses and zoning designations are as follows:

- North:* An office building and associated parking (Chase Receivables)/Mixed Use
- South:* A hotel (the Lodge at Sonoma), across Clay Street/Gateway Commercial
- East:* A small shopping center and Traintown, across Broadway/Gateway Commercial, unincorporated territory
- West:* Single family residences (part of the St. Francis Place subdivision)/Medium Density Residential.

The Community Development Agency (the City of Sonoma’s Redevelopment Agency) purchased the property from the Ranzanni family in 2007 with the intent of developing it with affordable housing. No immediate action was taken to do so, however, because the focus of the CDA at that time was the development of another affordable site, located off of Sonoma Highway (which was ultimately developed with the Sonoma Valley Oaks apartments). In 2012, ownership of the site was transferred from the City of Sonoma Community Development Agency (CDA) to the Sonoma County Community Development Commission (CDC), as parent agency of the Sonoma County Housing Authority and in its capacity as Successor Housing Agency, as a result of the termination of redevelopment agencies throughout California.

**Proposed Development Concept**

The development plan calls 49 apartment units grouped within eight two-story building clusters, along with a single-story community room. The placement of the buildings is intended to engage the two street frontages, provide a yard-to-yard relationship with the adjoining homes on the west, and create a central common open space area that retains two of the larger oak trees on the site. The one-bedroom units are placed on the west, adjoining the Bragg Street residences, as these units are more likely to be occupied by small households and seniors. The 3-unit apartments, which are intended for larger families with children, adjoin the community room and the common open space area. This area would incorporate a play area for children, as well as raised garden beds available for resident use. Pedestrian paths would provide access throughout the site. The main parking lot would be placed along the northern edge of the site, with a smaller court, designed to meet Fire Department turn-around requirements, projecting westward into the site. The placement of the parking lot allows vehicle access to be limited to Broadway and minimizes potential noise conflicts with the adjoining residences on the west. A total of 72 off-street parking spaces are proposed. The proposed mix of units consists of 22 one-bedroom apartments, 14 two-bedroom apartments and 13 three-bedroom apartments. Sixteen of the units would be affordable to extremely-low income individuals and households at 30% AMI. A schedule of unit types, affordability levels, and rents is set forth in the table below.

<b>Proposed Schedule of Units and Rents</b>			
<b>Unit Type</b>	<b>No. Units</b>	<b>AMI* Affordability</b>	<b>Net Rent**</b>
1 bedroom	12	30% AMI	\$407
1 bedroom	6	50% AMI	\$717
1 bedroom	4	60% AMI	\$871
<b>Subtotal</b>	<b>22 units</b>		
2 bedroom	2	30% AMI	\$482
2 bedroom	2	40% AMI	\$667
2 bedroom	5	50% AMI	\$853
2 bedroom	4	60% AMI	\$1,038
2 bedroom	1	Manager’s Unit	
<b>Subtotal</b>	<b>14 units</b>		

3 bedroom	2	30% AMI	\$553
3 bedroom	2	40% AMI	\$767
3 bedroom	6	50% AMI	\$982
3 bedroom	3	60% AMI	\$1,196
<b>Subtotal</b>	<b>13 units</b>		
<b>Total</b>	<b>49 units</b>		

\*Area Median Income.

\*\*Reflects subtraction of utility allowance.

The SAHA proposal also includes an extensive resident services element, provided through in-house staff and in partnership with local providers such as La Luz.

### General Plan Policy Directions

As noted above, the site has a land use designation of “Mixed Use,” a designation that encompasses a variety of purposes, including to provide additional opportunities for affordable housing, especially for low and very low income households. The designation allows a density up to 20 residential units per acre. Potentially applicable General Plan policies include the following:

#### Community Development Element

- Require pedestrian and bicycle access and amenities in all development. (CDE 4.4)
- Promote higher density, infill development, while ensuring that building mass, scale and form are compatible with neighborhood and town character. (CDE 5.5)
- Pursue design consistency, improved pedestrian and bicycle access, and right-of-way beautification along the Highway 12 corridor. (CDE 5.6)

#### Housing Element

- Facilitate the development of affordable housing through regulatory incentives and concessions, and available financial assistance. Proactively seek out new models and approaches in the provision of affordable housing, including junior second units and cottage housing. (HE 1.2)
- Encourage the sustainable use of land and promote affordability by encouraging development at the higher end of the density range within the Medium Density, High Density, Housing Opportunity, and Mixed Use land use designations. (HE 1.4)
- Support collaborative partnerships with non-profit organizations to provide greater access to affordable housing funds. (HE 1.7)
- Provide regulatory incentives and concessions to offset the costs of affordable housing development while protecting quality of life goals. (HE 4.1)
- Incentivize the development of affordable housing through growth management prioritization. (HE 4.2)
- Provide reduced parking standards for affordable and special needs housing. (HE 4.7)
- Preserve open space, watersheds, environmental habitats and agricultural lands, while accommodating new growth in compact forms in a manner that de-emphasizes the automobile. (HE 6.1)

In addition, Program 2 of the Housing Element specifically calls upon the City to work with the CDC to develop the Broadway site with affordable housing.

The subject property is listed as a Housing Opportunity site in the Housing Element’s inventory of sites suitable for higher-density residential development. In essence, State Housing Element law requires that jurisdictions verify that they have adequate land capacity to meet projected housing needs as defined

through the Regional Housing Needs Determination process. This is accomplished by compiling an inventory of available sites that are potentially suitable for higher density residential development. However, the inclusion of the subject property in this inventory does not represent a mandate that it be developed with affordable housing or with housing of any particular type or density.

#### Environmental Resources Element

- Require new development to provide adequate private and, where appropriate, public open space. (ERE 1.4)
- Preserve existing trees and plant new trees. (ERE 2.6)
- Encourage construction, building maintenance, landscaping, and transportation practices that promote energy and water conservation and reduce greenhouse gas emissions. (ERE 3.2)

#### Circulation Element

- Incorporate bicycle facilities and amenities in new development. (CE 2.5)
- Ensure that new development mitigates its traffic impacts. (CE 3.7)

Although the proposed use is consistent with the Mixed Use land use designation, there are General Plan policy issues that will need to be considered in the review of this development, especially those related to compatibility and traffic. Generally speaking, however, it is staff's view that the proposed development is consistent with and would work to fulfill a number of General Plan policies, especially as related to housing diversity and affordability.

### **Development Code Standards and State Density Bonus Law**

*Mixed Use Zone:* The MX zone is intended to allow for higher density housing types, such as apartments and condominiums, in conjunction with commercial and office development, in order to increase housing opportunities, reduce dependence on the automobile, and provide a pedestrian presence in commercial areas. Multi-family dwellings, including apartment developments, are allowed in the MX zone, subject to review and approval of a Use Permit by the Planning Commission.

*Density:* The maximum density allowed in the Mixed Use, is 20 units per acre, except that the allowed density may be increased for affordable residential developments that qualify for a density bonus under State housing law. Based on the proposed levels of affordability, the project qualifies for a 35% density bonus, which equates to 27 units per acre, or approximately 53 total units on the site. The proposed project density amounts to 25 units per acre, which is within the allowance provided for under State law.

*Floor Area Ratio and Coverage.* The maximum FAR in the MX zone is 1.0. The project would result in a FAR of approximately 0.52. The maximum coverage in the MX zone is 60% of the total lot area. The proposed building coverage amounts to 27%.

*Setbacks:* The minimum front/street-side setback required in the Mixed Use zone is 15 feet. Along the Broadway frontage, the community building would be setback 15 feet and the apartment buildings would be set back 15-20 feet. Along the Clay Street, the apartment buildings would be set back 15 feet. The rear yard setback in the Mixed Use zone is 15 feet, except that for properties adjoining residentially-zone parcels, the corresponding residential setback applies. The subject property adjoins six residences within the St. Francis subdivision, which has a zoning designation of Medium Density Residential. The minimum rear yard setback in that zoning district is 20 feet, so that is the standard that applies. Of the three buildings within the Broadway project adjoining the St. Francis residences, two feature a 20-foot setback. However, one building falls short of the normal standard as it features a 15 - 17-foot setback. This building is designed with a one-story element on the west in order to improve its compatibility (see Sheet 8 of the architectural attachment).

*Height:* The maximum building height in the MX zone is 30 feet, except that within the Commercial, Gateway Commercial, and Mixed Use zoning districts, a maximum height of 36 feet may be allowed in order to accommodate third-floor multifamily residential development. According to the project narrative, the two-story apartment buildings are proposed with a ridge height of 31 feet, seven inches. However, in recent conversation with staff, the applicants have stated that they will comply with the 30-foot height limit. As the review process continues, revised elevations reflecting this commitment will be required. On a related matter, while this remains subject to verification through the engineering process, it appears that the project site may be developed with a finished grade that is 2-3 feet lower than the neighboring St. Francis Place development.

*Parking:* Based on the parking standards for multi-family set forth in the Development Code, the normal requirement for a 49-unit development would be 92 off-street parking spaces, including 49 covered spaces. As noted above the applicant is proposing to provide 72 spaces, with no covered parking. The rationale provided in the project narrative is as follows: one parking space is provided for every 1- and 2-bedroom unit and 2 spaces are provided for every 3-bedroom unit. It is also noted that there is on-street parking available along the site frontages, although under the Development Code this is not counted in terms of meeting off-street parking requirements. In addition, as noted by neighbors, there is already competition for this parking on the part of employees of the nearby Lodge at Sonoma as well as visitors and employees of Traintown, although this demand dissipates in the evening. As discussed below, as an affordable housing development, the project qualifies for concessions and incentives with respect to normal zoning standards, including parking requirements.

*Bicycle Parking:* Bicycle parking is required in all new commercial development subject to review and approval by the Planning Commission. According to the project narrative, bicycle parking will be provided at the open space courtyard and the community meeting room, although specific locations have not yet been specified.

*Commercial Component:* The Planning Commission and City Council recently amended the language of the Mixed Use zone to establish an expectation for a commercial component in new development for which a discretionary permit is required, unless waived by the Planning Commission. It should be noted that the reduction or waiver of a commercial component does not constitute a variance or an exception, as this allowance is built into the definition of the Mixed Use zone. Circumstances in which the residential component may be reduced or waived, include, but are not limited, to the following:

*Interference with the objective of maximizing housing opportunities, especially affordable housing and other housing types that meet community needs as identified in the Housing Element.*

No commercial component is proposed in this project for several reasons. Most notably, a commercial component would reduce the amount of land available for affordable housing and would limit eligibility for the tax credit financing necessary to fund the project. In staff's view, there is a substantial basis for waiving a commercial component.

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

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

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

Not all of these findings may be relevant to the project. For example, apart from the billboards, there no structures on the site. However, findings A and C are applicable.

*Incentives and Concessions.* Under State law, an affordable housing development in which at least 15% of the units will be affordable at the very low income level qualifies for a minimum of three “development incentives or concessions”, defined as follows:

*A reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code, including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable, financially sufficient, and actual cost reductions.*

Incentives requested for a qualifying project must be granted by the local jurisdiction, unless it makes a written finding, based upon substantial evidence, of any of the following:

- A. The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).
- B. The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.
- C. The concession or incentive would be contrary to state or federal law.

Based on the current submittal, potential concessions that may be requested include a reduction in the amount of parking required, the waiver of covered parking, setback exceptions for the community building and the central residential building on the west, and reduction in required open space.

### **Draft Initial Study: Review of Preliminary Findings**

*Areas Requiring Further Analysis:* The draft Initial Study has identified the following areas as requiring additional analysis:

- A. *Aesthetics (Subcategory c: visual quality of site and surroundings):* The project would redevelop the property with a one-story community building, eight two-story apartment buildings, and a parking lot, thereby altering the visual character of the project site and its surroundings. The project site is located within an urban setting with development on all sides, including a hotel, an office building and associated parking, a recreational destination, and single family residences. In addition, the development of the site with higher density housing is anticipated in the City’s General Plan. However, to fully assess potential impacts in this area, photo simulations of the proposed development will be required. It should be noted that a great many letters have been received suggesting that story poles should be required. In staff’s view, photo simulations provide a more complete and accurate assessment of potential visual impacts.
- B. *Cultural Resources (Subcategory b):* Potential impacts on archaeological resources. While the site conditions and location do not suggest the presence of archaeological resources, this can only be

verified through an archaeological resources evaluation, to include consultation with the Federated Indians of Graton Rancheria.

- C. *Transportation/Traffic (Subcategories a, b, d, e)*: Staff recommends the preparation of a traffic study addressing trip generation and compliance level of service criteria, potential design hazards, and emergency access. Note: the topic of parking is no longer identified on the CEQA checklist. However, the issues associated with parking will be addressed through the review of the Use Permit application.

*Areas Requiring Mitigation*: The draft Initial Study identifies specific mitigation measures as being required for the following topic areas:

- A. **Air Quality (3.e, Creation of airborne dust)**: Construction activities associated with new development, including grading and other earthmoving activities, may generate airborne dust that could adversely affect residents in vicinity of the project site. With regard to construction impacts, BAAQMD's CEQA Guidelines identifies a screening threshold for "Low-rise Apartment" development at 114 dwelling units, an amount more than double of the proposed project. However, to fully assure that this issue is addressed, mitigation measure 3.e, below, has been included requiring dust control measures during the construction phase of the project..

*Mitigation Measure 3.e*: The following dust control measures shall be implemented as necessary during the construction phase of the project:

1. All exposed soil areas (i.e. building sites, unpaved access roads, parking or staging areas) shall be watered at least twice daily or as required by the City's construction inspector.
2. Exposed soil stockpiles shall be enclosed, covered, or watered twice daily.
3. The portions of Broadway or Clay Street providing construction vehicle access to the project site shall be swept daily, if visible soil material is deposited onto the road.

- B. **Biological Resources (4.a, potential impacts on sensitive or candidate species, specifically nesting birds)**: Given the possibility for nesting birds on the property, a mitigation measure has been included addressing the timing of tree removal, consistent with the requirements of the City's Tree Ordinance.

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

1. Grading or removal of nesting trees and habitat should be conducted outside the nesting season, which occurs between approximately February 15 and August 15.
2. If grading between August 15 and February 15 is infeasible and groundbreaking must occur within the nesting season, a pre-construction nesting bird (both passerine and raptor) survey of the grassland and trees shall be performed by a qualified biologist within 7 days of ground breaking.
3. If no nesting birds are observed no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey. If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist.
4. The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-300 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFG. To delineate the buffer zone

around a nesting tree, orange construction fencing shall be placed at the specified radius from the base of the tree within which no machinery or workers shall intrude.

After the fencing is in place there will be no restrictions on grading or construction activities outside the prescribed buffer zones. The buffer zone shall remain in place until after the young have fledged.

- C. Cultural Resources (5.c. Paleontological resources; 5.d, human remains):** While the possibility of encountering paleontological resources or human remains is remote, the following mitigation measures would be required to address those contingencies:

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

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

- D. Hazards and Hazardous Materials (8.d., hazardous materials site condition):** The project site is not identified on the Hazardous Waste and Substances Site List (Cortese List) for Sonoma County. In addition, the project site has been reviewed for possible contamination with hazardous materials through two Phase 1 Environmental Site Assessments, prepared in 2007 and in 2016. Both evaluations concluded that the site has no history of use or other indications that would suggest the presence of any hazardous materials. Nevertheless, because the site is proposed for residential development, the 2010 site assessment suggests that limited soils sampling be undertaken to identify potential residual contaminants, if any. This recommendation would be implemented as a mitigation measure:

**Mitigation Measure 8.d:** Prior to any excavation or construction, the project developer shall conduct a limited sampling of shallow soils to identify potential residual contaminants, if any. If residual contaminants are identified, a Soils Management Plan (SMP) shall be completed for purposes of implementing best management practices (BMP’s) and for worker safety during construction. The SMP, if required, shall address the characterization of shallow site soils so that proper soil sampling, analysis, and appropriate disposal may be achieved.

- E. Noise: (12.a, Exposure of persons to noise): Traffic Noise:** According to the Noise Element of the General Plan, the primary source of noise locally is traffic on major streets, including Broadway. Figures NE-1 and NE-2 of the Noise Element show that existing and projected outdoor noise levels from roadway traffic on Broadway could exceed the State and City general dBA standards for many units within the proposed development, especially those units proposed closest to the street. To address this issue, the following mitigation measure would be required:

**Mitigation Measure 12.a:** Prior to obtaining building permits, the Project applicant shall submit an acoustic study to the satisfaction of the City planning director to ensure that the Project includes design features to meet the CNEL noise applicable to dwelling units within the project. The noise study shall estimate the future long-range noise levels at the building façade and calculate the exterior to interior noise reduction for all residences based on specific construction plans including grading

plans, building footprints and architectural plans. The study shall describe specific windows and wall assemblies design and materials so each dwelling meets applicable CNEL noise standards due to exterior noise sources. The project applicant/developer shall implement all recommended design features.

*Operational Noise:* The project would generate operational noise through outdoor residential activities and the use of the parking lot by residents and guests. Noise generated by normal residential activities within the project is expected to be compatible with adjoining residential development, as a rear yard-to-rear yard relationship is proposed and as the adjoining units within the project would be one-bedroom apartments, which are more likely to accommodate single persons and seniors, rather than families with children. However, the use of the parking lot, especially in the evening, could result in noise impacts on the two adjoining single-family residences to the west. To address this issue, the following mitigation measure would be required:

**Mitigation Measure 12.b:** To attenuate parking lot noise within the adjacent residential area a 6-foot-high solid fence/wall shall be constructed on the southeastern (residential) property line, extending from the northwestern corner of the site to along the length of the two adjoining residential parcels to the west. To be effective as a noise barrier the fence/wall shall be built without cracks or gaps in the face or base, have a minimum surface weight of 3.0 lbs. per square feet, and be capable of reducing noise traveling directly through it by a minimum of 10 dBA. A wood fence built with a double layer of 1-inch nominal thickness fence boards, where the second layer of boards installed to cover the joints of the first layer would meet these surface weight and noise reduction requirements. Other wall types that will provide the needed level of noise reduction include masonry block, and concrete panel walls, but any alternative proposal shall include verification from a qualified acoustical consultant that the required noise attenuation will be met.

**F. Utilities and Service Systems (17.f, Landfill capacity):** According to the Sonoma County Waste Management Agency, there is sufficient landfill capacity to accommodate the project. However, to ensure compliance with the waste diversion programs required under the California Integrated Waste Management Act of 1989 (AB939) the following mitigation measure has been identified to address recycling.

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

*Areas of Less-than-significant Impact:* The Initial Study finds that the project would not have any significant environmental impacts in the following areas:

- Agricultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

No further analysis of these topics is recommended.

**Recommendation**

Staff recommends that the Planning Commission provide direction on the preliminary Initial Study, including additional studies that may be necessary.

Attachments

1. Draft Initial Study
2. Recent Correspondence

cc: Broadway Affordable Project mailing list

# California Environmental Quality Act

## Initial Study

(As required by Sec. 15063 of the Public Resources Code)

Prepared: February 2017

1. **Project Title:** Altamira Affordable Apartments
2. **Lead Agency Name and Address:** City of Sonoma Planning Department
3. **Contact Person and Phone Number:** David Goodison, Planning Director  
(707) 938-3681
4. **Project Location:** 20269 Broadway
5. **Project Sponsor's Name and Address:** City of Sonoma  
No. 1, The Plaza  
Sonoma CA 95476
6. **General Plan Designation:** Mixed Use
7. **Zoning:** Mixed Use/Historic Overlay Zone

**8. Description of Project:**

*Overview:* The development plan calls 49 apartment units grouped within eight two-story building clusters, along with a single-story community room/office. The placement of the buildings is intended to engage the two street frontages, provide a yard-to-yard relationship with the adjoining homes on the west, and create a central common open space area that retains two of the larger oak trees on the site. The one-bedroom units are placed on the west, adjoining the Bragg Street residences, as these units are more likely to be occupied by small households and seniors. The 3-unit apartments, which are intended for larger families with children, adjoin the community room and the common open space area. This area would incorporate a play area for children, as well as raised garden beds available for resident use. Pedestrian paths would provide access throughout the site. The main parking lot would be placed along the northern edge of the site, with a smaller court, designed to meet Fire Department turn-around requirements, projecting off of it. The placement of the parking lot allows vehicle access to be limited to Broadway and minimizes potential noise conflicts with the adjoining residences on the west. A total of 72 off-street parking spaces are proposed. The proposed mix of units consists of 22 one-bedroom apartments, 14 two-bedroom apartments and 13 three-bedroom apartments. Sixteen of the units would be affordable to extremely-low income individuals and households at 30% AMI. A schedule of unit types, affordability levels, and rents is set forth in the table below:

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Subtotal	13 units		
<b>Total</b>	<b>49 units</b>		

\*Area Median Income.

\*\*Reflects subtraction of utility allowance.

## 9. Setting and Context:

The subject property, which has an area of 1.98 acres, is a flat, rectangular parcel located in southern Sonoma, at the northwest corner of Broadway and Clay Street. Currently, development on the property is limited to two billboards at the southeast corner of the site. In addition, there are number of trees on the site, including several large oak trees. The property had been developed with a home, a detached garage, a former water tower, and several barns/chicken coops, but all of these structures were removed in 2008. The property is located within the city limits of Sonoma and it has a General Plan land use designation and zoning designation of Mixed Use. The Mixed Use zone allows a residential density of up to 20 units per acre, although that may be increased with a density bonus for affordable housing. A commercial component is not necessarily required in the Mixed Use zone, meaning that a 100% residential development may be allowed on the site, subject to findings being made by the Planning Commission. The property is also identified in the City's Housing Element as a "Housing Opportunity Site," meaning that it is considered to be a suitable candidate for development with affordable housing.

Adjoining uses and zoning designations are as follows:

North: An office building and associated parking (Chase Receivables)/Mixed Use

South: A hotel (the Lodge at Sonoma), across Clay Street/Gateway Commercial

East: A small shopping center and Traintown, across Broadway/Gateway Commercial, unincorporated territory

West: Single family residences (part of the St. Francis Place subdivision)/Medium Density Residential.

## 10. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement).

Project financing is expected to be obtained from several sources, including the Sonoma County Community Development Department and tax credit financing (awarded by the Department of Housing and Community Development).

Improvements within the Highway 12 right-of-way will require Caltrans review and the issuance of an encroachment permit.

## **11. Application of CEQA requirements.**

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

David Goodison, Planning Director

#1 The Plaza

Sonoma, CA 95476

Email: [dgoodison@sonomacity.org](mailto:dgoodison@sonomacity.org)

# Vicinity Map

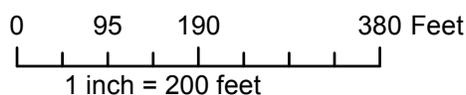
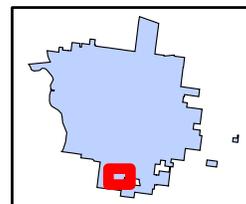


## Zoning Designations

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

### Project Summary

<i>Project Name:</i>	Broadway Affordable Housing Project
<i>Property Address:</i>	20269 Broadway
<i>Applicant:</i>	Satellite Affordable Housing Associates
<i>Property Owner:</i>	Sonoma County Housing Authority
<i>General Plan Land Use:</i>	Mixed Use
<i>Zoning - Base:</i>	Mixed Use
<i>Zoning - Overlay:</i>	Historic
<i>Summary:</i>	Proposal to develop a 49-unit affordable rental housing project.



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

- |                                                |                                                        |                                                             |
|------------------------------------------------|--------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics            | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Hydrology / Water Quality     | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Air Quality           | <input type="checkbox"/> Land Use / Planning           | <input type="checkbox"/> Storm Water                        |
| <input type="checkbox"/> Biological Resources  | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Transportation / Traffic           |
| <input type="checkbox"/> Cultural Resources    | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Utilities / Service Systems        |
| <input type="checkbox"/> Geology / Soils       | <input type="checkbox"/> Population / Housing          | <input type="checkbox"/> Mandatory Findings of Significance |

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

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Signature

Date

**David Goodison, Planning Director**

City of Sonoma, Planning Department

Printed name

For (Lead Agency)

## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

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

**Discussion:**

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

The City of Sonoma Municipal Code (SMC) defines “scenic vistas” as a public view, benefiting the community at large, of significant features, including hillside terrain, ridgelines, canyons, geologic features, and community amenities (e.g., parks, landmarks, permanent open space). This definition includes public views from road corridors of the hillsides that adjoin Sonoma Valley. Additionally, SMC section 19.40.130.D, states that new structures should be constructed in a manner that preserves scenic vistas by maintaining view corridors. This section states that examples of view corridors include; unbuilt space between buildings, view opportunities created from undeveloped lots, airspace created from public parks and open spaces, and open spaces created from the deliberate spacing of buildings on the same lot or adjacent lots. Existing buildings adjoining the Project site block views of the hills to west. Views of the hills to north are partially obscured by existing buildings and vegetation, as well as the two billboards at the southeast corner of the site. Consequently, construction of the Project would result in a *less-than-significant impact* on scenic vistas.

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

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

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

The project would redevelop the property with a one-story community building, parking lot and eight two-story apartment buildings, which would alter the existing visual character of the project site and its surroundings. However, the project site is located within an urban setting with development on all sides, including a hotel, an office building and associated parking, a recreational destination, and single family residences. In addition, the development of the site with higher density housing is anticipated in the City’s General Plan. **That said, to fully assess potential impacts in this area, photo-simulations of the proposed development will be required.**

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

Exterior lighting would be necessary for the development, such as exterior building lighting and parking lot lighting for safety and security. However, this lighting would be typical of residential development throughout the City. In addition, all proposed exterior lighting would require review and approval by the City's Design Review and Historic Preservation Commission (DRHPC) and would be subject to the exterior lighting standards of the City's Development Code<sup>1</sup>, which specify that exterior light fixtures must be shielded to reduce or eliminate light spillage off-site. For these reasons, the project will not create a new source of substantial light or glare that would adversely affect views in the area. This would be a *less-than-significant* impact.

<p><b>2. AGRICULTURAL RESOURCES:</b></p> <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</p> <p>Would the project:</p>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

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

The project site is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation. The project site is identified as “Urban and Built-up Lands” on the Important Farmland Map maintained by the Department of Conservation<sup>2</sup>. **No impact** would occur.

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

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

<sup>1</sup> City of Sonoma Development Code § 19.40.030

<sup>2</sup> <http://maps.conservation.ca.gov/ciff/ciff.html>

c) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland, to non-agricultural use?*

The site is located within the city limits of Sonoma. It does not adjoin any agricultural property and its development would have **no impact** with regard to the conversion of any farmland to non-agricultural use.

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

**Discussion:**

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

The Bay Area Air Quality Management District (BAAQMD) is the regional air quality agency for the San Francisco Bay Area Air Basin (SFBAAB), which comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara Counties; the southern portion of Sonoma County; and the southwestern portion of Solano County. Accordingly, the City is subject to the rules and regulations imposed by the BAAQMD, as well as the California ambient air quality standards adopted by the California Air Resources Board (CARB), and national ambient air quality standards adopted by the United States Environmental Protection Agency (USEPA). The BAAQMD does not require project specific analysis for projects proposing less than 520 apartments/condominiums or resulting in less than 2,000 vehicle trips per day. If a project does not exceed either of these thresholds, it is typically assumed to have a less than significant impact on air quality. Based on the trip generation factors identified for Low-Rise Apartments” by the Institute of Traffic

Engineers<sup>3</sup>, the project would be expected to generate approximately 326 trips each day, a volume which is far below the threshold of potential significant established by the BAAQMD. For this reason, the proposed Project would have **no impact** with respect to air quality or any air quality plans.

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

See response 3.a, above. BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including reactive organic gases (ROG), oxides of nitrogen (NOx), coarse inhalable particulate matter (PM10), and fine inhalable particulate matter (PM2.5). Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. **No impact** will occur.

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

In the environmental impact report prepared for the 2020 General Plan<sup>4</sup>, it was determined that the level of development associated with General Plan buildout would not contribute to an air quality violation. Based on this earlier analysis, the development of the site consistent with its Mixed Use land use designation would have **no impact** in this area.

*d) Expose sensitive receptors to substantial pollutant concentrations?*

See response 3.a, above.

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

Construction activities associated with new development, including grading and other earthmoving activities, may generate airborne dust that could adversely affect residents in vicinity of the project site. With regard to construction impacts, BAAQMD's CEQA Guidelines identifies a screening threshold for "Low-rise Apartment" development at 114 dwelling units, an amount more than double of the proposed project. However, to fully assure that this issue is addressed, mitigation measure 3.e, below, has been included requiring dust control measures during the construction phase of the project. Implementation of the specified measures would ensure that potential impacts from airborne dust are less-than-significant.

**Mitigation Measure 3.e:** The following dust control measures shall be implemented as necessary during the construction phase of the project:

1. All exposed soil areas (i.e. building sites, unpaved access roads, parking or staging areas) shall be watered at least twice daily or as required by the City's construction inspector.
2. Exposed soil stockpiles shall be enclosed, covered, or watered twice daily.
3. The portions of Broadway or Clay Street providing construction vehicle access to the project site shall be swept daily, if visible soil material is deposited onto the road.

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

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<sup>3</sup> Trip Generation (8<sup>th</sup> Edition), Institute of Transportation Engineers, 2008.

<sup>4</sup> 2020 General Plan Update Environmental Impact Report (State Clearinghouse No. 2006052117), City of Sonoma, 2006.

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

**Discussion:**

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

The project site is bordered by urban development on all sides with no connectivity to undeveloped open space. In addition, the site was previously developed with a single family and was grazed by goats. Sometime following the removal of the residence, the site was used a construction staging area for a PG&E project. There are a number of trees on the property, mainly walnuts and oaks. According to the California Natural Diversity Database (CNDDDB) there are three Federally/State listed endangered or threatened species for the USGS quadrangle that covers the project site: California freshwater shrimp (*Syncaris pacifica*), Sonoma sunshine (*Blennosperma bakeri*), and bank swallow (*Riparia riparia*). The first two species are either aquatic or wetland dependent and the third requires nesting habitat in banks or

bluffs along rivers, streams, and coastal areas. Since there is no surface water, wetlands, or riparian habitat on the site these species would not be affected by the project. Other species of special concern that have been documented to occur in the Sonoma quadrangle would likely not be present on-site given the lack of suitable habitat in conjunction with existing conditions on and around the project site, including the residential development noted above, which has diminished the value of the site for wildlife. However, given the possibility for nesting birds on the property, a mitigation measure has been included addressing the timing of tree removal, consistent with the requirements of the City's Tree Ordinance. With implementation of Measure 4.a below potential impacts to nesting birds and special status species would be *less-than-significant*.

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

1. Grading or removal of nesting trees and habitat should be conducted outside the nesting season, which occurs between approximately February 15 and August 15.
2. If grading between August 15 and February 15 is infeasible and groundbreaking must occur within the nesting season, a pre-construction nesting bird (both passerine and raptor) survey of the grassland and trees shall be performed by a qualified biologist within 7 days of ground breaking.
3. If no nesting birds are observed no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey. If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the nest tree(s) until the young have fledged, as determined by a qualified biologist.
4. The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-300 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFG. To delineate the buffer zone around a nesting tree, orange construction fencing shall be placed at the specified radius from the base of the tree within which no machinery or workers shall intrude.
5. After the fencing is in place there will be no restrictions on grading or construction activities outside the prescribed buffer zones. The buffer zone shall remain in place until after the young have fledged.

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

The property does not support riparian habitat. **No impact** would occur.

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

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

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

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

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

The proposal would not conflict with any local policies or ordinances protecting biological resources, including the City's Tree Ordinance (Chapter 12.08 of the Sonoma Municipal Code). As required by Section 12.08.035 of the Tree

Ordinance an arborist report will be prepared for the project and reviewed by the City’s Tree Committee. The recommendations of the Tree Committee will be considered by the Planning Commission as part of their review of the proposed development. **No impact** would occur.

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

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

5. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

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

Apart from two billboards the site is undeveloped. Therefore, **no impact** would occur.

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

**To assess this issue, an archaeological resources evaluation will be undertaken, including consultation with the Federated Indians of Graton Rancheria.**

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

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

**Mitigation Measure 5.c:** If paleontological resources are identified during construction activities, all work in the immediate area will cease until a qualified paleontologist has evaluated the finds in accordance with the standard

guidelines established by the Society of Vertebrate Paleontology. If the paleontological resources are considered to be significant, a data recovery program will be implemented in accordance with the guidelines established by the Society of Vertebrate Paleontology.

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

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

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

6. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:**

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

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

The project site would not be subject to surface fault rupture. In general, surface fault rupture occurs along active faults. While the project site is located in a seismically active region, the City of Sonoma, including the project site, is not affected by an Alquist-Priolo Earthquake Fault Zone pursuant to Division of Mines and Geology Special Publication 42<sup>5</sup>. Therefore, **no impact** would occur.

ii) *Strong seismic ground shaking?*

The City of Sonoma is located in the seismically active San Francisco Bay Area, in proximity to several mapped active or potentially active regional faults. The Rodgers Creek fault is nearest to the project site, located approximately five miles to the southwest on the western side of the Sonoma Mountains. As a result, the project could result in the exposure of people, structures, and/or property to seismic ground shaking. While hazards associated with potential ground shaking cannot be eliminated, potential impacts resulting from seismic ground shaking would be reduced to the greatest extent feasible through compliance with the City of Sonoma’s building code requirements, which requires that new structures be designed and constructed in a manner to maximize seismic safety, in conformance with the 2010 California Building Code. This would be considered a **less-than-significant** impact.

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

Refer to Section 6.a.ii and 6.c. **No impact** would occur.

iv) *Landslides?*

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

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

The project site is almost flat, ranging between 55.5 to 57.5 feet above mean sea level. Given this topography, the project is not expected to generate significant soil erosion and/or loss of topsoil. Nonetheless, grading and/or earthmoving activity associated with construction of the project could result in a substantial temporary increase in erosion or the loss of topsoil. However, erosion control measures to be implemented during construction would be identified in the erosion and sediment control plan (ECP) required for the project under the City’s grading ordinance (Chapter 14.20 of the Sonoma Municipal Code) and included in the project Storm Water Pollution Prevention Plan (SWPPP) for construction. See response to Item 9.a and 9.c regarding construction-related erosion. With the

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<sup>5</sup> *Fault-Rupture Hazard Zones in California*, Earl W. Hart and William A. Bryant, California Geological Survey, Special Publication 42, supplements 1 and 2 1999.

implementation of ECP and Phase II NPDES requirements, construction-related impacts associated with erosion and/or siltation would be considered *less-than-significant*.

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

Existing development on and around the project site, constructed on similar soils and bedrock geology has not experienced landslides, lateral spreading, subsidence, liquefaction, or collapse. Based on this past experience, it is not anticipated that unstable geologic units or soil would affect the project. In addition, pursuant to Chapter 4 of the California Residential Code (CRC) and Chapter 18 of the California Building Code (CBC), a soils and geotechnical investigation (prepared by a licensed geotechnical engineer) is required for apartment developments. As normally required, the recommendations identified in the soils and geotechnical investigation, such as appropriate foundation systems, soil stability measures, on-site soil preparation and compaction levels, must be incorporated into the permits and construction plans for the project (i.e., improvement plans, grading permit, and building permits), which are subject to review and approval by the City Engineer and Plans Examiner prior to the issuance of any building permits for grading or building construction. Incorporation of the recommendations into the plans and permits for the project would ensure that potential impacts relating to unstable geologic units or soils would be *less-than-significant*.

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

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

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

Not applicable. *No impact* would occur.

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

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

On June 2, 2010 the Bay Area Air Quality Management District (BAAQMD) adopted guidelines for analyzing air quality impacts under CEQA, including thresholds of significance for the analysis of greenhouse gas (GHG) impacts from development projects. Under the BAAQMD guidelines, which were updated in May 2011, land use development projects that generate GHG emissions below 1,100 metric tons of carbon dioxide equivalent (MTC2e) per year are considered to have a less than significant impact. The BAAQMD indicates that residential development projects of less than 56 dwelling units would not exceed this GHG operational threshold of 1,100 MTC2e per year. The proposed

project would result in a net increase of 49 residential units on the site, below the BAAQMD threshold. Accordingly, the project would be considered to have a *less than significant impact* with respect to GHG emissions.

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

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

#### **State Regulations Addressing GHG Reduction:**

*California Building Code – Building and Energy Efficiency Standards:* Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2008 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 31, 2012, the CEC adopted the 2013 Building and Energy Efficiency Standards, which went into effect on July 1, 2014. Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (non-residential) more energy efficient than the 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. Most recently, the CEC adopted the 2016 Building and Energy Efficiency Standards. The 2016 Standards improve upon the current 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. These standards went into effect on January 1, 2017. Under the 2016 Standards, residential buildings are required to be 28 percent more energy efficient than the 2013 Standards while non-residential buildings are required to be 5 percent more energy efficient than the 2013 Standards.

*California Building Code – CALGreen:* The California Green Building Standards Code (Part 11, Title 24, known as “CALGreen”) establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, were updated in 2013, and became effective January 1, 2014.

*2006 Appliance Efficiency Regulations:* The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are often viewed as “business as usual,” they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

#### **Local Plans, Policies, and Regulations addressing GHG Reduction:**

*City of Sonoma General Plan:* The City of Sonoma 2020 General Plan sets forth policies promoting sustainable practices such as not using renewable resources faster than they can regenerate, not consuming non-renewable resources faster than renewable alternatives can be substituted for them, and ensuring that pollution and waste are not emitted faster or in greater volumes than natural systems can absorb, recycle, or render them harmless. As part of the implementation of these policies, the City adopted the State of California Green Building Code which raised the level of construction standards in the City in order to encourage water and resource conservation, reduce water generated by construction projects, increase energy efficiency in building, provide durable buildings that are efficient and economical to own and operate, and promote the health and productivity of residents, workers, and visitors to the City.

*City of Sonoma Municipal Code:* Beginning January 1, 2014, the 2013 California Green Building Standards Code (CALGreen) became effective for new buildings and certain addition or alteration projects throughout California. The City of Sonoma has adopted and amended CALGreen as part of the City’s Municipal Code to require CALGreen+Tier

1 level of compliance for all new buildings (except the Tier 1 Energy Efficiency measures). The City of Sonoma requires that project applicants hire a third-party green building special inspector to verify compliance with CALGreen requirements as amended by the City of Sonoma. Revisions to CALGreen became effective on July 1, 2015.

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

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

Because the proposed development would be consistent with applicable State and local plans, policies, and requirements addressing GHG reduction, it would have *no impact* in this area.

8. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

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

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

Therefore, **no impact** would occur.

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

Refer to Section 8.a. **No impact** would occur.

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

Refer to Section 8.a. **No impact** would occur.

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

The project site is not identified on the Hazardous Waste and Substances Site List (Cortese List) for Sonoma County. In addition, the project site has been reviewed for possible contamination with hazardous materials through two Phase 1 Environmental Site Assessments, prepared in 2007 and in 2016. Both evaluations concluded that the site has no history

of use or other indications that would suggest the presence of any hazardous materials<sup>6</sup>. Nevertheless, because the site is proposed for residential development, the 2010 site assessment suggests that limited soils sampling be undertaken to identify potential residual contaminants, if any. This recommendation would be implemented as a mitigation measure:

**Mitigation Measure 8.d:** Prior to any excavation or construction, the project developer shall conduct a limited sampling of shallow soils to identify potential residual contaminants, if any. If residual contaminants are identified, a Soils Management Plan (SMP) shall be completed for purposes of implementing best management practices (BMP's) and for worker safety during construction. The SMP, if required, shall address the characterization of shallow site soils so that proper soil sampling, analysis, and appropriate disposal may be achieved.

With this mitigation measure, potential impacts would be reduced to a *less-than-significant* level.

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

The project is not within the vicinity of a private airstrip and therefore would not reasonably be expected to result in a safety hazard, and thus **no impact** would occur.

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

The development and operation of the project would not interfere with any adopted emergency response or evacuation plan. Therefore, **no impact** would occur.

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

Not applicable. **No impact** would occur.

9. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>6</sup> Phase 1 Environmental Site Assessment 20269 Broadway Sonoma, California Sonoma County APN 128-181-001, Environmental Geology Services, August 10, 2016

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

**Discussion:**

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

The Clean Water Act (CWA) regulates the discharge of nonpoint source (NPS) pollutants under the National Pollutant Discharge Elimination System (NPDES). The project applicant would be required to comply with all Phase II NPDES requirements for the construction period. The Phase II program requires construction sites that disturb between one and five acres of land to implement programs and practices to control polluted storm water runoff.

Under the Phase II program, the applicant would be required to submit a Notice of Intent (NOI) with the State Water Resource Control Board’s (SWRCB) Division of Water Quality. The NOI would include general information on the types of construction activities that would occur on the site. The applicant would also be required to submit a site-specific plan called the Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include a description of appropriate Best Management Practices (BMPs) to minimize the discharge of pollutants from the site.

Construction-related erosion control and water quality BMPs identified in the SWPPP generally include soil stabilization techniques such as: hydroseeding and short-term biodegradable erosion control blankets; silt fences or some kind of inlet protection at downstream storm drain inlets; post-construction inspection of all drainage facilities for accumulated sediment; and post-construction clearing of all drainage facilities of debris and sediment. Finally, the project applicant would be required to submit a Notice of Termination (NOT) once construction is complete and final stabilization of the site has been achieved. With the implementation of the above requirements, *no impact* to water quality standards and/or waste discharge requirements would occur.

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

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

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

Potential impacts associated with erosion and/or siltation are considered to be primarily related to construction-related activities. The project would involve clearing, grading, and trenching activities for the installation of required drainage, roadway, and utility improvements as well as site preparation. Existing vegetative cover and structural improvements that currently helps to stabilize site soils would be removed from most of the site and construction operations associated with the project could present a threat of soil erosion from soil disturbance by subjecting unprotected bare soil areas to the erosional forces of runoff. However, erosion control measures to be implemented during construction would be included in the required Storm Water Pollution Prevention Plan (SWPPP) for the project as well as the erosion and sediment control plan (ECP) required by the City's grading ordinance (Chapter 14.20 of the Sonoma Municipal Code). See also responses to Items 6.b and 9.a regarding construction-related erosion. With the implementation of ECP and Phase II NPDES requirements, construction-related impacts associated with erosion and/or siltation would be considered *less-than-significant*.

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

The project site is relatively flat ranging between 55.5 to 57.5 feet above mean sea level and there are no streams or rivers on or adjacent to the site that would be affected by the project. As normally required, the project would entail installation of on-site drainage improvement that would alter the existing drainage pattern of the site to some degree. In addition, the proposed development would increase the amount of permeable surface on the property, which in turn would result in an increase in the peak discharge of surface runoff from the site. However, under the City's Storm Water Management Plan the project is subject to the requirements of the Storm Water and Standard Urban Water Mitigation Plan (SUSMP), which call for the implementation of post-construction measures to treat and prevent increases in storm water runoff. Consistent with the SUSMP requirements, a Preliminary Stormwater Mitigation Plan

(SMP) will be required to demonstrate compliance with these standards. As a result, this would be considered a *less-than-significant impact*.

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

The proposed project would not result in flows that would exceed the capacity of the existing and planned stormwater drainage system. See response to Item 9.d.

Pollutants from the proposed project would likely be consistent with medium-density urban residential areas. Increases in the levels of oil and grease, petroleum hydrocarbons, metals, and possibly nutrients on the project site are likely. However, under the City’s Storm Water Management Plan the project is subject to the Storm Water and Standard Urban Water Mitigation Plan (SUSMP) requirements, which call for the implementation of post-construction measures to treat and filter storm water runoff prior to it leaving the site or entering the storm drainage system. Consistent with the SUSMP requirements, a Preliminary Stormwater Mitigation Plan (SMP) will be developed by the applicant’s engineer to demonstrate compliance with these standards. Compliance with the SUSMP requirements would ensure that potential adverse impacts to water quality are *less-than-significant*.

*f) Otherwise substantially degrade water quality?*

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

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

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

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

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

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

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

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

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

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

**Discussion:**

*a) Physically divide an established community?*

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

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

As discussed in the other sections of the Initial Study, the project would not conflict with any land use plan, policy or regulation adopted to avoid or mitigate environmental effects. **No impact** would occur.

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

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

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

**Discussion:**

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

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

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

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

12. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to, or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

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

*Traffic Noise:* According to the Noise Element of the General Plan, the primary source of noise locally is traffic on major streets, including Broadway. Figures NE-1 and NE-2 show that existing and projected outdoor noise levels from

roadway traffic on Broadway could exceed the State and City general dBA standards for many units within the proposed development, especially those units proposed closest to the street. To address this issue, the following mitigation measure shall be required:

**Mitigation Measure 12.a:** Prior to obtaining building permits, the Project applicant shall submit an acoustic study to the satisfaction of the City planning director to ensure that the Project includes design features to meet the CNEL noise applicable to dwelling units within the project. The noise study shall estimate the future long-range noise levels at the building façade and calculate the exterior to interior noise reduction for all residences based on specific construction plans including grading plans, building footprints and architectural plans. The study shall describe specific windows and wall assemblies design and materials so each dwelling meets applicable CNEL noise standards due to exterior noise sources. The project applicant/developer shall implement all recommended design features.

*Operational Noise:* The project would adjoin six single-family residences along its western property line. The three building clusters within the project adjoin this property line would be setback 15-20 feet from the shared property and the setback area would serve as landscaped yard space. The units within these buildings would be one-bedroom units, as these would tend to be quieter. Further to the north, a portion of the project parking lot would adjoin two of the single-family units, with a proposed setback of 5-10 feet. This portion of the parking is a dead-end, so it would not support through traffic movements. While the development of the project would be expected to reduce exposure to traffic noise with respect to the adjoining single-family residences, the project would generate operational noise through outdoor residential activities and the use of the parking lot by residents and guests. Noise generated by normal residential activities within the project is expected to be compatible with adjoining residential development, as a normal rear yard to rear yard relationship is proposed and as the adjoining units within the project would be one-bedroom apartments, which are more likely to accommodate to single persons and seniors, rather than families with children. However, the use of the parking lot, especially in the evening, could result in noise impacts on the two adjoining single-family residences to the west. To address this issue, the following mitigation measure shall be required:

**Mitigation Measure 12.b:** To attenuate parking lot noise within the adjacent residential area a 6-foot-high solid fence/wall shall be constructed on the southeastern (residential) property line, extending from the northwestern corner of the site to along the length of the two adjoining residential parcels to the west. To be effective as a noise barrier the fence/wall shall be built without cracks or gaps in the face or base, have a minimum surface weight of 3.0 lbs. per square feet, and be capable of reducing noise traveling directly through it by a minimum of 10 dBA. A wood fence built with a double layer of 1-inch nominal thickness fence boards, where the second layer of boards installed to cover the joints of the first layer would meet these surface weight and noise reduction requirements. Other wall types that will provide the needed level of noise reduction include masonry block, and concrete panel walls, but any alternative proposal shall include verification from a qualified acoustical consultant that the required noise attenuation will be met.

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

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

The proposed residential development would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. There would be **no impact**.

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

Due to the residential nature of the development and with the implementation of mitigation measure 12.b, any permanent increase in ambient noise levels resulting from the project will be **less-than-significant** with respect to existing ambient noise levels in the area.

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

Activities typically associated with circulation improvements, including grading, excavation, paving, material deliveries, and building construction, would result in a substantial temporary increase in ambient noise levels in the project vicinity. Although this impact is temporary in nature, increased noise levels throughout the construction period, may adversely affect residents in the area. However, compliance with the City’s Noise Ordinance (Chapter 9.56 of the Sonoma Municipal Code) as normally required, would ensure that potential impacts from construction noise are reduced to a *less-than-significant level*. Pursuant to the City’s Noise Ordinance, construction activities and material deliveries are restricted to the hours between 8 a.m. and 6 p.m. Monday through Friday, between 9 a.m. and 6:00 p.m. on Saturday, and between 10 a.m. and 6 p.m. on Sundays and holidays; however, the noise level at any point outside of the property plane of the project shall not exceed (90) dBA. In addition, the City’s Noise Ordinance requires sign postings at all site entrances upon commencement of construction to inform contractors and subcontractors, their employees, agents, and materialmen of the allowable construction hours.

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

Not applicable. **No impact** would occur.

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

Not applicable. **No impact** would occur.

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

**Discussion:**

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

The proposed development would result in an increase of 49 residential units on the project site, which is currently vacant. The project site has a zoning designation of Mixed Use, which provides for a maximum base density of 20 units

per acre, plus a density bonus consistent with the parameters of State law. The number of units proposed for the project is consistent with these allowances. In addition, the site has been identified as a Housing Opportunity site in the Housing Element of the General Plan, meaning that it is considered generally suitable for development with higher density, affordable residential development. Lastly, the units developed as part of the project will be accounted for in the City's residential growth management system, which limits residential growth within the city to an average of 65 units per year. Based on these factors, the proposed development of the site would constitute a *less-than-significant impact*.

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

The project site is not developed with any housing units. The former residence on the site was demolished in 2007. Hence there would be *no impact*.

c) *Displace substantial numbers of people?*

See response 13.c, above.

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

**Discussion:**

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

i. *Fire protection?*

Fire protection services are provided by Sonoma Valley Fire & Rescue Authority (SVFRA). According to the Fire Marshall, the project would not require new or physically altered fire department facilities, nor will it induce growth and demand for services in excess of what is allowed through the Growth Management Ordinance or anticipated in the General Plan as a whole. **No impact** would occur.

ii. *Police protection?*

The Sonoma County Sheriff’s Department currently provides police services for the City. According to Police Department staff, the project would not require new or physically altered fire department facilities, nor will it induce growth and demand for services in excess of what is allowed through the Growth Management Ordinance or anticipated in the General Plan as a whole. **No impact** would occur.

iii. *Schools?*

The project site is located within the Sonoma Valley Unified School District (SVUSD), which operates five elementary schools, two middle schools, and one comprehensive high school. As normally required, the applicant/developer would have to pay school impact fees to offset potential impacts to the SVUSD. As set forth in California Government Code Section 65995, the payment of development fees mitigates any impact to school districts, and no additional mitigation beyond the payment of these fees is permitted. This would **be a less-than-significant impact**.

iv. *Parks?*

Based on the Environmental Resources Element of the 2020 General Plan, a sufficient number of parks exist within the city. **No impact** would occur.

v. *Other Public Facilities?*

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

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

**Discussion:**

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

In combination with State and County parks that are maintained within and adjacent to the city limits, the City of Sonoma has roughly 250 acres of parkland and other recreational facilities. With the recent acquisition of the Montini Preserve, an additional 95 acres of open space developed with hiking trail systems has become available to the public. The project would also include a 1,100 square foot community room and a 9,120-square foot common open space area to provide for some recreational needs of residents. The project would not create a significant demand for recreational facilities and there are currently a sufficient number of parks and recreational facilities within the city and region to serve residents of the proposed development. Therefore, the project would not result in a substantial deterioration of local/regional recreational facilities. This would be **no impact**.

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

The project would also include a 1,100 square foot community room and a 9,120-square foot common open space area to provide for some recreational needs of residents. These facilities, which would be located in the interior of the site, do not raise any prospect of creating an adverse physical impact on the environment. **No impact** would occur.

16. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

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

**A traffic study will be required to assess potential impacts in this area.**

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

**See response 16.a, above.**

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

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

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

**See response 16.a, above.**

e) Result in inadequate emergency access?

**See response 16.a, above.**

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?

The project site is located along a bus route and within proximity of a bus turn-out. The project complies with General Plan policies supporting the development of higher density residential development along transit routes. The City of Sonoma Development Code requires new multi-family residential development to provide bicycle parking, the amount and location of which is determined on a case-by-case basis by the review authority. As a discretionary project, the location and design of bicycle parking would be subject to review by the Design Review and Historic Preservation Commission following consideration of the project by the Planning Commission. Accordingly, the project would not conflict with policies, plans and programs supporting alternative transportation. **No impact** would occur.

17. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

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

The proposed Project is within the Sonoma Valley County Sanitation District (SVCSD). The SVCSD's service area extends from the unincorporated community of Glen Ellen in the north to Schellville in the south. The wastewater collection system consists of approximately 188 miles of pipeline and two lift stations. The collection system conveys wastewater to the District's treatment facility located in the southern portion of the Sonoma Valley. The treatment facility currently provides tertiary level treatment of wastewater. The SVCSD treatment plant operates under a National Pollutant Discharge Elimination System (NPDES) permit which was granted by the San Francisco Regional Water Quality Control Board. While the estimated maximum capacity of the treatment plant is 20 MGD, the NPDES permit limits the permitted average dry weather flow (ADWF) of the treatment plant to 3.0 million gallons per day (MGD). According to the most recent inspection report prepared by the RWQCB, the average dry weather flow through the facility in 2016 amounted to 1.78 MGD<sup>7</sup>.

Each ESD in the existing service area is assigned a sewer flow of 200 gallons per day to calculate the average dry weather flow. The proposed Project would generate 49 ESDs, or 9,800 gallons per day. Because this level of increased treatment would not exceed the permitted treatment capacity of the plant, *no impact* would occur.

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

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<sup>7</sup> Sonoma Valley County Sanitation District Wastewater Treatment Plant (NPDES No. CA0037800) Compliance Evaluation Inspection Report, December 2, 2016

See response 17.a. **No impact** would occur.

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

The project would involve on-site drainage improvements to convey surface runoff from the site to an existing 48-inch pipe located along Clay Street. Impacts associated with the actual construction of these drainage improvements, such as erosion and sedimentation from grading and/or trenching activities, would be reduced to a less-than-significant level through implementation of the erosion control measures required by the City's Grading Ordinance and included the Storm Water Pollution Prevention Plan (SWPPP) for the project. See also response to Items 9.a and 9.c regarding construction-related erosion. **No impact** would occur.

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

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

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

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

- Identify measures to be implemented or projects to be undertaken to reduce water demands and address water supply shortfalls;
- Identify stages of action to address up to 50 percent reduction in water supplies during dry water years;
- Identify actions to be implemented in the event of a catastrophic interruption in water supplies;
- Assess the reliability of the sources during normal, single-dry, and multiple-dry water years; and
- Identify when, how, and what measures the City could undertake in order to meet the State Legislature's call for a 20 percent per capita reduction in urban water use statewide by 2020.

Overall, the City's UWMP, which was updated in 2015<sup>8</sup>, determined that the City's combined projected water supplies are sufficient to meet projected demands during normal and multiple-year dry year conditions. During a severe drought condition, under the single-dry year condition, the City would not have adequate supplies and would need to impose mandatory water conservation. However, the City's water customers have been successful in reducing its water demands during water shortages, such as what occurred in 2009 when the City's water deliveries were reduced by 18 percent of normal. Moreover, in compliance with State mandates to reduce water usage, the city of Sonoma has reduced its water use by 29 percent from July 2015 through November 2015, when compared to the same period in 2013. In addition, the City can produce more groundwater on a short-term basis during peak summer months to supplement the SCWA supply. Because the development of the site is consistent with the water demand projections of the City's UWMP and because the UWMP sets forth a plan in which combined projected water supplies are sufficient to meet projected demands during normal and multiple-year dry year conditions, the development of the project would have a *less than significant impact* with respect to water supplies.

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

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

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

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

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

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

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

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<sup>8</sup> 2015 Urban Water Management Plan Water Demand Analysis and Water Conservation Measures Update, City of Sonoma, July 1, 2015.

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

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

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

**Discussion:**

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

The implementation of measures identified in this Initial Study Environmental Checklist would reduce the severity of potential impacts on biological and cultural resources to **less-than-significant** levels. No further mitigation beyond Mitigation Measures 4.a, 5.c, and 5.d would be required.

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

The proposed development would not result in cumulative impacts deemed considerable. Impacts on air quality, cultural resources, hydrology and water quality, traffic, and utilities could contribute incrementally, but the combined effect would not be significant. As described in this Initial Study Environmental Checklist, implementation of Mitigation Measures 3.e, 4.a, 5.c, 5.d, 8.d, 12.a, 12.b, and 17.f would reduce the magnitude of potential cumulative impacts to a *less-than-significant level*.

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

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

Attachments:

1. Project Narrative
2. Site Plan and Elevations
3. Phase 1 Environmental Site Assessment, August 10, 2016 (Separate Enclosure)

# Altamira Family Apartments

## Applicant Statement

### Introduction

Satellite Affordable Housing Associates (SAHA) is excited to bring Altamira Family Apartments to 20269 Broadway in Sonoma. SAHA is a California 501(c)3 public benefit corporation with 50 years of experience in building, owning and managing affordable housing throughout the entire Bay Area. Today, the organization's portfolio is comprised of 61 properties and close to 3,000 units of affordable housing in 19 Bay Area cities. SAHA specializes in building housing for a diverse group of individuals – families, seniors, and individuals with special needs. We work closely with the local community to plan and design each individual building to meet the needs of the immediate neighbors, future residents and other stakeholders. SAHA has sponsored an extensive community engagement process beginning in February 2016 to gather and incorporate stakeholder feedback into the design for Altamira. In addition to two community-wide open houses, SAHA convened a small working group consisting of eight members – neighbors, community leaders and other stakeholders and met three times in June and July. This Community Advisory Committee (CAC) provided detailed feedback which resulted in significant changes to the proposed development, as described in more detail below.

### Site Description

Altamira's site has an area of 1.98 acres and is a flat, rectangular lot located on the southern edge of the City of Sonoma. There are currently two billboards on the southeast corner of the lot – no other structures exist on the site. The site's zoning designation is Mixed Use which allows for density up to 20 units per acre. Mixed Use also allows for commercial development, but this site will not include any commercial development.

The site is currently owned by the Sonoma County Community Development Commission (CDC). Sonoma CDC and SAHA have entered an Exclusive Rights to Negotiate Agreement (ERNA) and will be executing a Disposition and Development Agreement prior to the land being transferred to SAHA.

### Proposed Development Concept

SAHA is proposing to build a 100% affordable apartment complex for families earning between 30%-60% of the County's area median income. The 1-, 2- and 3- bedroom units will be developed around a central open space that includes planting beds, seating, a turf area and play equipment for children. Community input has shaped the evolution of the site plan. Key design features are listed below:

- **Location of Entrance on Broadway**

At a meeting in February 2016, immediate neighbors expressed their concern about having the driveway entrance and exit located on Clay Street as originally shown in the site plan. SAHA conducted a third-party traffic study to determine if there was an opportunity to shift the entrance

and exit on to Broadway. The study, conducted by W-Trans, a traffic engineering firm in Santa Rosa, provided analysis that allowed us to shift the entrance and exit off of Clay Street and on to Broadway as shown in the current site plan.

- **Siting of Community Building on Broadway**

The location of the community clubhouse has gone through several iterations. The original Site Plan showed the community building at the southeast corner of the property at Clay Street and Broadway. Through discussions with the CAC group, we learned that neighbors strongly preferred shifting the clubhouse to the north, away from Clay Street. In response we proposed situating the clubhouse in a more interior location on the site plan. After receiving feedback at the Planning Commission Study Session in September about having this building showcase the property with a more prominent Broadway position, we were able to shift the building south along Broadway to front the street and provide both a prominent presence as well as a strategic location for maximum use by the future residents.

- **One-and Two –story Building Heights**

Early feedback from neighbors, the CAC group, and other community stakeholders indicated that the community strongly felt that three-story buildings at this location fit would not be compatible with the current or future character of the neighborhood. SAHA did propose some three-story elements in the initial site plan. However, because of this feedback we adapted the site design to eliminate the three-story buildings and provide only one- and two-story buildings throughout the site.

- **Preservation of Existing Trees**

There are several mature trees on the site that date back to the previous use as a farm. The proposed site plan will preserve 11 medium and large trees to integrate into the new landscape.

- **Porches Along Clay Street**

Units along Clay Street offer the street a soft “front porch” element to help transition the apartment complex into the single family home neighborhood that sits to the west of the site. This element was discussed at a CAC meeting and the immediate neighbors were enthusiastic about a soft transition to extend the neighborhood character and friendly feeling.

- **Siting of Buildings**

The site is comprised of nine (9) separate buildings that have been deliberately and carefully located on the site to address neighbor concerns as well as to maximize convenience and livability for future residents. The one-bedroom units are located on the western property line, closest to Bragg Street at the request of Bragg Street neighbors who prefer proximity to these smaller households rather than the larger units serving families. The three-bedroom townhouse units surround the center courtyard to allow for easy access to the outdoor amenities for the families that will live in the larger units. Accessible paths have been created to connect all residential buildings with the community

building, trash and parking lot. Parking has been created to conveniently distribute spaces throughout the site, with a main lot as well as second parking court.

## Current Unit Mix

In establishing a proper unit mix, SAHA balanced the requirements of prospective funding sources, and stakeholder feedback to provide a balance of one-, two-, and three-bedroom units:

1-bedroom	22
2-bedroom (includes 1 managers unit)	14
3-bedroom	13
TOTAL	49

## Relationship to General Plan

Altamira has been designed to focus on achieving goals outlined in the City of Sonoma General Plan. Specifically, the project achieves the following goals:

1. CD-4: 4.2 – Encourage a variety of unit types in residential projects
2. CD-6: 5.5 – Promote higher density, infill development, while ensuring that building mass, scale, and form are compatible with neighborhood and town character
3. CD-6: 5.7 – Develop and implement design improvements that highlight the primary gateways to Sonoma
4. ER-2: 2.6 – Preserve existing trees and plant new trees
5. ER-3: 3.2 – Encourage construction, building maintenance, landscaping, and transportation practices that promote energy and water conservation and reduce green-house gas emissions

## Relationship to Housing Element

Altamira is identified as a Housing Opportunity Site in the City of Sonoma 2015-2023 Housing Element. This development will achieve some of the identified Housing Plan goals:

1. Ensuring diversity
2. Improving housing affordability
3. Promoting equal housing opportunities
4. Environmental sustainability

## Relationship to Development Code

This site has been identified in the Sonoma Housing Element as a “Housing Opportunity Site” and SAHA is excited to bring this new opportunity of affordable housing to the City of Sonoma. As a Mixed Use designated site, it allows for up to 20 dwelling units per acre, or 39 units. Because the site is a 100% affordable development, it qualifies for the State density bonus of up to 35% increase in density, or 52 units. Within the limitations of the Mixed Use designation, the planned development achieves the

requirements outlined for Density, Floor Area Ratio, Height, Bicycle Parking, Commercial Component and the Historic Overlay Zone.

## Requested Incentives

Altamira will request four development incentives:

1. Setbacks – Building seven is requesting a setback of 15 feet instead of the required 20 feet to allow for additional parking spaces in the center parking court. Building seven will be a two-story, sloping to a one-story building at the western property line shared with Bragg Street residents. The community building will also be requesting an 11 foot setback instead of the 15 foot front setback. This will accommodate additional square footage in the center green space.
2. Open Space – The development is requesting 13,837 square feet of open space instead of the required 14,700. The common community room is sized at 1,100 square feet providing indoor recreation space for all residents. Open space was reduced to accommodate more parking.
3. Height – Buildings four, five, six and eight are requesting a total height of 31'6 ¾", approximately 18 inches over the 30 foot limit. This additional height will provide liveable high ceilings, optimum solar angle for PV and high-heeled trusses for increased attic insulation.
4. Parking – The development is requesting a parking incentive to provide 72 onsite parking spaces for future residents, guests and staff. As Exhibit A (attached) shows, Altamira is providing 1.469 parking spaces per unit, a higher value than the average demand of 0.95 spaces per unit at the comparable SAHA properties. The 72 spaces are provided at a rate of 1 space per one-bedroom apartment, 1.5 spaces per two-bedroom apartment and 1.7 spaces per three-bedroom apartment – 65 spaces will be reserved for residents while seven (7) spaces will accommodate guests and staff. California Assembly Bill 744 requires the maximum number of parking spaces for a 100% affordable development at this size to be 76, thus we are asking for a four space reduction. Parking spaces have increased by 18% from the original RFP submission, a further increase in parking spaces will lead to an additional reduction in open space and could jeopardize overall project feasibility. In order to accommodate the 72 parking spaces, Altamira is also asking for an incentive request for the size of parking spaces. The typical parking space size requested is 18' x 8'6". There will be one row of 16 smaller compact spaces at 16' x 8'6". The five accessible parking spaces are all 9' wide as requested by the building code. All drive aisles are 24' wide.

# Exhibit A

## Altamira Family Apartments Parking Analysis

SAHA is proposing 72 parking spaces for 49 affordable apartments at Altamira Family Apartments. Based on a review of parking conditions at SAHA properties as well as regional transportation data, we have increased the proposed parking spaces by 18% over the 61 spaces initially proposed and have concluded that the increased number of parking spaces will accommodate parking demand on-site.

To determine anticipated demand for parking at Altamira, SAHA looked at regional transportation and parking studies and reviewed our own portfolio of 60 properties. Key findings are as follows:

- 1. Extremely Low Income Households Have Significantly Lower Rates of Car Ownership than Higher Income Households.** According to *Transit Oriented Development and Affordable Housing*, a survey conducted by the Association of Bay Area Governments, “lower income households have lower ownership rates and use a car less frequently.” In surveying both transit oriented developments (TODs) and non-TOD locations, the study found that car ownership for extremely low income households of all sizes was at only 57%, while ownership rates were close to or above 90% for moderate income households.
- 2. The Cost of Car Ownership is Prohibitive for Many Low Income Households.** According to AAA, the average annual cost of owning a car in 2015 was \$8,698. Households living at Altamira will earn between \$19,000-\$50,000 annually before taxes and other paycheck deductions. Therefore, the cost of owning a car could account for up to 45% of household gross income, putting car ownership simply out of reach for many of these families.
- 3. Parking Demand at SAHA’s Suburban Family Properties Averages .95 Spaces per Unit.** SAHA completed a parking review across our entire portfolio of 60 properties, encompassing 3,000 units, to understand parking supply and demand at existing housing developments. Further analysis was conducted on a smaller sample size of nine buildings identified as serving families (i.e. not restricted to seniors) located in suburban and rural-suburban settings. These properties are listed in **Table 1**.

**Table 1: Family Buildings in Suburban Locations**

Property	Location	Total Units	Total Bedrooms	Total Parking Spaces	Spaces/ DU
Robin Lane	Concord	16	25	10	0.625
Acalanes Court	Walnut Creek	17	37	23	1.353
Sierra Gardens	Walnut Creek	29	45	33	1.444
Valley Oak Homes	Sonoma	45	77	65	1.229
Arboleda Apartments	Walnut Creek	48	92	59	1.037
University Neighborhood Apartments	Berkeley	27	58	28	0.667
Ashby Lofts	Berkeley	54	124	36	1.267
Carmen Avenue Apartments	Livermore	30	60	38	1.489
Petaluma Avenue Homes	Sebastopol	45	89	67	1.139
<i>Altamira</i>	<i>Sonoma</i>	<i>49</i>	<i>89</i>	<i>72</i>	<i>1.469</i>

To understand parking demand at these properties, we analyzed whether 1) there were any parking vacancies (i.e. spaces available for residents that were not being used) and 2) whether resident demand exceeded the supply and as a result a parking waiting list had been created at the property. From this data we calculated implied parking demand per unit at each property as well as average demand across the properties. The analysis demonstrated parking demand ranging from .50 spaces per unit up to 1.24 spaces per unit, depending on the property, with average demand at .95 spaces per unit. These results are summarized in **Table 2**.

As reflected in **Table 2**, Altamira will provide a total of 1.31 parking spaces per unit which is significantly higher than the average demand at suburban family properties and is also higher than the highest demand observed at any individual property.

**Table 2: Parking Demand at SAHA Family Properties**

Property	Location	Total Units	Total Bedrooms	Total Parking Spaces	Waiting List Spaces	Implied Parking Demand (units)
Robin Lane	Concord	16	25	10		0.50
Acalanes Court	Walnut Creek	17	37	23	2	1.24
Sierra Gardens	Walnut Creek	29	45	33		1.07
Valley Oak Homes	Sonoma	45	77	65	3	1.18
Arboleda Apartments	Walnut Creek	48	92	59		0.73
University Neighborhood Apartments	Berkeley	27	58	28		0.59
Ashby Lofts	Berkeley	54	124	36	20	1.00
Carmen Avenue Apartments	Livermore	30	60	38		0.97
Petaluma Avenue Homes	Sebastopol	45	89	67		1.24
<b>Total/Average</b>		<b>311</b>	<b>607</b>	<b>359</b>		<b>0.95*</b>
Altamira	Sonoma	49	89	72		1.31

\*Average of all properties listed, not sum of total

## Conclusion

As a result of the data review and analysis and in response to neighbor preferences, SAHA has increased the proposed number of spaces 18% from an initial count of 61 spaces to 72 total spaces. We are satisfied that the proposed parking spaces will adequately serve parking demand generated by the development. In addition, parking will be carefully managed and enforced during operations according to our company-wide policies to ensure quiet enjoyment of the parking amenities by all residents, staff, and visitors.



4 November 2016

David Goodison, Planning Director  
City of Sonoma

Dear Mr. Goodison,

We are pleased to provide architectural documentation for Altamira Family Apartments, the proposed affordable housing at 20269 Broadway. Herein is a summary description of how the project complies with required policies and regulations set forth in City Ordinances.

The project consists of forty-nine units of affordable family apartments, in flats and townhomes, of 1-BR, 2-BR, and 3-BR units. The units are in eight buildings, new construction, two-stories, grouped around a common courtyard and a small one-story community building (with shared amenities as well as the site manager's offices).

#### Response to Design Guidelines:

The project site is a roughly square-shaped parcel on the corner of Clay Street and Broadway. As Broadway is the more prominent frontage, the residential buildings are oriented so that their narrow dimension is perpendicular to that street.

There are no nearby structures with historic significance. The buildings themselves draw on the long agricultural history of the Sonoma region, while also recognizing that the location is in effect a southerly gateway into the City proper. The buildings are reminiscent of loosely clustered barn structures, and make reference to the architectural vocabulary of that building typology. Common elements on the residential buildings include simple symmetrical roof forms, minimal eaves, hay hoods over the shared porches, horizontal siding with variegated exposures, wind eyes on the rooftop, and pragmatic window locations. Buildings are a maximum of two stories, while the back half of building seven slopes to one-story.

The Community Room sits forward of the residential buildings and clearly addresses Broadway. It is differentiated from the other buildings with a change in architecture - making more contemporary reference to newer materials (such as vertical panel siding) and more elaborate construction with an expressed post and lintel structure. The larger glazed openings clearly designate this as a welcoming entry point for the whole community.

#### Materials and Sustainability:

This project will be constructed with a purposeful view toward sustainability. This includes ample south-facing roof orientations for proposed photovoltaic panel installation, and also durable long-lasting materials. Siding is durable cement board siding with integral color for long-lasting quality, and the deep wall thickness and high-heel trusses accommodate plenty of insulation for thermal efficiency. Dual-pane vinyl windows prevent heat transfer, and the Energy Star composition shingle roof is light-colored for high solar reflectance. Fences are heavy-duty hog wire to make reference to agricultural vernacular materials, and low landscape walls are rock-filled gabion walls with local stone.

#### Historic Zone Infill:

The site is not a historic site, but was formerly the location of a farmhouse and several assorted barns and sheds. The site arrangement of residential buildings clustered around the community building makes direct reference to that series of barns grouped around the central farmhouse. There are residential homes existing to the west, and the 15' setbacks provided on Clay Street respect that spacing. The homes on Bragg Street vary between two story and one-story, and the proposed buildings vary in height where they face the west property line (Buildings 8 and 6 are two-story, but Building 7 is one-story).

The residential pattern is further reinforced with shared porches on Clay Street, and the extended eaves above the porches help to break down the scale of the buildings. Low landscape walls further contribute to human scale on these facades. The building wall itself is pushed and pulled with materials changes of 1.5' and 3' variable depths.

#### Development Standards:

The development provides shared Open Space that is close to the requirement (13,837 SF). Considering spaces narrower than 15', or considering the 1,100 SF Common Room (indoor shared amenity) results in compliance. The front yard setback is 15' to 24' at the residential buildings, and 10' at the Community Building. The Open Space ordinance includes the option for reduced front yard setbacks to incentivize the provision of Open Space.

The rear yard setback is 15' in this zone, or 20' due to the adjacency of residences. The proposed development provides 20' at the two 2-story buildings, and 15' where the building height is only 1-story (Building 7). This specific setback was required to provide additional parking in the center parking court. The maximum allowable height is 30', and the proposed residential buildings range between 29' and 31.6' in height (to provide liveable high ceilings, optimum solar angle for PV, and high-heeled trusses for increased attic insulation.) The Affordable Housing ordinances recognizes the use of multiple Density Incentives for developments providing this level of affordability.

We are finalizing our building color selection and intend to bring a colored perspective rendering to the Planning Commission hearing. I am available to answer any questions you may have about this proposal.

Best Regards,



Theresa Dias, AIA | [tbdias@pyatok.com](mailto:tbdias@pyatok.com)  
Associate, PYATOK (x.103)



**Sonoma County Community Development Commission**  
Sonoma County Housing Authority  
1440 Guerneville Road, Santa Rosa, CA 95403-4107

*Members of the  
Commission*

**Efren Carrillo**  
Chair

**Shirlee Zane**  
Vice Chair

**Susan Gorin**  
**David Rabbitt**  
**James Gore**

**Margaret Van Vliet**  
Executive Director

David Goodison  
Planning Director, City of Sonoma  
1 The Plaza  
Sonoma, CA 95476

Re: 20269 Broadway Affordable Housing Planning Application Submission

Dear Mr. Goodison,

I am writing on behalf of the Sonoma County Community Development Commission (CDC), the current property owner of 20269 Broadway in the City of Sonoma (the "Property"). The CDC and Satellite Affordable Housing Associates (SAHA) are currently negotiating a Disposition and Development Agreement (DDA), pursuant to which the CDC would convey the Property to SAHA, and SAHA would develop, own and operate a 49-unit affordable housing project (the "Project") on the Property.

This letter serves to support and authorize SAHA's submission of a planning application for the Project on the Property. Please let me know if you require any further information.

Thank you.

Sincerely,

**John D. Haig, Jr.**  
Assistant Executive Director  
Sonoma County Community Development Commission



Telephone (707) 565-7500  
FAX (707) 565-7583 • TDD (707) 565-7555





Adobe  
Associates, Inc.  
Civil Engineering,  
Land Surveying &  
Land Development  
Services

November 2, 2016  
JN 16183

City of Sonoma  
Planning, Building & Public Works  
1 The Plaza, Sonoma, CA 95476

**Re: Flood Elevation  
Sonoma Family Housing  
20269 Broadway, Sonoma CA 95476  
APN 128-181-001**

Due to the concerns regarding flooding in the area of the proposed project, Adobe Associates, Inc. conducted a review of the City of Sonoma's storm drain system and FEMA maps to determine the flood elevation at the property. We first looked at the FEMA map panel 939 of 1150, map number 0697C0939E, which shows the 100-year flood elevations of Fryer Creek & Nathanson Creek, to the west and the east of the project site respectively. In review of the FEMA map it is shown that our project lies outside the 100-yr. flood elevation of both of these creeks and is located in Zone X. This is an area of minimal flood hazard, which is outside the Special Flood Hazard Area (SFHA) and higher than the elevation of the 0.2-percent-annual-chance of (or 500-yr.) flood.

We then reviewed the City of Sonoma Storm Drain Master Plan. This plan was prepared to analyze the hydrology and hydraulics of the storm drain systems throughout the City. The system of interest for this project that we reviewed is located on the south side of Clay Street. The City has installed a 48" storm drain along Clay Street which runs by gravity from west to east then then turns and heads south down Broadway. Node 712 of the City of Sonoma Storm Drain Master Plan, the 100-yr. Hydraulic Grade Line (HGL) of the 48" pipe at this location is 2.31' below ground level at an elevation of 54.75' (NAVD '88).

We have preliminarily set the finished floor elevations of the buildings between an elevation of 57.65' and 58.65' (NAVD '88), which is 3-4ft above the flood elevation and therefore we should not have any trouble meeting the minimum 1.0' of freeboard above the 100-yr. flood elevation or be subject to flood insurance.

Regards,

Tim Schram, P.E.  
Associate Principal  
[tschram@adobeinc.com](mailto:tschram@adobeinc.com)

1220  
North Dutton Ave.  
Santa Rosa,  
California  
95401  
707 541 2300  
707 541 2301 - Fax  
[www.adobeinc.com](http://www.adobeinc.com)

**ALTAMIRA FAMILY APARTMENTS**  
20269 Broadway Sonoma, CA

STAMP:

JOB NUMBER: 1522  
DRAWN BY: CA  
CHECKED BY: TB  
DATE: October 28, 2016  
SCALE: 1/16" = 1'-0"

TITLE:  
**SITE PLAN**

SHEET:

**A1.01**

- PRELIMINARY - Not for Construction -



SITE PLAN - LEVEL 1 ①  
1/16" = 1'-0"

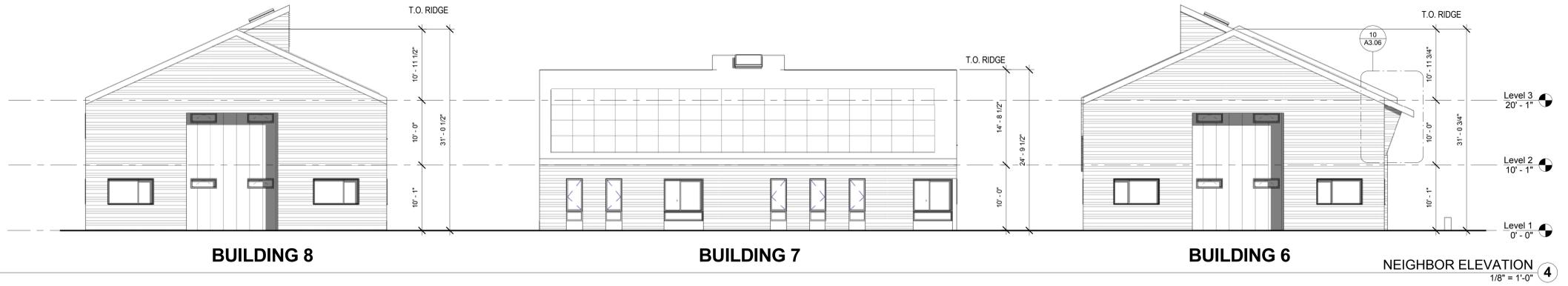
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 DATE: October 28, 2016  
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TITLE:  
**SITE ELEVATIONS - STREET VIEWS**

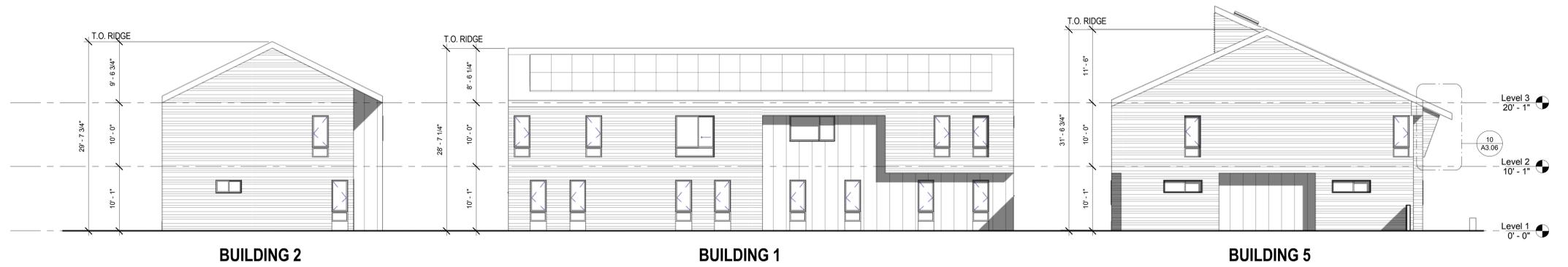
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**A3.01**

- PRELIMINARY - Not for Construction -

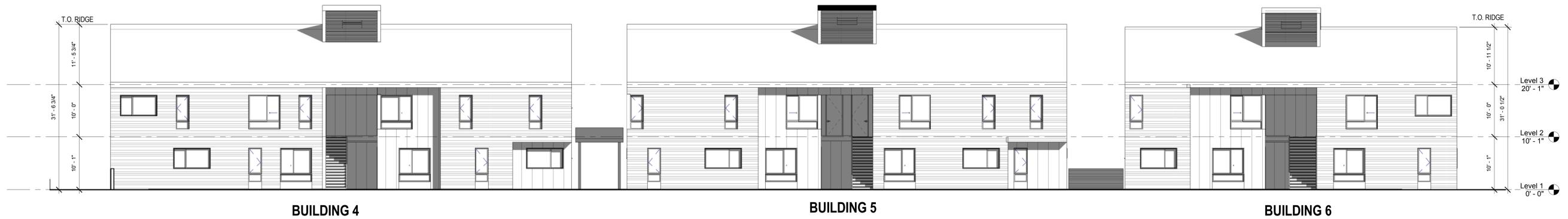




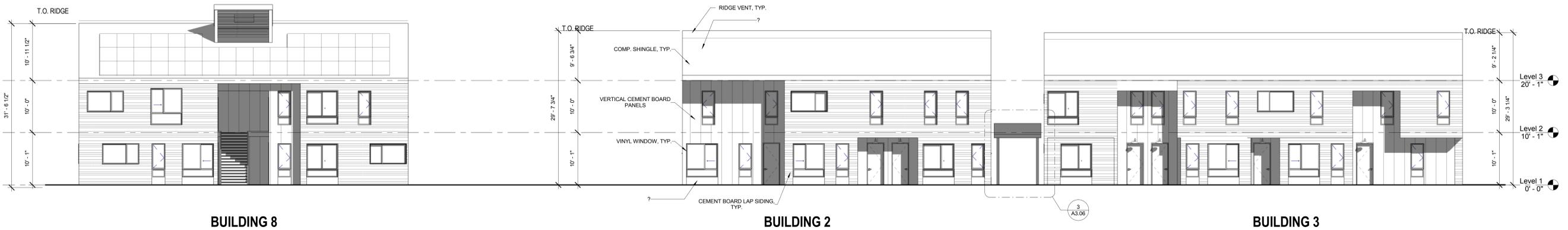
SITE ELEVATION - PARKING COURT FACING WEST  
1/8" = 1'-0" 4



SITE ELEVATION - PARKING COURT FACING EAST  
1/8" = 1'-0" 3



SITE ELEVATION - COURTYARD FACING SOUTH  
1/8" = 1'-0" 2



SITE ELEVATION - COURTYARD FACING NORTH  
1/8" = 1'-0" 1

STAMP:

JOB NUMBER: 1522  
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CHECKED BY: KS/TBD  
DATE: October 28, 2016  
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TITLE: SITE ELEVATIONS

SHEET:

**A3.02**

- PRELIMINARY - Not for Construction -

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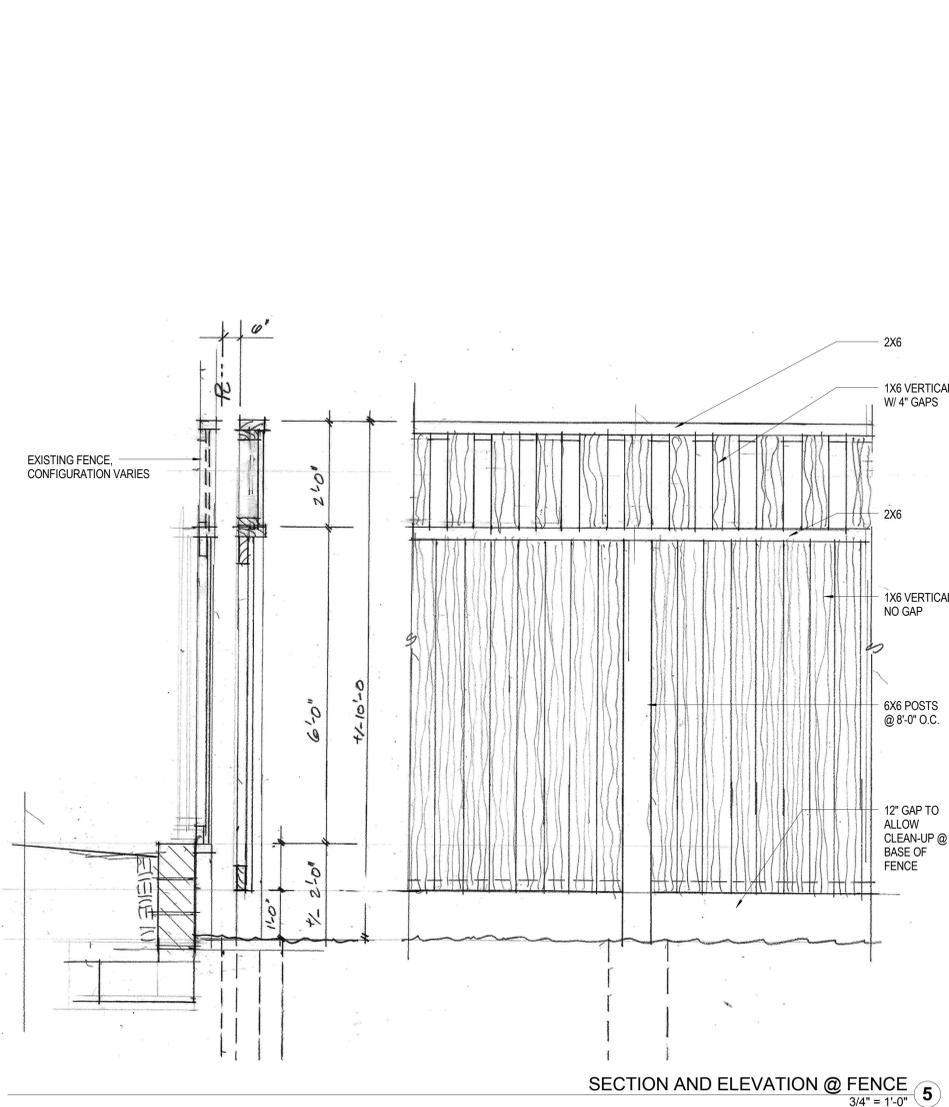
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DATE: October 28, 2016  
SCALE: As indicated

TITLE:  
**BUILDING SECTIONS,  
ELEVATIONS AND DETAILS**

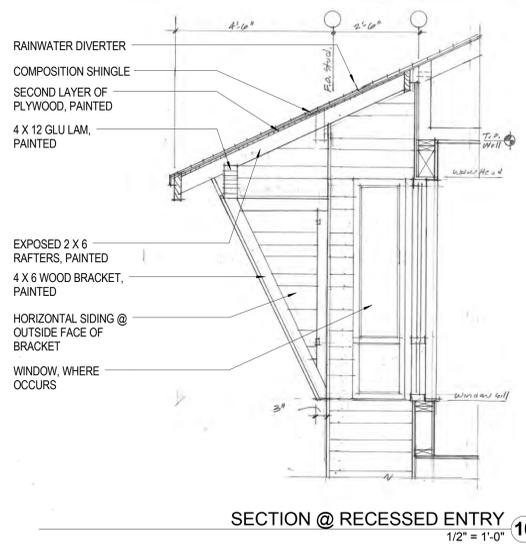
SHEET:

**A3.06**

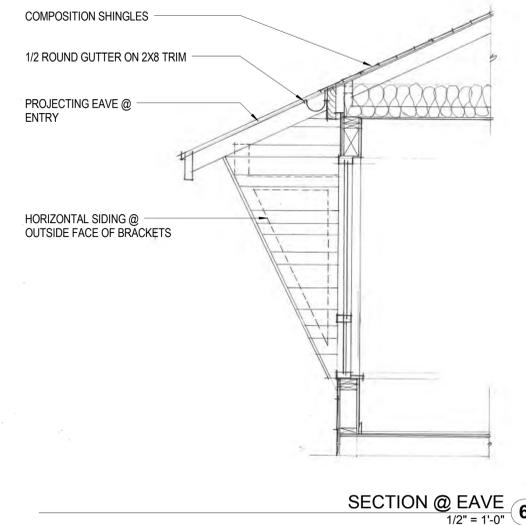
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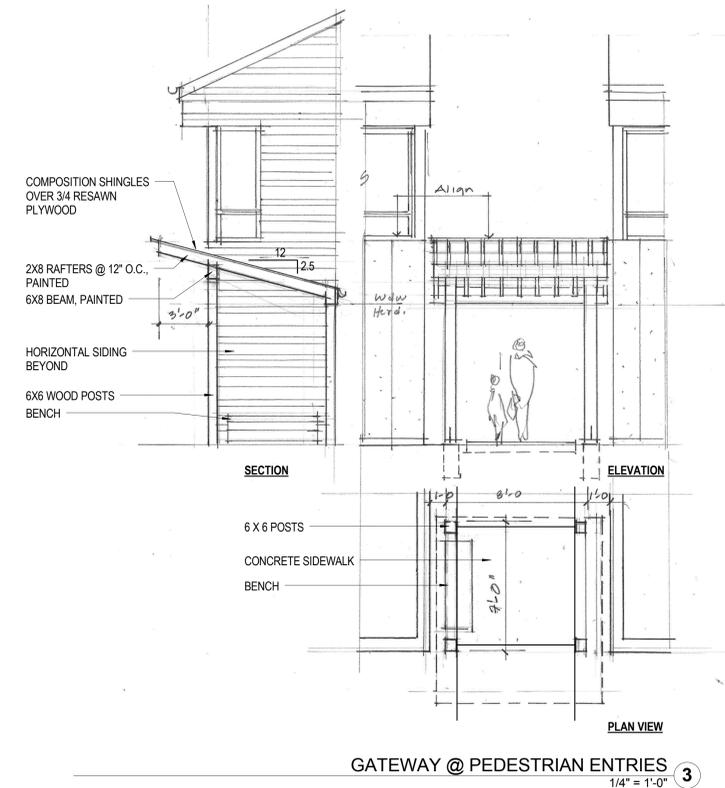
**SECTION AND ELEVATION @ FENCE**  
3/4" = 1'-0" 5



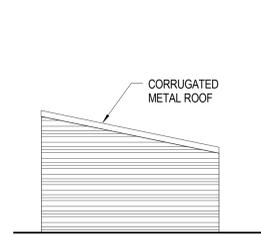
**SECTION @ RECESSED ENTRY**  
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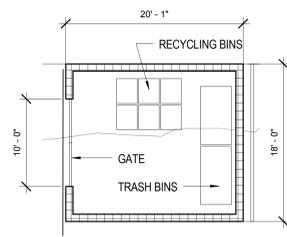
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**GATEWAY @ PEDESTRIAN ENTRIES**  
1/4" = 1'-0" 3



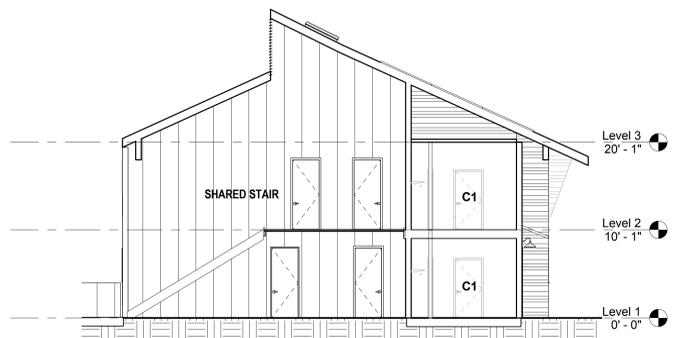
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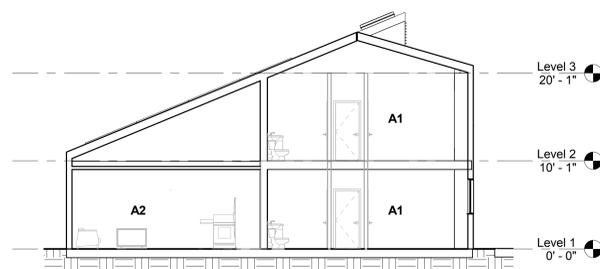
**TRASH AREA PLAN**  
1/8" = 1'-0" 8



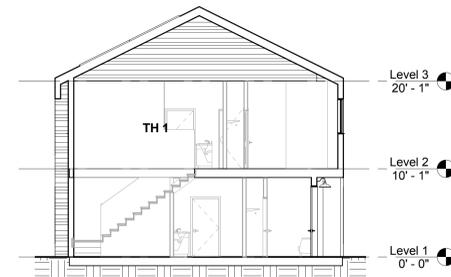
**BUILDING 1 - EAST ELEVATION**  
1/8" = 1'-0" 2



**BUILDING 4 (STACKED FLATS) - SECTION**  
1/8" = 1'-0" 7



**BUILDING 7 (STACKED FLATS) - SECTION**  
1/8" = 1'-0" 4



**BUILDING 1 (TOWNHOUSE) - SECTION**  
1/8" = 1'-0" 1



**BLDG SECTION KEY PLAN**

**ALTAMIRA FAMILY APARTMENTS**  
20269 Broadway Sonoma, CA

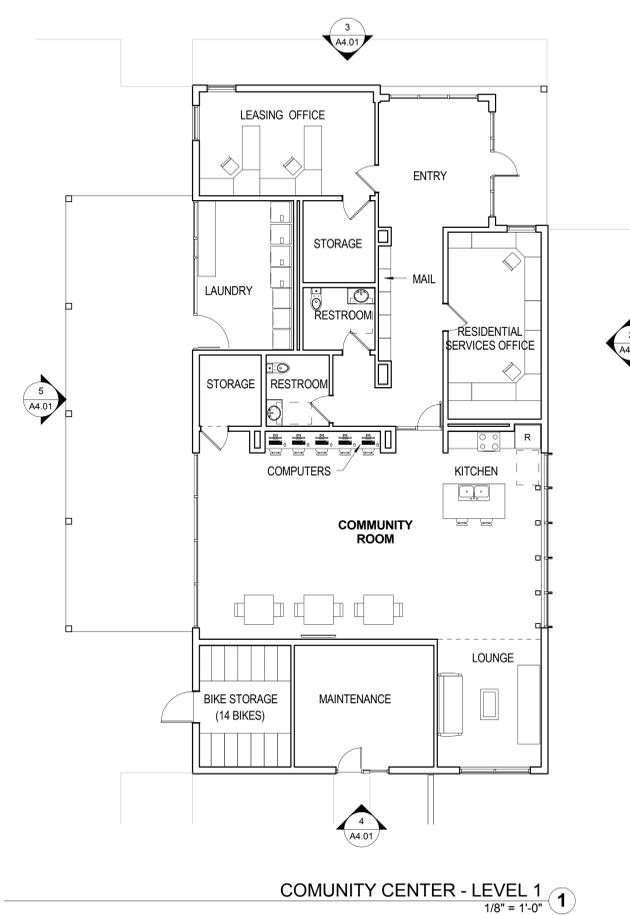
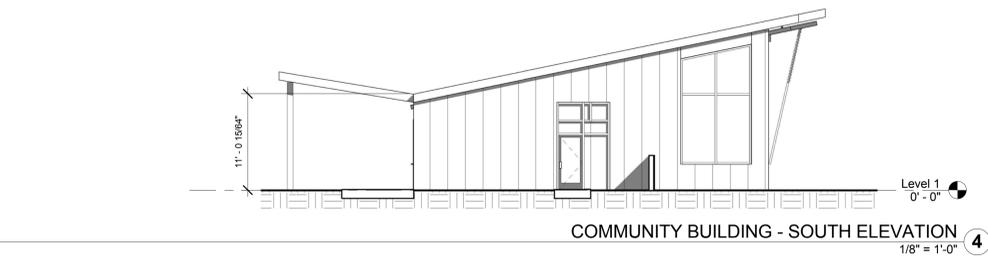
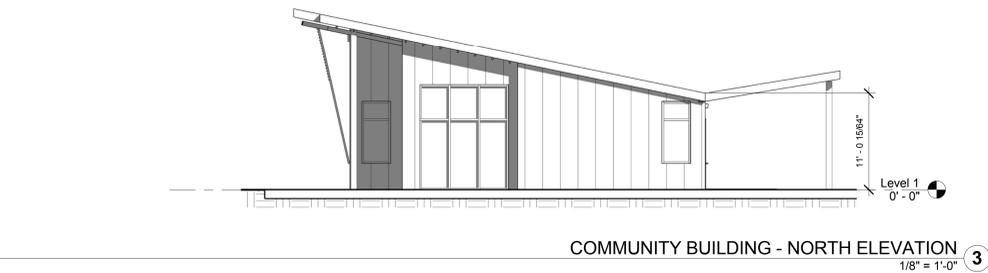
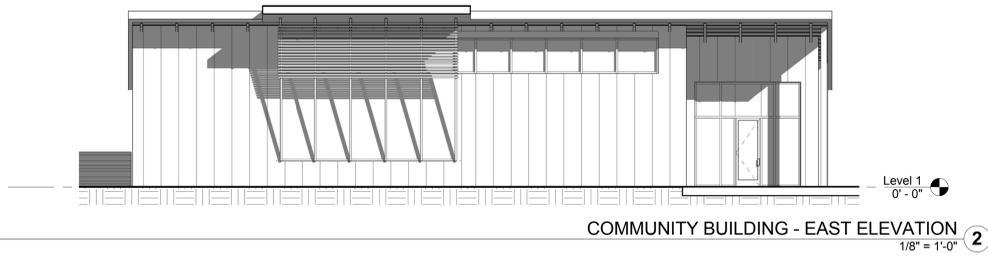
STAMP:

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CHECKED BY: Checker  
DATE: October 28, 2016  
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TITLE:  
**ENLARGED BUILDING PLANS -  
COMMUNITY CENTER**

SHEET:

**A4.01**

- PRELIMINARY - Not for Construction -



# Comments

Name	Location	Date	Comment
Pat milligan	Sonoma, CA	2017-01-18	Cut the size in half or move it. This area cannot accommodate the additional traffic.
Kimberly Johnson	Sonoma, CA	2017-01-18	Too big, not enough on-site parking spots, doesn't serve existing community.
Diana McAuliffe	Sonoma, CA	2017-01-18	This is not the right location for this type of project. It will be a nightmare for our neighborhood which we have all worked so hard to live in.
Roda Myers	Petaluma, CA	2017-01-18	Sonoma is being over-built and this is just another example. This project is too dense for the area and Sonoma.
Scott Parker	Sonoma, CA	2017-01-18	I am not opposed to Low Income Housing. I AM opposed to town staff and government totally dismissing the very real concerns of the neighborhood, in terms of density, parking, traffic, and the Clay Street traffic jams.
Shannon Dunn	Sonoma, CA	2017-01-18	This development is much too large. I support smaller developments spread throughout town. This is one of the worst possible options location-wise.
Lynda Robles	Sonoma, CA	2017-01-18	This is much too dense for this small parcel. I also don't understand how the Planning Department can propose this without full impact studies (traffic, parking, noise, light, etc.) as any private business would have to provide.
Johanna Avery	Sonoma, CA	2017-01-18	This plan is not in any Sonoma citizens' best interests. It does nothing to protect, much less enhance, the gateway to the Plaza.  It requires more thorough study, should not deteriorate the quality of life for the neighborhood, and for visitors to Sonoma.  It will be a detriment to our community.
Karen Alexander	Sonoma, CA	2017-01-18	The proposed housing development is too dense for the city of Sonoma. It should be re-evaluated to reduce the number of units.
Lou Antonelli	Sonoma, CA	2017-01-18	I agree 100% with the points in this petition.
Anne Shapiro	Sonoma, CA	2017-01-18	I live in affordable housing nearby the Clay St project. We are all in favor of low income housing for this site. It is simply too big for the plot and surrounding traffic and parking issues. Please make it smaller...25 units... with more parking. There will be no objections if that is done. Why not build the rest of the units you need on the corner of Broadway and MacArthur?
Robert Barron	Sonoma, CA	2017-01-18	This development is too dense for Sonoma. Broadway is the gateway to the city and should be protected from over development.
Mark Fraize	Sonoma, CA	2017-01-18	I agree with this petition and with the idea of building at the abandoned building at Broadway/MacArthur. We don't need affordable housing in this neighborhood. Instead we need more for families to do. There isn't a community pool yet we can build more housing. Ridiculous.
Arlene Holt	Sonoma, CA	2017-01-18	While I am supportive of low-income & affordable housing in our community, I am appalled that the Planning Commission would even consider the project without ordering a full and complete Environmental Impact Report. Such a decision is irresponsible.
Steve Shapiro	Sonoma, CA	2017-01-18	As a long time resident in the neighborhood I know that the density of the project is too great, especially when the associated increase in needed parking and traffic is considered.

Name	Location	Date	Comment
Laura Fraize	Sonoma, CA	2017-01-19	I live in front of this development and do not feel the chosen site is a good fit for this type of development. Surely the city cannot find something elsewhere in a less family and community oriented location. The location already is home to three types of people: family residents, tourists frequenting the hotel, and visitors entering Sonoma for tourism. If you add a fourth element, the area cannot sustain the impact of the cars and lack of income the project is intended to address.
james poolos	Sonoma, CA	2017-01-19	I strongly oppose the development of the project as proposed. I have been following the progress of the project, including attending city council meetings, for more than a year, and I like many others believe that the proposed complex has flaws that will negatively impact the neighborhood and greater Sonoma and that without further study and revision will cause problems that Sonoma's residents and visitors will endure for years to come.
Jan Myers	Sonoma, CA	2017-01-19	Inadequate parking for the number of potential residents and substantial increase in traffic to the main artery/entrance of Sonoma on Broadway!
Thomas Fogle	Sonoma, CA	2017-01-19	This project is poor planning. It doesn't fit the neighborhood. It doesn't fit the "gateway" location. It doesn't fit the historic overlay zone.
Theresa Meeks	Sonoma, CA	2017-01-19	This site is too small for this project. The traffic in this location is already gridlocked when schools start and end. I drive by this property 2 to 4 times daily and see many close calls with people crossing the street unsafely. Train Town creates excessive traffic during the summer at this location. I would like to see a smaller project and more attention given to existing traffic and local neighbors concerns.
Arnold Riebli	Sonoma, CA	2017-01-19	Responsible development is needed. This project does not meet that criteria. Urbanizing a rural town destroys character and quality of life.
Dean Littlewood	Sonoma, CA	2017-01-19	We really need an environmental impact report. This project is much too big for the town to shortcut the normal development process.
kris white	sonoma, CA	2017-01-19	The location of the development and the plans are much too much for the neighborhood to handle, in regards to parking, noise, etc etc. Please do the right thing and limit this development.
Elaine Passaris	Novato, CA	2017-01-19	I object to the density of this project.
Bobbie Curley	Sonoma, CA	2017-01-19	Too dense and wrong place for a development.
Kathrina Deegan	Sonoma, CA	2017-01-19	Everyone should want to protect the character of Sonoma and the safety of its citizens. An EIR should be required for all large scale or multi-unit projects proposed for our town. It just makes sense.
Julie Leitzell	Corte Madera, CA	2017-01-19	Many towns in Marin have come to the conclusion that encouraging and working with homeowners to create accessory dwelling units are a more effective and humane way of incorporating low income units into a community, rather than big developments. This development, in particular, if it is to be built should NOT be out of scale with the surrounding community and should conform to historical zoning limitations. BTW I live in Sonoma now, not Corte Madera, where the City Council admits to a huge mistake in green-lighting the unsightly Wincup development for a paltry few low income units.
Michelle Hogan	Sonoma, CA	2017-01-19	This is an irresponsible project causing more problems that it sets out to fix. Too dense. The infrastructure in the surrounding area is already taxed. EIR absolutely needed. Is the town even able to provide the services needed for population it is inviting in to a very compact, unsuitable location?
Mary Allen	WILLITS, CA	2017-01-19	....I feel strongly about not seeing Sonoma develop into further "urban sprawl"! It's present charm has a direct correlation to size & population!

Name	Location	Date	Comment
Lynne Myers	Sonoma, CA	2017-01-19	I strongly oppose the development's high density factor and urge the planning commission's careful consideration of the impact of increased traffic on the surrounding neighborhood.
Jeffrey Albertazzi	Sonoma, CA	2017-01-20	I am concerned about the density, traffic, parking and environmental impact. Also concerned about the future maintenance of the project
Ellen Fetty	Sonoma, CA	2017-01-20	Please look out for the future health and wealth of Sonoma and conduct an EIR prior to any development as well as look for alternative larger mixed use lots available in Sonoma with adequate space and parking to house 237 residents.
Carol Collier	Sonoma, CA	2017-01-20	Sonoma is big enough. All the proposed hotels and apartment complexes near the Plaza need to be squashed. Let them build down Broadway or on Leveroni or somewhere further away from the downtown center. You can barely find a place to park as it is, and traffic on Tuesdays in summer and weekends is miserable. Leave it as is.
Craig Craig	Sonoma, CA	2017-01-20	Too large a project for such a small footprint. How about Napa Road and Broadway, dilapidated buildings there now, location can be just about anyplace where there can be sufficient parking and out of the center of town and school corridors. Projects should not depend on taking away parking from existing residents. For a project this size there should be 100+ dedicated on site parking places for occupying residents, visitors and deliveries. Thank you for rejecting this poorly thought out project.
Carol Sandman	Sonoma, CA	2017-01-20	This proposal is the wrong use of 20269 Broadway. too many units, not enough parking, too much traffic in an already congested area.
Laurie Sebesta	Sonoma, CA	2017-01-20	I am signing because I vehemently oppose this project site and location. I feel it is too big a project for the space and will be a detriment to the already limited parking in the area.
Shannon Dunn	Sonoma, CA	2017-01-20	How about not on the gateway at all?
Cecilia Ponicsan	Sonoma, CA	2017-01-21	Lower the number of units.
Charlotte Makoff	San Francisco, CA	2017-01-21	I signed b/c I don't want Broadway to be congested
Charlene Thomason	Sonoma, CA, CA	2017-01-21	The density of this project is excessive. Parking allowances for residences and their guests are inadequate when combined with parking problems from Train Town, hotel staff, hotel customers, hotel vendors and neighborhood parking. Workforce housing and seniors should have priority status when selecting occupants.
Judy Breedlove	Sonoma, CA	2017-01-21	49 housing units is too many for the space proposed. It will have a huge and negative impact on the neighborhood. Do you due diligence and do an environmental impact study.. you owe it to the citizens of sonoma.
joycr schneider	Sonoma, CA	2017-01-21	It will impact traffic, schools and safety.
Tori Matthis	Sonoma, CA	2017-01-22	Parking and overcrowding is already a concern for Sonoma prior to affordable housing being included. Consideration for decreasing amount of Units and increasing parking and access to current location and/or identifying an alternate location further from the Plaza and Train Town will have less of an impact to these already highly visited areas.

Name	Location	Date	Comment
Steve Matthis	Sonoma, CA	2017-01-22	This proposed location for affordable housing is already a very busy part of Sonoma. I think this location would work if room size was cut in half to 25 instead of 49 . At that size all parking would be all on site for tenants. I would hope the city council would require an EIR to make sure they are not creating a mess at the gateway of our great town. This is a huge project for one small parcel of land. Please decrease rooms by 50 percent in this new housing complex.
Kim Schuh	Sonoma, CA	2017-01-23	The density of this project is threatening to safety!
James Patrick	Sonoma, CA	2017-01-23	We don't need more residents or cars in Sonoma...already too crowded.
Donna Brennan	Sonoma, CA	2017-01-23	There are way too many units on this property. Let's take another look and make adjustments. 30-35 units would be more appropriate for this site.
Nicholas Dolata	Sonoma, CA	2017-01-23	I'm signing this because this is a very poorly proposed spot for such dense housing in our community. Please don't repeat what happened in my neighborhood with their other project.
Francine Brossier	Sonoma, CA	2017-01-24	This is a terrible location for such dense housing. There is already too much traffic in that area.
Vannesa Carla	Sonoma, CA	2017-01-24	It's an ignorant and selfish way to think for a developer that only wants to make money but yet not experiment to live in that future complex where there is not the space in this small town. Ridiculous!!!! Awful to think in adding more people to our town.
Adrian Long	Sonoma, CA	2017-01-24	Disagree with scope of project
Heather Halon	Sonoma, CA	2017-01-24	Not the correct location for such a large project
Cynthia Fetty	Burlingame, CA	2017-01-24	This would not be in keeping with the charming character of Sonoma and certainly would not help the traffic situation.
William Haydock	Burlingame, CA	2017-01-24	Too large a project for that property. Density out-of-line.
Thomas Donahue	Sonoma, CA	2017-01-24	We do need lower income housing for younger folks including hired help in town but project needs to be cut in half to not wreck the character of the Square or create issues with traffic more than normal!
Heather McDavid	Sonoma, CA	2017-01-25	The traffic in our 'little' town is already CRAZY! There will be so many more cars on the road...and there are always too many cars for small compact neighborhoods.
Eric Ham	Sonoma, CA	2017-01-25	Do not agree with letting this large of a project to happen in Sonoma
tamara espinosa	santa rosa, CA	2017-01-25	I appreciate the smalltown feeling and camaraderie in Sonoma....
Ronna Buccelli	Sonoma, CA	2017-01-25	Traffic concerns , 20269 Broadway is not the place for a high density housing project in Sonoma.
Pauline Jordy	Sonoma, CA	2017-01-25	I agree with your petition.
Barbara Stauder	Sonoma, CA	2017-01-25	This project is much too large for our town.
Craig Hogan	Sonoma, CA	2017-01-25	This project is not right for this site.
Laura Declercq	Sonoma, CA	2017-01-25	I support affordable housing in our community, but I strongly oppose this development. As proposed, it is far too dense for this location: 49 units with up to 237 residents to be built on a 1.53 acre parcel with only 61 parking spots for residents. It would be irresponsible for this project to go forward without a full Environmental Impact Report. It is time to stop the overdevelopment of Sonoma.
David Lewis	Sonoma, CA	2017-01-25	The Sonoma area is lacking enough parking area today. The proposed density needs to provide adequate parking within and not use up public streets.

Name	Location	Date	Comment
Shelly Littlewood	Del Monte Forest, CA	2017-01-25	The project is too big and traffic congestion will significantly impact the not only the well being of neighbors but also of all Sonomans that using the Broadway corridor. The density is too high on this development.
Raye Capra	Sonoma, CA	2017-01-26	The traffic impact of more housing. Not enough stores to accommodate new residents. Safety issues for pedestrians and crime increase.
David Berry	Sonoma, CA	2017-01-26	This proposal was fast tracked unjustly by the City+Developers, is a poor non-interesting, and non-innovative proposal (vs. something like Tiny Houses),.
Aubree Vance	Sonoma, CA	2017-01-26	Prevent overcrowding, traffic and make safety for the children a priority.
Heather morgan	Sonoma, CA	2017-01-27	For many reasons.
Jon Curry	Sonoma, CA	2017-01-27	Project is requesting too many units and I feel parking will be a complete mess to the surrounding neighbors/businesses
Jette Franks	Sonoma, CA	2017-01-27	not enough space for so many apartments.
Erin Cline	Sonoma, CA	2017-01-27	The project is too big on a very small parcel. There has not been any EIR conducted. We don't have any idea what the impact will have on our environment. Just the water impact will be a detriment on our water sources.
Casey Moll	Sonoma, CA	2017-01-27	I'm signing because it is not an appropriate use of this land. This is the entry way to our beautiful town. Housing is needed but cramming as much as possible in that lot is ridiculous. Let's protect our downtown area
Jody Piurdom	Sonoma, CA	2017-01-27	The proposed development is far too dense for the location.
Erin Cline	Sonoma, CA	2017-01-27	I think there would be too many people living in such a small area, and it would affect the environment and the people around it in such a negative way.
Katherine Del Carlo	Sonoma, CA	2017-01-27	Housing too dense for the property size
Bob Mosher	Sonoma, CA	2017-01-27	I believe that this petition was created to bring vitally important specific issues before the Sonoma community, the City Planning Commission and the elected and appointed representatives. Some of the most important issues all seem to relate to the "law" of unintended consequences as relates to aspects of the developers plans; scale is too large for the lot size which creates many problems, not the least of which is inevitable over-flow parking which would result from too few planned parking spaces. The intended occupants are essentially the same general profile. Diversity is critically needed as this is important to the creation of a successful housing project. There is much more!  Please take the time to read the petition carefully and then make your thoughts known to neighbors and friends.  PI
deborah dado	sonoma, CA	2017-01-28	It is important for the community to be aware of the potential consequences of a development of this size and density and its impact on the gateway to the City of Sonoma. We need to plan for all the unintended consequences, i.e. traffic, public transportation, school system, water, sewage, etc. Too dense for this parcel, in my opinion. Educate yourself and decide.
Craig scheiner	Sonoma, CA	2017-01-30	This proposal is utterly inappropriate for this neighborhood.
Nancy Garner	Sonoma, CA	2017-01-30	I don't feel that there is enough space for what is purposed. The parking is already bad and there is nothing on the lot
Katrina Mayo-Smith	Sonoma, CA	2017-01-30	there are enough new apartments in Sonoma!!! We don't have the infrastructure or the water to sustain a larger population. PLEASE reject this proposal!

Name	Location	Date	Comment
Mark Curtis	Sonoma, CA	2017-01-30	1. Extremely high number of units on such a small lot 2. Lack of onsite parking 3. That an EIR has not been done on such an important issue
Robin Jensen	Sonoma, CA	2017-01-30	I am signing because this development is not going through the standard review and approval process needed for a project of its size and impact to the community.
Joyce Shaw	Sonoma, CA	2017-01-30	This project is ill-planned and will ruin the environment. Broadway, the first real entryway to Sonoma Square will be further compromised by a run down apartment complex.
Hadley Larson	Sonoma, CA	2017-01-30	I live in fryer creek and directly impacted by the project.
Thomas Byrne	Sonoma, CA	2017-01-30	I am signing this petition also because the project is nearly adjacent to the creek and protected vernal pools protecting the endangered Sonoma Sunshine Plant. Any EIR should look at the impact on this preserve.
Alan DiPirro	Sonoma, CA	2017-01-30	Should be no more than 30 units.
michelle vollert	sonoma, CA	2017-01-31	I strongly believe that 49 units in a space less than 2 acres is ridiculous!
CJ Glynn	San Francisco, CA	2017-01-31	Please look out for the future health and wealth of Sonoma and conduct an EIR prior to any development as well as look for alternative larger mixed use lots available in Sonoma.
Sandra Curtis	Sonoma, CA	2017-01-31	I agree
Christine Velarde	El Verano, CA	2017-01-31	This will impact the parking on Broadway!
Folia Grace	Sonoma, CA	2017-01-31	We need more restaurants and shops in Sonoma, not more high-density dwelling units.
Antoine Bigirimana	Sonoma, CA	2017-02-01	I'm signing because I am a longtime Sonoma resident and I want to protect Sonoma's small town character.
Patricia Daffurn	Sonoma, CA	2017-02-01	density, traffic, historic entrance to Sonoma, Research shows high density housing should be placed center to two exit areas, should as the middle of leveroni, Boyes, or Agua Caliente, not at one end of a major corridor

**Subject:** Broadway Housing \_Story Poles

**Date:** Friday, February 3, 2017 at 10:59:37 AM Pacific Standard Time

**From:** nicarch@comcast.net

**To:** David Goodison, Cribb, James, Roberson, Chip, Willers, Bill, Wellander, Ron, Sek, Mary, Coleman, Mike, McDonald, Robert

**CC:** Germano, Tony

Dear Mr. Goodison and Planning Commission Members

There has been much discussion concerning the installation of "story poles" for the Broadway Affordable Housing Development from the neighborhood residents.

I want to express my support for the Planning Commission requesting that these poles be installed along the west property line behind the first two homes on Bragg St off of Clay St. As you are aware the developer is requesting "incentives" which includes exceeding the City Code for the building height restriction. I am sure you are also aware the developer is proposing to raise the building floor elevation some 33 inches above the existing grade because of potential flooding. The total height to the ridge of some of these structures will be close to 34 feet above the existing grade which is similar to the 3 story Napa Hotel Project being proposed in the Commercial downtown area.

Also these massive (more than 5000 SF) apartment structures are proposed to be within 15 to 20 feet of the Single Family home property lines which will affect privacy and the continued quiet enjoyment of these homes.

The requirement to erect story poles to depict the general size, massing, and scale of a project during the design review process has become increasingly popular for proposed development and is import for this project to visualize the impact on the surrounding environment. Once final elevations for proposed ridge lines are established, a framework of poles can be erected. When completed the story poles create an accurate silhouette of the proposed project and give a good indication of the size, scale, and massing of the project to follow. Upon your review of these conditions you may want to suggest altering the proposed plan for the benefit of the existing Sonoma residents.

I would appreciate you consideration in this matter and any comments you may have. If you have any questions please feel free to contact me.

Best regards,

Anthony Germano, CAC Member  
1280 Bragg St Sonoma, CA

[nicarch@comcast.net](mailto:nicarch@comcast.net)

Plan Commission Members:

David Goodison, Director of Planning

January 10, 2017

Re: Design Review Application  
Broadway Affordable Housing

Hope all is well and you enjoyed the Holidays. I see you have several projects under review so expect this is a very busy time for you. I also see that SAHA has submitted the referenced project for Design Review.

**LIHTC / Budget / Construction Quality:**

I wanted to express my concern pertaining to the quality of design and construction of this project as it pertains to current events. The prospects for significant tax reform in 2017 have increased as the result of the election. If enacted this will reduce the value of some tax benefits and could affect the LIHTC low-income housing tax credits. This uncertainty may affect the 2016 awards and the 2017 application cycle since specific questions will need to be answered before investors will be able to commit. The result may be less equity per dollar of credit thus creating funding gaps. This reduction in funding may induce several possible responses. Two of these would be “value engineering” and “Increased debt”.

“Value engineering” is usually suggested by the contractor to “save the owner money” and reduce construction cost. In my opinion it almost always reduces the quality of the project but rarely results in reduced profits for the contractor. Trade-offs may also include higher maintenance expenses and utility cost. In my opinion this would be a mistake since the City is committing to a 55 year project that will need substantial renovations during that life-cycle period.

Another reality in the market is interest rates going up which could mean borrowing less than had been planned based on the proposed rent structure. Other than reducing the quality of construction an alternative may be expanding the income limits to include more moderate low income “workforce” income earners to help pay a higher debt service. Many have advocated for more income diversity for this project and it would not be unreasonable to review the original RFP that actually proposed higher income limits than those currently proposed by SAHA, the developer. It is still possible to increase the moderate low income levels while not affecting the proposed LIHTC funding.

“Affordability The residential rental development on the property is required to be affordable to households earning 80 percent or below the area median income (AMI) for a period of 55 years, with a

minimum of 30 percent of the units affordable to households with incomes below 30 percent of AMI and no more than 20 percent of the units affordable to households between 60 and 80 percent AMI.”

In my opinion the developer has already asked the architect to reduce cost by the increased density, simplifying design and construction, and eliminating architectural elements that are asked for in the City of Sonoma Development Code for the Broadway Corridor. Any reductions in quality or aesthetic will not only affect the apartment occupants but the City of Sonoma community as well.

I would appreciate your comments concerning this important issue.

Regards,

Anthony Germano, CAC Member  
1280 Bragg Street  
Sonoma Ca, 95476

[nicarch@comcast.net](mailto:nicarch@comcast.net)

Plan Commission Members:  
City of Sonoma, Ca

David Goodison, Director of Planning

January 24, 2017  
Re: Planning Application  
Broadway Affordable Housing

As a member of the SAHA (CAC) Community Advisory Committee and resident of Sonoma I have the following comments concerning the proposed Broadway Affordable Housing Development as it pertains to the adverse environmental impact on the adjacent single family homes (including senior occupants with health conditions) along the west property line and the City Development Code.

### **Broadway Affordable Apartments\_ Solar Panels**

The developer has stated they intend to install solar panels on the roof structures of the proposed Broadway apartment buildings. I have a question concerning the placement of the solar panels as shown on the application drawings.

Perhaps most important is the potential glare and heat reflection from these panels the way they are angled into the rear yards and windows of the Bragg St homes which could be a nuisance (especially for seniors). It would be best if these panels were deleted from the plan. Equipment placement needs to be subject to a specific design review and engineering study by the developer before approval by the Planning Commission.

While preliminary in design, solar panels are indicated on buildings 6, 7, and 8 along the west property line only 15 to 20 feet away from adjacent single family properties. Of these placements the large area of panels located on Building 7 should be re-thought since they are located on the west side facing the adjacent single family homes. As a member of the CAC and representing the neighbors affected I would ask that solar panels be placed and arranged such that reflected solar radiation or glare, and possible pump noise not be directed to adjacent properties. Solar panels should be deleted on the west facing roof on building 7. While not shown on the drawing it would make sense to add solar collectors (not shown) to the 3 bedroom family townhome roofs on buildings 2 and 3 which has a better orientation and will have larger electric users.

There are several additional reasons not to place them in that location including the fact they will be less effective due to orientation and they will be shaded by the existing trees

on the adjacent lots and new trees that will be planted to meet the privacy and buffer requirements in the City Code.

We would greatly appreciate your review and consideration of this important matter and other environmental concerns of Sonoma residents.

Best regards,

Anthony Germano

1280 Bragg St, Sonoma Ca

[nicarch@comcast.net](mailto:nicarch@comcast.net)

Plan Commission Members:  
City of Sonoma, Ca

David Goodison, Director of Planning

January 20, 2017  
Re: Planning Application  
Broadway Affordable Housing

As a member of the SAHA (CAC) Community Advisory Committee and resident of Sonoma I have the following comments concerning the proposed Broadway Affordable Housing Development as it pertains to the adverse environmental impact on the adjacent single family homes (including senior occupants with health conditions) along the west property line and the City Development Code.

**Screening and buffering section 19.40.100; Fences, hedges and Walls section 19.46:** states the Developer shall provide “adequate buffering between different land uses”. From a design perspective in my opinion there should be a rear yard landscaped buffer of 25-30 feet for this sized project. The Developer is proposing a less than code rear yard setback of only 15-20 feet.

The adjacent neighborhood residents feel there should be a masonry “sound fence” or wall along the west property line in the setback area next to the existing retaining wall per code to assure use of their property during construction and thereafter for peaceful and quiet enjoyment of their homes. Locating a 72 space **parking lot (that will generate noise, light, air and runoff pollution) behind these homes is equal to a large commercial development such as a hotel or office building. Having two-story (49 units) structures 34 feet (similar to a 3 story commercial structure) high above existing grade and only 15-20 feet from adjacent single family properties is an intrusion of privacy.** This multifamily rental project is “commercial” in its design and use, and is in a MX Mixed Use zone along the “Broadway Corridor”.

In addition to all families along Bragg St signing a formal request letter to the Commission for the masonry “sound fence”, the majority of CAC members during the design meetings with SAHA were in agreement some type of masonry “sound fence” is necessary for privacy due to the close proximity of the nonconforming apartment structures behind the Bragg St homes, and the large parking area behind homes to the north. **During construction there will be both intolerable noise and environmental pollution for 15-18 months with heavy compacting equipment, large concrete and delivery trucks, saws and hammers every work hour of the day.** A sound wall is needed and a permanent masonry wall makes the most sense from a maintenance and

functional aspect. The wood fence proposed by the Developer is not an adequate buffer in that it provides little sound attenuation for noise and air pollution containment due to openings below and through the fence. A wood fence is not permanent and will need constant maintenance.

The Planning Commission is being asked by the Developer to ignore many of the City Code requirements as “incentives” for affordable housing. These include parking requirements, building height requirements, building setback requirements, open space required and the normal dwelling unit density requirements to name some. **All of these “incentives” will have a direct negative impact on the” privacy and quiet personal enjoyment” of the adjacent single family home environment.** The developer has not offered adequate design substitutes to offset these violations of the City Code\_ Performance Standards 19.40.090. The masonry “sound fence” would be a welcomed partial exchange for some of these intrusions.

We would greatly appreciate your review and consideration of this important matter and other environmental concerns of Sonoma residents.

Best regards,

Anthony Germano

1280 Bragg St, Sonoma Ca  
[nicarch@comcast.net](mailto:nicarch@comcast.net)

**Subject:** Story poles for the proposed SAHA site

**Date:** Monday, October 24, 2016 at 4:43:52 PM Pacific Daylight Time

**From:** Michelle & Craig Hogan

**To:** David Goodison

Mr. Goodison,

I urge you to consider the installation of story poles for the proposed SAHA site at the corner of Clay and Broadway. The residents of Sonoma need to understand what the City Planning Commission is approving on their behalf.

Sincerely,

Michelle Hogan

**Subject:** 20269 Broadway

**Date:** Wednesday, October 26, 2016 at 11:14:44 AM Pacific Daylight Time

**From:** Kimberly Johnson

**To:** David Goodison

Hello David -

I'd like to request story poles go up on the potential building site at 20269 Broadway so the residents of our town can visualize the exact proposed size and scope of the project.

The last SAHA Advisory Committee meeting will be held on November 16 and according to SAHA, they will plan on presenting their site plan in December at the Planning Commission meeting.

Thank you -

Kimberly Johnson  
SAHA Community Advisory Committee Member

**Subject:** SAHA Broadway project

**Date:** Tuesday, October 25, 2016 at 8:39:14 AM Pacific Daylight Time

**From:** Dean Littlewood

**To:** David Goodison

David,

Please do not approve the project without the placement of story poles and ribbon sheets so the residents of Sonoma can see how big it is going to be. Thanks.

Dean Littlewood  
[185 Cooper Street](#)  
[Sonoma, CA](#)  
415-515-2255

**Subject:** Story Poles

**Date:** Monday, October 24, 2016 at 5:28:58 PM Pacific Daylight Time

**From:** G Miller

**To:** David Goodison

I am requesting that story poles be erected at the 20269 Affordable Housing site. Thank you, in advance, for honoring my request.

Sincerely,  
Gail Miller  
162 Clay Street  
Sonoma, CA

**Subject:** FW: 20269 Broadway Affordable Housing Project/Story Poles  
**Date:** Friday, February 3, 2017 at 2:00:10 PM Pacific Standard Time  
**From:** David Goodison

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**From:** Wendy Atkins <WendyA@sonomacity.org>  
**Date:** Thursday, November 10, 2016 at 10:45 AM  
**To:** David Goodison <davidg@sonomacity.org>  
**Subject:** FW: 20269 Broadway Affordable Housing Project/Story Poles

Hi David,

FYI, see email below. I will also include the email as late mail for the DRHPC.

Wendy Atkins  
Associate Planner  
City of Sonoma  
No. 1 The Plaza  
Sonoma, CA 95476  
(707) 933-2204  
watkins@sonomacity.org

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**From:** bmosh@earthlink.net [mailto:bmosh@earthlink.net]  
**Sent:** Thursday, November 10, 2016 10:45 AM  
**To:** Wendy Atkins  
**Subject:** 20269 Broadway Affordable Housing Project/Story Poles

Dear Ms. Atkins:

I'm a Clay Street resident and as such I have a keen interest in seeing to it that the affordable housing development is built in such a way that we are all pleased. It would be very frustrating and sad to not do all of the little things to make this a successful project. Not long ago there was a traffic study that was funded with the \$100,000 that the City donated to the project and by all accounts it shed almost no light on the subject! Surely there is most of the money left to put in story-poles and other mitigations for such things so that we can imagine what the project will look like when completed. It seems to me that excellent planning would dictate that all stakeholders know as much about this project as possible - lest there be irreversible negative aspects that could have been prevented!

I would be most grateful if you would provide copies of my thoughts to the planning commissioners and staff.

Thank you!  
Bob Mosher  
142 Clay St.  
Sonoma  
996 6693

**Subject:** 20269 Broadway Project

**Date:** Tuesday, October 25, 2016 at 9:36:17 AM Pacific Daylight Time

**From:** RL Myers

**To:** David Goodison

Dear Mr. Goodison,

I understand that it's likely that SAHA will be submitting their application for the 20269 Broadway project soon. I am not sure what the procedure is, but I would like to make a formal request for story poles for the site. From looking at the site plan it seems likely that the ground will be built up prior to construction and the buildings may be higher than we think.

Please let me know if there is something else I need to do.

Thank you,

Roda Lee Myers  
134 Cooper Street

**Subject:** Broadway project, SAHA - regarding parking

**Date:** Wednesday, October 26, 2016 at 12:29:40 PM Pacific Daylight Time

**From:** Jill Ralston

**To:** David Goodison, felder@pacbell.net

Dear David and Robert.

I am sending this email to the two of you, Planning Director-David Goodison and Planning Commission Chair, Robert Felder. My husband and I have attended one of the community meetings because of my concerns with the low income housing project that is being planned at Broadway and Clay. I own a house on Nash Street so we will be impacted by that development as will all of Sonoma's residents and it's tourists too. I am happy to see low income housing in our area. I was impressed with the architectural look of the plans and I especially liked the meeting center included as part of the development. But it's very important that this development is done with regards to the impact upon the area. One of my biggest concerns is the car parking issue. There definitely are not enough car parking spaces included in the plans. We all know the areas here in town where there is too much density and how the cars are lined up all along the streets making traveling in those areas a bit challenging as well as the fact that many of those cars are quite an eyesore. I have an perfect example to provide. We use a wonderful local Sonoma man to help us with home projects when we need an extra hand. Carlos is a wonderful person. He works full time for one of the vineyards as a maintenance person. He is originally from Mexico. He lives here in Sonoma in a rent subsidized apartment building with his wife, two young adult children and grandchild. Carlos has a pickup truck and a car. Each of his kids have their own cars. His son needs his car to get to college. His daughter needs her car to get to work. Anyone would be lucky to have Carlos and his family as neighbors. They are a close knit, kind, caring, hard working family. The children are working hard to get ahead in the world. Sonoma does not have good public transportation. People need their own cars to get to jobs, schools, run errands, etc. My example outlines the reality of how many cars we can expect per family. There are already so many cars that park at train town and the hotel. It is important to take a good look at the impact all the additional cars from this housing development are going to have on the area. I do hope you can have some impact on controlling the allotment of parking places for this development.

Sincerely, Jill Ralston

Jill Ralston-SVNC Membership Chair

[jillralston@sbcglobal.net](mailto:jillralston@sbcglobal.net)

707-543-6789

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Art Direction, Photo Direction

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**Subject:** Story Poles for Saha Clay Street Project.

**Date:** Monday, October 24, 2016 at 4:33:33 PM Pacific Daylight Time

**From:** carolsandman@aol.com

**To:** David Goodison

Dear David,

I am requesting story poles for the SAHA housing project corner of Clay and Broadway.

Thank you.

Carol Sandman  
185 Cooper Street  
Sonoma, CA 95476

**Subject:** Fwd: Broadway project

**Date:** Monday, January 30, 2017 at 10:13:24 AM Pacific Standard Time

**From:** Anne Shapiro

**To:** David Goodison

Please forward to all members of the Planning Commission.  
Thank you.

Sent from my iPad

Begin forwarded message:

**From:** Anne Shapiro <[azshap@comcast.net](mailto:azshap@comcast.net)>

**Date:** January 29, 2017 at 6:15:42 PM PST

**To:** [Bob@SonomaFarmhouse.com](mailto:Bob@SonomaFarmhouse.com)

**Subject:** Broadway project

Hello. I am a homeowner on Marcy Court, a subsidized, affordable housing project just north of the proposed development at 20269 Broadway and Clay St. We are very much in favor of building affordable rentals on the two acre property there....but 49 units is absolutely unreasonable for that space. We have very limited parking built onto our project....only two spaces per home...and must depend on the grace of the State and the City to let us use overflow parking space on Broadway to accommodate families that have 3 cars....and of course visitors.

When Train Town is open, many of our Broadway spots are taken up but visiting train riders as is all of Broadway and Clay St. parking within walkable distance of the park.

Building a project with 49 units and less than 70 parking spaces will essentially spill daily parking onto Broadway and the Clay St. neighborhoods....taking up the overflow in front of Marcy Court as well. It is just unfair.

We know that the city is under the gun to fulfill a quota of affordable housing units before a deadline...and that cramming this project onto these two acres right at the opening to our city will take care of that mandate....so they can wash their hands of that annoying issue and move on to more supportive efforts in pleasing the tourists.

But this one will not only give low income families a crowded, unpleasant project right across the street from the butt end of the Lodge...with all of those problems we have dealt with since it was built...but many living there will have to look for a place to park on a daily basis. The numbers don't add up.

Please make this project smaller....25-30 units with at least two parking spaces per family. Build the rest of your mandate somewhere else...the corner of Broadway and MacArthur for example. Please don't let this happen to the entrance to Sonoma and the neighborhoods that surround it.

Thank you!

Anne Shapiro

1225 Broadway #N

Sonoma

Sent from my iPad

**Subject:** Reply on future low income housing project on Broadway

**Date:** Saturday, December 10, 2016 at 6:17:21 AM Pacific Standard Time

**From:** Carson L. Silkey

**To:** David Goodison

David,

It has come to my attention that the City is considering waving the Growth Management Ordinance of the City with the low income housing project on Broadway. I think that the Sonoma and the City Council should stay with Sonoma Growth Management Ordinance. You and the council have pass this ordinance so that Sonoma has a managed and maintain growth so that the City of Sonoma does not end up looking like so many other American Cities. Cookie Cutter projects should not be built in the main entrance coming into our city. We are a tourist oriented business. Guest coming into this special place do not want to see what has happen in their own neighborhood. The idea of development of this kind is not fair to the businesses near to this project and the local neighborhood. Too many project in this town have been built, unregulated during construction and we end up with illegal road access for the Fire Department. I feel very shocked that this type of construction is being development so close to our town main corridor.

There are many other County properties that could be used where you are not impeding traffic, local business and neighborhoods.

As a reminder there was a parcel that was approved 25 years ago in Leveroni Rd. and Arnold Drive for a 105 unit development. I think Jean Marksen was Mayor then along with Iggy and Henry Roboni was City council members. So if you are looking for a site that has plenty of land for off street parking and the ability to grow within the city gr

**Carson L. Silkey** (Carson's Handyman Services)  
Cell 707 332-3975  
Sonoma, CA

**Subject:** soil report and story poles

**Date:** Friday, November 4, 2016 at 10:16:02 AM Pacific Daylight Time

**From:** lynn f watts

**To:** David Goodison

Hi, David

Adam at SAHA says he has the soil report but he refers only to the soil borings for load capacity and recommendations for the structural foundation design. I would like to know if the soil will be tested for residue and pesticides in another test.

Given the size of the proposed development, I think it is appropriate to erect story poles on the site. It would help everyone in town, including the Planning Commissioners and City Council members, as we try to envision the mass and height.

Thank you.  
Hope all is well.  
Lynn

**Subject:** Story Poles

**Date:** Monday, October 24, 2016 at 4:22:44 PM Pacific Daylight Time

**From:** Ken Brown

**To:** David Goodison

**CC:** Lynn Fiske Watts

David- I want to request story poles be constructed at the SAHA site. Many thanks- Ken

**Ken Brown**

[Ken@BearFlagSocialClub.com](mailto:Ken@BearFlagSocialClub.com)

Cell 707-938-8623

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