

Meeting Notes February 9, 2017

City Planning Director David Goodison presented his Initial Study to the Planning Commissioners

Clay Street traffic was left out of the report

Commissioner Wellander

- Strongly supports story poles
- Property has lots of view corridors at the gateway to town
- Renderings of design are good but people ought be able to walk around the hood and get a sense of everything
- Doesn't disagree with David's view there will be no impact on public resources, but knows it's a concern to community
- Police and fire. No impact according to David.

(NOTE: There is a No U-TURN sign at Clay and Bragg. Police chief says they do not have enough resources to enforce it. \$230 a pop would earn the City \$\$\$ a day, since there are more than 20 illegal turns at that corner.)

Parking problems will be dealt with through the **condition of use** process.

(NOTE: Lodge at Sonoma's Condition of Use is not to allow its employees to park on Clay Street. The Lodge has refused to comply for 15 years. That the City will

not enforce it, leads to complete lack of confidence in that mechanism to control parking for the next 55 years, which is how long the proposed development must remain subsidized housing.

Commissioner Coleman

- There will be significant environmental impacts
- Review of parking will be through Use Permit
- Already a problem with traffic (1) US Hwy 12 (2) Train Town (3) Lodge
- All together they constitute significant environmental impacts
- Should be studied together and consider the impact of 75-100 new cars traveling in the area
- Loading dock at the Lodge is a traffic and safety hazard
- It causes congestion, traffic, and generates noise
- We owe it to the neighborhood and the new residents to correct this before we build new development across the street

Study redesign

- Observed illegal U-Turns on Clay and Bragg many times and watched people drive through the neighborhood's narrow streets
- Relocate or redesign the dock for safe

- maneuvering
- The dock has a negative impact on the neighborhood

Noise of construction a big concern

The 2016 EIR for the proposed new hotel said construction would expose people to noise levels in excess of the standard allowed in the General Plan. There will be increased vibrations and ambient noise

Hotel's EIR lists 16 measures to be taken to mitigate those environmental issues

The Neighborhood already has Train Town whistle and traffic noise, which are not addressed in the initial study. May not be able to be mitigated without a major redesign

The acceptable indoor noise limit for residential is 45 decibels and 55 decibels for outdoor noise. Limit of safety before losing your hearing is 70 decibels.

Lodge EIR says the noise level is 57 decibels for rooms 200 feet from Broadway and 125 feet from Clay. Apartments are going to be placed 20 feet from Broadway and Clay.

Many challenges lie ahead for the developer to meet noise level standards

No AC means windows must be open. An independent sound consultant should do a study and the developer must implement recommendations made

Pg 7 in initial study: Air quality. There are significant concerns because this project is comparable in size and scope to new proposed hotel. The hotel EIR cited 12 items to be mitigated. City Planner's Initial Study shows none.

Upgrade the sewer

- Storm water runoff will have to be mitigated
- Plan doesn't seem to show onsite retention for parking lot runoff (run off is full of pollutants). It will have to be filtered before getting into the storm drain on Broadway

Bio swales will filter but not contain

Potential flooding is a concern

This may be why the building floor elevations have been suggested to be raised 2 feet about existing levels (giving the appearance of three story buildings)

Public Services

- Not sure there will be adequate service and response times for police and fire
- Need letters from schools saying they can accommodate new students

Ten units for disabled and homeless persons. Not enough public transportation for vets who seek services outside this area. Nearest Vets hospital is in Santa Rosa

It's nice the developer will get additional funding (by including vets) to build but how will they provide adequate services for vets with medical and mental health issues?

Aesthetics

Mass and scale should be compatible with neighborhood. Seems the proposed buildings are larger than what is allowed in mixed-use zone. Especially evident along Clay where there are only 10 feet between buildings. Many buildings are larger than 5,000 square foot limit.

The developer is asking for concessions because of the density—because it can't meet the city's code requirements.

Circulation element

Mitigating traffic problems will probably mean modifying Broadway. That would affect traffic lanes and parking for existing residents and cause new congestion in the area.

Yes to photo simulation and story poles

The Broadway corridor connects to downtown

There is no storage for residents. Where are the bikes and grills going to be stored?

Concerned about off loading on Clay. People who don't want to walk their groceries from the parking lot on the north side of the development will want to park on Clay. Double parking will block the street and the Lodge already uses a big share of Clay. Parking problems, hazards, and safety are concerns.

Without public transport, there will be bikes.

Solar panels, glare, heat, reflection

Commissioner Mary Lek Aesthetics

Story poles

Renderings are already required

Need additional perspectives of property and idea of mass and scale in relation to buildings adjacent, to the west

Need full site elevations that includes west neighbors diagraming heights of existing windows in relation to

Where is the fence? The windows? The rooflines?

Need a diagram of building heights and a map. Idea of scale.

Residences 25-32 feet from the bridge, that is at a 30 foot

Site elevations comparison important in addition to renderings

Story poles: abstract outline but showcases what you will be looking at

This design not as drastic on the roofline was on previous drawings

Solar panels will be taken up down the road

Bottom line:

Renderings and story poles are needed at west property line

Transport and traffic: Congested already with the hotel, busy Broadway, and Train Town.

Need Careful traffic analysis and parking analysis down the line as best as we can.

Touch on Coleman's remarks: Utilities and sewage
Data max capacity 20 m per day
Permit allows 3 m g per day

Wants data or facts on connection lines: southern lines not capable of northern lines

Bob McDonald

Commission will be serious about studying all aspects

5 main points

Traffic

- Alluded to concerns about safety off site and on site as relates to circulation
- Broadway pedestrian safety and accessibility to buses and bikes
- Ped circulation has to be safe

South side of Broadway inadequate

Wants traffic analysis to address ped safety on and offsite

Residents need access to buses and paths along Broadway

Really important: ADA access for this project
It doesn't just sit on its own square
Provide mitigation for safety for peds.

Onsite circulation safety
Community center? Traffic analysis should include people living off site, like people coming to the community center for parties.

Renting out for parties—parking for them? Where is it?

- Traffic analysis should look at people visiting the site.
- Trip generation, loading and unloading
- Important safety issues

Sewer capacity

Sewer line size--Needs a letter

Capacity and look at sewer laterals that connect to main line

If there's an issue, there needs to be an EIR

Noise

Referred to Cmr. Coleman, who said initial study doesn't talk about noise attenuation (OR TRAFFIC ON CLAY) levels on outside the state and local noise ordinance.

Community center, outdoor open space, loading dock.
Look at how this is all going to work out

Study needs to look at open space

Biological resources

Open space and protective land that doesn't abut, but in close proximity it raises questions about biological resources.

(St Francis place preserve—behind Cooper Street and Beasley)

Permanent open space because of riparian and biological resources

Can't be built because of endangered plant, reptile or insect (it's the Sonoma daisy)

The project site has access to the open site (St. Francis preserve)

Q: The housing project actually drains to that open space, which is protected?

The initial study or environmental plan needs to understand how the project site drains to the preserve.

David will provide information but says the site drains away

Tiger Salamanders might live on the property, and they're protected species

Aesthetics

- Story poles are helpful and useful. Supports them.
- Community asks for it
- Supports Sek's comments about relationship between project and existing houses
- Cross sections will be necessary to understand relationship between existing houses and what's proposed
- Initial study should look at cross sections

Commissioner Crib

In general, satisfied with areas identified in preliminary draft and concurs on noise issue

Concerned about Ongoing operational noise
Construction noise will not be comparable to
hotel because of the underground parking lot.

It's standard residential development

He is thinking more about ongoing operation of
project rather than construction
All development has to comply with City guidelines
Mitigation is standard practice—dust

The really big one Traffic and Noise

Story poles are not useful but neighbors think
they're important

David has enough to go on

The end of PC notes